

Appendix B

Initial Study



CEQA GUIDELINES SECTION 15183 GENERAL PLAN AND ZONING CONSISTENCY ANALYSIS ♦



4256 El Camino Real Hotel Project

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INITIAL STUDY

1. PROJECT TITLE

4256 El Camino Real Hotel Project

2. LEAD AGENCY NAME AND ADDRESS

City of Palo Alto
250 Hamilton Avenue
Palo Alto, California 94301

3. CONTACT PERSON AND PHONE NUMBER

Samuel J. Gutierrez, Associate Planner
(650) 329-2225

4. PROJECT LOCATION

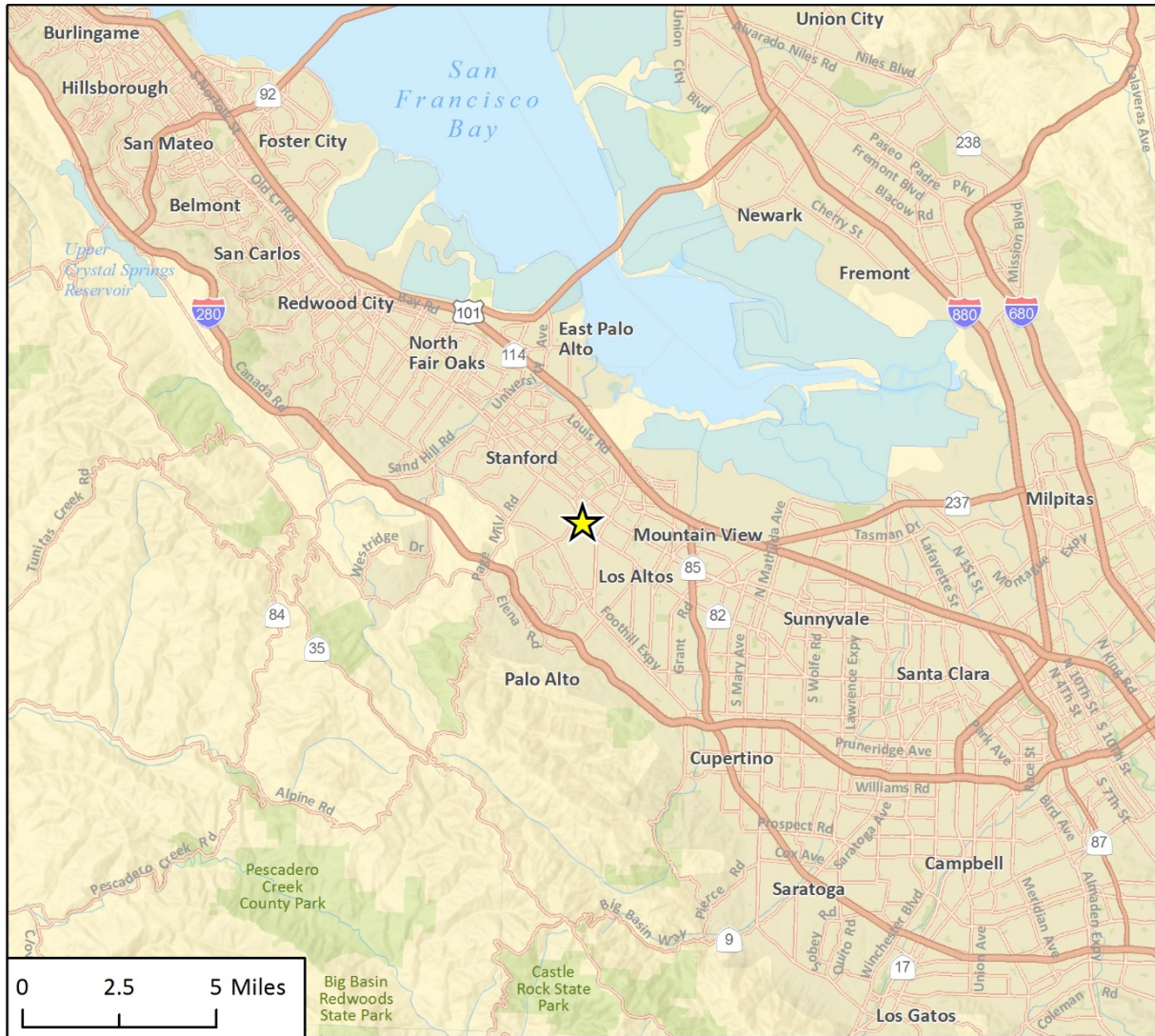
The project site is located at 4256 El Camino Real in the City of Palo Alto, in Santa Clara County. The project site encompasses approximately 0.60 acres on one assessor's parcel (Assessor's Parcel Number 167-08-042). The site is located along El Camino Real northeast of the intersection of El Camino Real and Dinahs Court and approximately 0.25 miles southeast of the intersection of El Camino Real and Arastradero Road/West Charleston Road.

Figure 1 shows the regional location of the project site and Figure 2 shows an aerial view of the project site and immediate surroundings. Figure 3 and Figure 4 show photographs of the site and surrounding development.

5. PROJECT APPLICANT

Randy Popp
210 High Street
Palo Alto California, 94303

Figure 1 Regional Setting



★ Project Location

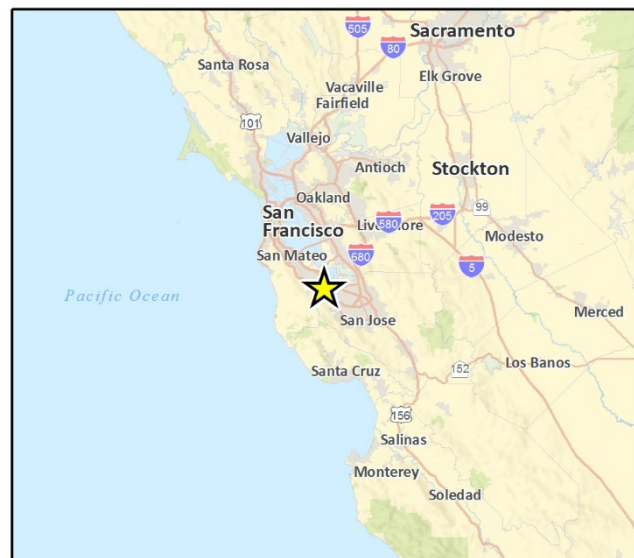


Fig. 1 Regional Location

Figure 2 Project Location



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Fig 2 Project Location

Figure 3 Photographs of Project Site and Surrounding Development – Photos 1 and 2



Photo 1: View of the existing restaurant and northern driveway on the project site, taken from the northern corner of the site looking southwest.



Photo 2: View of the on-site southern driveway onto El Camino Real, taken from the southern corner of the site looking northeast.

Figure 4 Photographs of Project Site and Surrounding Uses – Photos 3 and 4



Photo 3: Palo Alto Redwoods apartment complex, located north of the project site along El Camino Real, taken from the north side of the complex looking south along El Camino Real toward the project site.



Photo 4: The Sea restaurant, located directly across El Camino Real from the project site, taken from the project site frontage looking east across El Camino Real.

6. COMPREHENSIVE PLAN DESIGNATION

The project site has a Comprehensive Plan land use designation of Service Commercial. The City of Palo Alto's Comprehensive Plan 2030 (Comprehensive Plan) Land Use and Community Design Element defines the Service Commercial category as follows:

facilities providing citywide and regional services and relying on customers arriving by car... Typical uses include auto services and dealerships, motels, lumberyards, appliance stores and restaurants, including fast service types. In almost all cases, these uses require good automobile and service access so that customers can safely load and unload without impeding traffic. In some locations, residential and mixed-use projects may be appropriate in this land use category (City of Palo Alto 2017a).

7. ZONING

The project site is zoned Service Commercial (CS). The Palo Alto Municipal Code (PAMC) defines the CS district as one "intended to create and maintain areas accommodating citywide and regional services that may be inappropriate in neighborhood or pedestrian-oriented shopping areas, and which generally require automotive access for customer convenience, servicing of vehicles or equipment, loading or unloading, or parking of commercial service vehicles" (PAMC Section 18.16.010).

8. DESCRIPTION OF PROJECT

The proposed project would involve demolition of the existing restaurant building and construction of a five-story hotel building. The hotel would include 97 guest rooms, some with balconies, underground parking with mechanical lifts, and an exterior courtyard. Hotel amenities would include a fitness room, business center, restaurant/café, and bar. The total gross size of the project would be approximately 51,900 square feet. The building roof height would be 50 feet, with mechanical equipment and an associated mechanical screen extending no more than 8 feet above the maximum ridge of the roof. The rear of the building would include an outdoor patio area with outdoor restaurant seating, a pedestrian path, seating, a lounge area, and a gathering space with a fire pit for use by hotel guests. Parking would include 86 parking stalls plus 17 valet aisle spaces for a total of 103 vehicle spaces located in a two-level subterranean garage accessible via a driveway from El Camino Real. Table 1 provides a project summary. Figure 5 shows the proposed site and landscape plan, Figure 6 shows the proposed front (north) and right (west) side elevations, and Figure 7 shows the proposed rear (south) and left (east) side elevations.

Table 1 Project Summary

Site Characteristics	
Address	4256 El Camino Real
APN	167-08-042
Site Size	25,947 sf (0.60 acres)
Building Dimensions	
Height/Stories	50 feet + 12 feet for mechanical screen ¹ 2-5 stories above grade 2 stories below grade for basement parking
Building footprint	13,645 sf (52.6 percent)
Floor-Area-Ratio (FAR)	2.0
Lot Coverage	
Hotel Area (Impervious)	13,890 sf
Impervious Paved Area	6,897 sf
Pervious Paved Area	782 sf
Landscape Area (Pervious)	4,377 sf
Floor Area	
B1 & B2 Parking (not counted in FAR)	35,020.5 sf
Parking Levels B1 & B2 Accessory Spaces	1,642.7 sf
Ground Floor	9,510.0 sf
2 nd Floor	9,259.5 sf
3 rd Floor	10,953.2 sf
4 th Floor	10,953.2 sf
5 th Floor	9,572.6 sf
Total Floor Area	51,891.2 sf
Room Breakdown	
Single King	79 rooms
King Suite	4 rooms
King (ADA Compliant)	3 rooms
Queen (ADA Compliant)	2 rooms
Total	97 rooms
Parking	
Mechanical Lift	26 stalls
Regular Non-Lift	54 stalls (including 9 EV)
Shuttle Service	1 stall
Valet	1 stall (and 17 aisle spaces)
ADA Accessible	4 stalls
Total	103 stalls (including Valet)

¹ The permitted height is 50 feet. Per PAMC Chapter 18.40.090, exhaust fans, air conditioning equipment, elevator equipment, cooling towers, antennas, and similar architectural utility, or mechanical features may exceed the height limit by up to 15 feet.

Figure 5 Proposed Site Plan



Figure 6 Proposed Front (North) and Right (West) Side Elevations



North Elevation



West Elevation

Source: Greenwood & Black, 2019

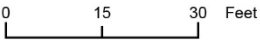


Figure 7 Proposed Left (East) Side and Rear (South) Elevations



East Elevation



South Elevation

Source: Greenwood & Black, 2019

0 15 30 Feet

ACCESS, PARKING, AND TRANSPORTATION

Vehicular access to the site would be provided via two driveways on El Camino Real. The northern driveway would be right-in only to accommodate drop-offs and deliveries, and the southern driveway would be right-in/right-out from El Camino Real, connecting to the subterranean parking garage and to the northern driveway. A light-emitting diode (LED) flashing light and sign at the top of the garage ramp would be installed to alert pedestrians that a vehicle is coming up the garage ramp and approaching the sidewalk. Of the 103 total vehicular parking spaces, 26 would be mechanical lift spaces, 54 would be regular non-lift spaces, one would be for shuttle service parking, one would be for valet parking, four would be accessible spaces compliant with the Americans with Disabilities Act (ADA), and 17 would be valet aisle spaces. Nine of the parking spaces would include electric vehicle charging stations (EVCS) and 17 of the spaces would be EVCS ready by applicable standards. The project would also provide 10 bicycle parking spaces in the form of four bike rack spaces in the courtyard and six bike rack spaces at the front entry. Valet aisle parking could accommodate up to six vehicles on Level B1 and 11 vehicles on Level B2. Additionally, the project would implement a transportation demand management (TDM) plan, which would be submitted for approval by the City. The TDM plan would be required to reduce project-generated trips by 30 percent. The hotel would be a “boutique hotel” for the purposes of trip generation analysis, as described in Section 16, *Transportation*. The project’s occupancy groups per the Palo Alto Municipal Code are R-1, A-2, B, S-2, and U.

PROJECT OPERATIONS

Operation of the proposed hotel is anticipated to require approximately 42 employees to staff the front office, administration office, housing keeping, and restaurant. The proposed hotel would be a business hotel and would not host special events, such as meetings, weddings, or banquets. Although the hotel would include a bar and small conference rooms, these features would only serve as ancillary uses to the hotel. The reception and fitness room hours would be 24 hours a day; restaurant/cafe hours would be 6:00 a.m. to 10:00 p.m.; and bar hours would be 12:00 p.m. to 10:00 p.m. Sunday through Thursday and to 1:00 a.m. on Friday and Saturday. The outdoor courtyard would be available 7:30 a.m. to 9:00 p.m. Sunday through Thursday and until 10:00 p.m. on Friday and Saturday.

LANDSCAPING AND OPEN SPACE

Four street trees (London plane) are located in the El Camino Real street right-of-way along the project frontage. These four street trees would be relocated to accommodate project driveways; they would be replanted and remain as street trees in the El Camino Real sidewalk right-of-way along the project frontage. A fifth London plane street tree is located adjacent to the project site in front of the building at 4260 El Camino Real. This street tree would be protected during construction.

Twenty-five trees, including coast redwoods, mulberry trees, trees of heaven, and deodar cedars are located along the perimeter of the project site, five of which are in front of or near the site along El Camino Real. Twenty-one of these trees would be removed. Four redwood trees, located in rear corners of the site, would be maintained and protected during construction.

INITIAL STUDY

The project would include a total of 4,377 square feet of planters and landscaping, primarily in the outdoor patio area behind the hotel building, including approximately 30 trees and 24 shrubs. A pedestrian path would run generally horizontally through the project site and connect with a path around the western and southern perimeter of the site that would connect to the sidewalk along El Camino Real, as shown in Figure 5. A fence would be located near the northern boundary of the project site along El Camino Real. The pedestrian path and outdoor restaurant patio area would include outdoor seating, a lounge area, a gathering space with a fire pit, a water feature, ground lighting, and landscaping in planters. The outdoor patio area would not be used for large or loud events; rather, it would be a private courtyard to be used by hotel guests and clients.

CONSTRUCTION INFORMATION

Construction of the project would occur over approximately 22 months (including two months each of demolition/grading and excavation), beginning in early 2020. Construction equipment would include standard heavy construction machinery for earth moving during demolition and excavation. All equipment used would conform to California emission and Palo Alto noise regulations. No pile drivers would be used during construction. To complete the construction of the project, including the subterranean parking garage, an estimated 10,930 cubic yards of soil would be exported. The maximum depth of excavation proposed is estimated to be approximately 34 feet below ground surface.¹ The project is projected to be operational by late 2021.

Typical activities related to the construction of any development could include lane narrowing and/or lane closures, sidewalk and pedestrian crosswalk closures, and bike lane closures. Per standard City practice, the project applicant would be required to submit a construction logistics plan for City approval that addresses the construction schedule, street closures and/or detours, construction staging areas and parking, and the planned truck routes. This plan would be reviewed and approved by the City prior to start of construction activities.

UTILITIES

The City of Palo Alto Utilities Department (CPAU) provides electric, natural gas, refuse, recycled water, storm drain, and wastewater collection, treatment, and disposal. The San Francisco Public Utilities Commission (SFPUC) would provide water. The City of Palo Alto would provide police and fire protection services.

PALO ALTO GREEN BUILDING CHECKLIST

In addition to California Building Code (CBC) requirements, the City of Palo Alto has adopted more stringent green building regulations. The Palo Alto Green Building Ordinance (Ord. 5393, 2017) requires applicants to incorporate sustainable design, construction, and operational requirements into most single-family residential, multi-family residential, and non-residential projects. For non-residential projects, the City has adopted California Green Building Standards Code (CALGreen) Tier 2 for additions and renovations over 1,000 square feet and CALGreen Tier 2 for new construction (City of Palo Alto 2017b, City of Palo Alto 2017c). To achieve Tier 2

¹ Based on project plans, assuming 23 feet depth to bottom of Basement B2 plus additional seven feet to bottom of parking stackers and an additional four feet of excavation for over-excavation and recompaction activities

status, a project must comply with the requirements identified in CALGreen Appendix A4, Division A4.601.5 and be 10 percent more energy efficient than the base CALGreen requirements. In accordance with the City's Green Building Ordinance, the project would satisfy requirements for CALGreen Tier 2.

9. REQUIRED APPROVALS

The proposed project would require Major Architectural Review and approval of a Conditional Use Permit for alcoholic beverage service from the City of Palo Alto, and a permit from Caltrans for work within their right of way.

10. SURROUNDING LAND USES AND EXISTING SETTING

Figure 3 and Figure 4 include photographs of the project site and surrounding development. The project site is located on El Camino Real in a neighborhood characterized by residential, retail, service commercial, and office development. The project site is bordered by a two-story office building to the southeast, El Camino Real to the east, and a three-story multi-family apartment complex (Palo Alto Redwoods) to the northwest and west. Across El Camino Real to the east are a one-story restaurant (The Sea) and a two-story hotel (Dinah's Garden).

The project site is approximately 0.60 acres (25,947 square feet) in size and is developed with a one-story, 3,300-square-foot restaurant building currently occupied by Su Hong (a Chinese restaurant), surface parking, and 25 on-site trees (located mostly around the perimeter of the site). Four street trees (London plane) are located adjacent to the site along the El Camino Real frontage, with a fifth slightly southwest of the project site along El Camino Real. The project site is accessible to vehicles via two driveways on El Camino Real. The site is generally flat and is covered almost entirely with impervious surfaces.

11. OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED

The City of Palo Alto is the lead agency with responsibility for approving the proposed project. Discretionary approval from other public agencies is not required, although the project would require landscape architecture review and an encroachment permit from Caltrans for work in the El Camino Real right of way which is under Caltrans jurisdiction.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

This project would potentially affect the environmental factors checked below, involving at least one impact that is “Potentially Significant” or “Less than Significant with Mitigation Incorporated,” as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| ☐ Aesthetics | ☐ Agriculture and Forest Resources | ☐ Air Quality |
| ☒ Biological Resources | ☒ Cultural and Tribal Resources | ☒ Geology and Soils |
| ☐ Greenhouse Gas Emissions | ☐ Hazards and Hazardous Materials | ☐ Hydrology / Water Quality |
| ☐ Land Use/ Planning | ☐ Mineral Resources | ☒ Noise |
| ☐ Population / Housing | ☐ Public Services | ☐ Recreation |
| ☒ Transportation | ☐ Utilities / Service Systems | ☐ Energy Conservation |
| ☒ Mandatory Findings of Significance | | |

On the basis of this initial evaluation:

- ☐ I find that the Proposed Project qualifies as a Residential Project pursuant to a Specific Plan and is EXEMPT from CEQA in accordance with CEQA Guidelines Section 15182.
- ☐ I find that pursuant with CEQA Guidelines Section 15183, the Proposed Project is a Project consistent with a Community Plan or Zoning, that there are no project-specific significant effects which are peculiar to the project or its site, and NO ADDITIONAL ENVIRONMENTAL REVIEW IS REQUIRED.
- ☐ I find that the Proposed Project would result in new effects. However these effects would be substantially mitigated under uniformly applicable development policies. NO FURTHER REVIEW required.

- ☐ I find that the Proposed Project would result in new significant effects that would not be substantially mitigated under uniformly applicable development policies. A STREAMLINED MITIGATED NEGATIVE DECLARATION is recommended.
- ☒ I find that the Proposed Project would result in new significant effects that would not be substantially mitigated under uniformly applicable development policies, and an ENVIRONMENTAL IMPACT REPORT is required.



 Signature

12/18/2019

Date

Samuel Gutierrez

 Printed Name

Planner

 Title

This report follows a checklist format that outlines performance standards for projects eligible for streamlined review under the California Environmental Quality Act (CEQA). A consistency checklist may be prepared by a lead agency to streamline the environmental review process for eligible projects by limiting the topics subject to review at the project level where the effects of development have been addressed in a previous Environmental Impact Report (EIR). In accordance with CEQA Guidelines Section 15183, if the project would result in new specific effects or more significant effects, and uniformly applicable development policies or standards would not substantially mitigate such effects, those effects are subject to CEQA. With respect to the effects that are subject to CEQA, the lead agency is to prepare a Mitigated Negative Declaration or EIR if the written checklist shows the effects of the infill project would be potentially significant.

The checklist concludes that the project may have significant effects on the environment that either have not been analyzed in a prior EIR or are more significant than previously analyzed, or that uniformly applicable development policies would not substantially mitigate.

California PRC Section 21083.3 limits the application of CEQA to effects on the environment peculiar to the parcel or to the project and that were not addressed as significant effects in the prior environmental impact report, or about which substantial new information shows will be more significant than described in the prior EIR, when projects are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified (CEQA Guidelines Section 15183[a], also PRC Section 21083.3[b]).

This CEQA Guidelines Section 15183 Consistency Checklist has been prepared in accordance with PRC Section 21000 et seq. and the CEQA Guidelines, California Code of Regulations Section 15000 et seq.

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ENVIRONMENTAL CHECKLIST

Pursuant to CEQA Guidelines Section 15183, projects consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified may not require additional review unless there may be project-specific effects that are peculiar to the project or site that were not adequately addressed in the EIR for the general plan. In approving a project meeting the requirements of Section 15183 of the CEQA Guidelines, a public agency must limit its examination of environmental effects to those the agency determines in an Initial Study or other analysis:

- ◆ Are peculiar to the project or the parcel on which the project would be located
- ◆ Were not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan, with which the project is consistent
- ◆ Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action
- ◆ Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR

The purpose of this checklist is to assess consistency between the proposed project and the City of Palo Alto 2030 Comprehensive Plan, and to compare the proposed project with the effects above to determine if additional environmental review is required under CEQA, in accordance with CEQA Guidelines Section 15183.

Relationship of the Proposed Project to Previous EIR Analysis

The City of Palo Alto adopted the 2030 Comprehensive Plan on November 13, 2017. It includes goals and policies that convey the City's long-term vision and guide local decision making to reach that vision. The City's 2030 Comprehensive Plan EIR assessed impacts from the implementation of the Comprehensive Plan and was also certified on November 13, 2017. The City's 2030 Comprehensive Plan EIR is comprised of: 1) the Draft EIR, which was published on February 5, 2016 and assessed four alternatives or "scenarios" for the 2030 Comprehensive Plan, 2) the Supplement to the Draft EIR which was published on February 10, 2017 and included an assessment of two additional scenarios, and 3) the Final EIR which was published on August 30, 2017.

CONSISTENCY OF THE PROJECT WITH ADOPTED CITY PLANS AND ORDINANCES

CITY OF PALO ALTO 2030 COMPREHENSIVE PLAN

The project would be located entirely in the city of Palo Alto. The 2030 Comprehensive Plan is the fundamental document that governs land use development. It includes goals and policies relating to economic vitality, land use, growth management, transportation, parks, open space, conservation, safety, noise, public facilities, and utilities. The policy framework and associated implementation measures in the 2030 Comprehensive Plan are anticipated to result in 3,545 to 4,420 new housing units, 8,435 to 10,455 new residents, and 9,850 to 11,500 new employees

within the city by the 2030 plan horizon year. The preferred scenario would reduce the city's jobs/housing ratio from 3.06 jobs per employed resident to anywhere between 2.88 to 3.01 jobs per employed resident. Up to 3 million square feet of new office and research and development (R&D) space would be allowed in the city, of which approximately 1.3 million square feet have already been approved at the Stanford University Medical Center (SUMC).

The project would be required to abide by all applicable goals and policies in the adopted Comprehensive Plan. The 2030 Comprehensive Plan land use designation for the project site is Service Commercial. The Service Commercial designation is intended for facilities providing citywide and regional services and relying on customers arriving by car. Consistent with 2030 Comprehensive Plan Policies L-1.1, L 1.3, and L-1.11, the project would expand commercial facilities at an underutilized site. Consistent with Policy L-3.1, L-6.1 and L-6.7, the project would utilize high quality design compatible in design, scale, and density with surrounding developments.

CITY OF PALO ALTO MUNICIPAL CODE

The project complies with applicable provisions of the City of Palo Alto Municipal Code, and includes the approval of permits, described under *Required Approvals*. The project meets standards for lot area, setbacks, and building height consistent with Service Commercial (CS) zoning; satisfies applicable requirements for the CS zoning district under Palo Alto Municipal Code Section 18.16.060; and complies with other applicable provisions of the other sections of the Palo Alto Municipal Code. Table 2 shows the project's consistency with CS District development standards listed the Palo Alto Municipal Code.

Table 2 Consistency with Development Standards

Standards	Allowed	Proposed
Building Height maximum (feet)	50	50
Lot Coverage Maximum (percentage)	N/A ¹	N/A ¹
Front setback (feet) minimum	0-10	4
Rear setback (feet) minimum	0	16
Side setback (feet) minimum	0	10
Vehicle Parking Spaces minimum	100	102

¹ The City of Palo Alto does not regulate lot coverage within the CS district.

CEQA Guidelines Updates

The *CEQA Guidelines* have been updated by the State of California; the revised *Guidelines* are in effect as of December 2018. Because the City of Palo Alto 2030 Comprehensive Plan EIR was certified prior to these changes to the *CEQA Guidelines*, the Appendix G checklist questions which form the basis for that analysis differ from the revised Appendix G checklist questions in the updated *CEQA Guidelines* which were utilized in this report. Responses to new impact

questions in the updated guidelines have been incorporated into individual environmental impact sections of this report and Section 18, *Energy Conservation* has been added.

In addition, the updated *CEQA Guidelines* and Senate Bill 743 changed the criteria for determining what constitutes a significant transportation-related environmental impact to rely upon quantification of vehicle miles traveled (VMT) instead of level of service. Section 15064.3(c) states that the requirement to use the VMT criteria only applies on and after July 1, 2020. Although a lead agency may elect to apply the criteria in Section 15064.3(b) sooner, the City of Palo Alto has not adopted these criteria as of the date of this report. Therefore, this section does not apply to the proposed project or the analysis in this Environmental Consistency Checklist.

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1 Aesthetics

	Potentially Significant Impact	Less than Significant	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
Would the project have any of the following impacts:					
a. Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☒	☐	☐	☐
b. Significantly alter public viewsheds or view corridors or scenic resources (such as trees, rocks, outcroppings, or historic buildings) along a scenic highway?	☐	☒	☐	☐	☐
c. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	☐	☒	☐	☐	☐
d. Substantially shadow public open space (other than public streets and adjacent sidewalks) between 9:00 a.m. and 3:00 p.m. from September 21 to March 21?	☐	☐	☒	☐	☐

ANALYSIS IN PREVIOUS ENVIRONMENTAL DOCUMENT

Impacts related to aesthetics and visual resources were analyzed in Section 4.1 of the City's 2030 Comprehensive Plan EIR. The following impacts and mitigation measures were identified:

- ◆ **Impact AES-1:** Implementation of the proposed Plan would have the potential to substantially degrade the existing visual character or quality of the area and its surroundings. (Significant but Mitigable)
 - **Mitigation Measure AES-1:** To ensure that increased residential densities would not degrade the visual character or quality of the area, the proposed Plan shall include policies that achieve the following topics:
 - High-quality building and site design.
 - Compatibility with surrounding development the neighborhood and adjacent structures.

- Enhancement of existing commercial centers.
 - Requirements for landscaping and street trees.
 - Preservation and creation of a safe and inviting pedestrian environment.
 - Appropriate building form, massing, and setbacks.
- ◆ **Impact AES-2:** Implementation of the proposed Plan would not significantly alter public viewsheds or view corridors or scenic resources (such as trees, rocks, outcroppings, or historic buildings along a scenic highway). (Less than Significant)
 - ◆ **Impact AES-3:** Implementation of the proposed Plan would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. (Less than Significant)
 - ◆ **Impact AES-4:** Implementation of the proposed Plan would have the potential to substantially shadow public open space (other than public open streets and adjacent sidewalks) between 9:00 a.m. and 3:00 p.m. from September 21 to March 21. (Significant but Mitigable)
 - **Mitigation Measure AES-4:** The City shall amend its local CEQA guidelines to require development projects of a certain size or location to prepare an analysis of potential shade/shadow impacts. The analysis shall focus on potential impacts to public open spaces (other than public streets and adjacent sidewalks) between 9:00 a.m. and 3:00 p.m. from September 21 to March 21. The analysis shall identify whether the project would shadow open spaces during these times, explain how the project meets City design requirements and other City policy goals, and describe ways to mitigate substantial shade and shadow impacts through feasible building and site design features.
 - ◆ **Impact AES-5:** Implementation of the proposed Plan would not contribute to cumulative aesthetics impacts in the area. (Less than Significant)

The following section provides a review to determine if project-specific impacts would occur that are 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in a previous environmental documents as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents; and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

PROJECT-SPECIFIC IMPACTS

- a. Would the project substantially degrade the existing visual character or quality of the site and its surroundings?*

The 2030 Comprehensive Plan describes the area along El Camino Real as home to variety of auto-oriented community and neighborhood commercial uses, including restaurants, service

stations, hotels, motels, and offices, and the corridor is generally regarded as in need of visual and aesthetic enhancements (Palo Alto 2016a).

Visually, the area surrounding the project site is characterized by one-to three-story buildings with a mixture of architectural styles and ornamental landscaping. The visual character of the project site is dominated by the one-story restaurant building, which features a boomerang roof and aluminum-framed windows situated atop a scored-stucco-clad knee wall (Rincon Consultants 2018a). The building is surrounded on all sides by asphalt-paved parking areas and driveways and perimeter landscaping. The existing visual quality of the site is low to moderate.

Renderings and elevations of the project are presented in Figure 8 through Figure 11.

Although the project would increase the massing and height of development compared to the existing building, as described in Section 10, *Land Use and Planning*, it is consistent with the City's Comprehensive Plan and PAMC floor area ratio and height requirements. As shown on Figure 6 and Figure 7, the project would introduce a building of higher visual quality with a contemporary design and several landscaping elements along the project frontage. The additional landscaping would reduce the visual impact of the project and soften the appearance of the new building.

As described on page 13 under *Required Approvals*, the proposed project would be subject to Major Architectural Review. This review includes a hearing and recommendation by the Architectural Review Board on whether the project is consistent with the findings for Architectural Review outlined in PAMC Section 18.76.020. As stated in this section of the code, the purposes of the City's architectural review process are to do the following:

- ◆ Promote orderly and harmonious development in the city
- ◆ Enhance the desirability of residence or investment in the city
- ◆ Encourage the attainment of the most desirable use of land and improvements
- ◆ Enhance the desirability of living conditions upon the immediate site or in adjacent areas
- ◆ Promote visual environments that are of high aesthetic quality and variety and which, at the same time, are considerate of each other

This process helps ensure that approved projects are consistent with the City's adopted goals, policies and guidelines related to architectural and site design.

Based on the discussion above, the proposed project would not significantly degrade the existing visual character or quality of the site and its surroundings. Therefore, impacts related to visual character and quality would be less than significant and within those identified in the 2030 Comprehensive Plan EIR. The required Architectural Review and approval would further ensure that the project addresses the purpose considerations, and findings for design review identified in PAMC Section 18.76.020.

LESS THAN SIGNIFICANT IMPACT

Figure 8 Proposed Building Elevation – South



South View



South Elevation

Source: STUDIO T SQUARE, 2018

0 20 40 Feet

Figure 9 Proposed Bulding Elevation East



East Facade View



East Elevation

Source: STUDIO T SQUARE, 2018



Figure 10 Proposed Building Elevation – North



North Facade View



North Elevation

Source: STUDIO T SQUARE, 2018

0 20 40 Feet

Figure 11 Proposed Building Elevation – West

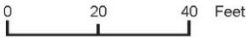


Northwest View



West Elevation

Source: STUDIO T SQUARE, 2018



b. Would the project significantly alter public viewsheds or view corridors or scenic resources (such as trees, rocks, outcroppings, or historic buildings) along a scenic highway?

Palo Alto identifies the backdrop of forested hills to the southwest and San Francisco Bay to the northeast as views that are character-defining features of the city, including the East Bay hills and the Santa Cruz Mountains. While there are no officially designated State scenic highways in Palo Alto, the City identifies several scenic routes, including Sand Hill Road, University Avenue, Embarcadero Road, Page Mill Road, Oregon Expressway, I-280, Arastradero Road (west of Foothill Expressway), Junipero Serra Boulevard/Foothill Expressway, and Skyline Boulevard as having high scenic value (Palo Alto 2016a). The project site is not located along or in proximity to a California State Officially Designated Scenic Highway (California Department of Transportation [Caltrans] 2011) and does not contain rock outcroppings or historic buildings (see Section 5, *Cultural Resources*). However, there are trees present on the project site.

Some views of the existing redwood trees west of the project site are available through the project site for travelers along El Camino Real, although the duration of the views is limited depending on the mode and speed of travel. For travelers along El Camino Real, views of existing street trees, trees located the center median of El Camino Real, and existing development are more prominent than views of the redwoods behind the project site. Although the proposed new building would mostly block views of the redwood trees behind the project site, these are not prominent visual resources from public viewpoints. Views of redwood trees located north and south of the project site would still be visible for passersby.

Additionally, of the five street trees that could be affected by the project, two would remain, and three would be removed and replaced in a slightly different location along the frontage. Although trees would be removed as part of the project, the project would involve a total of 4,377 square feet of planters and landscaping, including approximately 30 trees and 24 shrubs. Therefore, due to the project's incorporation of trees and planters and replanting of street trees, visual resources on-site, including trees, would not be significantly altered.

The project site is not in close proximity to or visible from any of these designated roads. In addition, no scenic views are available from or through the site. Therefore, a less than significant impact related to public viewsheds, view corridors, and scenic resources along scenic highways would occur.

LESS THAN SIGNIFICANT IMPACT

c. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The project site is in an urbanized area with relatively high levels of existing lighting. The adjacent uses generate light and glare along all sides of the property. Primary sources of light adjacent to the project site are lighting associated with the existing residential and commercial buildings, including building-mounted and perimeter lighting, as well as interior lighting visible through windows; streetlights; and headlights from vehicles on nearby streets. Sources of light on the project site include interior lighting visible through windows, headlights from vehicles, and exterior building lights to illuminate signage and parking areas. The primary source of glare

adjacent to the project site is the sun's reflection from metallic and glass surfaces on buildings and on vehicles parked on adjacent streets and in adjacent parking areas. Vehicles parked on the project site are the primary source of daytime glare on the project site.

The proposed project would incorporate exterior lighting in the form of pedestrian walkway lighting and other safety-related lighting. Additionally, interior lighting would be visible through the proposed building's windows. These light sources would not have a significant impact on the night sky, as they would only incrementally add to the existing background light levels already present from the surrounding street lighting and urban development. Because of the existing, relatively high ambient lighting levels near the project site, project development would not substantially alter this condition. Appendix 1 includes a photometric plan depicting site lighting levels in foot-candles that demonstrates that site lighting would be less than 0.25 foot-candles at the property lines. Therefore, impacts related to lighting would be less than significant.

PAMC Section 18.16.060(g) requires all uses in the CS zone to be conducted in a manner that they do not create nuisances like glare, and Section 18.23.030 requires that exterior lighting in parking areas, pathways, and common open space must be designed to achieve the following: (1) provide for safe and secure access to the site, (2) achieve maximum energy efficiency, and (3) reduce impacts or visual intrusions on abutting or nearby properties from spillover and architectural lighting that project upward. Additionally, Section 18.23.030 requires that light sources visible from outside the property boundaries shall not exceed 0.5 foot-candle as measured at the abutting residential property line, and interior lighting shall be designed to minimize nighttime glow visible from and/or intruding into nearby properties and shall be shielded to eliminate glare and light spillover beyond the perimeter property line of the development. The proposed project would include building materials, such as windows that may create some glare, but this glare would be minimal and would be also be reduced by use of landscaping. Because parking areas would be underground, there would not be glare from vehicles. Overall, the proposed project would not create a substantial source of glare that would adversely affect day or nighttime views. Impacts related to glare would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project substantially shadow public open space (other than public streets and adjacent sidewalks) between 9:00 a.m. and 3:00 p.m. from September 21 to March 21?

The hotel building would be five stories high. Therefore, it would cast more shadows in the immediate area than those cast by the existing one-story building, as shown in Appendix 1. However, there are no public open space areas (besides public streets and sidewalks) close enough to the site to be impacted by shadows cast by the project. Therefore, no impact would occur.

NO IMPACT

Conclusion

The Comprehensive Plan EIR anticipated that development could lead to significant but mitigable impacts. The project-specific impacts related to aesthetics would not be more severe than those identified in the Comprehensive Plan EIR, and the project would not result in new significant effects not addressed in that analysis. No new mitigation measures are warranted. This issue **does not require further study in an EIR.**

2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
Would the project have any of the following impacts:					
a. Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐	☐
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☒	☐	☐
c. Conflict with existing zoning for or cause rezoning of forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☒	☐	☐
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☒	☐	☐
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	☐	☐	☒	☐	☐

ANALYSIS IN PREVIOUS ENVIRONMENTAL DOCUMENTS

The 2030 Comprehensive Plan EIR found that the implementation of the proposed Plan would have no impacts related to Agricultural and Forestry Resources. An explanation of the reasons

the proposed Plan would not affect Agricultural and Forestry Resources is provided in Chapter 7, CEQA-Mandated Sections. In Palo Alto, there are approximately nine acres of Prime Farmland and 11 acres of Unique Farmland. However, the Comprehensive Plan did not involve changes to existing agricultural lands. Therefore, no impact would occur with implementation of the Plan.

The following section provides a review to determine if project-specific impacts would occur that are 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in a previous environmental documents as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents; and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

PROJECT-SPECIFIC IMPACTS

- a. *Would the project convert Prime Farmland, Unique Farmland, 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?*
- b. *Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*
- c. *Would the project 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))?*
- d. *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*
- e. *Would the project involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?*

The project is located on Urban and Built-Up Land, per the Department of Conservation's (DOC) Important Farmland Finder (DOC 2014). The project site is not identified as any farmland type, it is not enrolled in Williamson Act contracts, and it does not support forest land or resources. The project site is not located on or adjacent to agricultural land or forest land and the proposed project would not involve any development that could result in the conversion of farmland to non-agricultural uses. The project site is occupied currently by a commercial building and parking area. For these reasons, the project would have no impact with respect to conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use; conflict with existing agricultural zoning or Williamson Act contracts; result in the loss of forest land or conversion of forest land to non-forest use; or other conversion of farmland to non-agricultural use.

NO IMPACT

CONCLUSION

The project would have no impact on agriculture or forestry resources, the same as those identified in the Comprehensive Plan EIR. The project would not result, therefore, in new significant effects not addressed in the prior EIR, and no new mitigation measures are warranted. This issue **does not require further study in an EIR.**

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3 Air Quality

	Potentially Significant Impact	Less than Significant	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
Would the project have any of the following impacts:					
a. Conflict with or obstruct implementation of the applicable air quality plan (such as the 2010 Clean Air Plan or the 2001 Ozone Attainment Plan)?	☐	☒	☐	☐	☐
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐	☐
c. 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☒	☐	☐	☐
d. Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐	☐
e. Create objectionable odors affecting a substantial number of people?	☐	☒	☐	☐	☐

ANALYSIS IN PREVIOUS ENVIRONMENTAL DOCUMENTS

The 2030 Comprehensive Plan EIR discusses air quality impacts in Section 4.2 and identified the following impacts and mitigation measures:

- ◆ **Impact AIR-1:** Without inclusion of air quality policies, implementation of the proposed Plan could conflict with or obstruct implementation of the applicable air quality plan. (Significant but Mitigable)
 - **Mitigation Measure AIR-1:** To ensure consistency with the 2010 Bay Area Clean Air Plan, the proposed Plan shall include policies that achieve the following:

AIR QUALITY

- Reduction in emissions of particulates from automobiles, manufacturing, construction activity, and other sources (e.g., dry cleaning, wood burning, landscape maintenance).
 - Support for regional, State, and federal programs that improve air quality.
 - Support for transit, bicycling, and walking.
 - Mix of uses (e.g., housing near employment centers) and development types (e.g., infill) to reduce the need to drive.
- ◆ **Impact AIR-2:** Implementation of the proposed Plan could violate an air quality standard; contribute substantially to an existing or project air quality violation; and/or result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors). (Significant and Unavoidable)
- **Mitigation Measure AIR-2a:** The City shall amend its local CEQA Guidelines and Municipal Code to require, as part of the City's development approval process, that future development projects to comply with the current BAAQMD basic control measures for reducing construction emissions of PM₁₀ (Table 8-2, Basic Construction Mitigation Measures Recommended for All Proposed Projects, of the BAAQMD CEQA Guidelines).
 - **Mitigation Measure AIR-2b:** The City shall amend its local CEQA Guidelines to require that, prior to issuance of construction permits, development project applicants that are subject to CEQA and have the potential to exceed the BAAQMD screening-criteria listed in the BAAQMD CEQA Guidelines prepare and submit to the City of Palo Alto a technical assessment evaluating potential project construction-related air quality impacts. The evaluation shall be prepared in conformance with BAAQMD methodology in assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the BAAQMD thresholds of significance, as identified in the BAAQMD CEQA Guidelines, the City of Palo Alto shall require that applicants for new development projects incorporate mitigation measures (Table 8-3, Additional Construction Mitigation Measures Recommended for Projects with Construction Emissions Above the Threshold, of the BAAQMD CEQA Guidelines or applicable construction mitigation measures subsequently approved by BAAQMD) to reduce air pollutant emissions during construction activities to below these thresholds. These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City.
 - **Mitigation Measure AIR-2c:** To ensure that development projects that have the potential to exceed the BAAQMD screening criteria air pollutants listed in the BAAQMD CEQA Guidelines reduce regional air pollutant emissions below the BAAQMD thresholds of significance, the proposed Plan shall include policies that require compliance with BAAQMD requirements, including BAAQMD CEQA Guidelines.
 - **Mitigation Measure AIR-2d:** Implement Mitigation Measures TRANS-1a and TRANS-1b. In addition, to reduce long-term air quality impacts by emphasizing walkable

neighborhoods and supporting alternative modes of transportation, the proposed Plan shall include policies that achieve the following:

- Enhanced pedestrian and bicycle connections between commercial and mixed-use centers.
- ◆ **Impact AIR-3:** Implementation of the proposed Plan would expose sensitive receptors to substantial concentrations of air pollution. (Significant but Mitigable)
 - **Mitigation Measure AIR-3a:** The City of Palo Alto shall update its CEQA Procedures to require that future non-residential projects within the city that: 1) have the potential to generate 100 or more diesel truck trips per day or have 40 or more trucks with operating diesel-powered TRUs, and 2) are within 1,000 feet of a sensitive land use (e.g., residential, schools, hospitals, nursing homes), as measured from the property line of a proposed project to the property line of the nearest sensitive use, shall submit a health risk assessment (HRA) to the City of Palo Alto prior to future discretionary project approval or shall comply with best practices recommended for implementation by the BAAQMD.

The HRA shall be prepared in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment and the Bay Area Air Quality Management District. If the HRA shows that the incremental cancer risk exceeds the BAAQMD significance thresholds, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and non-cancer risks to an acceptable level, including appropriate enforcement mechanisms. Mitigation measures and best practices may include but are not limited to:

 - Restricting idling on-site beyond Air Toxic Control Measures idling restrictions, as feasible.
 - Electrifying warehousing docks.
 - Requiring use of newer equipment and/or vehicles.
 - Restricting off-site truck travel through the creation of truck routes.

Mitigation measures identified in the project-specific HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site development plan as a component of a proposed project.

 - **Mitigation Measure AIR-3b:** To ensure that new industrial and warehousing projects with the potential to generate new stationary and mobile sources of air toxics that exceed the BAAQMD project-level and/or cumulative significance thresholds for toxic air contaminants and PM_{2.5} listed in the BAAQMD CEQA Guidelines reduce emissions below the BAAQMD thresholds of significance, amend the City's CEQA guidelines to require compliance with BAAQMD requirements.
 - **Mitigation Measure AIR-3c:** The proposed Plan shall include policies to mitigate potential sources of toxic air contaminants through siting or other means to reduce human health risks and meet the Bay Area Air Quality Management District's applicable threshold of significance. Policies shall also require that new sensitive land use projects (e.g., residences, schools, hospitals, nursing homes, parks or playgrounds, and day care centers) within 1,000 feet of a major stationary source of TACs and roadways with traffic

volumes over 10,000 vehicles per day consider potential health risks and incorporate adequate precautions, such as high-efficiency air filtration, into project design.

- ◆ **Impact AIR-4:** Implementation of the proposed Plan could create or expose a substantial number of people to objectionable odors unless policies are integrated into the proposed Plan. (Less than Significant)

The 2030 Comprehensive Plan EIR includes the incorporation of specific source-reduction and receptor-oriented risk reduction measures and best management practices (BMP) in the Comprehensive Plan, although the overall effectiveness of these measures in achieving air quality standards on a communitywide scale could not be quantified. These impacts were found, therefore, to remain significant and unavoidable.

The following section provides a review to determine if project-specific impacts would occur that are 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in a previous environmental documents as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents; and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

AIR QUALITY STANDARDS AND ATTAINMENT

The project site is located in the San Francisco Bay Area Air Basin (the Basin), which is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). As the local air quality management agency, the BAAQMD is required to monitor air pollutant levels to ensure that state and federal air quality standards are met and, if they are not met, to develop strategies to meet the standards.

Depending on whether or not the standards are met or exceeded, the Basin is classified as being in “attainment” or “nonattainment.” Under state law, air districts are required to prepare a plan for air quality improvement for pollutants for which the district is in non-compliance. The BAAQMD is in non-attainment for the state and federal ozone standards, the state and federal PM_{2.5} (particulate matter up to 2.5 microns in size) standards, and the state PM₁₀ (particulate matter up to 10 microns in size) standards and is required to prepare a plan for improvement (BAAQMD 2017a).

The health effects associated with criteria pollutants for which the Basin is in non-attainment are described in Table 3.

Table 3 Health Effects Associated with Non-Attainment Criteria Pollutants

Pollutant	Adverse Effects
Ozone	(1) Short-term exposures: (a) pulmonary function decrements and localized lung edema in humans and animals and (b) risk to public health implied by alterations in pulmonary morphology and host defense in animals; (2) long-term exposures: risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (3) vegetation damage; and (4) property damage.
Suspended particulate matter (PM ₁₀)	(1) Excess deaths from short-term and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease (including asthma). ^a
Suspended particulate matter (PM _{2.5})	(1) Excess deaths from short- and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes, including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children, such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease, including asthma. ^a

^a More detailed discussions on the health effects associated with exposure to suspended particulate matter can be found in the following documents: United States Environmental Protection Agency (USEPA), 2004.

Source: USEPA 2018

AIR QUALITY MANAGEMENT

The Bay Area 2017 Clean Air Plan provides a plan to improve Bay Area air quality and protect public health as well as the climate. The legal impetus for the Plan is to update the most recent ozone plan, the 2010 Clean Air Plan, to comply with state air quality planning requirements as codified in the California Health & Safety Code. Although steady progress has been made toward reducing ozone levels in the Bay Area, the region continues to be designated as non-attainment for both the one-hour and eight-hour state ozone standards as noted previously. In addition, emissions of ozone precursors in the Bay Area contribute to air quality problems in neighboring air basins. Under these circumstances, state law requires the Clean Air Plan to include all feasible measures to reduce emissions of ozone precursors and reduce transport of ozone precursors to neighboring air basins (BAAQMD 2017b).

In 2006, the United States Environmental Protection Agency (USEPA) tightened the national 24-hour PM_{2.5} standard regarding short-term exposure to fine particulate matter from 65 µg/m³ (micro-grams per cubic meter) to 35 µg/m³. Based on air quality monitoring data for years 2006-2008 showing that the region was slightly above the standard, the USEPA designated the Bay Area as non-attainment for the 24-hour national standard in December 2008. This triggered the requirement for the Bay Area to prepare a State Implementation Plan (SIP) submittal to demonstrate how the region would attain the standard. However, data for both the 2008-2010 and the 2009-2011 cycles showed that Bay Area PM_{2.5} levels currently meet the standard. On October 29, 2012, the USEPA issued a proposed rule to determine that the Bay Area has attained the 24-hour PM_{2.5} national standard. Based on this, the Bay Area is required to prepare

an abbreviated SIP submittal that includes an emission inventory for primary (directly emitted) PM_{2.5}, as well as precursor pollutants that contribute to formation of secondary PM in the atmosphere and amendments to the BAAQMD New Source Review to address PM_{2.5} (adopted December 2012).² However, key SIP requirements to demonstrate how a region will achieve the standard (i.e., the requirement to develop a plan to attain the standard) will be suspended as long as monitoring data continues to show that the Bay Area attains the standard.

In addition to preparing the “abbreviated” SIP submittal, the BAAQMD has prepared a report entitled *Understanding Particulate Matter: Protecting Public Health in the San Francisco Bay Area* (BAAQMD 2012). The report will help guide the BAAQMD’s ongoing efforts to analyze and reduce PM in the Bay Area to protect public health better. The Bay Area will continue to be designated as “non-attainment” for the national 24-hour PM_{2.5} standard until the district elects to submit a “redesignation request” and a “maintenance plan” to the USEPA, and the agency approves the proposed redesignation.

AIR EMISSIONS THRESHOLDS

This analysis uses the BAAQMD’s May 2017 CEQA Air Quality Guidelines to evaluate air quality. The May 2017 Guidelines include revisions made to the 2010 Guidelines, addressing the California Supreme Court’s 2015 opinion in the *Cal. Bldg. Indus. Ass’n vs. Bay Area Air Quality Mgmt. Dist.*, 62 Cal. 4th 369 (BAAQMD 2017c). Therefore, the numeric thresholds in the May 2017 BAAQMD CEQA Air Quality Thresholds were used for this analysis to determine whether the impacts of the project exceed the thresholds identified in Appendix G of the State CEQA Guidelines.

The BAAQMD has developed screening criteria to provide lead agencies and project applicants with a conservative indication of whether a project could result in potentially significant air quality impacts. If all the screening criteria are met by a project, the lead agency or applicant would not need to perform a detailed air quality assessment of their project’s air pollutant emissions and air quality impacts would be considered less than significant. These screening levels are generally representative of new development on greenfield sites without any form of mitigation measures taken into consideration. For infill projects, such as this one, emissions would be less than the greenfield-type project on which the screening criteria are based (BAAQMD 2017c). The BAAQMD’s screening level sizes for hotels is 489 rooms for operational criteria pollutant emissions and 554 rooms for construction-related emissions (BAAQMD 2017c).

For construction-related emissions to be considered less than significant, projects must meet the following criteria in addition to being below the applicable screening level:

1. All *Basic Construction Mitigation Measures* would be included in the project design and implemented during construction; and

² PM is made up of particles emitted directly, such as soot and fugitive dust, as well as secondary particles formed in the atmosphere from chemical reactions involving precursor pollutants such as oxides of nitrogen (NO_x), sulfur oxides (SO_x), volatile organic compounds (VOC), and ammonia (NH₃).

2. Construction-related activities would not include any of the following:
 - a. Demolition
 - b. Simultaneous occurrence of more than two construction phases (e.g., paving and building construction would not occur simultaneously)
 - c. Simultaneous construction of more than one land use type (e.g., project would develop residential and commercial uses on the same site) (not applicable to high density infill development)
 - d. Extensive site preparation (i.e., greater than default assumptions used by the Urban Land Use Emissions Model [URBEMIS] for grading, cut/fill, or earth movement)
 - e. Extensive material transport (e.g., greater than 10,000 cubic yards of soil import/export) requiring a considerable amount of haul truck activity

The proposed project involves demolition as well as export of more than 10,000 cubic yards of soil (estimated export of approximately 10,930 cubic yards of soil) and therefore does not meet all of the screening criteria for construction emissions. For projects that do not meet the screening criteria, BAAQMD provides numeric significance thresholds. Table 4 presents the significance thresholds for construction and operational-related criteria air pollutant and precursor emissions used for the purposes of this analysis. These represent the levels at which a project's individual emissions of criteria air pollutants or precursors would result in a cumulatively considerable contribution to the Basin's existing air quality conditions. For the purposes of this analysis, the proposed project would result in a significant impact if construction or operational emissions would exceed any of the thresholds shown in Table 4.³

Table 4 Air Quality Thresholds of Significance

Pollutant/ Precursor	Construction-Related Thresholds	Operation-Related Thresholds	
	Average Daily Emissions (lbs/day)	Maximum Annual Emissions (tpy)	Average Daily Emissions (lbs/day)
ROG	54	10	54
NO _x	54	10	54
PM ₁₀	82 (exhaust)	15	82
PM _{2.5}	54 (exhaust)	10	54

Source: Table 2-1, BAAQMD 2017c.

Notes: tpy = tons per year; lbs/day = pounds per day; NO_x = oxides of nitrogen; PM_{2.5} = fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less; PM₁₀ = respirable particulate matter with an aerodynamic resistance diameter of 10 micrometers or less; ROG = reactive organic gases; tpy = tons per year.

To ensure safe levels of local carbon monoxide (CO) emissions, California ambient air quality standards (CAAQS) set the following thresholds for CO:

³ Note the thresholds for PM₁₀ and PM_{2.5} apply to construction exhaust emissions only.

- ◆ 9.0 ppm (8-hour average)
- ◆ 20.0 ppm (1-hour average)

BAAQMD provides a preliminary screening methodology to conservatively determine whether a proposed project would exceed CO thresholds. If the following criteria are met, a project would result in a less than significant impact related to local CO concentrations:

1. Project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, regional transportation plan, and local congestion management agency plans.
2. The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.
3. The project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).

PROJECT-SPECIFIC IMPACTS

- a. Would the project conflict with or obstruct implementation of the applicable air quality plan?*

Vehicle use, energy consumption, and associated air pollutant emissions are related directly to population growth. A project may be inconsistent with the applicable air quality plan if it would result in either population or employment growth that exceeds growth estimates included in the plan. Such growth would generate emissions not accounted for in the applicable air quality plan emissions budget. Therefore, projects need to be evaluated to determine whether they would generate population and employment growth and, if so, whether that growth would exceed the growth rates included in the applicable air quality plan. The most recent and applicable adopted air quality plan is the 2017 Clean Air Plan. Therefore, the proposed project would result in a significant impact if it would conflict with or obstruct implementation of the 2017 Plan.

As discussed in Section 13, *Population and Housing*, the project would involve creation of approximately 42 jobs, not accounting for those lost due to the closure and demolition of the existing on-site restaurant. This incremental increase would not result in an increase in the number of jobs outside of the Association of Bay Area Governments (ABAG) growth projections (ABAG 2013), and therefore is within the BAAQMD Clean Air Plan projections. Therefore, the project would not conflict with or obstruct the implementation of an applicable air quality plan. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- b. *Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?*
- c. *Would the project 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 (including releasing emissions that exceed quantitative thresholds for ozone precursors)?*

Construction of the project would generate temporary construction emissions (direct emissions) and long-term operational emissions (indirect emissions). Project construction generated temporary air pollutant emissions are associated with fugitive dust (PM₁₀ and PM_{2.5}) and exhaust emissions from heavy construction vehicles, in addition to reactive organic gases (ROG) that would be released during the drying phase following application of architectural coatings. Long-term emissions associated with project operation would include emissions from vehicle trips (mobile sources); natural gas and electricity use (energy sources); and landscape maintenance equipment, consumer products and architectural coating associated with on-site development (area sources).

Construction and operational emissions associated with the project were quantified using the California Emissions Estimator Model (CalEEMod) version 2016.3.2. Complete CalEEMod results and assumptions are provided in Appendix 2.

CONSTRUCTION EMISSIONS

As described in the project description, construction would occur over approximately 22 months. Approximately 10,930 cubic yards of earth material would be exported off site, requiring approximately 683 round-trip hauling truck trips, assuming a standard load of 16 cubic yards per truck trip.

Table 5 summarizes the estimated maximum daily emissions of pollutants during construction on the project site. As shown in the table, the BAAQMD thresholds would not be exceeded. Therefore, impacts would be less than significant.

Table 5 Construction Emissions

Year	Emissions (lbs/day)					
	ROG	NO _x	CO	PM ₁₀ (exhaust)	PM _{2.5} (exhaust)	SO _x
Maximum Daily Emissions	27.4	33.4	17.3	1.0	0.9	<0.1
BAAQMD Thresholds (average daily emissions)	54	54	N/A	82	54	N/A
Threshold Exceeded?	No	No	N/A	No	No	N/A

See Table 2.1 "Overall Construction-unmitigated" emissions. CalEEMod worksheets in Appendix 2.
N/A = not applicable; no BAAQMD threshold for CO or SO_x

LONG-TERM EMISSIONS

Mitigation Measure 2c of the 2030 Comprehensive Plan EIR requires an assessment to evaluate potential project operational air quality impacts. This analysis is contained herein. As shown in Table 6, operational emissions would not exceed BAAQMD criteria pollutant thresholds. Operational impacts would be less than significant and within those anticipated by the 2030 Comprehensive Plan EIR.

Table 6 Operational Emissions

Sources	Emissions (lbs/day)					
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}	SO _x
Maximum Daily Operational Emissions						
Area	1.3	<0.1	<0.1	<0.1	<0.1	<0.1
Energy	<0.1	0.6	0.5	<0.1	<0.1	<0.1
Mobile	1.1	4.1	11.0	3.3	0.9	<0.1
Total Maximum Daily Operational Emissions	2.5	4.7	11.6	3.4	1.0	<0.1
BAAQMD Thresholds (average daily emissions)	54	54	N/A	82	54	N/A
Threshold Exceeded?	No	No	N/A	No	No	N/A
See Appendix 2 for CalEEMod worksheets; emission data presented is the highest of winter or summer outputs						
N/A = not applicable; no BAAQMD threshold for CO or SO _x						
Note: numbers may not add up due to rounding						

CARBON MONOXIDE EMISSIONS

In terms of CO emissions, analysis of the proposed project's traffic impacts (see Section 16, *Transportation*) indicates that the proposed project meets all three criteria listed above under "Air Emissions Thresholds." The project is consistent with the County Congestion Management Program and would have minimal impacts on intersections. As a result, the project would have a less than significant impact on local CO concentrations.

As construction and operational emissions would not exceed BAAQMD thresholds for any criteria pollutant and would comply with BAAQMD criteria pollutant thresholds, and CAAQS CO thresholds, the project would not result in individually or cumulatively significant impacts to air quality.

LESS THAN SIGNIFICANT IMPACT

d. Would the project expose sensitive receptors to substantial pollutant concentrations?

The sensitive receptor nearest to the project site is the Palo Alto Redwoods apartment complex, located less than 50 feet from the project site. As discussed above in the response to questions (b) and (c), the project would not generate emissions that exceed BAAQMD significance thresholds. Furthermore, Mitigation Measure AIR-2a in the EIR for the City's Comprehensive Plan states, as part of the City's development approval process... applicants for future development projects must "comply with the current BAAQMD basic control measures for reducing construction emissions of PM₁₀ (Table 8-2, Basic Construction Mitigation Measures Recommended for All Proposed Projects, of the BAAQMD CEQA Guidelines)" (City of Palo Alto 2016a). Table 8-2 consists of the following eight measures:

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 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.

With the required implementation of basic control measures to reduce construction dust emissions, nearby receptors would not be exposed to substantial pollutant concentrations, and impacts would be within those projected by the 2030 Comprehensive Plan EIR.

The California Air Resources Board (CARB) has identified diesel particulate matter (PM_{2.5}) as the primary airborne carcinogen in the state (CARB 2014). In addition, Toxic Air Contaminants (TAC) are a defined set of air pollutants that may pose a present or potential hazard to human health. Common sources of TACs and PM_{2.5} include gasoline stations, dry cleaners, diesel backup generators, truck distribution centers, freeways, and other major roadways (BAAQMD 2017c). The proposed project does not include construction of new gas stations, dry cleaners, highways,

roadways, or other sources that could be considered a new permitted or non-permitted source of TAC or PM_{2.5} in proximity to receptors. In addition, the proposed project would not introduce a stationary source of emissions, nor would it result in particulate matter emissions greater than the BAAQMD threshold. Therefore, this impact is less than significant.

LESS THAN SIGNIFICANT IMPACT

e. Would the project create objectionable odors affecting a substantial number of people?

Table 3-3 in the BAAQMD's 2017 *CEQA Air Quality Guidelines* provides odor-screening distances for land uses that have the potential to generate substantial odor complaints. The uses in the table include wastewater treatment plants, landfills or transfer stations, refineries, composting facilities, confined animal facilities, food manufacturing, smelting plants, and chemical plants (BAAQMD 2017c). Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. The proposed hotel would not generate objectionable odors that would affect a substantial number of people. The trash enclosure would be located on the north side of the site, with a roll-up door that will open for trash pickup. Additionally, while the trash enclosure and restaurant may have some odors associated with them, the current restaurant also includes trash pick-up and restaurant-related odors, and this would not represent a substantial change from current conditions. Therefore, impacts related to odor are less than significant.

During construction activities, heavy equipment and vehicles would emit odors associated with vehicle and engine exhaust and during idling. However, these odors would be intermittent and temporary and would cease upon completion. Overall, the proposed project would not generate objectionable odors affecting a substantial number of people. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

CONCLUSION

The project falls within the location and intensity of development the Comprehensive Plan envisions and the Comprehensive Plan EIR analyzes. Comprehensive Plan EIR Mitigation Measure AIR-2a requires implementation of basic control measures to reduce construction dust emissions, and with incorporation of these measures, nearby receptors would not be exposed to substantial pollutant concentrations, and impacts would be within those projected by the 2030 Comprehensive Plan EIR and air quality impacts **do not require further study in an EIR.**

4 Biological Resources

	Potentially Significant Impact	Less than Significant	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
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Would the project have any of the following impacts:

- | | | | | | |
|--|---|---|---|---|---|
| a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | ■ | □ | □ | □ | □ |
| b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | ■ | □ | □ | □ | □ |
| c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | ■ | □ | □ | □ | □ |
| d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | ■ | □ | □ | □ | □ |

	Potentially Significant Impact	Less than Significant	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or as defined by the City of Palo Alto's Tree Preservation Ordinance (Municipal Code Section 8.10)?	■	☐	☐	☐	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	■	☐	☐	☐	☐

ANALYSIS IN PREVIOUS ENVIRONMENTAL DOCUMENTS

The 2030 Comprehensive Plan EIR discusses biological resources impacts in Section 4.3 and found that all impacts to biological resources would be less than significant without mitigation.

The following section provides a review to determine if project-specific impacts would occur that are 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in a previous environmental documents as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents; and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

PROJECT-SPECIFIC IMPACTS

- a. *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as candidate, sensitive, or special status in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?*
- b. *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*
- c. *Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*
- d. *Would the project 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?*
- e. *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or as defined by the City of Palo Alto's Tree Preservation Ordinance (Municipal Code Section 8.10)?*

Four redwoods on-site are considered “protected trees.” As stated in the Project Description, the protected redwood trees would not be removed under the proposed project. However, construction of the proposed project would occur near on and off-site trees that are protected by the City’s tree preservation ordinance. Therefore, the project has the potential to affect on-site and adjacent nesting birds or damage trees protected under the City’s tree preservation ordinance. This is a potentially significant impact and therefore will be addressed in greater detail in the EIR. The EIR will also examine impacts related to special-status species, riparian habitats, wetlands, migratory corridors, and conflict with local policies.

POTENTIALLY SIGNIFICANT IMPACT

CONCLUSION

As the project may have project- or site-significant impacts on biological resources not studied in the Comprehensive Plan EIR, this issue **will be studied further in the EIR.**

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5 Cultural Resources

	Potentially Significant Impact	Less than Significant	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
Would the project have any of the following impacts:					
a. Adversely affect a historic resource listed or eligible for listing on the National and/or California Register, or listed on the City's Historic Inventory?	■	☐	☐	☐	☐
b. Eliminate important examples of major periods of California history or prehistory?	■	☐	☐	☐	☐
c. Cause damage to an archaeological resource as defined in §15064.5?	■	☐	☐	☐	☐
d. Disturb any human remains, including those interred outside of formal cemeteries?	■	☐	☐	☐	☐
e. Directly or indirectly destroy a local cultural resource that is recognized by City Council resolution?	■	☐	☐	☐	☐
f. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either:					
1. 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, that is listed or eligible for listing on the California Register of Historical Resources, or on a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	■	☐	☐	☐	☐

	Potentially Significant Impact	Less than Significant	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
2. A resource determined by a lead agency, in its discretion and supported by substantial evidence, to be significant according to the historical register criteria in Public Resources Code section 5024.1 (c), and considering the significance of the resource to a California Native American tribe?	☒	☐	☐	☐	☐

ANALYSIS IN PREVIOUS ENVIRONMENTAL DOCUMENTS

The 2030 Comprehensive Plan EIR analyzes cultural resources in Section 4.4. The EIR identified the following impacts and mitigation measures for cultural resources:

- ◆ **Impact CULT-1:** Implementation of the proposed Plan could adversely affect a historic resource listed or eligible for listing on the National and/or California Register, or listed on the City's Historic Inventory. (Significant and Mitigable)
 - **Mitigation Measure CULT-1:** To ensure the protection of potentially historic resources, the proposed Plan shall include policies that achieve the following:
 - Process for reviewing proposed demolition or alteration of potentially historic buildings.
 - Protection of archaeological resources.
- ◆ **Impact CULT-2:** Implementation of the proposed Plan could eliminate important examples of major periods of California history or prehistory. (Significant and Mitigable)
 - **Mitigation Measure CULT-2:** Implement Mitigation Measures CULT-1.
- ◆ **Impact CULT-3:** Implementation of the proposed Plan could damage to an important archaeological resource as defined in Section 15064.5 of the CEQA Guidelines. (Significant and Mitigable)
 - **Mitigation Measure CULT-3:** Implement Mitigation Measure CULT-1. In addition, to ensure that future development would not damage archaeological resources, the proposed Plan shall include policies that achieve the following:
 - Archaeological surveys and mitigation plans for future development projects.

- Developer compliance with applicable regulations regarding the identification and protection of archaeological and paleontological deposits, and unique geologic features.
- Appropriate tribal consultation and consideration of tribal concerns.
- ◆ **Impact CULT-4:** Implementation of the proposed Plan would not cause a significant impact due to disturbance of any human remains, including those interred outside of formal cemeteries. (Less than Significant)
- ◆ **Impact CULT-5:** Implementation of the proposed Plan would have the potential to directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. (Significant and Mitigable)
 - Mitigation Measure CULT-5: Implement Mitigation Measure CULT-3.
- ◆ **Impact CULT-6:** Implementation of the proposed Plan would not directly or indirectly destroy a local cultural resource that is recognized by City Council resolution. (Less than Significant)
- ◆ **Impact CULT-7:** Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in significant cumulative impacts with respect to cultural resources. (Significant and Mitigable)
 - **Mitigation Measure CULT-7:** Implement Mitigation Measures CULT-1 and CULT-3.

The following section provides a review to determine if project-specific impacts would occur that are 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in a previous environmental documents as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents; and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

PROJECT-SPECIFIC IMPACTS

- a. *Would the project adversely affect a historic resource listed or eligible for listing on the National and/or California Register, or listed on the City's Historic Inventory?*
- b. *Would the project eliminate important examples of major periods of California history or prehistory?*
- c. *Would the project cause damage to an archaeological resource as defined in §15064.5?*
- d. *Would the project disturb any human remains, including those interred outside of formal cemeteries?*
- e. *Directly or indirectly destroy a local cultural resource that is recognized by City Council resolution?*
- f. *Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either:*

- f.1. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 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)?*
- f.2. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is 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 2024.1?*

The project site is developed with a single-story restaurant building constructed in 1964 and opened as a Denny's restaurant at that time. Because of its age, it has the potential to be eligible for listing on a historical database. The proposed project would include excavation for a below-grade parking structure. The site has been previously graded and disturbed during construction of the existing building and surface parking lot. However, new ground disturbance would be below the level of past disturbance. Because project ground disturbance would extend below the level of past disturbance and because of the sensitivity of the project vicinity, there is the possibility of encountering undisturbed subsurface archaeological resources, tribal cultural resources, or human remains that may be considered important examples of California history or prehistory. These are potentially significant impact and therefore will be addressed in greater detail in the EIR

POTENTIALLY SIGNIFICANT IMPACT

CONCLUSION

As the project may have project- or site-significant impacts on cultural resources not studied in the Comprehensive Plan EIR, this issue **will be studied further in the EIR.**

a. Expose people or structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving:					
1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐	☐
2. Strong seismic ground shaking?	☐	☒	☐	☐	☐
3. Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐	☐
4. Landslides?	☐	☒	☐	☐	☐
5. Expansive Soils?	☒	☐	☐	☐	☐
b. Expose people or property to major geologic hazards that cannot be mitigated through the use of standard engineering design and seismic safety techniques?					
	☒	☐	☐	☐	☐
c. Be located on a geologic unit 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?					
	☒	☐	☐	☐	☐

	Potentially Significant Impact	Less than Significant	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
d. Cause substantial soil erosion or siltation?	☐	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☒	☒	☐	☐
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐	☐

ANALYSIS IN PREVIOUS ENVIRONMENTAL DOCUMENTS

The 2030 Comprehensive Plan EIR discusses geology and soils impacts in Section 4.5, *Geology, Soils, and Seismicity* and concludes that impacts related to geology and soils would be less than significant without mitigation.

The following section provides a review to determine project-specific would occur impacts that are 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in a previous environmental documents as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents; and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

GEOLOGICAL SETTING

The project area is situated in the northernmost area of the Santa Clara Valley, between the Santa Cruz Mountains to the west and the San Francisco Bay and Diablo Range to the east in the Coast Ranges geomorphic province of California (California Geological Survey 2002). The Coast Ranges extend about 600 miles from the Oregon border to the Santa Ynez River in Santa Barbara County and are characterized by numerous north-south–trending peaks and valleys that range in elevation from approximately 500 feet above mean sea level to 7,581 feet above mean sea level (Norris and Webb 1990). The Coast Ranges are composed of a complex assemblage of geologic units, including Mesozoic metasedimentary rocks and ophiolite rocks of the Franciscan Assemblage, granitic and metamorphic rocks of the Mesozoic Salinian Block, and younger Cenozoic marine and nonmarine shale, sandstone, and conglomerate (Bartow and Nilsen 1990). The site is underlain by Holocene alluvial fan deposits, consisting of

unconsolidated interbedded fine-grained and coarse-grained soils. Near the project area, the Coast Ranges are transected by several major active or recently active faults. The San Andreas Fault system, including the Monte Vista-Shannon Fault, exists within the Santa Cruz mountains to the southwest. The Hayward and Calaveras Fault systems exist within the Diablo Range to the east (Cornerstone 2018). The northwest-trending San Andreas Fault approximately six miles west of Palo Alto (Helley et al. 1979).

PROJECT-SPECIFIC IMPACTS

a1. Would the project expose people or structures to 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?

The project site is not located within an identified earthquake fault zone as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map (DOC 2017). No known fault lines are located on the site (Cornerstone 2018). The closest active fault is the San Andreas Fault, located approximately 6.5 miles west of the site. Thus, the likelihood of surface rupture occurring from active faulting at the site is remote. The project site would not be subject to ground rupture. No impact would occur.

NO IMPACT

a2. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

a3. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

As with any site in the San Francisco Bay Area region, the project site is susceptible to strong seismic ground shaking in the event of a major earthquake. Nearby active faults include the Northern San Andreas Fault, the Monte Vista-Shannon Fault, the Calaveras Fault, the San Gregorio Fault, and the Hayward-Rogers Creek Fault (City of Palo Alto 2017a; Cornerstone 2018). These are capable of producing strong seismic ground shaking at the project site.

Liquefaction is a condition that occurs when unconsolidated, saturated soils change to a near-liquid state during ground shaking. The project site is not located in an identified liquefaction zone, but according to Map S-3 in the Comprehensive Plan, the site is at moderate risk for liquefaction (DOC 2014). Testing and analysis performed as part of the geotechnical investigation indicated that several layers could potentially experience liquefaction and subsequent settling (Cornerstone 2018).

The Seismic Hazards Identification Program of Chapter 16.42 of the PAMC addresses public safety by identifying those buildings in Palo Alto that exhibit structural deficiencies and by accurately determining the severity and extent of those deficiencies in relation to their potential for causing loss of life or injury. Such a seismic hazards identification program is consistent with California Health and Safety Code Sections 19160 - 19169 and is necessary to implement the Comprehensive Plan's Safety Policy S2.7.3 (City of Palo Alto 2017a). Additionally,

with modern construction and adherence to the geology and soil provisions of the CBC, which sets forth seismic design standards (Chapters 16, 18) and geohazard study requirements (Chapter 18) (California Building Standards Commission 2017), impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a4. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

Earthquakes can trigger landslides that may cause injuries and structural damage. Landslides are typically a hazard on or near slopes or hillside areas, rather than generally level areas like the project site and vicinity. The 2030 Comprehensive Plan EIR characterizes most of Palo Alto as having low topographic relief where the probability of landslides is very low, with the exception of hilly slopes west of Interstate 280. The project site is not located in this area. Additionally, according to the California Earthquake Hazards Zone map, the project site is not located in an earthquake-induced landslide hazard zone (DOC 2017). The project site is generally flat and is not surrounded by hillsides. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.5. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving expansive soils?

b. Would the project expose people or property to major geologic hazards that cannot be mitigated through the use of standard engineering design and seismic safety techniques?

c. Would the project 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?

Some soils within the city of Palo Alto are known to be expansive. Local-area construction contractors and soil testing firms are well acquainted with the procedures used to identify and mitigate expansive soils (City of Palo Alto 2016a), including soil grouting, recompaction, and replacement with a non-expansive material. The CBC requires that each construction location be evaluated to determine the most appropriate treatment for expansive soils. According to the geotechnical investigation conducted by Cornerstone Earth Group in September 2018, on-site soils have a moderate expansion potential, which has the potential to expose people or structure to adverse effects. This is a potentially significant and therefore, this impact will be addressed in greater detail in the EIR.

POTENTIALLY SIGNIFICANT IMPACT

d. Would the project result in substantial soil erosion or siltation?

The project site is developed and generally level, which limits the potential for substantial soil erosion. The grading and excavation phase when soils are exposed has the highest potential for erosion. Ground-disturbing activities that would occur with implementation of the proposed project would include site-specific grading for foundations, subterranean parking, and building pads. Temporary erosion could occur during project construction. However, the project is required to comply with PAMC Chapter 16.28.070, which requires all land-disturbing activities be undertaken in a manner designed to minimize surface runoff, erosion, and sedimentation and PAMC Chapter 16.28.120, which requires the applicant implement interim erosion and sediment control measures.

The project site is less than 1.0 acre in size, therefore and would not require a Stormwater Pollution Prevention Plan. However, the proposed project would be required to comply with erosion control standards administered by the San Francisco Bay Regional Water Quality Control Board through the National Pollutant Discharge Elimination System (NPDES) permit process, which requires implementation of nonpoint source control of stormwater runoff.

As stated in the 2030 Comprehensive Plan EIR, compliance with these PAMC requirements would ensure that impacts of the proposed development associated with soil erosion and the loss of topsoil would be less than significant. The proposed project would not create any new or more severe impacts compared to those analyzed in the 2030 Comprehensive Plan EIR.

As discussed under criteria (a) and (g) of Section 9, *Hydrology and Water Quality*, the proposed project would not result in substantial siltation. Impacts would be within those analyzed in the 2030 Comprehensive Plan EIR.

ANALYZED IN THE PRIOR EIR

e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

The proposed project would be connected to the local wastewater treatment system. Septic systems would not be used. No impact would occur.

NO IMPACT

e. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Rincon Consultants evaluated the paleontological sensitivity of the geologic units that underlie the project area using the results of the paleontological locality search and review of existing information in the scientific literature concerning known fossils within those geologic units. Rincon reviewed fossil collections records from the University of California Museum of Paleontology (UCMP) online database, a resource for fossil localities in Santa Clara County.

Following the literature review and museum record search, a paleontological sensitivity classification was assigned to the geologic units in the project area. The potential for impacts to

significant paleontological resources is based on the potential for ground disturbance to directly impact paleontologically sensitive geologic units. The Society of Vertebrate Paleontology has developed a system for assessing paleontological sensitivity and describes sedimentary rock units as having high, low, undetermined, or no potential for containing scientifically significant nonrenewable paleontological resources (Society for Vertebrate Paleontology 2010). This criterion is based on rock units within which vertebrate or significant invertebrate fossils have been determined by previous studies to be present or likely to be present.

The project area is mapped at a scale of 1:24,000 by Dibblee and Minch (2007) and includes one geologic unit mapped at ground surface: Holocene alluvial deposits (Qa.1) composed of unconsolidated fine-grained sand, silt, and gravel. According to the City's 2030 Comprehensive Plan EIR (City of Palo Alto 2016a), the surficial Quaternary alluvium in the Palo Alto area is part of a series of alluvial fans emanating from the Santa Cruz Mountains along the perimeter of the Santa Clara Valley. The Quaternary alluvial fan deposits are approximately 12 to 15 feet thick and overlie at least 6 feet of Holocene silty clay above Pleistocene and older bedrock units. The Holocene silty clay interfingers with San Francisco Bay Mud deposits and contains the remains of small marine fossils such as clams and snails (City of Palo Alto 2016a; Dibblee and Minch 2007). A search of the paleontological locality records on the UCMP online database (2018) resulted in no previously recorded vertebrate fossil localities or significant invertebrate localities within Holocene sedimentary deposits in the project area or vicinity.

Excavation in the project area will extend to a maximum depth of approximately 34 feet for excavation of a below-grade parking structure, well within the 18 to 21 feet of Holocene sedimentary deposits. However, Holocene sedimentary deposits, particularly those younger than 5,000 years old, are generally too young to contain fossilized material and have been assigned a low paleontological sensitivity in accordance with the 2010 Society for Vertebrate Paleontology guidelines. Therefore, impacts to paleontological resources would be less than significant from project construction.

LESS THAN SIGNIFICANT IMPACT

CONCLUSION

As on-site soils have a moderate expansion potential, which has the potential to expose people or structure to adverse effects, the project may have project- or site-significant geology and soils impacts under thresholds (a5), (b), and (c) not studied in the Comprehensive Plan EIR, these issues **will be studied further in the EIR.**

7 Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
Would the project have any of the following impacts:					
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☒	☐	☐	☐
b. Conflict with any applicable plan, policy, or regulation adopted to reduce the emissions of greenhouse gases?	☐	☐	☐	☒	☐

ANALYSIS IN PREVIOUS ENVIRONMENTAL DOCUMENTS

The 2030 Comprehensive Plan EIR discusses impacts related to GHG in Section 4.6, *Greenhouse Gas Emissions and Climate Change*, and finds the following impacts and mitigation measures:

- ◆ **Impact GHG-1:** The proposed Plan would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the, environment. (Less than Significant)
- ◆ **Impact GHG-2:** The proposed Plan could conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases, requiring mitigation. (Less than Significant)
- ◆ **Impact GHG-3:** The proposed Plan would expose people or structures to the physical effects of climate change, including but not limited to flooding, extreme temperatures, public health, wildfire risk, or other impacts resulting from climate change, requiring mitigation. (Significant but Mitigable)
 - **Impact GHG-3:** To address the potential impacts associated with exposing people to the effects of climate change, the proposed Plan shall include policies that achieve the following:
 - Flooding Monitoring and response to flooding risks caused by climate change-related changes to precipitation patterns, groundwater levels, sea level rise, tides, and storm surges.
 - Cooperative planning with federal, State, regional, and local public agencies on issues related to climate change (including sea level rise and extreme storms).
 - Preparation of response strategies to address sea level rise, increased flooding, landslides, soil erosion, storm events, and other events related to climate change.

- Implementation of adaptive strategies to address impacts of sea level rise on Palo Alto's levee system.

CLIMATE CHANGE AND GREENHOUSE GAS (GHG) EMISSIONS

Climate change is the observed increase in the average temperature of the earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period. Climate change is the result of numerous, cumulative sources of greenhouse gases (GHG), gases that trap heat in the atmosphere, analogous to the way in which a greenhouse retains heat. Common GHGs include water vapor, carbon dioxide (CO₂), methane (CH₄), nitrous oxides (N₂O), fluorinated gases, and ozone (O₃). GHGs are emitted by both natural processes and human activities. Of these gases, CO₂ and CH₄ are emitted in the greatest quantities from human activities. Emissions of CO₂ are largely by-products of fossil fuel combustion, whereas CH₄ results from off-gassing associated with agricultural practices and landfills. Anthropogenic GHGs, many of which have greater heat-absorption potential than CO₂, include fluorinated gases, such as hydrofluorocarbons (HFC), perfluorocarbons (PFC), and sulfur hexafluoride (SF₆) (National Aeronautics and Space Administration [NASA] 2018).

The accumulation of GHGs in the atmosphere regulates the earth's temperature. Without the natural heat trapping effect of GHGs, the average temperature of the Earth would be about 15° C cooler (NASA 1998). However, emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations.

THRESHOLDS

Pursuant to the requirements of Senate Bill (SB) 97, the California Natural Resources Agency adopted amendments to the CEQA Guidelines for the feasible mitigation of GHG emissions and analysis of the effects of GHG emissions. The adopted CEQA Guidelines provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts.

The vast majority of individual projects do not generate sufficient GHG emissions to influence climate change directly. However, physical changes caused by a project can contribute incrementally to significant cumulative effects, even if individual changes resulting from a project are limited. The issue of climate change typically involves an analysis of whether a project's contribution towards an impact would be cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines, Section 15064[h][1]).

According to the *CEQA Guidelines*, projects can tier from a qualified GHG reduction plan, which allows for project-level evaluation of GHG emissions through the comparison of the project's consistency with the GHG reduction policies included in a qualified GHG reduction plan. This approach is considered by the Association of Environmental Professionals (AEP) in their white

paper, *Beyond Newhall and 2020*, to be the most defensible approach presently available under CEQA to determine the significance of a project's GHG emissions (AEP 2016). Palo Alto does not currently have a qualified GHG reduction plan and thus this approach is not currently feasible.

To evaluate whether a project may generate a quantity of GHG emissions that may have a significant impact on the environment, state agencies have developed a number of operational bright-line significance thresholds. Significance thresholds are numeric mass emissions thresholds that identify the level at which additional analysis of project GHG emissions is necessary. Projects that attain the significance target, with or without mitigation, would result in less than significant GHG emissions. Many significance thresholds have been developed to reflect a 90 percent capture rate tied to the 2020 reduction target established in AB 32. Numerous lead agencies (including the City of Palo Alto) have identified as appropriate significance screening tools for residential, commercial, industrial, and public land uses and facilities projects with horizon years before 2020.

In the 2017 BAAQMD CEQA Air Quality Guidelines, the BAAQMD outlines an approach to determine the significance of projects. For residential, commercial, industrial, and public land use development projects, the thresholds of significance for operational-related GHG emissions are as follows:

- ◆ Compliance with a qualified GHG Reduction Strategy
- ◆ Annual emissions less than 1,100 metric tons (MT) per year (MT/yr) of carbon dioxide equivalent (CO₂e)
- ◆ Service person threshold of 4.6 MT CO₂e/SP/yr (residents + employees)

The BAAQMD annual emissions threshold of 1,100 MT of CO₂e per year was designed to capture 90 percent of all emissions associated with projects in the Basin and require implementation of mitigation so that a considerable reduction in emissions from new projects would be achieved. According to the California Air Pollution Control Officers Association (CAPCOA) white paper, *CEQA & Climate Change*, a quantitative threshold based on a 90 percent market capture rate is generally consistent with AB 32 (CAPCOA 2008). SB 32, codified in 2016, sets a more conservative emission reduction target of 40 percent below the 1990 level by 2030. Because the previously established threshold of 1,100 MT CO₂e was not developed to meet the targets established by SB 32, it must be adjusted to meet the new, more conservative, emission reduction target of 40 percent below the 1990 level by 2030. As such, to be consistent with SB 32, the project would need to emit no more than 1,034 MT CO₂e in 2021, the estimated project opening year, to be on trajectory to meet the 2030 reduction established by SB 32. Therefore, the threshold for this project is 1,034 MT of CO₂e per year.

PALO ALTO SUSTAINABILITY AND CLIMATE ACTION PLAN

The City of Palo Alto launched its Sustainability and Climate Action Plan (S/CAP) in August 2014. In April 2016, the City Council adopted the primary goal of the S/CAP to achieve an 80 percent reduction in GHG emissions by 2030. In November 2016, the City Council adopted the S/CAP Framework, Principles, Guidelines, & Strategies (City of Palo Alto 2016b), which establishes a roadmap towards the more ambitious goal of carbon neutrality (zero net GHG emissions). The proposed project would result in a potentially significant impact if it would obstruct the

implementation of the S/CAP. The S/CAP includes goals and strategies intended to reduce overall greenhouse gas emissions by 40 percent. Although the S/CAP does not establish quantitative thresholds, it provides a qualitative analysis to determine if the proposed project would obstruct implementation of S/CAP goals.

METHODOLOGY

As discussed under Section 3, *Air Quality*, the BAAQMD developed screening criteria to provide lead agencies and project applicants with a conservative indication of whether a project could result in potentially significant GHG impacts. If all of the screening criteria are met by a project, then the lead agency or applicant would not need to perform a detailed GHG assessment of their project's GHG emissions (BAAQMD 2017c). The BAAQMD's screening level size for operational GHG emissions for hotels is 83 rooms.

As the project exceeds the screening threshold, CalEEMod version 2016.3.2 was used to calculate total project emissions, which include construction and operational emissions for informational purposes. This methodology is recommended by the CAPCOA CEQA and Climate Change white paper (CAPCOA 2008). The analysis focuses on CO₂, N₂O, and CH₄ as these are the GHG emissions that on-site development would generate in the largest quantities. Fluorinated gases, such as HFCs, PFCs, and SF₆, were also considered for the analysis. However, the proposed project is not expected to be a significant contributor of fluorinated gases since fluorinated gases are primarily associated with industrial processes. Calculations were based on the methodologies discussed in the CAPCOA white paper and included the use of the California Climate Action Registry (CCAR) General Reporting Protocol (CCAR 2009).

OPERATIONAL EMISSIONS

Operational emissions for the proposed project were modeled using CalEEMod and compared to BAAQMD thresholds.

CalEEMod provides operational emissions of CO₂, N₂O, and CH₄. Emissions from energy use include electricity and natural gas use. The emissions factors for natural gas combustion are based on EPA's AP-42 (Compilation of Air Pollutant Emissions Factors) and CCAR. Electricity emissions are calculated by multiplying the energy use times the carbon intensity of the utility district per kilowatt hour (CAPCOA 2016). The default electricity consumption values in CalEEMod include the California Energy Commission-sponsored California Commercial End Use Survey and Residential Appliance Saturation Survey studies. CalEEMod incorporates 2016 Title 24 CALGreen Building Standards, which are the most recent and thus apply to the proposed project.

Emissions associated with area sources, including consumer products, landscape maintenance, and architectural coating were calculated in CalEEMod and utilize standard emission rates from CARB, USEPA, and emission factor values provided by the local air district (CAPCOA 2016).

Emissions from waste generation were also calculated in CalEEMod and are based on the IPCC's methods for quantifying GHG emissions from solid waste using the degradable organic content of waste (CAPCOA 2017). Waste disposal rates by land use and overall composition of municipal

solid waste in California was based primarily on data provided by the California Department of Resources Recycling and Recovery (CalRecycle).

Emissions from water and wastewater usage calculated in CalEEMod were based on the default electricity intensity from the California Energy Commission's 2006 Refining Estimates of Water-Related Energy Use in California using the average values for Northern and Southern California.

For mobile sources, CO₂ and CH₄ emissions were quantified in CalEEMod. Because CalEEMod does not calculate N₂O emissions from mobile sources, N₂O emissions were quantified using the CCAR General Reporting Protocol (CCAR 2009) direct emissions factors for mobile combustion. Estimates of vehicle trips associated with the proposed development were based on default rates provided in CalEEMod. Emission rates for N₂O emissions were based on the vehicle mix output generated by CalEEMod and the emission factors found in the CCAR General Reporting Protocol.

Although the project would comply with 2016 CALGreen Building Standards, the specific sustainability features that would be applied to the project are not known to the level of detail required for applying reductions in CalEEMod. Thus, the analysis excludes these sustainability features and is thus a conservative analysis of operational emissions.

CONSTRUCTION EMISSIONS

Construction of the development would generate temporary GHG emissions primarily due to the operation of construction equipment and truck trips. Site preparation and grading typically generate the greatest amount of emissions due to the use of grading equipment and soil hauling. Although construction activity is addressed in this analysis, CAPCOA does not discuss whether any of the suggested threshold approaches adequately address impacts from temporary construction activity. As stated in the CEQA and Climate Change white paper, "more study is needed to make this assessment or to develop separate thresholds for construction activity" (CAPCOA 2008). Additionally, the BAAQMD does not have specific quantitative thresholds for construction activity. Therefore, although estimated in CalEEMod and provided for informational purposes, construction activity is not included in the total emissions calculations.

PROJECT-SPECIFIC IMPACTS

- a. Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?*

The project's proposed construction activities, energy use, daily operational activities, and mobile sources (traffic) would generate GHG emissions. CalEEMod was used to calculate emissions resulting from project construction and long-term operation (see Appendix 3 for model output).

CONSTRUCTION EMISSIONS

Emissions generated by construction of the proposed project are estimated to be 258 MT of CO₂e. However, as the BAAQMD does not have a recommended threshold for construction-related GHG emissions, emissions associated with construction are not included in Table 7 and compared to BAAQMD significance thresholds.

OPERATIONAL INDIRECT AND STATIONARY DIRECT EMISSIONS

Long-term emissions relate to area sources, energy use, solid waste, water use, and transportation. Each of the operational sources of emissions is discussed further below.

AREA SOURCE EMISSIONS

CalEEMod was used to calculate direct sources of air emissions associated with the proposed project. These include consumer product use and landscape maintenance equipment. Area emissions are estimated at less than 1 MT of CO₂e per year.

ENERGY USE EMISSIONS

Operation of the hotel would consume both electricity and natural gas. The generation of electricity through combustion of fossil fuels emits CO₂, and to a smaller extent, N₂O and CH₄. The proposed project would generate approximately 220 MT of CO₂e per year associated with overall energy use, of which approximately 98 MT of CO₂e per year is due to electricity consumption and approximately 122 MT of CO₂e per year is due to natural gas use.

SOLID WASTE EMISSIONS

Based on the estimate of GHG emissions from project-generated solid waste as it decomposes, solid waste associated with the proposed project would generate approximately 25 MT of CO₂e per year.

WATER USE EMISSIONS

Based on the amount of electricity generated to supply and convey water for the project, the proposed project would generate an estimated 5 MT of CO₂e per year.

TRANSPORTATION EMISSIONS

As calculated by CalEEMod, the proposed project would generate an estimated 1,552,243 annual VMT. As noted above, CalEEMod does not calculate N₂O emissions related to mobile sources. As such, N₂O emissions were calculated based on the project's VMT using calculation methods provided by the CCAR General Reporting Protocol (CCAR 2009). The proposed project would emit an estimated 546 MT of CO₂e per year from mobile sources.

COMBINED STATIONARY AND MOBILE SOURCE EMISSIONS

Table 7 combines the operational and mobile GHG emissions associated with the proposed project. The annual emissions would total approximately 779 MT of CO₂e per year. These emissions do not exceed the 1,034 MT of CO₂e per year threshold for compliance with BAAQMD thresholds as adjusted for SB 32 targets. Since GHG emissions would not exceed the adjusted BAAQMD threshold, the project would not generate a substantial increase in GHG emissions and would not conflict with AB 32 or SB 32. This impact would be less than significant.

Table 7 Operational GHG Emissions

Emissions Source	Annual Emissions (MT of CO ₂ e/year)
Operational	
Area	<0.1
Energy	220
Waste	25
Water	5
Mobile	
CO ₂ and CH ₄	582
N ₂ O	31
Total	863
BAAQMD Threshold (Adjusted for SB 32)	1,034
Exceeds Threshold?	No

See Table 2.2 "Overall Operational" emissions. CalEEMod worksheets in Appendix 3.

LESS THAN SIGNIFICANT IMPACT

b. Would the project conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The 2030 Comprehensive Plan EIR found that Palo Alto is projected to achieve the interim GHG emissions reduction target of a 40 percent below 1990 levels by 2030 and will achieve substantial progress toward the long-term GHG reductions goals for 2050. In addition to the local measures included the adopted Sustainability and Climate Action Plan (S/CAP) aimed at promoting sustainable development and lowering GHG emissions, additional state and federal measures beyond Palo Alto's control are necessary to achieve the more aggressive targets established for 2050 in Executive Order S-03-05. Therefore, GHG impacts for consistency with the more aggressive targets of Executive Order S-30-15 are conservatively considered to be significant. Even with the incorporation of mitigation to ensure that Palo Alto's GHG emissions are reduced consistent with the State's long-term goals, additional State and federal actions, as well as advances in technology, are necessary to achieve the deep cuts required to meet the 2050 emissions target. These actions are beyond the jurisdiction of the City of Palo Alto and therefore it is unclear whether the City alone can mitigate this impact to a less-than-significant level. Therefore, the Comprehensive Plan found that buildout of development would have a significant and unavoidable impact.

The project would be consistent with Goal 2.1 of the S/CAP, which states that GHG emissions and energy consumption in buildings should be reduced through energy efficiency and design. As described above under *Palo Alto Green Building Checklist*, the project would achieve Tier 2 status under CALGreen and would be 10 percent more efficient than base CALGreen requirements. The project would also be required to implement green building requirements in accordance with the City's Green Building Ordinance (Ord. 5393 § 1 [part], 2016).

The proposed project would be infill development accessible for pedestrians, bicyclists, and public transit users. Increased alternative transportation would reduce vehicle trips and average VMTs, thereby reducing mobile-related GHG emissions and contributing to achieving AB 32, SB 32, and other GHG-reduction goals. The Santa Clara Valley Transportation Authority (VTA) provides bus service to the immediate project area via local (Local Route 22) and rapid/express routes (Rapid Route 522). Local Route 22 and Rapid Route 522 operate on El Camino Real, providing service between the Eastridge Transit Center and the Palo Alto Transit Center. A bus stop for Line 22 is located across El Camino Real, approximately 100 feet from the project site. Pedestrian sidewalks are present on El Camino Real adjacent to the project site. The bicycle facilities near the site include Class III bikeways along El Camino Real. Another goal of the SCS is to boost the number of trips taken without a car across the Bay Area by 10 percent. The proposed project would provide 12 bicycle parking spaces, and as discussed above, is located near public transportation. With viable alternative transportation options, people would have transportation options allowing them to drive less to the project site.

Therefore, impacts of the proposed project would be within the impacts identified in the 2030 Comprehensive Plan EIR. No new or more severe impacts would occur as a result of the proposed project.

ANALYZED IN THE PRIOR EIR

CONCLUSION

The project's impacts related to GHG emissions would be no greater than the less than significant impacts identified in the Comprehensive Plan EIR for the plan as a whole. Neither would they result in new significant effects not addressed in the prior EIR, nor require new mitigation measures. This issue **does not require further study in an EIR.**

8 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
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Would the project have any of the following impacts:

- | | | | | | |
|---|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | ☐ | ☐ | ☐ | ☒ | ☐ |
| b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | ☐ | ☐ | ☐ | ☒ | ☐ |
| c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school? | ☐ | ☒ | ☐ | ☐ | ☐ |
| d. Create a significant hazard to the public or the environment from existing hazardous materials contamination by exposing future occupants or users of the site or from location on listed hazardous material sites compiled pursuant to Government Code Section 65962.5? | ☐ | ☐ | ☐ | ☒ | ☐ |
| e. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires? | ☐ | ☐ | ☒ | ☐ | ☐ |
| f. Result in a safety hazard from a public airport for people residing or working in the project area? | ☐ | ☐ | ☒ | ☐ | ☐ |

	Potentially Significant Impact	Less than Significant	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
g. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working the project area?	☐	☐	☒	☐	☐
h. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☒	☐	☐	☐

ANALYSIS IN PREVIOUS ENVIRONMENTAL DOCUMENTS

The 2030 Comprehensive Plan EIR discusses hazardous materials impacts in Section 4.7 and finds that impacts related to hazards and hazardous materials use in the City and finds the following impacts and mitigation measures:

- ◆ **Impact HAZ-1:** The proposed Plan would not create a significant hazard to the public or the environment as a result of the routine transport, use, or disposal of hazardous materials. (Less than Significant)
- ◆ **Impact HAZ-2:** The proposed Plan would not create a significant hazard to the public or the environment through reasonable upset and accident conditions involving the release of hazardous materials into the environment. (Less than Significant)
- ◆ **Impact HAZ-3:** The proposed Plan would not result in hazardous emissions or the handling of hazardous or acutely hazardous material, substances or, waste within ¼-mile of an existing or proposed school. (Less than Significant)
- ◆ **Impact HAZ-4:** The proposed Plan would not create a significant hazard to the public or the environment from existing hazardous materials contamination by exposing future occupants or users of the site to contamination either in excess of soil and groundwater cleanup goals developed for the site or from location on listed hazardous materials sites compiled pursuant to Government Code Section 65962.5. (Less than Significant)
- ◆ **Impact HAZ-5:** The proposed Plan would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. (Less than Significant)
- ◆ **Impact HAZ-6:** The proposed Plan would not result in a safety hazard from a public airport for people residing or working within the Plan area. (Less than Significant)

- ◆ **Impact HAZ-7:** The proposed Plan would not impair implementation of or physically interfere with an adopted emergency response or evacuation plan. (Less than Significant)
- ◆ **Impact HAZ-8:** The proposed Plan would not result in a safety hazard for people residing or working within the vicinity of a private airstrip in the Plan area. (No Impact)
- ◆ **Impact HAZ-9:** The proposed Plan, in combination with past, present, and reasonably foreseeable projects, would not result in significant cumulative impacts with respect to hazards and hazardous materials. (Less than Significant)

The following section provides a review to determine if project-specific impacts would occur that are 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in a previous environmental documents as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents; and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

PROJECT-SPECIFIC IMPACTS

- a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*
- b. Would the project 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?*

As analyzed in the 2030 Comprehensive Plan EIR, compliance with federal, State, and local regulations would reduce the potential for a significant adverse effect on the environment due to reasonably foreseeable upset and accident involving the use, transport, and disposal of hazardous materials that would be generated by new development.

The proposed project would involve the construction and operation of a new five-story hotel with 97 guest rooms. Hotel uses typically do not involve the use or storage large quantities of hazardous materials, other than those typically used for cleaning, maintenance, or landscaping. Therefore, impacts related to the transport, use, or disposal of hazardous materials would be less than significant.

The proposed project would involve demolition of the existing commercial structure and construction of a five-story building with a two-level subterranean parking garage. Construction activities may include the temporary transport, storage, use, or disposal of potentially hazardous materials including fuels, lubricating fluids, cleaners, solvents, or contaminated soils. If spilled, these substances could pose a risk to the environment and to human health. However, the transport, storage, use, or disposal of hazardous materials is subject to various federal, state, and local regulations designed to reduce risks associated with hazardous materials, including potential risks associated with upset or accident conditions. Hazardous materials would be required to be transported under U.S. Department of Transportation (DOT) regulations (U.S. DOT Hazardous Materials Transport Act, 49 Code of Federal Regulations), which stipulate the types of containers, labeling, and other restrictions to be used in the

movement of such material on interstate highways. In addition, the use, storage, and disposal of hazardous materials are regulated through the Resources Conservation and Recovery Act (RCRA). The California Department of Toxic Substances Control (DTSC) is responsible for implementing the RCRA program, as well as California's own hazardous waste laws. DTSC regulates hazardous waste, cleans up existing contamination, and looks for ways to control and reduce the hazardous waste produced in California. It does this primarily under the authority of RCRA and in accordance with the California Hazardous Waste Control Law (California H&SC Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (Title 22, California Code of Regulations, Divisions 4 and 4.5). DTSC also oversees permitting, inspection, compliance, and corrective action programs to ensure that hazardous waste managers follow federal and State requirements and other laws that affect hazardous waste specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning (City of Palo Alto 2016a). Compliance with existing regulations would reduce the risk of potential release of hazardous materials during construction.

Implementation of the proposed project would require demolition of an existing on-site building, which due to its age may contain asbestos and/or lead-based paint (LBP). The existing building was constructed in 1964. Structures built before the 1970s were constructed typically with asbestos containing materials (ACM). Because the building was constructed before the time of the federal ban on the manufacture of PCBs, it is possible that light ballasts in the on-site building contain PCB. Demolition of the existing structure could result in health hazard impacts to workers if not remediated prior to construction activities. However, demolition and construction activities would be required to adhere to BAAQMD Regulation 11, Rule 2, which governs the proper handling and disposal of ACM for demolition, renovation, and manufacturing activities in the Bay Area, and California Occupational Safety and Health Administration (CalOSHA) regulations regarding lead-based materials. The California Code of Regulations, §1532.1, requires testing, monitoring, containment, and disposal of lead-based materials, such that exposure levels do not exceed CalOSHA standards. DTSC has classified PCBs as a hazardous waste when concentrations exceed 50 parts per million in non-liquids, and the DTSC requires that materials containing those concentrations of PCBs be transported and disposed of as hazardous waste. Light ballasts to be removed would be evaluated for the presence of PCBs and managed appropriately. With required adherence to BAAQMD, CalOSHA, and DTSC regulations regarding ACM, LBP, and PCBs impacts would be less than significant and within those previously analyzed in the 2030 Comprehensive Plan EIR.

ANALYZED IN THE PRIOR EIR

- c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?*

Palo Alto Montessori School is the only school within a 0.25-mile radius of the project site, located approximately 0.18 mile to the northwest. The project involves the construction of a five-story hotel that would not typically involve the use, storage, transportation, or disposal of hazardous materials. Therefore, impacts would be less than significant.

As described under items (a) and (b) above, construction activities may involve the use, storage, or transport of hazardous material. However, the transport, use, storage, and disposal of hazardous materials associated with construction are subject to applicable federal, state, and local regulations to minimize the release of hazardous materials into the environment. Further, implementation of rules regarding the proper handling of ACMs and LBP, as discussed under questions (a) and (b), would ensure that ACMs or LBP particles do not affect nearby schools during demolition activities.

Operation of the proposed commercial hotel use would not involve the handling of hazardous materials, substances, or wastes other than those typically used for household cleaning, maintenance, and landscaping. Handling of hazardous materials is subject to applicable federal, state, and local regulations to reduce emissions of hazardous materials into the environment. As discussed in the response to criteria (d) below, the project site does not contain hazardous materials contamination. Therefore, there is no risk of exposure from contaminated soils or groundwater at the school during construction.

Therefore, overall, through adherence to applicable regulations, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- d. Would the project create a significant hazard to the public or the environment from existing hazardous materials contamination by exposing future occupants or users of the site or from location on listed hazardous material sites compiled pursuant to Government Code Section 65962.5?*

Some of the new development that could occur as a result of the buildout of the Comprehensive Plan could occur on properties that are included in the databases listed above. Construction of new buildings and improvements on these listed sites could have the potential to release potentially hazardous soil-based materials into the environment during site grading and excavation operations. Demolition of any existing structures, likewise, could potentially result in the release hazardous building materials (e.g., asbestos, lead paint) into the environment. Use of hazardous materials on newly developed properties after construction could potentially include cleaning solvents, fertilizers, pesticides, and other materials used in the regular maintenance and operation of future development. Compliance with applicable laws and regulations regarding cleanup and reuse of a listed hazardous material site would ensure that impacts would be less than significant. The project site is not listed on a database compiled pursuant to Government Code Section 65962.5, as discussed below. A Phase I Environmental Site Assessment (ESA) was prepared by ERAS Environmental, Inc. in February 2013 (Appendix 4). As part of the Phase I ESA, Environmental FirstSearch Technology Corporation searched information from standard federal and state environmental databases on sites that generate, store, treat, or dispose of hazardous materials and sites for which a release or incident has occurred on the project site and surrounding area.

PROJECT SITE

Based on the search of databases of hazardous materials sites, the project site is not listed on any of the regulatory databases reviewed (ERAS Environmental 2013).

SURROUNDING PROPERTIES

Eight leaking underground storage tank (LUST) sites were identified within 0.5-mile of the site, and eight underground storage tank (UST) or aboveground storage tank (AST) sites were identified within 0.25-mile of the project site. Located approximately 550 feet northwest at 4230 El Camino Real, Paddlesford Oldsmobile is the nearest LUST and UST/AST site. The LUST case at that location is listed as closed.⁴ None of the other LUST or UST/AST sites were located near or in an up-gradient direction. The Phase I ESA concluded that none of the LUST sites were likely to pose a threat to the subsurface environmental conditions beneath the project site (ERAS Environmental 2013). Therefore, although groundwater may be encountered during construction of the project, as described below under criteria (a) and (g) of Section 9, *Hydrology and Water Quality*, it is unlikely to be contaminated.

The California State Water Resources Control Board (SWRCB) GeoTracker and California DTSC EnviroStor websites were reviewed for cases newer than 2013 that would not have appeared in the 2013 Phase I ESA. No new cases were identified within 0.5 mile of the project site (DTSC 2018, SWRCB 2018). The project would not create a significant hazard to the public or the environment from existing hazardous materials contamination. The project would not create any new or more severe impacts than those analyzed in the 2030 Comprehensive Plan EIR.

ANALYZED IN THE PRIOR EIR

- e. Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

The project site is in an urban area of Palo Alto. It is bordered by existing residential, commercial, and office uses. The project site is identified as not being in a very high fire hazard severity zone and it is in an area of local responsibility (California Department of Forestry and Fire Protection [CAL FIRE] 2008). The project is not located in an area subject to wildland fires nor is it located in an area adjacent to wildlands. Therefore, the project would not expose people or structures to a significant risk involving wildland fires. There would be no impact.

NO IMPACT

- f. Would the project result in a safety hazard from a public airport for people residing or working in the project area?*
- g. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?*

The Palo Alto Airport (PAO) is the closest public airport to the project site, approximately 3.3 miles to the north. There are no private airstrips or limited use airstrips in Palo Alto (Palo Alto 2016a). PAO is a 103-acre facility with a single runway and parallel taxiway. The airport primarily serves small general aviation aircraft. The project site is located entirely outside of the

⁴ "Closed" cases are ones in which all appropriate corrective action requirements have been fulfilled. These properties can then be released for reuse with restrictions to prevent inappropriate land uses, if necessary.

airport safety zone (Santa Clara County 2016). Airport safety zones include areas of land upon which an airport hazard might be created or established. Because the project site is located over three miles from the closest airport and is not within an area identified as having potential safety hazards related to airport operations, no impact related to airport safety would occur.

NO IMPACT

- h. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

The project would not impair or interfere with the City's Emergency Operations Plan. While El Camino Real is an identified evacuation route, the project would not result in changes to this route, would not substantially increase traffic or roadway congestion such that use of the evacuation route would be hindered, and would not otherwise impair implementation of the City's Emergency Operations Plan (see Section 16, *Transportation*). Additionally, per the City's standard conditions of approval, the project applicant and contractor would be required to submit a construction logistics plan for City approval that addresses the construction schedule, street closures and/or detours, construction staging areas and parking, and the planned truck routes. This would ensure that construction traffic does not impair emergency response. Therefore, this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

CONCLUSION

Therefore, the project's impacts related to hazards and hazardous materials would be no greater than those identified in the Comprehensive Plan EIR for the plan as a whole, would not result in new significant effects not addressed in the prior EIR, and would require no new mitigation measures. These issues **do not require further study in an EIR.**

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9 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
Would the project have any of the following impacts:					
a. Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒	
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒	☐
c. Substantially increase the rate, volume, or flow duration of stormwater runoff or alter the existing drainage pattern of the site or area, including altering the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site, including increase in-stream erosion?	☐	☐	☐	☒	☐
d. Result in stream bank instability?	☐	☐	☒	☐	☐
e. Significantly increase the rate, volume, or flow duration of stormwater runoff in a manner which would result in new or increased flooding on-or off-site?	☐	☒	☐	☐	☐

	Potentially Significant Impact	Less than Significant	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
f. Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☒	☐	☐	☐
g. Provide substantial additional sources of pollutants associated within urban runoff or otherwise substantially degrade water quality?	☐	☒	☐	☐	☐
h. Place housing in a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map?	☐	☐	☒	☐	☐
i. Place structures in a 100-year flood hazard area that would impede or redirect flood flows?	☐	☐	☒	☐	☐
j. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including that occurring as a result of the failure of a levee or dam?	☐	☐	☒	☐	☐
k. Result in inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐	☐

ANALYSIS IN PREVIOUS ENVIRONMENTAL DOCUMENTS

The 2030 Comprehensive Plan EIR discusses hydrology and water quality impacts in Section 4.8 and found the following impacts and mitigation measures:

- ◆ **Impact HYD-1:** The proposed Plan would not violate any water quality standards or waste discharge requirements. (Less than Significant)

- ◆ **Impact HYD-2:** The proposed Plan could substantially degrade or deplete ground water resources or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. (Significant and Mitigable)
 - **Mitigation Measure HYD-2:** To reduce potential impacts associated with construction dewatering the proposed Plan shall include policies that achieve the following topics:
 - Avoidance of the impacts of basement construction for single-family homes on the natural environment and safety.
 - Conservation of subsurface water resources.
 - Construction techniques and recharge strategies to reduce subsurface and surface water impacts.
 - Monitoring of dewatering and excavation projects.
 - Cooperation with other jurisdictions and regional agencies to protect groundwater.
 - Protection of groundwater as a natural resource.
- ◆ **Impact HYD-3:** The proposed Plan would not substantially increase the rate, volume, or flow duration of storm water runoff or alter the existing drainage pattern of the site or area, including altering the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site, including increased in-stream erosion.
- ◆ **Impact HYD-4:** The proposed Plan would not result in stream bank instability. (Less than Significant)
- ◆ **Impact HYD-5:** The proposed Plan would not significantly increase the rate, volume, or flow duration of storm water runoff in a manner which would result in new or increased flooding on-or off-site, or exceedance of the capacity of existing or planned stormwater drainage systems in local streams. (Less than Significant)
- ◆ **Impact HYD-6:** The proposed Plan would not provide substantial additional sources of pollutants associated with urban runoff or otherwise substantially degrade surface or ground water quality. (Less than Significant)
- ◆ **Impact HYD-7:** The proposed Plan would not substantially impede or redirect flood flows through placement of structures within the 100-year flood hazard area. (Less than Significant)
- ◆ **Impact HYD-8:** The proposed Plan would not expose people or structures to a significant risk or loss, injury or death involving flooding by placing housing or other development within a 100-year flood hazard area or a levee or dam failure inundation area. (Less than Significant)
- ◆ **Impact HYD-9:** The proposed Plan would not be impacted by inundation by seiche, tsunami, or mudflow. (Less than Significant)
- ◆ **Impact HYD-10:** The Plan, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to hydrology and water quality. (Less than Significant)

The following section provides a review to determine if project-specific impacts would occur that are 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in a previous environmental documents as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents; and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

PROJECT-SPECIFIC IMPACTS

- a. Would the project violate any water quality standards or waste discharge requirements?*
- g. Would the project provide substantial additional sources of pollutants associated within urban runoff or otherwise substantially degrade water quality?*

Clearing, grading, excavation, and construction activities would have the potential to impact water quality through soil erosion and increasing the amount of silt and debris carried in runoff, and fuels, solvents, paints, parking, and refueling may present a risk to stormwater and/or surface water quality. Increase runoff from development may contain high pollutant concentrations. The 2030 Comprehensive Plan EIR found that compliance with applicable regulations, including the PAMC Section 16.11 and the C.3 provisions of the County's NPDES Municipal Regional Stormwater Permit (Order No. R2-2015-0049) and implementation of control measure for new development or redevelopment projects would ensure impacts would be less than significant.

Development of the proposed project would introduce heavy equipment to the site during construction and increase traffic to and from the site during operation. This increase in heavy construction equipment and operational traffic could result in an increase in fuel, oil, and lubricants in the stormwater runoff due to leaks or accidental releases.

Chapter 16.11 of the PAMC, which requires that permanent stormwater pollution prevention measures be incorporated into the project. These may include but are not limited to minimization of impervious surfaces; construction of sidewalks, walkways, and/or patios with permeable surfaces; and minimization of disturbances to natural drainages. The proposed project would include four flow-through planters and a self-retaining pervious pavers on driveways and walkways and introduce landscaped areas to a site that is, on the whole, entirely impermeable (covered with paving and structures) at this time. Overall, the project would reduce the amount of impervious surface on the project site by approximately 10 percent: from 23,487 square feet under existing conditions to 20,787 square feet with the project (an increase in pervious surface area from 2,459 to 5,159 square feet). The project would include additional on-site stormwater capture, retention, and treatment compared to existing conditions. This would reduce the potential for polluted stormwater to enter the storm drain system.

The project site is on top of the contour line for a depth to groundwater of 25 feet below ground surface (Wenzlau et al. 2016). The maximum depth of excavation is estimated to be 34 feet below ground surface. Therefore, the project may require dewatering if groundwater is exposed during construction activities. If groundwater is encountered, the City's *Construction*

Dewatering System Policy and Plan Preparation Guidelines require that excavation activities that encounter groundwater submit a Construction Dewatering Plan to the City's Public Works Department (City of Palo Alto 2013). The Public Works Department would review and permit the dewatering plan prior to commencement of dewatering as part of the Street Work Permit process. The Construction Dewatering Plan must comply with the City's Guidelines that require that water be tested for contaminants prior to initial discharge and at intervals during dewatering. In the dewatering plan, the applicant must include provisions for keeping sediment and contaminated groundwater out of the storm drain system. With adherence to the City's policies regarding dewatering, contaminated groundwater would not enter the stormwater system.

Therefore, with adherence to requirements listed above, the project would not violate water quality standards, waste discharge requirements, or degrade water quality. Impacts would be within those identified in the 2030 Comprehensive Plan EIR. No new or more severe impacts would be created.

ANALYZED IN THE PRIOR EIR

- b. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering or the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?*

The City receives 100 percent of its water from the SFPUC, and analysis within the 2030 Comprehensive Plan EIR states there would be sufficient water supply to meet the city's demand under all four scenarios for normal years (Palo Alto 2016). During single and multiple dry years, the SFPUC would impose water restrictions, as specified in the Water Shortage Allocation Plan between the SFPUC and its wholesale customers. During a severe drought the City could utilize groundwater to supplement SFPUC supplies, but the City anticipates that even in dire circumstances only a small amount of groundwater would be served (less than 10 percent of overall demand). In response to a severe drought the City would work with residents and businesses to significantly reduce water use, and groundwater from City wells would be considered a supplemental resource. For new development and redevelopment projects, the implementation of low-impact development measures and on-site infiltration, as specified under the C.3 provisions of the MRP, would increase the potential for groundwater recharge. Also, the use of site design features as per the C.3 provisions and implementation of water use efficiency measures mandated by the Water Conservation Act of 2009 would ensure that groundwater supplies are not depleted. Impacts associated with construction dewatering are considered to be a potentially significant impact during future construction in areas with shallow groundwater. Development under the proposed project would not include installation of new groundwater wells or use of groundwater from existing wells. Therefore, the proposed project would not result in a net deficit in aquifer volume or a lowering of the groundwater table. The project would not result in an exceedance of safe yield or a significant depletion of

groundwater supplies. Therefore, impacts would be within those identified in the 2030 Comprehensive Plan EIR. No new or more severe impacts would occur as a result of the project.

ANALYZED IN THE PRIOR EIR

- c. Would the project substantially increase the rate, volume, or flow duration of storm water runoff or alter the existing drainage pattern of the site or area, including altering the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site, including increase in-stream erosion?*
- e. Would the project significantly increase the rate, volume, or flow duration of stormwater runoff in a manner which would result in new or increased flooding on-or off-site?*
- f. Would the project create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

Adobe Creek is approximately 430 feet southeast of the project site and does not flow through or adjacent to the site. The project site is currently developed and construction of the proposed project would not alter the course of this creek or other stream or river (no other surface water features are identified in the project area). The project site is connected to an existing stormwater drainage system located in the City of Palo Alto's Barron Creek Watershed. Stormwater runoff in the project area is currently flowing to Barron Creek (located approximately 0.7 miles northwest of the project site) and eventually to the San Francisco Bay (City of Palo Alto 2002).

Currently, there is approximately 23,487 square feet of impervious surface area on the project site. Because the proposed project would introduce pervious pavers and additional landscaping, after development the impervious area of the site would decrease by approximately 2,700 square feet to a total of 20,787 square feet of impervious surface area, allowing for more on-site stormwater infiltration than under existing conditions. Therefore, the project would not substantially increase runoff from the project site such that new or increased flooding would occur on- or off-site. Stormwater leaving the project site would enter the City's existing stormwater conveyance system. The proposed project would not create or contribute runoff that would exceed the capacity of the existing stormwater conveyance infrastructure or otherwise result in flooding on or near the project site.

The proposed project would not introduce new surface water discharges, substantially increase runoff volumes, result in substantial erosion or siltation, or result in flooding on- or off-site. The project would also not alter the existing drainage pattern of the site. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project result in stream bank instability?

Adobe Creek, located approximately 430 feet southeast of the project site, is the nearest watercourse to the site and does not flow through or adjacent to the site. Project runoff would not be directed to the banks of any creek and no impacts to bank stability would occur.

NO IMPACT

h. Would the project place housing in a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map?

i. Would the project be placed in a 100-year flood hazard area structures that would impede or redirect flood flows?

The project site is located in Flood Zone X (Federal Emergency Management Agency [FEMA] 2009). Zone X includes areas of 0.2 percent annual chance flood; areas of 1 percent annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from one-percent annual chance flood. Therefore, the project is not located within a Special Flood Hazard Area and would not place housing in a flood zone. In addition, the project would not impede or redirect flood flows in a 100-year flood hazard area. No impact would occur.

NO IMPACT

j. Would the project expose people or structures to a significant risk of loss, injury or death involve flooding by placing housing or other development within a 100-year flood hazard area or a levee or dam failure inundation area?

According to Map S-7 of the Comprehensive Plan, the project site is not in the dam inundation areas for Felt Lake, Lagunita Reservoir, or Searsville Reservoir (City of Palo Alto 2017a). In addition, the project site is not in an area protected from flooding by levees (FEMA 2009). The project would not expose people or structures to a significant loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam. No impact would occur.

NO IMPACT

k. Would the project result in inundation by seiche, tsunami, or mudflow?

The project site is located approximately two miles from the San Francisco Bay and approximately 16.5 miles from the coast of the Pacific Ocean. According to Map S-6 of the Comprehensive Plan, the project site is not in an area vulnerable to either an approximately 24-inch or approximately 55-inch sea level rise (City of Palo Alto 2017a). In addition, the site is not located within a tsunami inundation zone (DOC 2009) and the potential impact to the city from seiches and mudflow/debris flow is minimal (City of Palo Alto 2016a). The project site is flat and surrounded by residential and commercial development away from crests and steep ridges. Therefore, the project site is located in a low hazard area for tsunami, seiche, and mudflow and, as discussed in the geotechnical investigation, there is a low potential for inundation. No impact would occur.

NO IMPACT

CONCLUSION

The project site and project type are consistent with those identified for the area in the DAP EIR. Therefore, with existing regulations and normal standards of use, the project's impacts related to water quality and stormwater, runoff would be no greater than that identified in the DAP EIR for the plan as a whole. The project would not result in new significant effects not addressed in the prior EIR and would warrant no new mitigation measures. This issue **does not require further study in an EIR.**

10 Land Use and Planning

	Potentially Significant Impact	Less than Significant	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
Would the project have any of the following impacts:					
a. Physically divide an established community?	☐	☐	☒	☐	☐
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the Comprehensive Plan, CAP, or the City’s Zoning Ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☒	☐	☐	☐
c. Conflict with an applicable habitat conservation plan or natural community conservation plan?	☐	☐	☒	☐	☐

ANALYSIS IN PREVIOUS ENVIRONMENTAL DOCUMENTS

The 2030 Comprehensive Plan EIR addresses land use and planning in Section 4.9 and found the following impacts and mitigation measures:

- ◆ **Impact LAND-1:** The proposed Plan could adversely change the type or intensity of existing or planned land use patterns in the area. (Significant and Mitigable)
 - **Mitigation Measure LAND-1:** To ensure that the intensity of future development would not adversely change the land use patterns or affect the livability of Palo Alto neighborhoods, the proposed Plan shall include policies that achieve the following:
 - Strengthening of residential neighborhoods.
 - Vitality of commercial areas and public facilities.
 - High-quality building and site design.
 - Architectural compatibility of new development.
 - Compatible infill development.
 - Avoidance of abrupt changes in the scale of development where residential districts abut more intense uses.

- ◆ **Impact LAND-2:** The proposed Plan would allow development that could be incompatible with adjacent land uses or with the general character of the surrounding area, including density and building height. (Significant and Mitigable)
 - **Mitigation Measure LAND-2:** Implement Mitigation Measure LAND-1. In addition, to further reduce potential impacts to visual character and ensure compatibility with adjacent land uses, the proposed Plan shall include policies that achieve the following:
 - Use of City procedures, plans, and requirements to ensure high-quality building design and architectural compatibility
- ◆ **Impact LAND-3:** The proposed Plan would not allow development that could conflict with established residential, recreational, educational, religious, or scientific uses of an area. (Less than Significant)
- ◆ **Impact LAND-4:** The proposed Plan would allow new development that could conflict with any applicable City land use plan, policy or regulation (including, but not limited to the Comprehensive Plan, coordinated area plan, or the City's Zoning Ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. (Less than Significant)
- ◆ **Impact LAND-5:** The proposed Plan could physically divide an established community. (Significant and Mitigable)
 - **Mitigation Measure LAND-5:** To avoid potential impacts from physically dividing an established community, the proposed Plan shall include policies that address achieve the following topics:
 - Enhanced connections to and from parks, schools, and community facilities for all users.
 - Safe and convenient pedestrian, bicycle, and transit connections between residential areas and commercial centers.
 - Cooperation with other agencies to improve circulation connections.
 - Grade separation of rail crossings.
- ◆ **Impact LAND-6:** The proposed Plan would not conflict with an applicable habitat conservation plan or natural community plan. (Less than Significant)

The following section provides a review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in a previous environmental documents as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents; and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

PROJECT-SPECIFIC IMPACTS

a. Would the project physically divide an established community?

The project would involve the construction of a hotel on an existing parcel in a fully urbanized area of Palo Alto. The project would not separate connected neighborhoods or land uses from each other. No new roads, linear infrastructure, or other development features are proposed that would divide an established community or limit movement, travel, or social interaction between established land uses. No impacts would occur.

NO IMPACT

b. Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

CONSISTENCY WITH COMPREHENSIVE PLAN

The project site has a Comprehensive Plan land use designation of Service Commercial. As described in the Comprehensive Plan Land Use and Community Design Element (2017), typical uses in the Service Commercial designation are “[f]acilities providing citywide and regional services and relying on customers arriving by car... Typical uses include auto services and dealerships, motels, lumberyards, appliance stores and restaurants, including fast service types.” The proposed project involves a hotel and would be consistent with the land uses envisioned for Service Commercial areas under the 2030 Comprehensive Plan. Additionally, the following policies also apply to the project:

Policy L-1.1. Maintain and prioritize Palo Alto’s varied residential neighborhoods while sustaining the vitality of its commercial areas and public facilities.

Policy L-1.3. Infill development in the urban service area should be compatible with its surroundings and the overall scale and character of the city to ensure a compact, efficient development pattern.

Policy L-1.11. Hold new development to the highest development standards in order to maintain Palo Alto’s livability and achieve the highest quality development with the least impacts.

Policy L-3.1. Ensure that new or remodeled structures are compatible with the neighborhood and adjacent structures.

Policy L-6.1. Promote high-quality design and site planning that is compatible with surrounding development and public spaces.

Policy L-6.7. Where possible, avoid abrupt changes in scale and density between residential and non-residential areas and between residential areas of different densities. To promote compatibility and gradual transitions between land uses, place zoning district boundaries at mid-block locations rather than along streets wherever possible.

The project would locate a hotel along a commercial corridor, and the project includes high-quality urban design elements, including landscaping elements and open space. Additionally, as discussed through this document, there are no significant environmental effects that would result from the development, and thus the project is compatible with adjacent development. Therefore, the project would not conflict with the City's Comprehensive Plan and this impact would be less than significant.

CONSISTENCY WITH ZONING ORDINANCE

The project site is zoned Service Commercial (CS), "intended to create and maintain areas accommodating citywide and regional services that may be inappropriate in neighborhood or pedestrian-oriented shopping areas, and which generally require automotive access for customer convenience, servicing of vehicles or equipment, loading or unloading, or parking of commercial service vehicles," pursuant to the provisions of PAMC Section 18.16.010. The proposed project involves development of a hotel, a use permitted by right in the CS zone (PAMC Section 18.16.040).

In the CS zone, the maximum hotel FAR is 2.0:1 and the maximum standard height is 50 feet (PAMC Section 18.16.060). The project would have a FAR of 2.0 and a height of 50 feet, not including the mechanical screen which would extend 8 feet above the building. Per PAMC 18.40.090, mechanical screens are allowed to exceed the height standard up to 15 feet. The project would comply with other development requirements of CS zone in the PAMC, including setbacks, shown in Table 8 (PAMC Section 18.16.060[a]). Therefore, the project would not conflict with the City's zoning ordinance and this impact would be less than significant.

Table 8 Service Commercial Required and Proposed Setbacks

Setbacks	Required	Proposed
Front	0-10 feet	4 feet
Side	0 feet	10 feet
Rear	0 feet	16 feet
From Sidewalk on El Camino Real	12 feet	12 feet

OTHER LAND USE CONFLICTS

The project would increase the massing and intensity of development on the project site (see Figure 6 and Figure 7) and change its use. However, as discussed above, the project is consistent with PAMC height and FAR requirements. The change in intensity on the site would not substantially affect the land use and development patterns in the area; the land use pattern would be generally maintained. The project would be generally consistent with the size and scale of the adjacent land uses, including the three-story apartment complex adjacent to the site, and an eight-story hotel located approximately 400 feet southeast of the project site. The proposed hotel use is similar to other commercial properties near the project site and therefore generally compatible in use. The nearest existing hotel/motels are the Palo Alto Inn, located

approximately 130 feet northwest of the project site; the Oak Motel Palo Alto, located approximately 260 feet northeast of the project site; and the Crowne Plaza Palo Alto, located approximately 400 feet southeast of the project site. Additionally, the project is required to undergo architecture review board review. Pursuant to PAMC 18.76.020(d), architectural review board approval is granted only if specific findings are made that include design consistent with the Palo Alto Comprehensive Plan and Zoning Code and unified, coherent, functional, high-quality design appropriate to the site's functions. Therefore, architectural review board approval would ensure the project is consistent with context-based design criteria and enhances living conditions in adjacent residential area, pursuant to PAMC 18.76.020(d).

The project would not conflict with surrounding land uses, and this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. Would the project conflict with an applicable habitat conservation plan or natural community conservation plan?

The project site is located in an entirely urbanized area of Palo Alto and is zoned for urban uses. There are no natural communities or habitats located on the project site, and no habitat/natural community conservation plans are applicable to the site. Therefore, the project would not conflict with any habitat/natural community conservation plans and no impact would occur.

NO IMPACT

CONCLUSION

The project site and project type are consistent with those identified for the area in the Comprehensive Plan EIR. Therefore, with existing regulations and normal standards of use, the project's impacts related to water quality and stormwater, runoff would be no greater than that identified in the Comprehensive Plan EIR for the plan as a whole. The project would not result in new significant effects not addressed in the prior EIR and would warrant no new mitigation measures. This issue **does not require further study in an EIR.**

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11 Mineral Resources

	Potentially Significant Impact	Less than Significant	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
Would the project have any of the following impacts:					
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐	☐
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☒	☐	☐

ANALYSIS IN PREVIOUS ENVIRONMENTAL DOCUMENTS

The City's Comprehensive Plan EIR analyzes mineral resources in Chapter 7 and finds that no impact related to mineral resources would occur.

The following section provides a review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in a previous environmental documents as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents; and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

PROJECT-SPECIFIC IMPACTS

- Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*
- Would the project 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?*

The project site and surrounding properties are part of an urbanized area with no current oil or gas extraction. According to the Natural Environment Element of the Comprehensive Plan, Palo Alto does not contain mineral deposits of regional significance (City of Palo Alto 2017c). No mineral resource activities would be altered or displaced by the proposed project.

NO IMPACT

CONCLUSION

As the project would have no impact under this area, the same evaluation as that indicated in the Comprehensive Plan EIR for the plan; no new significant effects would result beyond those indicated the prior EIR, and no new mitigation would be required. Therefore, this issue **does not require further study in an EIR.**

12 Noise

	Potentially Significant Impact	Less than Significant	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
Would the project result in any of the following impacts:					
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	■	☐	☐	☐	☐
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	■	☐	☐	☐	☐
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	■	☐	☐	☐	☐
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	■	☐	☐	☐	☐
e. For a project located in 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?	☐	☐	■	☐	☐
f. For a project near a private airstrip, would it expose people residing or working in the project area to excessive noise?	☐	☐	■	☐	☐

ANALYSIS IN PREVIOUS ENVIRONMENTAL DOCUMENTS

The 2030 Comprehensive Plan EIR analyzes noise in Section 4.10. Noise impacts were found to be potentially significant and mitigable, with the exception airport and airstrip noise impacts, which were found to be less than significant.

The following section provides a review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in a previous environmental documents as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents; and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

PROJECT-SPECIFIC IMPACTS

- a. Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*
- b. Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*
- c. Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*
- d. Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

Pursuant to Mitigation Measure NOISE-8 in the 2030 Comprehensive Plan EIR, an analysis of construction related noise is required, as the project is located within 100 feet of noise-sensitive land uses. Additionally, operation of the proposed project would generate noise associated with the outdoor patio area, mechanical equipment, and traffic-related noise.

The project's construction and operational noise may result in a potentially significant impact and therefore will be addressed in greater detail in the EIR.

POTENTIALLY SIGNIFICANT IMPACT

- e. For a project located in 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?*
- f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise?*

PAO is the closest airport to the project site, located approximately 3.3 miles to the north. There are no private airstrips near the project site. PAO is a 102-acre facility with one paved runway, an air traffic control tower, and a terminal building, and is located approximately 3.3 miles north-northeast of the project site. The airport primarily serves small general aviation

aircraft. The project site is located entirely outside of the airport safety zone (Santa Clara County 2016), and outside of all the airport's forecasted noise contours for the year 2022 (City of Palo Alto 2017b). As such, PAO would not expose people residing at the project site to excessive noise levels. No impact would occur.

NO IMPACT

CONCLUSION

As the project may have project- or site-significant noise impacts under thresholds (a) through (d) not studied in the Comprehensive Plan EIR, these issues **will be studied further in the EIR.**

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13 Population and Housing

	Potentially Significant Impact	Less than Significant	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
Would the project result in any of the following impacts:					
a. Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☐	☐	☒	☐
b. Displace substantial amounts of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐	☐
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐	☐
d. Create a substantial imbalance between employed residents and jobs?	☐	☐	☐	☒	☐

ANALYSIS IN PREVIOUS ENVIRONMENTAL DOCUMENTS

The 2030 Comprehensive Plan EIR discusses population and housing in Section 4.11 and found the following impacts:

- ◆ **Impact POP-1:** Implementation of the proposed Plan would have the potential to induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure). (Less than Significant)
- ◆ **Impact POP-1:** Implementation of the proposed Plan would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere. (Less than Significant)
- ◆ **Impact POP-3:** Implementation of the proposed Plan would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

- ◆ **Impact POP-4:** Implementation of the proposed Plan would not create a substantial imbalance between employed residents and jobs. (Less than Significant)
- ◆ **Impact POP-5:** Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would not substantially cumulatively exceed regional or local population projections. (Less than Significant)

The following section provides a review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in a previous environmental documents as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents; and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

PROJECT-SPECIFIC IMPACTS

- a. Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

The proposed project would involve the construction of a five-story hotel with 97 guest rooms, and would not include permanent residences. Therefore, the project would not directly induce population growth to the City. The proposed project would generate approximately an estimated 42 new jobs that could indirectly generate population growth and a greater need for employee housing, not accounting for the removal of the existing restaurant. The policy framework and associated implementation measures in the 2030 Comprehensive Plan are anticipated to result in 9,850 to 11,500 new employees within the city by the 2030 plan horizon year. The proposed increase of 42 jobs would be within that anticipated under the City's Comprehensive Plan. As stated in Section 10, *Land Use and Planning*, the proposed project is consistent with the City's 2030 Comprehensive Plan. The incremental increase in employment opportunities in the city associated with the project would not substantially induce population growth through the provision of new jobs. Additionally, it is anticipated that employees of the hotel would be primarily drawn from existing residents or from nearby communities. No new roads or infrastructure are proposed. Therefore, the project would not result in direct or substantial indirect population growth within the City of Palo Alto or the region. Impacts would be within those analyzed in the 2030 Comprehensive Plan EIR. No new impacts would result.

ANALYZED IN THE PRIOR EIR

- b. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*
- c. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

The project site currently contains a single-story commercial building (Chinese restaurant), surface parking lot, and perimeter landscaping. There are no existing housing units on the project site or people residing on the project site in temporary housing. Therefore, the project would not displace existing housing units or people. No impact would occur.

NO IMPACT

- d. Would the project create a substantial imbalance between employed residents and jobs?*

As discussed in the City's Comprehensive Plan 2015-2023 Housing Element (adopted November 2014), Palo Alto has a jobs/housing imbalance skewed to the jobs side of the ratio, with an estimated jobs/housing ratio of 3.05 jobs per employed resident (City of Palo Alto 2014b). This trend requires that most of workers must come from elsewhere to meet the needs of business and industry, a situation that indicates an unmet need for housing in the city. The City's 2030 Comprehensive Plan attempts to address this imbalance and anticipates implementation of the 2030 Comprehensive Plan would reduce the city's jobs/housing ratio from to anywhere between 2.88 to 3.01 jobs per employed resident.

The proposed project is hotel development that would not provide permanent housing and would add 42 jobs to the city. As stated above in the response to question (a), the proposed addition of 42 jobs would be within the predicted employment growth anticipated under the Comprehensive Plan. Additionally, it is anticipated that employees of the hotel would be primarily drawn from existing residents or from nearby communities. Therefore, the project would have a minimal impact to the job/housing ratio in the city. Impacts would be within those analyzed in the prior EIR.

ANALYZED IN THE PRIOR EIR

CONCLUSION

As the project would not have impacts beyond those identified in the Comprehensive Plan as a whole, the project would not result in new significant effects that were not addressed in the prior EIR, and would warrant no new mitigation measures, this issue **does not require further study in an EIR.**

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14 Public Services

	Potentially Significant Impact	Less than Significant	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
Would the project result in any of the following impacts:					
a. Result in an adverse physical impact from the construction of additional school facilities in order to maintain acceptable performance standards?	☐	☐	☒	☐	☐
b. Result in an adverse physical impact from the construction of additional fire protection facilities in order to maintain acceptable performance standards?	☐	☐	☐	☒	☐
c. Result in an adverse physical impact from the construction of additional police protection facilities in order to maintain acceptable performance standards?	☐	☐	☐	☒	☐
d. Result in an adverse physical impact from the construction of additional parks and recreation facilities in order to maintain acceptable performance standards?	☐	☐	☐	☒	☐
e. Result in an adverse physical impact from the construction of additional library facilities in order to maintain acceptable performance standards?	☐	☐	☐	☒	☐

ANALYSIS IN PREVIOUS ENVIRONMENTAL DOCUMENTS

The 2030 Comprehensive Plan EIR analyzes public services in Section 4.12 and finds the following impacts:

- ◆ **Impact PS-1:** Implementation of the proposed Plan would not result in an adverse physical impact from the construction of additional school facilities in order to maintain acceptable performance standards. (Less than Significant)
- ◆ **Impact PS-2:** Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less-than significant cumulative impacts with respect to school facilities. (Less than Significant)
- ◆ **Impact PS-3:** Implementation of the proposed Plan would not result in an adverse physical impact from the construction of additional fire protection facilities in order to maintain acceptable performance standards. (Less than Significant)
- ◆ **Impact PS-4:** Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less-than significant cumulative impacts with respect to fire protection service. (Less than Significant)
- ◆ **Impact PS-5:** Implementation of the proposed Project would not result an adverse physical impacts from the construction of additional police protection facilities in order to maintain acceptable service ratios. (Less than Significant)
- ◆ **Impact PS-6:** Implementation of the proposed Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to police protection service. (Less than Significant)
- ◆ **Impact PS-7:** Implementation of the proposed Plan would result in an adverse physical impact from the construction of additional parks and recreation facilities in order to maintain acceptable performance standards. (Significant and Mitigable)
 - **Mitigation Measure PS-7:** To address the potential physical impacts of park construction/ improvement, the Comprehensive Plan Update shall include policies that achieve the following topic:
 - Evaluation and mitigation of the construction impacts associated with park and recreational facility creation and expansion.
- ◆ **Impact PS-8:** Implementation of the proposed Plan would have the potential to not result in substantial cumulative adverse physical impacts associated with the provision of new or physically altered parks and recreational facilities, need for new or physically altered parks and recreation facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives. (Significant and Mitigable)
 - **Mitigation Measure PS-8:** Implement Mitigation Measure PS-7.

- ◆ **Impact PS-9:** Implementation of the proposed Plan would not result in an adverse physical impact from the construction of additional library facilities in order to maintain acceptable performance standards. (Less than Significant)
- ◆ **Impact PS-10:** Implementation of the proposed Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to library services. (Less than Significant)

The following section provides a review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in a previous environmental documents as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents; and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

PROJECT-SPECIFIC IMPACTS

a. Would the project result in an adverse physical impact from the construction of additional school facilities in order to maintain acceptable performance standards?

The 2030 Comprehensive Plan EIR found that the increase in enrollment due to buildout of the Comprehensive Plan would not exceed the capacity of existing PAUSD elementary and high schools, but would slightly exceed PAUSD middle schools capacity under these scenarios. However, given that buildout would occur incrementally over the 15-year buildout horizon, impacts to schools regarding enrollment capacity would occur over that period of time and not all at once. In addition, while enrollment projections are expected to result in a slight increase between 2016 and 2020, PAUSD enrollment will begin to decrease after 2020. Although increased enrollment would add slight stress to the middle schools in PAUSD, this growth would occur over a period of approximately 15 years, resulting in a gradual increase in demand for school service in PAUSD. Furthermore, school impact fees of \$3.36 per residential square foot, and \$0.54 per square foot of commercial development, collected for individual projects under the proposed Plan, would mitigate the impact to PAUSD facilities. Therefore, mandatory payment of developer impact fees pursuant to SB 50 would ensure adequate school facilities are provided to accommodate future growth.

Additionally, as discussed in Section 13, *Population and Housing*, the project would not substantially increase permanent residents in Palo Alto. Therefore, the project would not significantly impact school enrollment in the Palo Alto Unified School District and would not result in the need for new or expanded school facilities. There would be no impact.

NO IMPACT

b. Would the project result in an adverse physical impact from the construction of additional fire protection facilities in order to maintain acceptable performance standards?

To meet increased demand under the 2030 Comprehensive Plan, the 2030 Comprehensive Plan EIR found that the City of Palo Alto Fire Department (PAFD) would likely increase staffing for EMS delivery and new apparatus and fire station improvements or expansions, but would not

anticipate the need to construct a new station, as development would be located in existing urbanized areas already served by existing PAFD stations (Palo Alto 2016a). The proposed project would be required to adhere to the conditions of approval set forth by the PAFD based on its review of the project plans.

The project site is currently served by Fire Station 5 and would involve a transient occupancy use. The on-site construction would be required to comply with applicable Fire Code requirements. The project would not create excessive demand for emergency services or introduce development to areas outside of normal service range that would necessitate new fire protection facilities, as the existing restaurant building is served by PAFD in this location. With the continued implementation of existing practices, including compliance with the California Fire Code, the proposed project would not significantly affect community fire protection services and impacts would be within those analyzed in the 2030 Comprehensive Plan EIR. No new impacts would result.

ANALYZED IN THE PRIOR EIR

c. Would the project result in an adverse physical impact from the construction of additional police protection facilities in order to maintain acceptable performance standards?

The Palo Alto Police Department (PAPD) provides police protection. The closest police station is at 275 Forest Avenue, approximately 3.3 miles northwest of the project site. In 2018, PAPD received 55,480 calls for service and responded to 70 percent of emergency calls within 6 minutes, 72 percent of urgent calls within 10 minutes, and 86 percent of non-emergency calls within 45 minutes. The average emergency response time is five minutes and ten seconds, the average urgent calls response is eight minutes and thirty-nine seconds, and average non-emergency call response is twenty-three minutes and thirty-six seconds (City of Palo Alto 2019). The project site is in the PAPD's service area and is serviced by the PAPD. Additionally, a new public safety building is approved and phase one of the project is under construction at 358 Sherman Avenue, which is within two miles of the project site. The project would not increase PAPD's service population (refer to Section 13, *Population and Housing*), create excessive demand for police services, or introduce development to areas outside of normal service range that would necessitate new police protection facilities. The existing commercial building is served by PAPD in this location, and the proposed project would not create the need for new or expanded police protection facilities and impacts would be within those analyzed in the 2030 Comprehensive Plan EIR. No new impacts would result.

ANALYZED IN THE PRIOR EIR

d. Would the project result in an adverse physical impact from the construction of additional parks and recreation facilities in order to maintain acceptable performance standards?

Refer to Section 15, *Recreation*.

ANALYZED IN THE PRIOR EIR

- e. *Would the project result in an adverse physical impact from the construction of additional library facilities in order to maintain acceptable performance standards?*

The 2030 Comprehensive Plan EIR states that while an overall increase in residents is expected, service growth under the proposed Project would occur incrementally throughout the 15-year time horizon; therefore, potential impacts from increased demand from library services would not occur in the immediate future. Future development would be required to contribute impact fees to offset potential impacts from increased demand in library facilities and to ensure library facilities remain adequate through compliance with PAMC Section 16.58, which would ensure that future development provide their fair-share of costs to help maintain libraries within Palo Alto.

As discussed in Section 13, *Population and Housing*, the proposed project would not result in population growth and therefore impacts to library facilities would be within those analyzed in the 2030 Comprehensive Plan EIR. No new or more severe impacts would occur.

ANALYZED IN THE PRIOR EIR

CONCLUSION

As the project would have a less than significant impact on public services, the same as the impacts identified in the DAP EIR for the Plan as a whole, would not result in new significant effects that were not addressed in the prior EIR, and would not warrant new mitigation, this issue **does not require further study in an EIR.**

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15 Recreation

	Potentially Significant Impact	Less than Significant	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
Would the project result in any of the following impacts:					
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒	☐
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒	☐

ANALYSIS IN PREVIOUS ENVIRONMENTAL DOCUMENTS

The 2030 Comprehensive Plan EIR analyzes recreation in Section 4.12 and impacts are summarized above under Section 14, *Public Services*. The Comprehensive Plan EIR concludes that impacts regarding public services would be significant but mitigable with incorporation of Mitigation Measure PS-7, which would include new policies and programs addressing funding, community input, and environmental review for property acquisition and park construction/improvement.

The following section provides a review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in a previous environmental documents as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents; and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

PROJECT-SPECIFIC IMPACTS

- a. *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*
- b. *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

Overall, buildout of the Comprehensive Plan would result in residential development increases that would increase population, and subsequently the demand to parks and recreation facilities throughout the city. As noted above, the City currently provides less parkland than required to meet its adopted policy for neighborhood and district parkland. Regardless of the existing deficiency, new residential development would be required to comply with the City's adopted Park Land Dedication requirements in the Municipal Code. Compliance with Chapter 21.50 of the Municipal Code would continue to require future development under all of the scenarios to dedicate parkland and/or pay in-lieu fees, and the ongoing master planning effort for the parks, trails and open space system would develop strategies for the addition and improvement of park land.

The project would involve the construction of a five-story hotel and would not include any public recreational facilities. Hotel guests could potentially use neighborhood or regional parks and recreational facilities in the city. However, this use would be temporary and intermittent and would not result in substantially increased demand or significant deterioration of recreation facilities. As discussed in Section 13, *Population and Housing*, the project would not result in a substantial increase in population in Palo Alto. Therefore, the project would not substantially alter citywide demand for parks.

The proposed project does not include recreational facilities, other than the pedestrian area and outdoor patio area that would serve guests of the project. The parks closest to project site are Monroe Mini-Park to the east and Briones Park to the west, both approximately 0.2 miles from the project site. Monroe Mini Park is a 0.55 -acre park with a grassy area, path, and sand area with two swings. Briones Park is a 4.1-acre park that includes two children's playgrounds, basketball court, and picnic tables. The project does not involve off-site improvements or construction that would directly affect these parks. Impacts would be within those identified in the 2030 Comprehensive Plan EIR, and no new or more severe impacts would occur as a result of the project.

ANALYZED IN THE PRIOR EIR

CONCLUSION

As the project's impacts would be within those identified in the Comprehensive Plan, the project would not result in new significant effects that were not addressed in the prior EIR, and would not warrant new mitigation measures, this issue **does not require further study in an EIR.**

16 Transportation

	Potentially Significant Impact	Less than Significant	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
Would the project result in any of the following impacts:					
a. Cause an intersection to drop below its level of service standard, or if it is already operating at a substandard level of service, deteriorate by more than a specified amount?	☐	☒	☐	☐	☐
b. Cause a roadway segment to drop below its level of service standard, or deteriorate operations that already operate at a substandard level of service?	☐	☒	☐	☐	☐
c. Cause a freeway segment or ramp to operate at LOS F or contribute traffic in excess of 1 percent of segment capacity to a freeway segment or ramp already operating at LOS F?	☐	☐	☐	☒	☐
d. Impede the development or function of planned pedestrian or bicycle facilities?	☐	☒	☐	☐	☐
e. Increase demand for pedestrian and bicycle facilities that cannot be met by current or planned services.	☐	☒	☐	☐	☐
f. Impede the operation of a transit system as a result of congestion or otherwise decrease the performance or safety of such facilities?	☐	☒	☐	☐	☐
g. Create demand for transit services that cannot be met by current or planned services?	☐	☒	☐	☐	☐

	Potentially Significant Impact	Less than Significant	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
h. Create the potential demand for through traffic to use local residential streets? Cause any change in traffic that would increase the Traffic Infusion on Residential Environment (TIRE) index by 0.1 or more?	☐	☒	☐	☐	☐
i. Create an operational safety hazard?	☒	☐	☐	☐	☐
j. Result in inadequate emergency access?	☐	☒	☐	☐	☐
k. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☒	☐	
l. Cause queuing impacts based on a comparative analysis between the design queue length and the available queue storage capacity? Queuing impacts include, but are not limited to, spillback queues at project access locations; queues at turn lanes at intersections that block through traffic; queues at lane drops; queues at one intersection that extend back to impact other intersections, and spillback queues on ramps.	☒	☐	☐	☐	

ANALYSIS IN PREVIOUS ENVIRONMENTAL DOCUMENTS

The 2030 Comprehensive Plan EIR evaluates transportation impacts on pages 4.13-36 through 4.13-75. Significant and unavoidable impact to intersection and freeway segment or ramp level of service and operation of a transit system due to congestion under all four scenarios. Impacts relating to potential demand for through traffic to use local residential streets and for the project to cause an operational safety hazard were found to be significant but mitigable. All

other impacts, including those related to roadway level of service, bike and pedestrian facilities, construction, transit service demand, and emergency access were found to be less than significant.

The following section provides a review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in a previous environmental documents as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents; and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

PROJECT-SPECIFIC IMPACTS

This analysis is based upon the transportation analysis prepared for the project by Hexagon Transportation Consultants, Inc. (Hexagon) in January 2019.

TRIP GENERATION

The amount of traffic generated by the proposed development was estimated by applying industry standard trip generation rates to the type and size of the development. The standard trip generation rates are from the Institute of Transportation Engineers (ITE) publication entitled *Trip Generation Manual, 10th Edition*. Table 9 shows trip generation for the proposed project, indicating the project would result in a net increase of 212 daily trips. As the project is located along the El Camino Real corridor, the City requires a 30 percent trip reduction to be achieved through implementation of a transportation demand management (TDM) program; therefore, a 30 percent trip reduction was applied to the project's trip generation.

Table 9 Project Trip Generation

Land Use	Size	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
Proposed Project								
Boutique Hotel ¹	100 rooms ²	817	31	22	53	32	28	60
Existing Uses								
Restaurant ³	3.3 ksf ⁴	(297)	–	–	–	(17)	(8)	(25)
Net new vehicle trips		275	22	15	37	5	12	17

() denotes subtraction

All rates are from Institute of Transportation Engineers, *Trip Generation Manual, 10th Edition, 2017*. Average rates used.

¹ With incorporation of 30% trip reduction as part of a required Transportation Demand Management (TDM) plan, as required by the 2030 Palo Alto Comprehensive Plan

² Traffic analysis conservatively assumes 100 rooms

³ Existing restaurant opens at 11:30 a.m., and does not generate any a.m. peak hour trips

⁴ ksf = thousand square feet

Source: Hexagon 2019

IMPACT ANALYSIS

- a. Would the project cause an intersection to drop below its level of service standard, or if it is already operating at a substandard level of service, deteriorate by more than a specified amount?*
- b. Cause a roadway segment to drop below its level of service standard, or deteriorate operations that already operate at a substandard level of service?*

CONSTRUCTION TRAFFIC

Construction of the project would involve typical activities related to the construction of any similar development, which could include lane narrowing and/or lane closures, sidewalk and pedestrian crosswalk closures, and bike lane closures. Per standard City of Palo Alto conditions of approval for projects with work that would affect the public right of way, the project applicant or representative would be required to submit a construction logistics plan for City approval that addresses the construction schedule, street closures and/or detours, construction staging areas and parking, and the planned truck routes. The City's standard condition of approval states:

LOGISTICS PLAN: The applicant and contractor shall submit a construction logistics plan to the Public Works Department that addresses all impacts to the public road right-of-way, including, but not limited to: pedestrian control, traffic control, truck routes, material deliveries, contractor's parking, on-site staging and storage areas, concrete pours, crane lifts, work hours, noise control, dust control, storm water pollution prevention, queuing and idling of construction equipment and contractor's contact. The plan shall be prepared and submitted along the Rough Grading and Excavation Permit. It shall include notes as indicated on the approved Truck Route Map for construction traffic to and from the site. The plan may need to be modified through the course of the construction to address unanticipated issues.

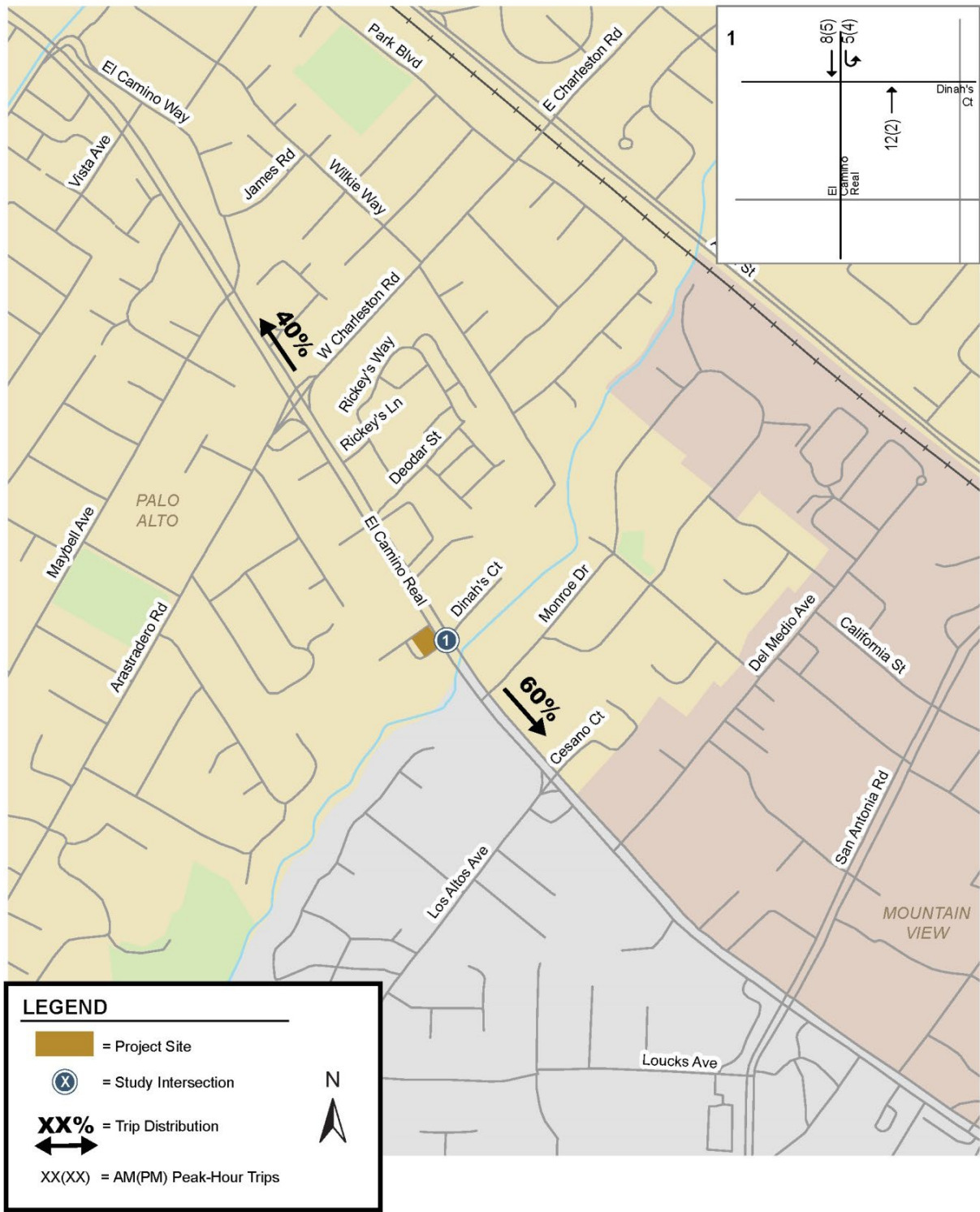
In the event a closure, clear signage (e.g., closure and detour signs) must be provided to ensure vehicles, pedestrians and bicyclists are able to adequately reach their intended destinations safely. With adherence to standard City requirements, construction-related traffic impacts would be less than significant.

OPERATIONAL TRAFFIC

As shown in Table 9, the project would increase the number of trips traveling to and from the site by 275 daily trips, and the project would add an estimated 37 a.m. peak hour trips and 17 p.m. peak hour trips. Based on the trip generation and distribution assumptions shown in Figure 12, 100 percent of the project traffic would travel on El Camino Real, a six-lane road designed to carry relatively high levels of vehicle traffic.

The threshold to prepare a detailed traffic analysis according to the Santa Clara Valley Transportation Authority's Congestion Management Program is 100 peak hour vehicle trips. The modest number of net new trips (37 a.m. peak hour and 17 p.m. peak hour) associated with the project does not warrant a detailed traffic study and would not significantly alter the

Figure 12 Trip Distribution and Assignment



area's transportation network and operations. Additionally, the project would generate U-turns at the intersection of El Camino Real and Charleston Road/Arastradero Road. However, the intersection was not analyzed given the low volume of traffic the project is estimated to generate compared to the existing volume at the intersection. The project would not create conflicts with applicable plans, ordinance, or policies related to the City's circulation system and would not cause an intersection or roadway segment to drop below its level of service standard (Hexagon 2018). Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- c. Would the project cause a freeway segment or ramp to operate at LOS F or contribute traffic in excess of 1 percent of segment capacity to a freeway segment or ramp already operating at LOS F?*

Buildout of the Comprehensive Plan would result in significant and unavoidable traffic congestion affecting freeway segments. Caltrans has no plans to widen the freeways beyond what is already assumed in the capacities shown in the table, and improvements to the freeways are outside the City of Palo Alto's jurisdiction. Therefore, there would be significant and unavoidable impacts to freeway segments; however, traffic analysis in the 2030 Comprehensive Plan EIR shows there would be no impact to freeway ramps (Palo Alto 2016).

Additionally, the Santa Clara Valley Transit Administration's Congestion Management Program (CMP) Traffic Impact Assessment guidelines require that the CMP freeway segments be evaluated to determine the impact of added traffic for projects that generate trips equal to or greater than one percent of the freeway segment's capacity. Freeway capacity, as specified by the SCVTA Guidelines, is 2,200 vehicles per hour per lane for freeway segments with up to four total lanes (two per direction), or 2,300 vehicles per hour per lane for freeway segments with six or more lanes (three or more per direction). The project's contribution to freeway volumes would be well below the one-percent threshold for requiring a freeway analysis. Therefore, no freeway segment analysis is required for the project. The project's impacts would be within those analyzed in the 2030 Comprehensive Plan EIR, and no new or more severe impacts would result.

ANALYZED IN THE PRIOR EIR

- d. Would the project impede the development or function of planned pedestrian or bicycle facilities?*
- e. Would the project increase demand for pedestrian and bicycle facilities that cannot be met by current or planned services?*

PEDESTRIAN FACILITIES

A sidewalk along the El Camino Real frontage serves the project site currently. The project would maintain this sidewalk and develop continuous walkways along the western and southern edges of the site, including a pedestrian walkway to connect the outdoor patio to the sidewalks on El Camino Real. A complete system of sidewalks and crosswalks connects the

project site to all nearby destinations, as appropriate. Crosswalks with pedestrian signal heads are located at the nearby signalized intersections in the study area.

The project involves a ramp to a subterranean parking garage. Vehicles exiting the site from the garage may conflict with pedestrians on the El Camino Real sidewalk if they do not have adequate visibility to see the pedestrians. However, the project would include an LED flashing lights at the top of the garage ramp to alert pedestrians that a vehicle is coming. Therefore, the proposed project would not impede the development or function of planned pedestrian facilities and would not affect or conflict with the adopted policies, plans, or programs regarding pedestrian facilities, or otherwise substantially reduce the performance or safety of such facilities. Impacts related to pedestrian facilities would be less than significant.

BICYCLE FACILITIES

The bicycle facilities near the site include the Class III arterial bikeway on El Camino Real. According to the Palo Alto Bicycle & Pedestrian Transportation Plan, no other bicycle facilities are planned in the immediate vicinity of the project site (City of Palo Alto 2012b).

The proposed project would incrementally increase the demand for bicycle and pedestrian facilities. However, the existing bike lanes would serve the additional users of the site adequately. Additionally, bicycle parking would be located adjacent to the drop-off/pick-up area near the building entrance. The proposed project would not impede the development or function of planned bicycle facilities and would not affect or conflict with the adopted policies, plans, or programs regarding bicycle facilities, or otherwise substantially reduce the performance or safety of such facilities. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- f. Would the project impede the operation of a transit system as a result of congestion or otherwise decrease the performance or safety of such facilities?*
- g. Would the project create demand for transit services that cannot be met by current or planned services?*

VTA provides transit services near the project site. The nearest bus stops are located just south of the El Camino Real/Dinahs Court intersection and across from the project site at El Camino Real and Tamarack; these provide access to Local Route 22 and Rapid Route 522, both of which extend from the Palo Alto Transit Center to the Eastridge Transit Center with approximately 15-minute headways.

The project guests would incrementally increase demand for transit services, but the existing transit facilities could accommodate transit trips generated by the project (Hexagon 2018). The proposed project would not result in development or activities that would impede the operation of a transit system. As discussed under the response to questions (a) and (b), the proposed project would not result in significant traffic congestion. Therefore, the project would not result in congestion that would decrease the performance of transit operations. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- h. Would the project create the potential demand for through traffic to use local residential streets or cause any change in traffic that would increase the Traffic Infusion on Residential Environment (TIRE) index by 0.1 or more?*

Vehicles travelling to and from the project site would access the site from El Camino Real. As discussed above, the project would result in a less than one percent increase in traffic along El Camino Real, and therefore would not create demand for through traffic to use local residential streets. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- i. Would the project create an operational safety hazard?*
- l. Would the project cause queuing impacts based on a comparative analysis between the design queue length and the available queue storage capacity? Queuing impacts include, but are not limited to, spillback queues at project access locations; queues at turn lanes at intersections that block through traffic; queues at lane drops; queues at one intersection that extend back to impact other intersections, and spillback queues on ramps?*

Inadequate site circulation, site access, queueing spaces, or sight distances from project driveways can result in operational traffic safety hazards. On-street parking is permitted currently along El Camino Real adjacent to the project. Combined with the existing street trees aligned along the project frontage, sight distance for vehicles exiting the site would be obscured when turning onto El Camino Real. This is a potentially significant impact and will therefore be addressed in greater detail in the EIR.

POTENTIALLY SIGNIFICANT IMPACT

- j. Would the project result in inadequate emergency access?*

The project would have ample access points, as the project would be served by two driveways onto El Camino Real. The Transportation Division of the City of Palo Alto and the Palo Alto Fire Department would review the project as part of the plan check process to ensure the project provides adequate emergency access. Adherence to existing state and federal regulations and City of Palo Alto requirements would reduce impacts. The project would not result in inadequate emergency access. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- k. Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

PAO is the closest airport to the project site. There are no private airstrips in the vicinity of the site. PAO is a 102-acre facility with one paved runway, an air traffic control tower, and a terminal building, and is located approximately 3.3 miles north-northeast of the project site. The project consists of construction of a five-story hotel that would be no more 50 feet in height (with a mechanical screen extending no more than 12 feet). The proposed project would not affect airport operations, alter air traffic patterns, or in any way conflict with established Federal Aviation Administration flight protection zones. No impact would occur.

NO IMPACT

CONCLUSION

As the project may have project- or site-significant transportation impacts under thresholds (i) and (l) not studied in the Comprehensive Plan EIR, these issues **will be studied further in the EIR.**

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17 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
Would the project result in any of the following impacts:					
a. Need new or expanded entitlements to water supply?	☐	☒	☐	☐	☐
b. Result in adverse physical impacts from new or expanded utility facilities due to increase use as a result of the project?	☐	☒	☐	☐	☐
c. Result in a substantial physical deterioration of a utility facility due to increased use as a result of the project?	☐	☒	☐	☐	☐
d. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☒	☐	☐	☐
e. Result in a determination by the wastewater treatment provider that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☒	☐	☐	☐
f. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☒	☐	☐	☐
g. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☒	☐	☐	☐

	Potentially Significant Impact	Less than Significant	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
h. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☒	☐	☐	☐
i. Result in a substantial increase in natural gas and electrical service demands that would require the new construction of energy supply facilities and distribution infrastructure or capacity enhancing alterations to existing facilities?	☐	☒	☐	☐	☐

ANALYSIS IN PREVIOUS ENVIRONMENTAL DOCUMENTS

The Comprehensive Plan EIR analyzes impacts on utilities and service systems in Section 4.14 and found the following impacts and mitigation measures.

- ◆ **Impact UTIL-1:** Sufficient water supplies would be available to serve the proposed Plan from existing entitlements and resources and new or expanded entitlements would not be required. (Less than Significant)
- ◆ **Impact UTIL-2:** The proposed Plan would not result in the construction of new water facilities or expansion of existing facilities, the construction of which would cause significant environmental effects. (Less than Significant)
- ◆ **Impact UTIL-3:** The proposed Plan would not result in the substantial physical deterioration of a water utility facility due to increased use as a result of the Plan. (Less than Significant)
- ◆ **Impact UTIL-4:** The proposed Plan, in combination with past, present, and reasonably foreseeable projects, would not result in significant cumulative impacts with respect to water supply. (Less than Significant)
- ◆ **Impact UTIL-5:** The proposed Project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board. (Less than Significant)
- ◆ **Impact UTIL-6:** The proposed Plan 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 Plan's projected demand in addition to the provider's existing commitments. (Less than Significant)

- ◆ **Impact UTIL-7:** The proposed Plan would not result in adverse physical impacts from new or expanded wastewater utility facilities required to provide service as a result of the Plan. (Less than Significant)
- ◆ **Impact UTIL-8:** The proposed Plan would not result in a substantial physical deterioration of a wastewater utility facility due to increased use as a result of the Plan. (Less than Significant)
- ◆ **Impact UTIL-9:** The proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to wastewater. (Less than Significant)
- ◆ **Impact UTIL-10:** The proposed Plan would not require or result in the construction of new stormwater facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. (Less than Significant)
- ◆ **Impact UTIL-11:** The proposed Plan would not result in adverse physical impacts from new or expanded utility facilities required to provide service as a result of the project. (Less than Significant)
- ◆ **Impact UTIL-12:** The proposed Plan would not result in a substantial physical deterioration of a utility facility due to increased use as a result of the project. (Less than Significant)
- ◆ **Impact UTIL-13:** The proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less-than-significant cumulative impacts with respect to stormwater facilities. (Less than Significant)
- ◆ **Impact UTIL-14:** The proposed Plan would be served by landfills with sufficient permitted capacity to accommodate the proposed Plan's solid waste disposal needs. (Less than Significant)
- ◆ **Impact UTIL-15:** Without the adoption of policies to promote recycling and conservation, the proposed Plan could potentially fall out of compliance with federal, State, and local statutes and regulations related to solid waste. (Significant and Mitigable)
 - **Mitigation Measure UTIL-15:** To ensure that future development would comply with applicable solid waste regulations, the proposed Plan shall include policies that achieve the following:
 - Ninety-five percent landfill diversion by 2030, and ultimately zero waste.
 - Reduced solid waste generation.
 - Use of reusable, returnable, recyclable, and repairable goods, through enforcement of the 2016 Plastic Foam Ordinance expansion.
 - Enhanced recycling and composting programs for all waste generators.
- ◆ **Impact UTIL-16:** The proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less-than-significant cumulative impacts with respect to solid waste. (Less than Significant)
- ◆ **Impact UTIL-17:** The proposed Plan would not result in a substantial increase in natural gas and electrical service demands that would require the new construction of energy supply

facilities and distribution infrastructure or capacity enhancing alterations to existing facilities. However, without the adoption of policies in support of energy efficiency and conservation, the proposed Plan would result in a potentially significant impact, requiring mitigation. (Significant and Mitigation)

- **Mitigation Measure UTIL-17:** To ensure that future development would maximize energy efficiency and conservation the proposed Plan shall include policies that achieve the following:
 - Maximized conservation and efficient use of energy.
 - Continued procurement of carbon-neutral energy.
 - Investment in cost-effective energy efficiency and energy conservation programs.
 - Provision of public education programs addressing energy conservation and efficiency.
 - Use of cost-effective energy conservation measures in City projects and practices.
 - Adherence to State and federal energy efficiency standards and policies.
 - Consideration of a transition to a carbon-neutral natural gas supply.

The following section provides a review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in a previous environmental documents as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents; and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

PROJECT-SPECIFIC IMPACTS

- a. Would the project need new or expanded entitlements to water supply?*
- b. Would the project result in adverse physical impacts from new or expanded utility facilities due to increase use as a result of the project?*
- c. Would the project result in a substantial physical deterioration of a utility facility due to increased use as a result of the project?*

Analysis in Section 4.14.1.3 of the 2030 Comprehensive Plan EIR shows that sufficient water is available from existing entitlements to serve development facilitated by the Comprehensive Plan, and that new or expanded entitlements or water facilities would not be needed. Existing water facilities would be able to serve See also the discussion of SFPUC capacity to serve Palo Alto during dry years in Section 14, *Public Services*.

Since the 2030 Comprehensive Plan EIR was prepared, the City approved a Water Integrated Resources Plan. Supplies from the SFPUC were found to be adequate in normal years, but additional supplies are needed in drought years to avoid shortages. The City completed the Emergency Water Supply and Storage project in 2015 that would provide the flexibility to maintain basic water service and fire flows if a catastrophic interruption of SFPUC service

occurred. The City is also a participating agency on the Bay Area Water Supply and Conservation Agency's Long-Term Reliable Water Supply Strategy to meet the projected water needs of its member agencies and their customers through 2035 and to increase their water supply reliability under normal and drought conditions (City of Palo Alto 2017e).

The City of Palo Alto attempts to address issues of water supply in its Urban Water Management Plan (UWMP) (City of Palo Alto 2016c). According to the UWMP, the City of Palo Alto has analyzed three different hydrological conditions to determine the reliability of water supplies: average/normal water year, single dry water year, and multiple, dry water year periods. In each of the three hydrological conditions, the projected water demand was calculated taking into account growth in billing data, water conservation efforts, and demographics. The UWMP states that the City of Palo Alto can reliably meet the projected water demand in each of the hydrological conditions through 2035 (City of Palo Alto 2016c).

Table 10 shows the projected City water supply and demand through the year 2035 according to the City's UWMP.

Table 10 City of Palo Alto Supply/Demand Balance (AFY)

	2020	2025	2030	2035
Demand	11,883	11,411	11,132	10,879
Supply	19,118	19,118	19,118	19,118
Difference	7,235	7,707	7,986	8,239

Source: City of Palo Alto 2016c, Table 26

AFY = acre-feet per year

Development of the proposed hotel would increase demand for potable water. Using an industry standard assumption that water use is approximately 120 percent of wastewater generation (12,610 gallons per day; refer to Table 11 for estimated wastewater generation calculations), the proposed project would require approximately 15,132 gallons of water per day, or 16.95 acre-feet per year. Table 10 shows available water supply projections through 2035. Sufficient water supplies would be available to serve the project from existing entitlements and resources. No new or expanded entitlements would be needed to serve the proposed project. The project would not result in a substantial physical deterioration of public water facilities or result in adverse physical impacts from new or expanded utility facilities due to increase use by the project. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*
- e. *Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

The 2030 Comprehensive Plan EIR found that buildout of development under the Plan would not exceed the wastewater treatment requirements or capacity of the of the Regional Water

Quality Control Plant (RWQCP) (Palo Alto 2016a). Additionally, the 2030 Comprehensive Plan EIR states that the RWQCP is projected to provide adequate capacity through at least 2035, and may have at least 5 million gallons per day (MGD) of excess capacity in 2062 (Palo Alto 2016a).

The RWQCP is designed to have an average dry weather flow capacity of 39 MGD with full tertiary treatment, and a peak wet weather flow capacity of 80 MGD with full secondary treatment. Current average flows are approximately 19 MGD (City of Palo Alto 2016c). Therefore, the current available capacity of the RWQCP is 20 MGD. The plant capacity is sufficient for current dry and wet weather loads and for future load projections. The RWQCP does not experience any major treatment system constraints and has no planned capacity expansions. Approximately 220,000 people live in the RWQCP service area. Of the wastewater flow to the RWQCP, about 60 percent is estimated to come from residences, 10 percent from industries, and 30 percent from commercial businesses and institutions. All of the wastewater treated at the RWQCP can be recycled. The plant already has some capability to produce recycled water that meets the Title 22 unrestricted use standard (approximately 4.5 MGD of capacity) (City of Palo Alto 2016c).

The project would replace a restaurant with a hotel. Palo Alto's Utilities UWMP does not list wastewater generation factors. As a result, wastewater generation rates from the City of Los Angeles were used to estimate the amount of wastewater that would be generated by the proposed project. As shown in Table 11, the proposed project would generate approximately 12,610 gallons of wastewater per day. This estimate is conservative because it does not take into account removal of the existing restaurant. The wastewater generated by the project would be approximately 0.06 percent of the existing unused capacity (20 MGD) of the RWQCP. Therefore, there would be sufficient wastewater capacity to serve the project site. The proposed project would not exceed wastewater treatment requirements; neither would it require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. The proposed project would not result in a substantial physical deterioration of public wastewater facilities. Therefore, impacts would be less than significant.

Table 11 Estimated Wastewater Generation

Type of Use	Quantity	Generation Factor	Amount (gallons per day)
Hotel ¹	97 rooms	130 gallons per day per room	12,610
Total			12,610

¹ use guest rooms only

Source: City of Los Angeles 2006

LESS THAN SIGNIFICANT IMPACT

- f. Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Palo Alto's storm drainage system contains over 550,000 linear feet of pipelines, ranging from 8 to 96 inches in diameter. The storm drains collect stormwater and convey it primarily to San Francisquito, Matadero, Barron, and Adobe creeks. These creeks ultimately discharge the stormwater to San Francisco Bay. The Santa Clara Valley Water District oversees countywide programs for flood protection and stormwater management. For local lines that connect to the creeks, the City maintains a Storm Drain Master Plan that recommends improvements be made over a 30-year horizon. As discussed in Section 9, *Hydrology and Water Quality*, the proposed project would not generate a substantial increase in stormwater runoff, and would not require the construction of substantial new stormwater drainage facilities or expansion of existing facilities. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- g. Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*
- h. Would the project comply with federal, state, and local statutes and regulations related to solid waste?*

Currently, the City contracts with GreenWaste of Palo Alto for collection of garbage, recycling, and composting services in the city. GreenWaste transports waste to the Sunnyvale Materials Recovery and Transfer Station. From there, landfill waste is disposed of at the Kirby Canyon Landfill, a private facility owned by Waste Management Inc. As of July 2015, the Kirby Canyon Landfill has a remaining capacity of 16,191,600 tons. The landfill's daily permitted capacity is 2,600 tons per day (California Department of Resources, Recycling and Recovery [CalRecycle] 2018a). According to the latest Disposal Facility Inspection Report in 2018, the landfill averages approximately 600 to 800 tons per day, while the peak daily disposal was 1,251 tons (CalRecycle 2018b). Therefore, there is substantial capacity at Kirby Canyon Landfill, based both on permitted daily tonnage and total remaining landfill capacity.

As shown in Table 12, the project would generate approximately 197 pounds, or 0.0097 tons, of solid waste per day. This estimate is conservative because it does not take into account removal of the existing restaurant's waste stream. The incremental increase in solid waste associated with the project would be within the permitted capacities of Kirby Canyon Landfill. Therefore, the project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs. The proposed project would not result in a substantial physical deterioration of public solid waste facilities. Impacts would be less than significant.

Table 12 Estimated Solid Waste Generation

Type of Use	Quantity	Generation Factor	Total (lbs/day)	Total (tons/day)
Hotel	97 rooms	2 lbs/room/day	194	0.0097
Total solid waste sent to landfill			194	0.0097
Total solid waste sent to landfill assuming 50% diversion rate			194	0.0485
Source: CalRecycle 2016				

LESS THAN SIGNIFICANT IMPACT

- i. *Would the project result in a substantial increase in natural gas and electrical service demands that would require the new construction of energy supply facilities and distribution infrastructure or capacity enhancing alterations to existing facilities?*

Refer to Section 18, *Energy Conservation*.

LESS THAN SIGNIFICANT IMPACTS

CONCLUSION

As the project would have less than significant impacts related to utilities and service systems that would be within the range of impacts identified in the Comprehensive Plan EIR for the Plan as a whole, would not result in new significant effects that were not addressed in the prior EIR, and would not warrant new mitigation, this issue **does not require further study in an EIR**.

18 Energy Conservation

	Potentially Significant Impact	Less than Significant	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
Would the project result in any of the following impacts?					
a. Would the project have an energy impact? Energy impacts may include:					
1. impacts resulting from amount and fuel type used for each stage of the project	☐	☒	☐	☐	☐
2. impacts on local and regional energy supplies and on requirements for additional capacity	☐	☒	☐	☐	☐
3. impacts on peak and base period demands for electricity and other forms of energy	☐	☒	☐	☐	☐
4. impacts to energy resources	☐	☒	☐	☐	☐
5. impacts resulting from the project's projected transportation energy use requirements	☐	☒	☐	☐	☐

ANALYSIS IN PREVIOUS ENVIRONMENTAL DOCUMENTS

The 2030 Comprehensive Plan EIR analyzes energy impacts in Section 4.14, *Utilities and Service Systems*, and found the following impact and mitigation measure:

- ◆ **Impact UTIL-17:** The proposed Plan would not result in a substantial increase in natural gas and electrical service demands that would require the new construction of energy supply facilities and distribution infrastructure or capacity enhancing alterations to existing facilities. However, without the adoption of policies in support of energy efficiency and conservation, the proposed Plan would result in a potentially significant impact, requiring mitigation.

- **Mitigation Measure UTIL-17:** To ensure that future development would maximize energy efficiency and conservation the proposed Plan shall include policies that achieve the following:
 - Maximized conservation and efficient use of energy.
 - Continued procurement of carbon-neutral energy.
 - Investment in cost-effective energy efficiency and energy conservation programs.
 - Provision of public education programs addressing energy conservation and efficiency.
 - Use of cost-effective energy conservation measures in City projects and practices.
 - Adherence to State and federal energy efficiency standards and policies.
 - Consideration of a transition to a carbon-neutral natural gas supply.

CEQA Guidelines Appendix F (Energy Conservation) and the updated Appendix G guidelines published in December of 2018 require that environmental analysis include a discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy.

Energy consumption accounts for energy consumed during construction and operation of the proposed project, such as fuel consumed by vehicles, natural gas consumed for heating and/or power, and electricity consumed for power.

The following section provides a review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located; 2) were not previously analyzed in a previous environmental documents as significant effects; 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents; and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

PROJECT-SPECIFIC IMPACTS

- a1. Would the project result in energy impacts regarding the amount and fuel type used during each stage of the project?*
- a2. Would the project result in impacts on local and regional energy supplies and on requirements for additional capacity?*
- a3. Would the project result in impacts on peak and base period demands for electricity and other forms of energy?*
- a4. Would the project result in impacts to energy resources?*
- a5. Would the project have impacts resulting from the project's projected transportation energy use requirements?*

The project would involve replacing a single-story commercial building (Chinese restaurant) with a five-story hotel. Implementation of the project would result in the commitment of

additional energy resources, including consumption of energy during construction and operation. Energy use during the construction phase would be in the form of fuel consumption (e.g., gasoline and diesel fuel) to operate equipment and light-duty vehicles. Once completed, the increase in vehicle trips associated with the project would increase fuel consumption in the city. In addition, grid power would be used for interior work. The project site is connected currently to the electrical grid and natural gas lines.

The project would incrementally increase electricity and natural gas demand compared to the existing land use on the site. Gross electricity and natural gas consumption were estimated using CalEEMod, as described in Section 3, *Air Quality* and Section 7, *Greenhouse Gas Emissions* (refer to Appendix 2 and Appendix 3). To ensure a conservative analysis, the existing restaurant's energy use was not subtracted from these estimates. Based on the modeling assumptions described in those sections, the proposed hotel would utilize approximately 606 megawatt hours (MWh/year) of electricity and approximately two million cubic feet of natural gas per year during operation. As shown in Table 13, the project's electricity consumption would represent approximately 0.0002 percent of statewide annual demand, and project natural gas consumption would represent approximately 0.00009 percent of statewide annual demand.

Table 13 Project Energy Use Relative to Statewide Energy Use

Form of Energy	Units	Annual Project-Related Energy Use	Annual Statewide Energy Use	Project Percent of Statewide Energy Use
Electricity	Megawatt hours	606.239 ¹	285,700,000 ²	0.0002%
Natural Gas	Million cubic feet	2.120 ¹	2,172,000 ³	0.00009%

¹ CalEEMod output (provided in Appendix 2)

² California Energy Commission 2016

³ United States Energy Information Administration 2016

The project would be subject to energy conservation requirements in the California Energy Code (Title 24, Part 6, of the California Code of Regulations, California's Energy Efficiency Standards for Residential and Nonresidential Buildings) and CALGreen (Title 24, Part 11 of the California Code of Regulations), as embodied in enforceable conditions of approval. In addition to CBC requirements, the City of Palo Alto has adopted more stringent green building regulations. For non-residential projects, the City has adopted California Green Building Standards Code (CALGreen) Tier 2 for additions and renovations over 1,000 square feet and CALGreen for Tier 2 for new construction (City of Palo Alto 2017b, City of Palo Alto 2017c). To achieve Tier 2 status, a project must comply with the requirements identified in CALGreen Appendix A4, Division A4.601.5 and be 10 percent more energy efficient than the base CALGreen requirements. In accordance with the City's Green Building Ordinance, the project would satisfy requirements for CALGreen Tier 2 Adherence to Title 24 and the City's Green Building Ordinance requirements would ensure that the project would not result in wasteful and inefficient use of non-renewable resources due to building operation. Furthermore, the project would replace a building constructed prior to adoption of these energy efficiency requirements with a building subject to energy efficiency requirements. Overall, the energy

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efficiency of the on-site development would be improved. Furthermore, California's use of non-renewable electricity and natural gas are expected to continue to decline as a proportion of overall energy demand due to stringent energy efficiency measures and a mandated increase in renewable energy use that would serve to offset any increase in non-renewable energy use resulting from the project. The project would not result in impacts on peak loads for electricity.

A portion of the project's energy use would result from fuel consumption associated with project-related vehicle trips, but the project would supply electric vehicle charging as part of Tier 2 standards. Finally, the project's adequate connectivity with public transit and alternate methods of transportation would reduce vehicle trips. Impacts regarding energy use would be less than significant.

LESS THAN SIGNIFICANT IMPACT

CONCLUSION

The project would not result in significant energy impacts due to its energy efficiency measures. Therefore, no new mitigation measures are warranted, and this issue **does not require further study in an EIR.**

19 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
Would the project:					
a. Does the project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	■	☐	☐	☐	☐
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	■	☐	☐	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	■	☐	☐	☐	☐

PROJECT-SPECIFIC IMPACTS

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

Potential impacts to biological and cultural resources require further study and will therefore be discussed in the EIR.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

- b. *Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*

Conformance with 2030 Comprehensive Plan policies and standard conditions of approval specified in this document would ensure that potential impacts are individually limited and not cumulatively considerable in the context of impacts associated with other pending and planned development projects. As part of the 2030 Comprehensive Plan EIR, cumulative impacts associated with buildout of infill projects were analyzed. The project is consistent with the Comprehensive Plan EIR (as discussed in *Consistency of the Project with Adopted City Plans and Ordinances*), and other existing and allowable land uses near the project are not significantly different than those studied in the cumulative analysis of the 2030 Comprehensive Plan EIR. The Comprehensive Plan is a document that establishes a land use scenario and goals, policies, and objectives for development and growth throughout the city, through the year 2040. Thus, the impact analyses in the 2030 Comprehensive Plan EIR effectively constitute cumulative analyses of the approved land uses in the planning boundaries. The project would not result in significant impacts peculiar to the project site, as indicated in sections 1 through 18 above. Nearby development would be required to be consistent with the local planning documents or mitigation would be required to assess the impacts that were not addressed in the Comprehensive Plan EIR. Therefore, the project's consistency with the 2030 Comprehensive Plan and subsequent analysis above in Section 1 through 18 indicate that the project would not result in significant cumulative impacts that were not addressed in the Comprehensive Plan EIR.

LESS THAN SIGNIFICANT IMPACT

- c. *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

In general, impacts to human beings are associated with air quality, hazards and hazardous materials, traffic safety, geologic hazards, and noise impacts. As detailed in the preceding responses, the proposed project would not result, either directly or indirectly, in adverse

impacts related to air quality or hazards. Impacts to geology and soils, traffic, and noise will require further analysis and will be addressed in the EIR.

POTENTIALLY SIGNIFICANT IMPACT

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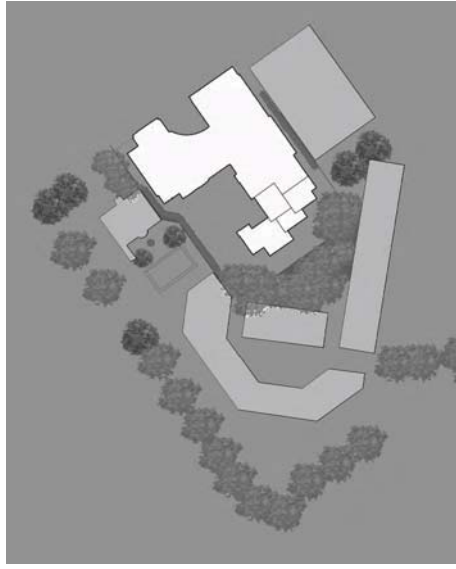
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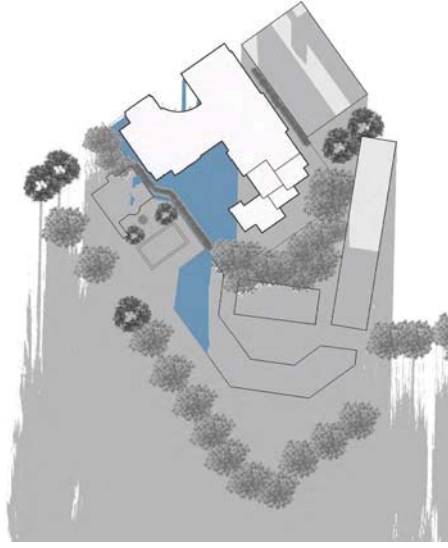
Appendix 1

Shadow Study and Photometric Plan

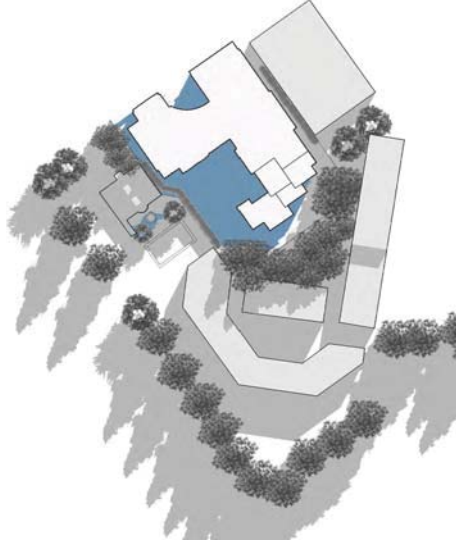
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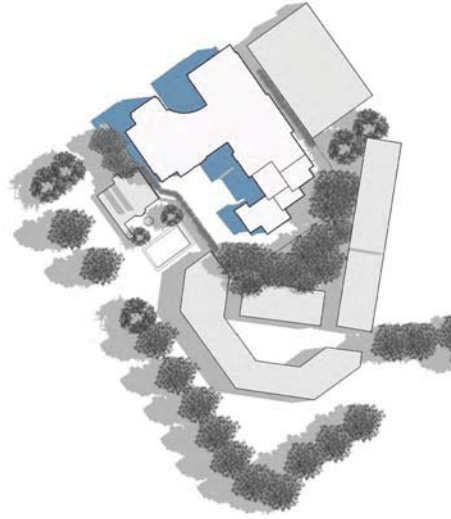
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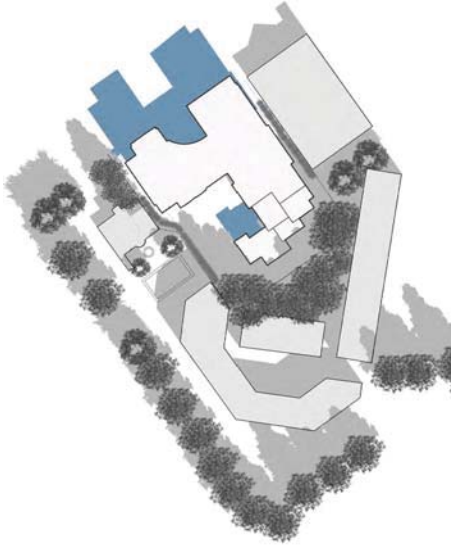
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10am



1pm



4pm

Existing Shadow



Proposed Project Shadow



STUDIO
T SQUARE

: Architecture
: Planning
: Urban Design
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: Oakland, California 94612
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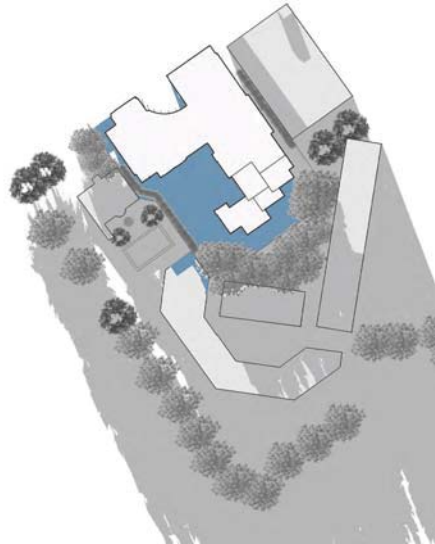
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HXH Property LLC
2223 Bayshore Road, Suite 200
Palo Alto, CA 94303

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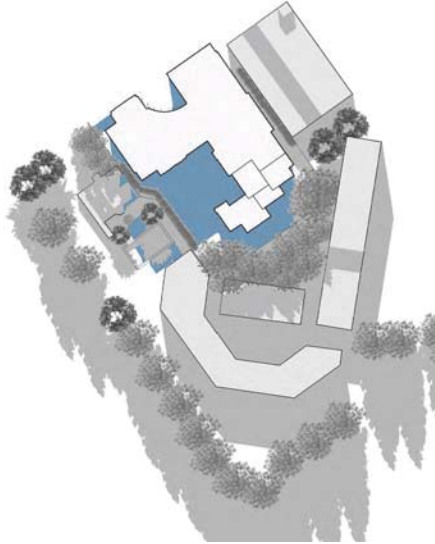
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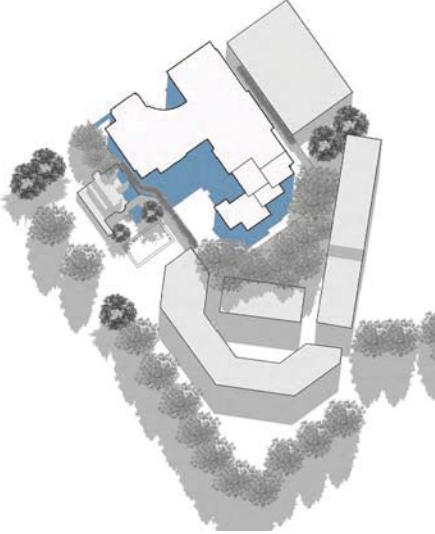
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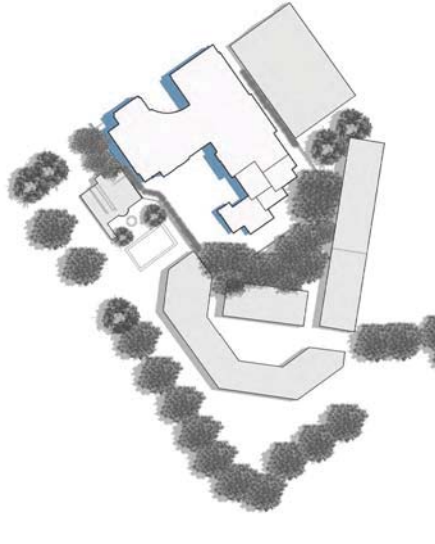
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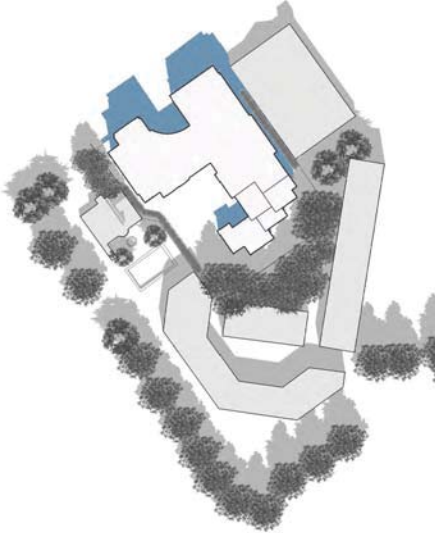
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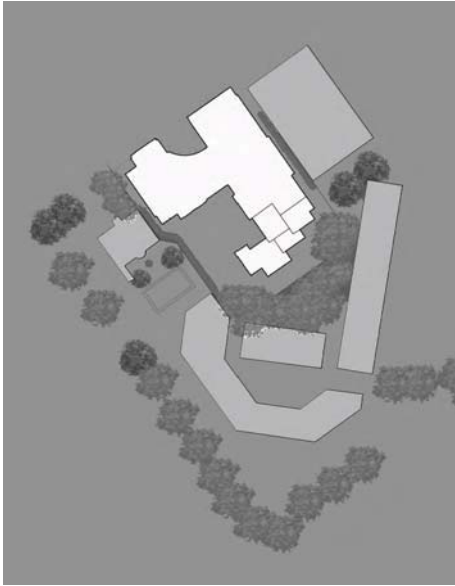
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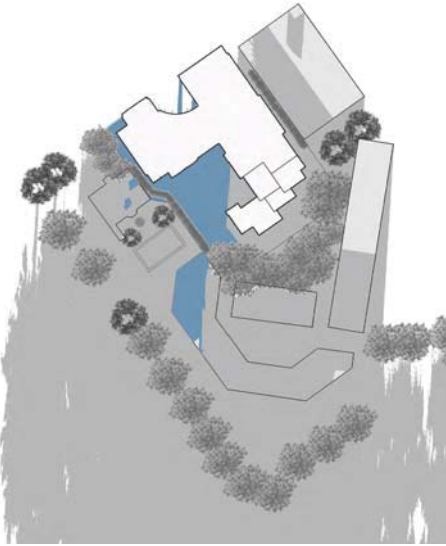
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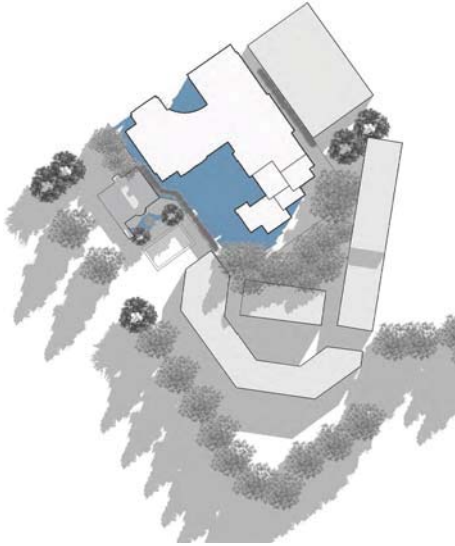
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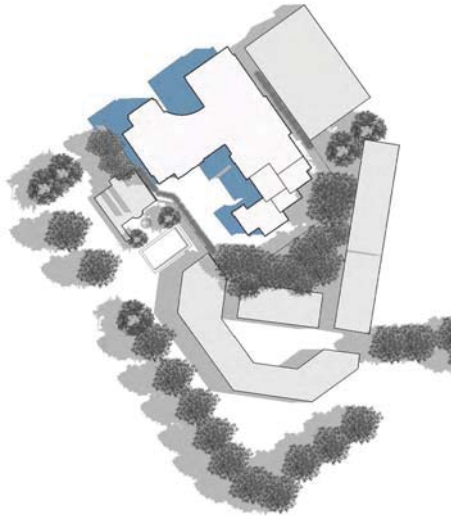
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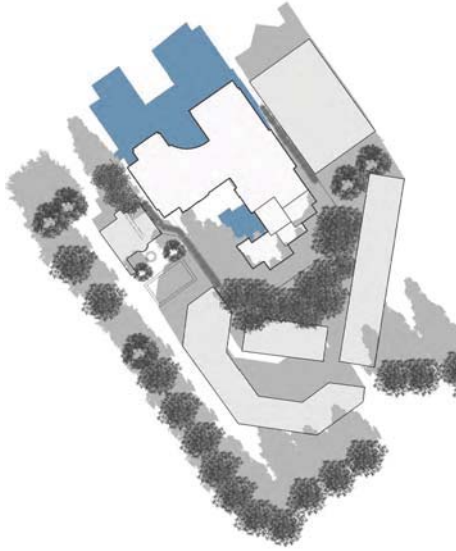
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10am



1pm



4pm

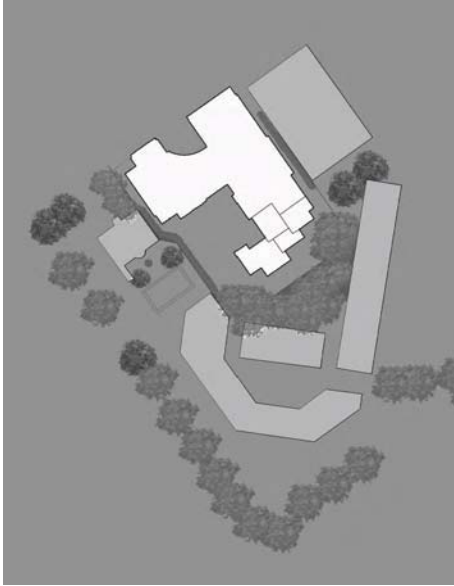
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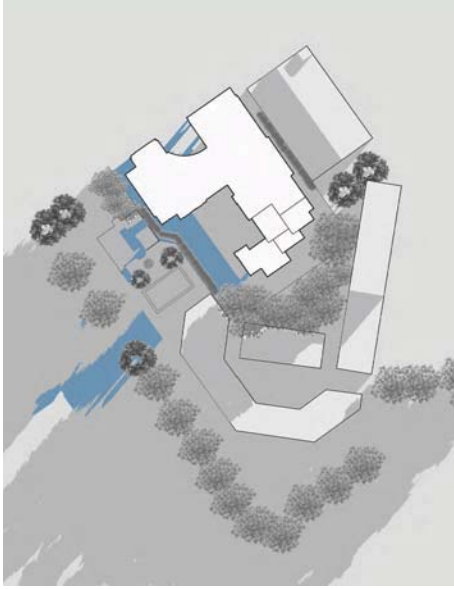
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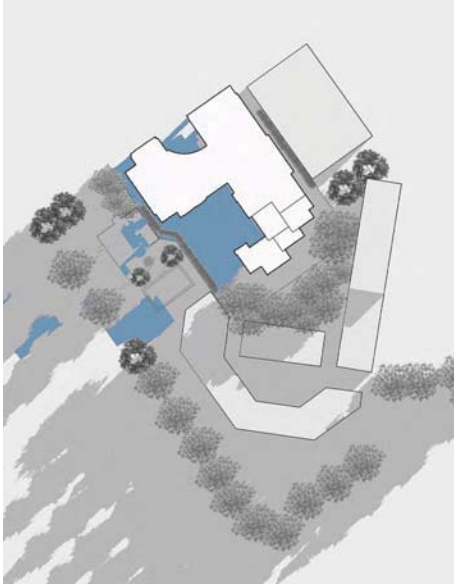
December 21



6am-9am



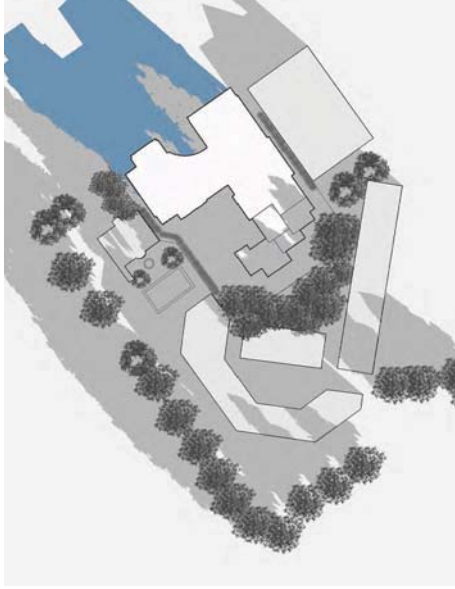
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10am



1pm



4pm

Existing Shadow



Proposed Project Shadow





Diagram 1: March 21, 6:00am (UTC-7)
Shadow exceeds mapped extent



Diagram 2: March 21, 7:30am (UTC-7)
Shadow exceeds mapped extent

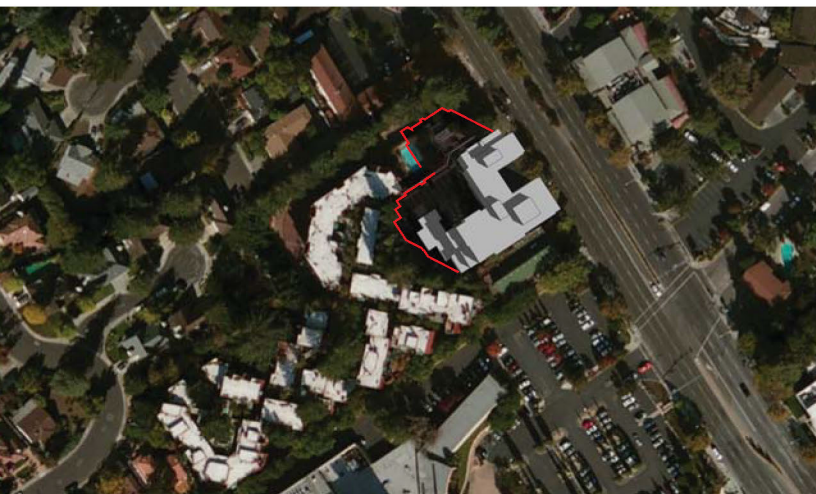


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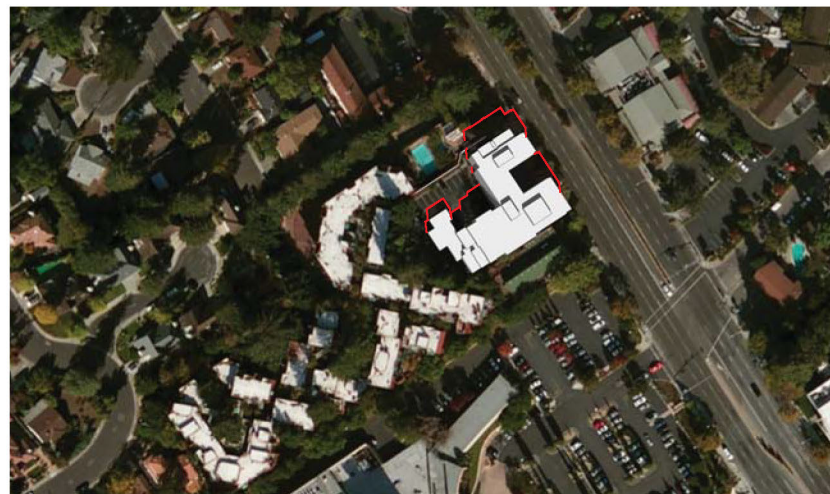


Diagram 4: March 21, 1:00pm (UTC-7)



Diagram 5: March 21, 4:00pm (UTC-7)



Diagram 6: June 21, 7:00am (UTC-7)



Diagram 7: June 21, 8:30am (UTC-7)

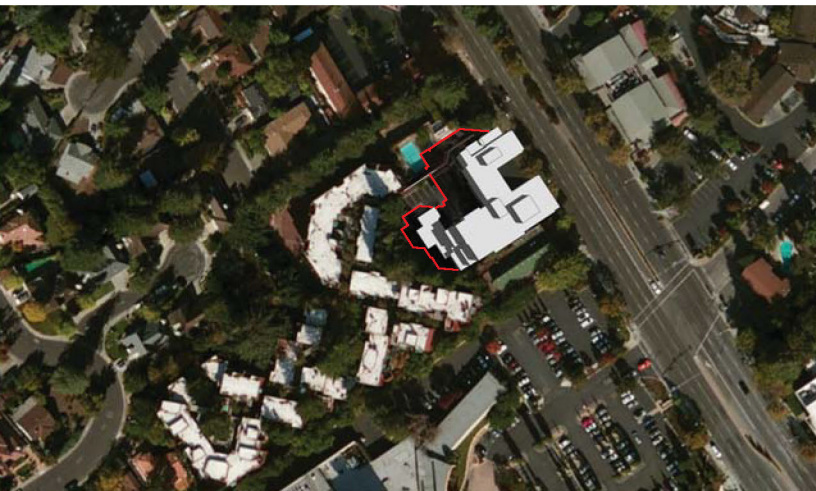


Diagram 8: June 21, 10:00am (UTC-7)

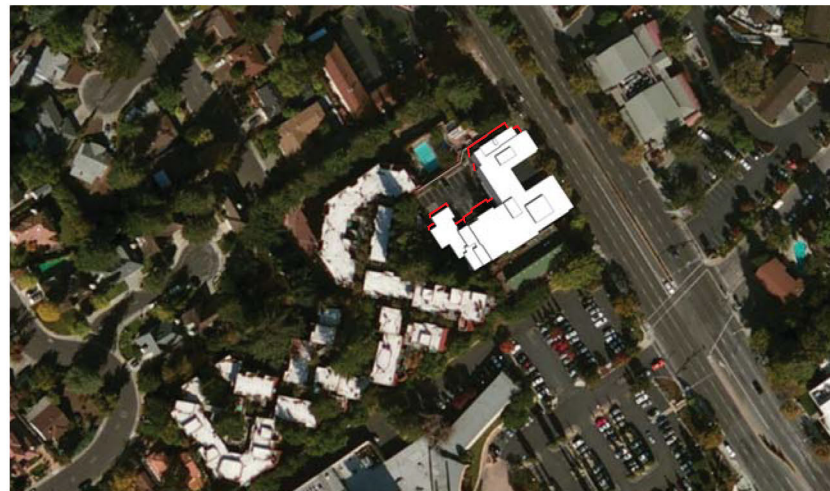


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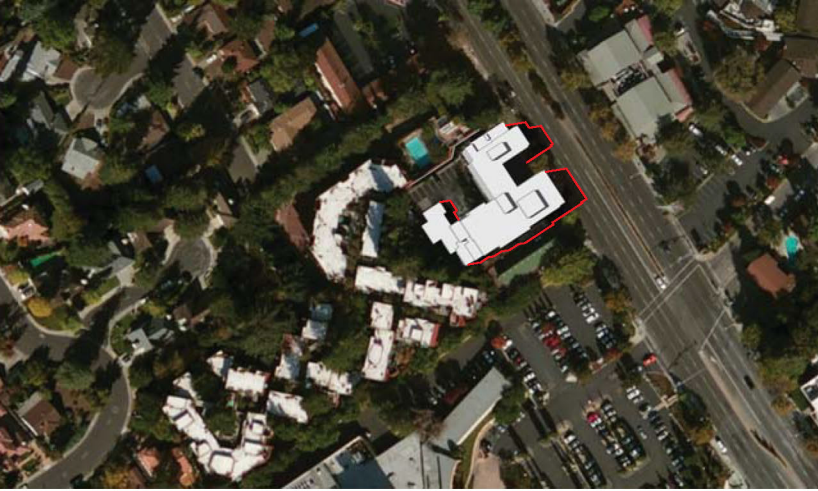


Diagram 10: June 21, 4:00pm (UTC-7)



Diagram 11: September 21, 7:00am (UTC-7)
Shadow exceeds mapped extent



Diagram 12: September 21, 7:30am (UTC-7)

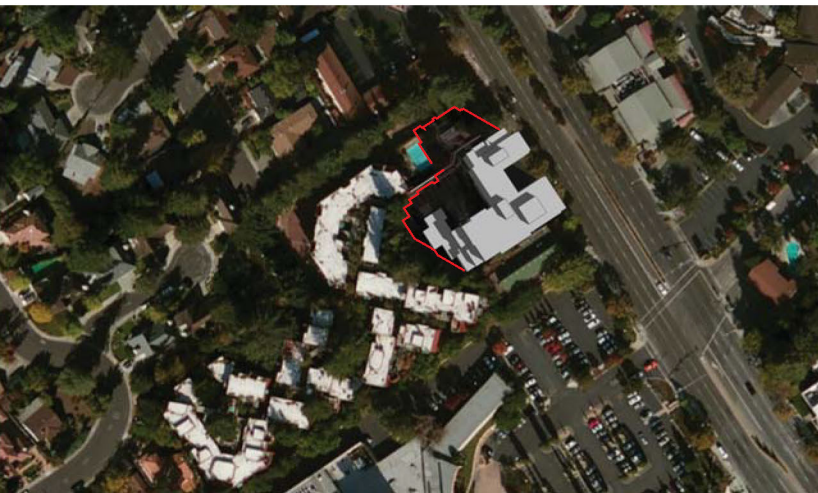


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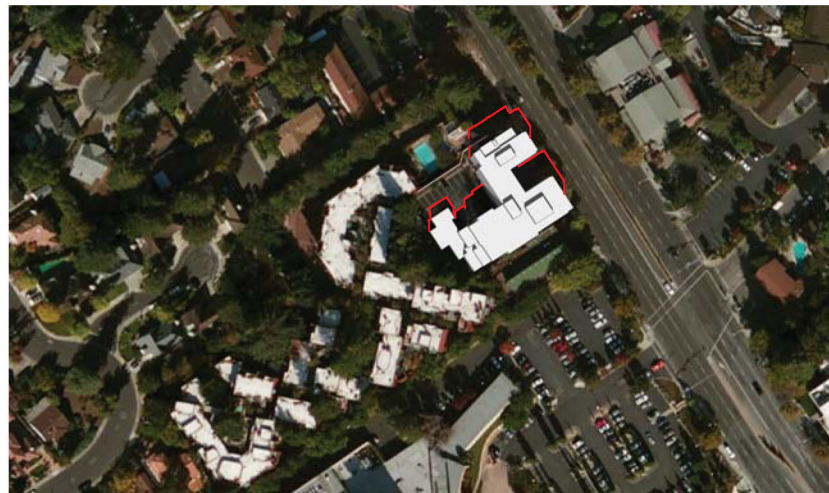


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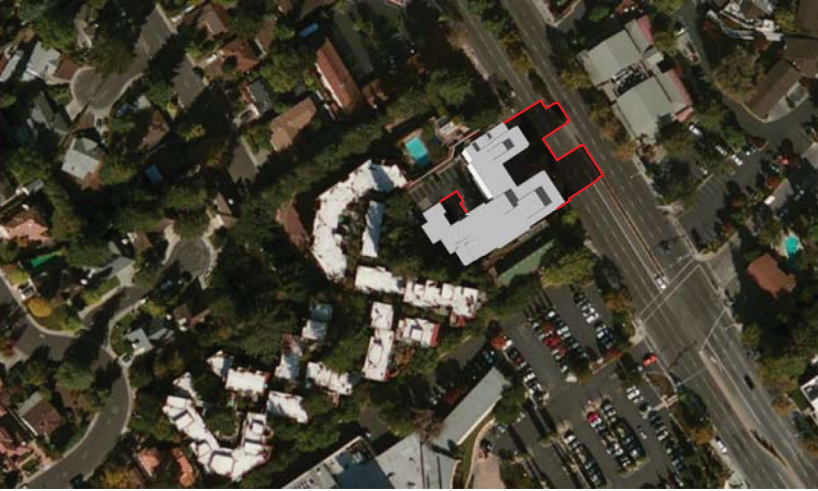


Diagram 15: September 21, 4:00pm (UTC-7)



Diagram 16: December 21, 9:00am (UTC-8)



Diagram 17: December 21, 9:30am (UTC-8)

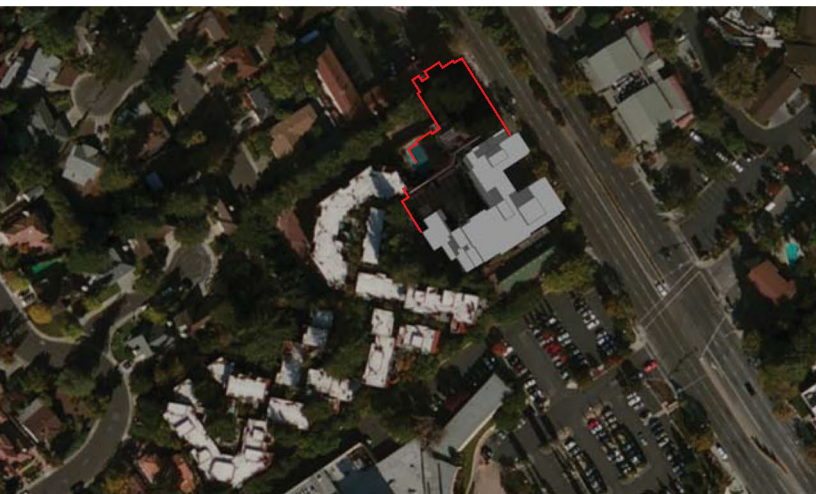


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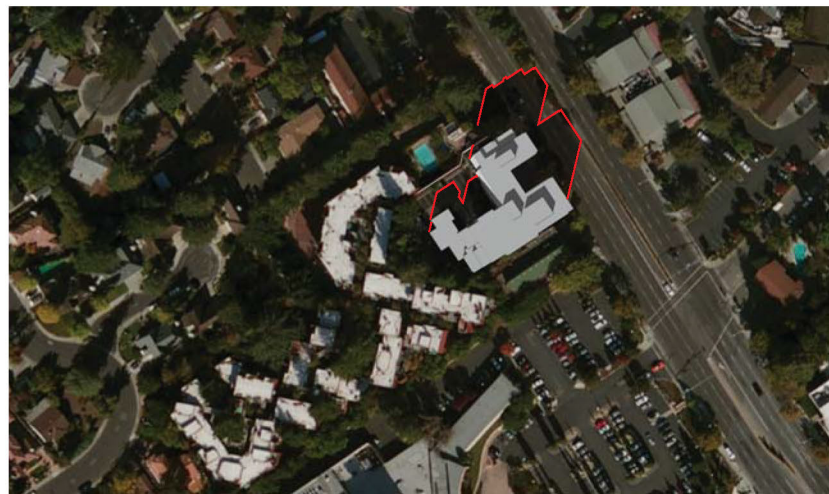


Diagram 19: December 21, 1:00pm (UTC-8)



Diagram 20: December 21, 4:00pm (UTC-8)



: 304 12th Street, Suite 2A
: Oakland, California 94607
: (510) 451-2850

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UTILITY CONSULTANTS
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OAKLAND, CA 94607
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The Caterina Hotel
4256 El Camino Real, Palo Alto, CA 94306
HXH Property LLC
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Palo Alto, CA 94303

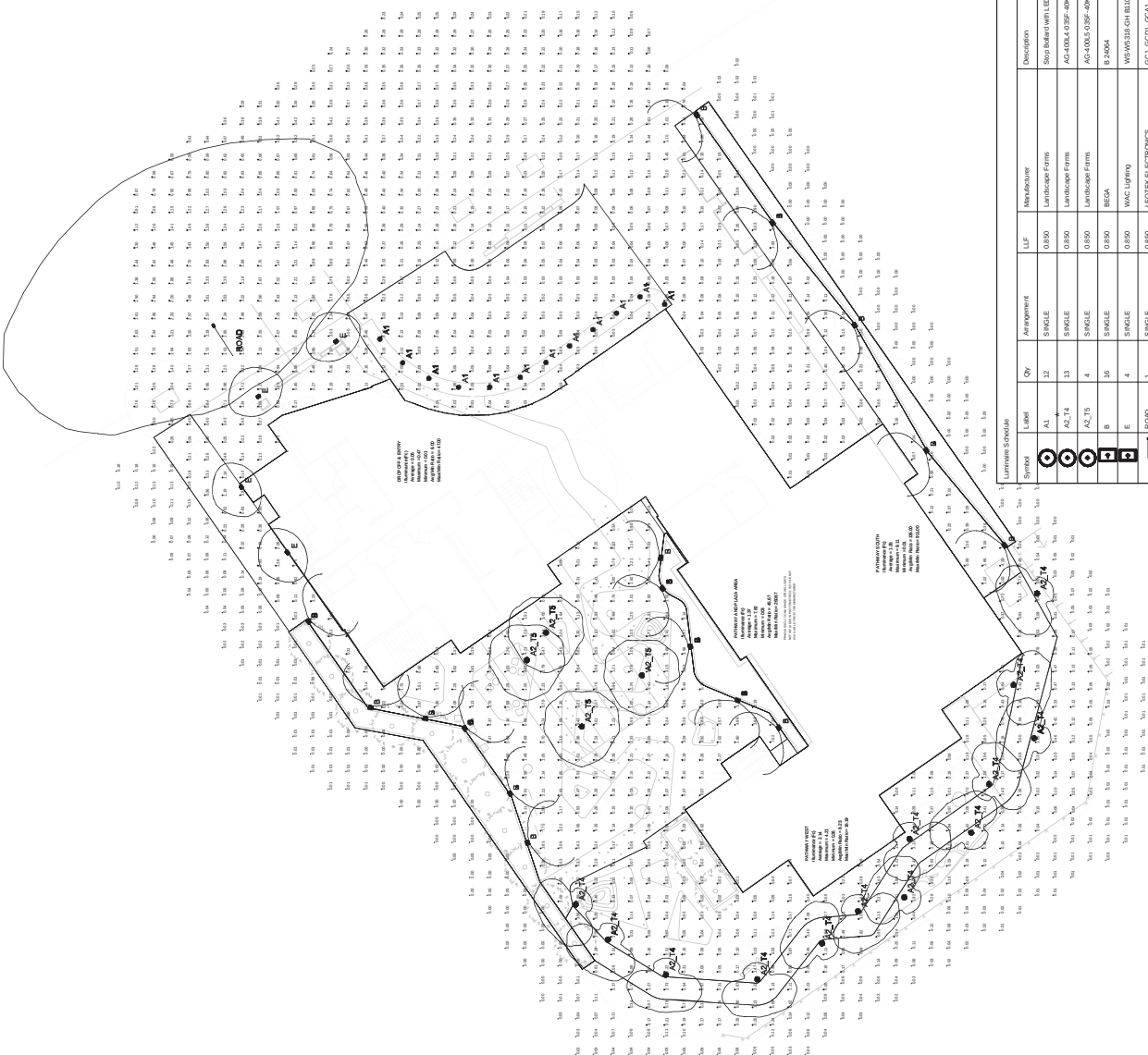
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DROPOFF & ENTRY	Burnance	FC	0.06	0.01	0.47	6.00	47.00		
PATHWAY AND PLAZA AREA	Burnance	FC	1.37	7.52	0.03	45.57	280.57		
PATHWAY SCURN	Burnance	FC	1.26	9.11	0.01	105.00	911.00		
PATHWAY WEST	Burnance	FC	2.14	4.21	0.26	8.23	16.39		

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A1	A1	12	SINGLE	0.090	Landscape Forms	Stop Bulb with LED Acorn LPM			A1	A1	12	SINGLE	0.090	Landscape Forms	Stop Bulb with LED Acorn LPM			A1	A1
A2.74	A2.74	13	SINGLE	0.090	Landscape Forms	AG-400L-038F-40K-UV1, 8' GP PWT, LPM, Type 4, 4000K, 100-277VAC			A2.74	A2.74	13	SINGLE	0.090	Landscape Forms	AG-400L-038F-40K-UV1, 8' GP PWT, LPM, Type 4, 4000K, 100-277VAC			A2.74	A2.74
A2.75	A2.75	4	SINGLE	0.090	Landscape Forms	AG-400L-038F-40K-UV1, 8' GP PWT, LPM, Type 5, 4000K, 100-277VAC			A2.75	A2.75	4	SINGLE	0.090	Landscape Forms	AG-400L-038F-40K-UV1, 8' GP PWT, LPM, Type 5, 4000K, 100-277VAC			A2.75	A2.75
B	B	36	SINGLE	0.090	REDA	B 24054			B	B	36	SINGLE	0.090	REDA	B 24054			B	B
E	E	4	SINGLE	0.090	LEDYER ELECTRONICS	W5-W5138-GH-BL0113			E	E	4	SINGLE	0.090	LEDYER ELECTRONICS	W5-W5138-GH-BL0113			E	E
ROAD	ROAD	1	SINGLE	0.090	LEDYER ELECTRONICS	GCL-GC01-CCAL-06-XX-KW-XXX-100-100W			ROAD	ROAD	1	SINGLE	0.090	LEDYER ELECTRONICS	GCL-GC01-CCAL-06-XX-KW-XXX-100-100W			ROAD	ROAD

A1- STOP SQUARE DOES NOT CAST ON TO GROUND. SYMBOL AND LABEL INCLUDED IN PHOTOGRAPHS FOR IDENTIFICATION ONLY.



Appendix 2

Air Quality Modeling Files

4256 El Camino Real - Santa Clara County, Summer

4256 El Camino Real
Santa Clara County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	85.00	Space	0.00	36,706.00	0
Hotel	100.00	Room	0.60	51,331.00	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	City of Palo Alto Public Utilities				
CO2 Intensity (lb/MW hr)	354.26	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - project description details

Construction Phase - two months each of demolition/grading and excavation. 22 month construction period

Demolition -

Grading - project site = 0.6 acres

Architectural Coating -

Vehicle Trips - Hexagon Transportation Analysis

Water And Wastewater -

4256 El Camino Real - Santa Clara County, Summer

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	20.00
tblConstructionPhase	NumDays	100.00	377.00
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	2.00	20.00
tblConstructionPhase	NumDays	5.00	20.00
tblConstructionPhase	NumDays	1.00	20.00
tblGrading	AcresOfGrading	0.00	0.60
tblGrading	AcresOfGrading	10.00	0.00
tblGrading	MaterialExported	0.00	10,930.00
tblLandUse	LandUseSquareFeet	34,000.00	36,706.00
tblLandUse	LandUseSquareFeet	145,200.00	51,331.00
tblLandUse	LotAcreage	0.76	0.00
tblLandUse	LotAcreage	3.33	0.60
tblVehicleTrips	ST_TR	8.19	8.17
tblVehicleTrips	SU_TR	5.95	8.17

2.0 Emissions Summary

4256 El Camino Real - Santa Clara County, Summer

2.1 Overall Construction (Maximum Daily Emission)**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	lb/day										lb/day					
2019	1.1375	13.5986	8.9670	0.0259	0.3670	0.5569	0.9239	0.0999	0.5314	0.6313	0.0000	2,637.229 3	2,637.229 3	0.3065	0.0000	2,644.400 7
2020	1.4632	27.3160	11.8300	0.0670	2.1222	0.5317	2.6538	0.7755	0.5073	1.2828	0.0000	7,011.274 3	7,011.274 3	0.4763	0.0000	7,023.181 2
2021	27.3826	9.1586	8.2763	0.0167	0.3127	0.4515	0.7642	0.0846	0.4154	0.5001	0.0000	1,646.320 1	1,646.320 1	0.3752	0.0000	1,655.699 1
Maximum	27.3826	27.3160	11.8300	0.0670	2.1222	0.5569	2.6538	0.7755	0.5314	1.2828	0.0000	7,011.274 3	7,011.274 3	0.4763	0.0000	7,023.181 2

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	lb/day										lb/day					
2019	1.1375	13.5986	8.9670	0.0259	0.3670	0.5569	0.9239	0.0999	0.5314	0.6313	0.0000	2,637.229 3	2,637.229 3	0.3065	0.0000	2,644.400 7
2020	1.4632	27.3160	11.8300	0.0670	2.1222	0.5317	2.6538	0.7755	0.5073	1.2828	0.0000	7,011.274 3	7,011.274 3	0.4763	0.0000	7,023.181 2
2021	27.3826	9.1586	8.2763	0.0167	0.3127	0.4515	0.7642	0.0846	0.4154	0.5001	0.0000	1,646.320 1	1,646.320 1	0.3752	0.0000	1,655.699 1
Maximum	27.3826	27.3160	11.8300	0.0670	2.1222	0.5569	2.6538	0.7755	0.5314	1.2828	0.0000	7,011.274 3	7,011.274 3	0.4763	0.0000	7,023.181 2

4256 El Camino Real - Santa Clara County, Summer

[illegible]

4256 El Camino Real - Santa Clara County, Summer

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	lb/day										lb/day					
Area	1.2620	1.7000e-004	0.0189	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0405	0.0405	1.1000e-004		0.0432
Energy	0.0672	0.6109	0.5132	3.6700e-003		0.0464	0.0464		0.0464	0.0464		733.1109	733.1109	0.0141	0.0134	737.4674
Mobile	1.1321	3.8762	10.9156	0.0370	3.2835	0.0300	3.3135	0.8765	0.0280	0.9044		3,735.1614	3,735.1614	0.1250		3,738.2861
Total	2.4613	4.4873	11.4477	0.0407	3.2835	0.0765	3.3600	0.8765	0.0745	0.9509		4,468.3128	4,468.3128	0.1392	0.0134	4,475.7966

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	lb/day										lb/day					
Area	1.2620	1.7000e-004	0.0189	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0405	0.0405	1.1000e-004		0.0432
Energy	0.0672	0.6109	0.5132	3.6700e-003		0.0464	0.0464		0.0464	0.0464		733.1109	733.1109	0.0141	0.0134	737.4674
Mobile	1.1321	3.8762	10.9156	0.0370	3.2835	0.0300	3.3135	0.8765	0.0280	0.9044		3,735.1614	3,735.1614	0.1250		3,738.2861
Total	2.4613	4.4873	11.4477	0.0407	3.2835	0.0765	3.3600	0.8765	0.0745	0.9509		4,468.3128	4,468.3128	0.1392	0.0134	4,475.7966

4256 El Camino Real - Santa Clara County, Summer

	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

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	12/2/2019	12/27/2019	5	20	1
2	Site Preparation	Site Preparation	12/30/2019	1/24/2020	5	20	2
3	Grading	Grading	1/27/2020	2/21/2020	5	20	3
4	Building Construction	Building Construction	2/24/2020	8/3/2021	5	377	4
5	Paving	Paving	8/4/2021	8/31/2021	5	20	5
6	Architectural Coating	Architectural Coating	9/1/2021	9/28/2021	5	20	6

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0.6

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 76,997; Non-Residential Outdoor: 25,666; Striped Parking Area: 1,088 (Architectural Coating – sqft)

OffRoad Equipment

4256 El Camino Real - Santa Clara County, Summer

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	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
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
Demolition	4	10.00	0.00	326.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	1,366.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	29.00	11.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	6.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

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3.1 Mitigation Measures Construction**3.2 Demolition - 2019****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	lb/day										lb/day					
Off-Road	0.9530	8.6039	7.6917	0.0120		0.5371	0.5371		0.5125	0.5125		1,159.6570	1,159.6570	0.2211		1,165.1847
Total	0.9530	8.6039	7.6917	0.0120		0.5371	0.5371		0.5125	0.5125		1,159.6570	1,159.6570	0.2211		1,165.1847

4256 El Camino Real - Santa Clara County, Summer

3.2 Demolition - 2019**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	lb/day										lb/day					
Hauling	0.1464	4.9706	0.9693	0.0131	0.2848	0.0193	0.3042	0.0781	0.0185	0.0966		1,394.3745	1,394.3745	0.0635		1,395.9620
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
Worker	0.0380	0.0242	0.3060	8.4000e-004	0.0822	5.2000e-004	0.0827	0.0218	4.8000e-004	0.0223		83.1978	83.1978	2.2500e-003		83.2541
Total	0.1844	4.9947	1.2753	0.0139	0.3670	0.0198	0.3868	0.0999	0.0190	0.1188		1,477.5723	1,477.5723	0.0658		1,479.2161

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	lb/day										lb/day					
Off-Road	0.9530	8.6039	7.6917	0.0120		0.5371	0.5371		0.5125	0.5125	0.0000	1,159.6570	1,159.6570	0.2211		1,165.1847
Total	0.9530	8.6039	7.6917	0.0120		0.5371	0.5371		0.5125	0.5125	0.0000	1,159.6570	1,159.6570	0.2211		1,165.1847

4256 El Camino Real - Santa Clara County, Summer

3.2 Demolition - 2019**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	lb/day										lb/day					
Hauling	0.1464	4.9706	0.9693	0.0131	0.2848	0.0193	0.3042	0.0781	0.0185	0.0966		1,394.3745	1,394.3745	0.0635		1,395.9620
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
Worker	0.0380	0.0242	0.3060	8.4000e-004	0.0822	5.2000e-004	0.0827	0.0218	4.8000e-004	0.0223		83.1978	83.1978	2.2500e-003		83.2541
Total	0.1844	4.9947	1.2753	0.0139	0.3670	0.0198	0.3868	0.0999	0.0190	0.1188		1,477.5723	1,477.5723	0.0658		1,479.2161

3.3 Site Preparation - 2019**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	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.7195	8.9170	4.1407	9.7500e-003		0.3672	0.3672		0.3378	0.3378		965.1690	965.1690	0.3054		972.8032
Total	0.7195	8.9170	4.1407	9.7500e-003	0.0000	0.3672	0.3672	0.0000	0.3378	0.3378		965.1690	965.1690	0.3054		972.8032

4256 El Camino Real - Santa Clara County, Summer

3.3 Site Preparation - 2019**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	lb/day										lb/day					
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
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
Worker	0.0190	0.0121	0.1530	4.2000e-004	0.0411	2.6000e-004	0.0413	0.0109	2.4000e-004	0.0111		41.5989	41.5989	1.1300e-003		41.6271
Total	0.0190	0.0121	0.1530	4.2000e-004	0.0411	2.6000e-004	0.0413	0.0109	2.4000e-004	0.0111		41.5989	41.5989	1.1300e-003		41.6271

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	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.7195	8.9170	4.1407	9.7500e-003		0.3672	0.3672		0.3378	0.3378	0.0000	965.1690	965.1690	0.3054		972.8032
Total	0.7195	8.9170	4.1407	9.7500e-003	0.0000	0.3672	0.3672	0.0000	0.3378	0.3378	0.0000	965.1690	965.1690	0.3054		972.8032

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3.3 Site Preparation - 2019**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	lb/day										lb/day					
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
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
Worker	0.0190	0.0121	0.1530	4.2000e-004	0.0411	2.6000e-004	0.0413	0.0109	2.4000e-004	0.0111		41.5989	41.5989	1.1300e-003		41.6271
Total	0.0190	0.0121	0.1530	4.2000e-004	0.0411	2.6000e-004	0.0413	0.0109	2.4000e-004	0.0111		41.5989	41.5989	1.1300e-003		41.6271

3.3 Site Preparation - 2020**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	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.6853	8.4307	4.0942	9.7400e-003		0.3353	0.3353		0.3085	0.3085		943.4872	943.4872	0.3051		951.1158
Total	0.6853	8.4307	4.0942	9.7400e-003	0.0000	0.3353	0.3353	0.0000	0.3085	0.3085		943.4872	943.4872	0.3051		951.1158

4256 El Camino Real - Santa Clara County, Summer

3.3 Site Preparation - 2020**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	lb/day										lb/day					
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
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
Worker	0.0174	0.0107	0.1375	4.0000e-004	0.0411	2.6000e-004	0.0413	0.0109	2.4000e-004	0.0111		40.3003	40.3003	9.9000e-004		40.3250
Total	0.0174	0.0107	0.1375	4.0000e-004	0.0411	2.6000e-004	0.0413	0.0109	2.4000e-004	0.0111		40.3003	40.3003	9.9000e-004		40.3250

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	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.6853	8.4307	4.0942	9.7400e-003		0.3353	0.3353		0.3085	0.3085	0.0000	943.4872	943.4872	0.3051		951.1158
Total	0.6853	8.4307	4.0942	9.7400e-003	0.0000	0.3353	0.3353	0.0000	0.3085	0.3085	0.0000	943.4872	943.4872	0.3051		951.1158

4256 El Camino Real - Santa Clara County, Summer

3.3 Site Preparation - 2020**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	lb/day										lb/day					
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
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
Worker	0.0174	0.0107	0.1375	4.0000e-004	0.0411	2.6000e-004	0.0413	0.0109	2.4000e-004	0.0111		40.3003	40.3003	9.9000e-004		40.3250
Total	0.0174	0.0107	0.1375	4.0000e-004	0.0411	2.6000e-004	0.0413	0.0109	2.4000e-004	0.0111		40.3003	40.3003	9.9000e-004		40.3250

3.4 Grading - 2020**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	lb/day										lb/day					
Fugitive Dust					0.8464	0.0000	0.8464	0.4266	0.0000	0.4266			0.0000			0.0000
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457		1,147.2352	1,147.2352	0.2169		1,152.6578
Total	0.8674	7.8729	7.6226	0.0120	0.8464	0.4672	1.3136	0.4266	0.4457	0.8722		1,147.2352	1,147.2352	0.2169		1,152.6578

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3.4 Grading - 2020**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	lb/day										lb/day					
Hauling	0.5611	19.4218	3.9324	0.0542	1.1937	0.0640	1.2576	0.3272	0.0612	0.3883		5,783.438 4	5,783.438 4	0.2574		5,789.873 4
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
Worker	0.0348	0.0213	0.2750	8.1000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		80.6006	80.6006	1.9700e-003		80.6500
Total	0.5958	19.4431	4.2075	0.0550	1.2758	0.0645	1.3403	0.3489	0.0617	0.4106		5,864.039 1	5,864.039 1	0.2594		5,870.523 4

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	lb/day										lb/day					
Fugitive Dust					0.8464	0.0000	0.8464	0.4266	0.0000	0.4266			0.0000			0.0000
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457	0.0000	1,147.235 2	1,147.235 2	0.2169		1,152.657 8
Total	0.8674	7.8729	7.6226	0.0120	0.8464	0.4672	1.3136	0.4266	0.4457	0.8722	0.0000	1,147.235 2	1,147.235 2	0.2169		1,152.657 8

4256 El Camino Real - Santa Clara County, Summer

3.4 Grading - 2020**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	lb/day										lb/day					
Hauling	0.5611	19.4218	3.9324	0.0542	1.1937	0.0640	1.2576	0.3272	0.0612	0.3883		5,783.438 4	5,783.438 4	0.2574		5,789.873 4
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
Worker	0.0348	0.0213	0.2750	8.1000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		80.6006	80.6006	1.9700e-003		80.6500
Total	0.5958	19.4431	4.2075	0.0550	1.2758	0.0645	1.3403	0.3489	0.0617	0.4106		5,864.039 1	5,864.039 1	0.2594		5,870.523 4

3.5 Building Construction - 2020**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	lb/day										lb/day					
Off-Road	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806		1,102.978 1	1,102.978 1	0.3567		1,111.896 2
Total	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806		1,102.978 1	1,102.978 1	0.3567		1,111.896 2

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3.5 Building Construction - 2020**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	lb/day										lb/day					
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
Vendor	0.0427	1.2370	0.3133	3.0300e-003	0.0745	6.1600e-003	0.0806	0.0214	5.8900e-003	0.0273		320.4288	320.4288	0.0141		320.7802
Worker	0.1008	0.0619	0.7976	2.3500e-003	0.2382	1.4900e-003	0.2397	0.0632	1.3700e-003	0.0646		233.7419	233.7419	5.7200e-003		233.8849
Total	0.1435	1.2989	1.1109	5.3800e-003	0.3127	7.6500e-003	0.3203	0.0846	7.2600e-003	0.0919		554.1706	554.1706	0.0198		554.6651

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	lb/day										lb/day					
Off-Road	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806	0.0000	1,102.978 1	1,102.978 1	0.3567		1,111.896 2
Total	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806	0.0000	1,102.978 1	1,102.978 1	0.3567		1,111.896 2

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3.5 Building Construction - 2020**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	lb/day										lb/day					
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
Vendor	0.0427	1.2370	0.3133	3.0300e-003	0.0745	6.1600e-003	0.0806	0.0214	5.8900e-003	0.0273		320.4288	320.4288	0.0141		320.7802
Worker	0.1008	0.0619	0.7976	2.3500e-003	0.2382	1.4900e-003	0.2397	0.0632	1.3700e-003	0.0646		233.7419	233.7419	5.7200e-003		233.8849
Total	0.1435	1.2989	1.1109	5.3800e-003	0.3127	7.6500e-003	0.3203	0.0846	7.2600e-003	0.0919		554.1706	554.1706	0.0198		554.6651

3.5 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	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117		1,103.2158	1,103.2158	0.3568		1,112.1358
Total	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117		1,103.2158	1,103.2158	0.3568		1,112.1358

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3.5 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	lb/day										lb/day					
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
Vendor	0.0351	1.1183	0.2818	3.0000e-003	0.0745	2.4700e-003	0.0770	0.0214	2.3600e-003	0.0238		317.4812	317.4812	0.0132		317.8120
Worker	0.0934	0.0553	0.7308	2.2600e-003	0.2382	1.4500e-003	0.2397	0.0632	1.3300e-003	0.0645		225.6232	225.6232	5.1300e-003		225.7513
Total	0.1285	1.1736	1.0126	5.2600e-003	0.3127	3.9200e-003	0.3166	0.0846	3.6900e-003	0.0883		543.1044	543.1044	0.0184		543.5633

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	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117	0.0000	1,103.2158	1,103.2158	0.3568		1,112.1358
Total	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117	0.0000	1,103.2158	1,103.2158	0.3568		1,112.1358

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3.5 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	lb/day										lb/day					
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
Vendor	0.0351	1.1183	0.2818	3.0000e-003	0.0745	2.4700e-003	0.0770	0.0214	2.3600e-003	0.0238		317.4812	317.4812	0.0132		317.8120
Worker	0.0934	0.0553	0.7308	2.2600e-003	0.2382	1.4500e-003	0.2397	0.0632	1.3300e-003	0.0645		225.6232	225.6232	5.1300e-003		225.7513
Total	0.1285	1.1736	1.0126	5.2600e-003	0.3127	3.9200e-003	0.3166	0.0846	3.6900e-003	0.0883		543.1044	543.1044	0.0184		543.5633

3.6 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	lb/day										lb/day					
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286		1,035.3425	1,035.3425	0.3016		1,042.8818
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286		1,035.3425	1,035.3425	0.3016		1,042.8818

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3.6 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	lb/day										lb/day					
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
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
Worker	0.0580	0.0343	0.4536	1.4100e-003	0.1479	9.0000e-004	0.1488	0.0392	8.3000e-004	0.0401		140.0420	140.0420	3.1800e-003		140.1215
Total	0.0580	0.0343	0.4536	1.4100e-003	0.1479	9.0000e-004	0.1488	0.0392	8.3000e-004	0.0401		140.0420	140.0420	3.1800e-003		140.1215

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	lb/day										lb/day					
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286	0.0000	1,035.3425	1,035.3425	0.3016		1,042.8818
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286	0.0000	1,035.3425	1,035.3425	0.3016		1,042.8818

4256 El Camino Real - Santa Clara County, Summer

3.6 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	lb/day										lb/day					
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
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
Worker	0.0580	0.0343	0.4536	1.4100e-003	0.1479	9.0000e-004	0.1488	0.0392	8.3000e-004	0.0401		140.0420	140.0420	3.1800e-003		140.1215
Total	0.0580	0.0343	0.4536	1.4100e-003	0.1479	9.0000e-004	0.1488	0.0392	8.3000e-004	0.0401		140.0420	140.0420	3.1800e-003		140.1215

3.7 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	lb/day										lb/day					
Archit. Coating	27.1444					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	27.3633	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309

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3.7 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	lb/day										lb/day					
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
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
Worker	0.0193	0.0115	0.1512	4.7000e-004	0.0493	3.0000e-004	0.0496	0.0131	2.8000e-004	0.0134		46.6807	46.6807	1.0600e-003		46.7072
Total	0.0193	0.0115	0.1512	4.7000e-004	0.0493	3.0000e-004	0.0496	0.0131	2.8000e-004	0.0134		46.6807	46.6807	1.0600e-003		46.7072

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	lb/day										lb/day					
Archit. Coating	27.1444					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
Total	27.3633	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309

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3.7 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	lb/day										lb/day					
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
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
Worker	0.0193	0.0115	0.1512	4.7000e-004	0.0493	3.0000e-004	0.0496	0.0131	2.8000e-004	0.0134		46.6807	46.6807	1.0600e-003		46.7072
Total	0.0193	0.0115	0.1512	4.7000e-004	0.0493	3.0000e-004	0.0496	0.0131	2.8000e-004	0.0134		46.6807	46.6807	1.0600e-003		46.7072

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

4256 El Camino Real - Santa Clara County, Summer

	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	lb/day										lb/day					
Mitigated	1.1321	3.8762	10.9156	0.0370	3.2835	0.0300	3.3135	0.8765	0.0280	0.9044		3,735.161 4	3,735.161 4	0.1250		3,738.286 1
Unmitigated	1.1321	3.8762	10.9156	0.0370	3.2835	0.0300	3.3135	0.8765	0.0280	0.9044		3,735.161 4	3,735.161 4	0.1250		3,738.286 1

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
Hotel	817.00	817.00	817.00	1,552,243	1,552,243
Total	817.00	817.00	817.00	1,552,243	1,552,243

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
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Enclosed Parking with Elevator	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
Hotel	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

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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	lb/day										lb/day					
NaturalGas Mitigated	0.0672	0.6109	0.5132	3.6700e-003		0.0464	0.0464		0.0464	0.0464		733.1109	733.1109	0.0141	0.0134	737.4674
NaturalGas Unmitigated	0.0672	0.6109	0.5132	3.6700e-003		0.0464	0.0464		0.0464	0.0464		733.1109	733.1109	0.0141	0.0134	737.4674

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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	lb/day										lb/day					
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
Hotel	6231.44	0.0672	0.6109	0.5132	3.6700e-003		0.0464	0.0464		0.0464	0.0464		733.1109	733.1109	0.0141	0.0134	737.4674
Total		0.0672	0.6109	0.5132	3.6700e-003		0.0464	0.0464		0.0464	0.0464		733.1109	733.1109	0.0141	0.0134	737.4674

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	lb/day										lb/day					
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
Hotel	6.23144	0.0672	0.6109	0.5132	3.6700e-003		0.0464	0.0464		0.0464	0.0464		733.1109	733.1109	0.0141	0.0134	737.4674
Total		0.0672	0.6109	0.5132	3.6700e-003		0.0464	0.0464		0.0464	0.0464		733.1109	733.1109	0.0141	0.0134	737.4674

6.0 Area Detail**6.1 Mitigation Measures Area**

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	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	lb/day										lb/day					
Mitigated	1.2620	1.7000e-004	0.0189	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0405	0.0405	1.1000e-004		0.0432
Unmitigated	1.2620	1.7000e-004	0.0189	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0405	0.0405	1.1000e-004		0.0432

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	lb/day										lb/day					
Architectural Coating	0.1487					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.1115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.7600e-003	1.7000e-004	0.0189	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0405	0.0405	1.1000e-004		0.0432
Total	1.2620	1.7000e-004	0.0189	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0405	0.0405	1.1000e-004		0.0432

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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	lb/day										lb/day					
Architectural Coating	0.1487					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.1115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.7600e-003	1.7000e-004	0.0189	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0405	0.0405	1.1000e-004		0.0432
Total	1.2620	1.7000e-004	0.0189	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0405	0.0405	1.1000e-004		0.0432

7.0 Water Detail**7.1 Mitigation Measures Water****8.0 Waste Detail****8.1 Mitigation Measures Waste****9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment**Fire Pumps and Emergency Generators**

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Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

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Santa Clara County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	85.00	Space	0.00	36,706.00	0
Hotel	100.00	Room	0.60	51,331.00	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	City of Palo Alto Public Utilities				
CO2 Intensity (lb/MW hr)	354.26	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - project description details

Construction Phase - two months each of demolition/grading and excavation. 22 month construction period

Demolition -

Grading - project site = 0.6 acres

Architectural Coating -

Vehicle Trips - Hexagon Transportation Analysis

Water And Wastewater -

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Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	20.00
tblConstructionPhase	NumDays	100.00	377.00
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	2.00	20.00
tblConstructionPhase	NumDays	5.00	20.00
tblConstructionPhase	NumDays	1.00	20.00
tblGrading	AcresOfGrading	0.00	0.60
tblGrading	AcresOfGrading	10.00	0.00
tblGrading	MaterialExported	0.00	10,930.00
tblLandUse	LandUseSquareFeet	34,000.00	36,706.00
tblLandUse	LandUseSquareFeet	145,200.00	51,331.00
tblLandUse	LotAcreage	0.76	0.00
tblLandUse	LotAcreage	3.33	0.60
tblVehicleTrips	ST_TR	8.19	8.17
tblVehicleTrips	SU_TR	5.95	8.17

2.0 Emissions Summary

4256 El Camino Real - Santa Clara County, Winter

2.1 Overall Construction (Maximum Daily Emission)**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	lb/day										lb/day					
2019	1.1440	13.7293	9.0250	0.0256	0.3670	0.5573	0.9243	0.0999	0.5318	0.6317	0.0000	2,607.359 2	2,607.359 2	0.3064	0.0000	2,614.606 6
2020	1.4809	27.7946	12.1092	0.0660	2.1222	0.5327	2.6549	0.7755	0.5083	1.2838	0.0000	6,906.689 0	6,906.689 0	0.4883	0.0000	6,918.895 6
2021	27.3839	9.1808	8.2610	0.0164	0.3127	0.4515	0.7643	0.0846	0.4155	0.5001	0.0000	1,619.896 1	1,619.896 1	0.3758	0.0000	1,629.291 5
Maximum	27.3839	27.7946	12.1092	0.0660	2.1222	0.5573	2.6549	0.7755	0.5318	1.2838	0.0000	6,906.689 0	6,906.689 0	0.4883	0.0000	6,918.895 6

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	lb/day										lb/day					
2019	1.1440	13.7293	9.0250	0.0256	0.3670	0.5573	0.9243	0.0999	0.5318	0.6317	0.0000	2,607.359 2	2,607.359 2	0.3064	0.0000	2,614.606 6
2020	1.4809	27.7946	12.1092	0.0660	2.1222	0.5327	2.6549	0.7755	0.5083	1.2838	0.0000	6,906.689 0	6,906.689 0	0.4883	0.0000	6,918.895 6
2021	27.3839	9.1808	8.2610	0.0164	0.3127	0.4515	0.7643	0.0846	0.4155	0.5001	0.0000	1,619.896 0	1,619.896 0	0.3758	0.0000	1,629.291 5
Maximum	27.3839	27.7946	12.1092	0.0660	2.1222	0.5573	2.6549	0.7755	0.5318	1.2838	0.0000	6,906.689 0	6,906.689 0	0.4883	0.0000	6,918.895 6

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[illegible]

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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	lb/day										lb/day					
Area	1.2620	1.7000e-004	0.0189	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0405	0.0405	1.1000e-004		0.0432
Energy	0.0672	0.6109	0.5132	3.6700e-003		0.0464	0.0464		0.0464	0.0464		733.1109	733.1109	0.0141	0.0134	737.4674
Mobile	0.9717	4.0610	11.0186	0.0345	3.2835	0.0302	3.3137	0.8765	0.0282	0.9047		3,481.2055	3,481.2055	0.1275		3,484.3940
Total	2.3009	4.6721	11.5507	0.0382	3.2835	0.0767	3.3602	0.8765	0.0747	0.9512		4,214.3569	4,214.3569	0.1417	0.0134	4,221.9046

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	lb/day										lb/day					
Area	1.2620	1.7000e-004	0.0189	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0405	0.0405	1.1000e-004		0.0432
Energy	0.0672	0.6109	0.5132	3.6700e-003		0.0464	0.0464		0.0464	0.0464		733.1109	733.1109	0.0141	0.0134	737.4674
Mobile	0.9717	4.0610	11.0186	0.0345	3.2835	0.0302	3.3137	0.8765	0.0282	0.9047		3,481.2055	3,481.2055	0.1275		3,484.3940
Total	2.3009	4.6721	11.5507	0.0382	3.2835	0.0767	3.3602	0.8765	0.0747	0.9512		4,214.3569	4,214.3569	0.1417	0.0134	4,221.9046

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	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

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	12/2/2019	12/27/2019	5	20	1
2	Site Preparation	Site Preparation	12/30/2019	1/24/2020	5	20	2
3	Grading	Grading	1/27/2020	2/21/2020	5	20	3
4	Building Construction	Building Construction	2/24/2020	8/3/2021	5	377	4
5	Paving	Paving	8/4/2021	8/31/2021	5	20	5
6	Architectural Coating	Architectural Coating	9/1/2021	9/28/2021	5	20	6

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0.6

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 76,997; Non-Residential Outdoor: 25,666; Striped Parking Area: 1,088 (Architectural Coating – sqft)

OffRoad Equipment

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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	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
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
Demolition	4	10.00	0.00	326.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	1,366.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	29.00	11.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	6.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

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3.1 Mitigation Measures Construction**3.2 Demolition - 2019****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	lb/day										lb/day					
Off-Road	0.9530	8.6039	7.6917	0.0120		0.5371	0.5371		0.5125	0.5125		1,159.6570	1,159.6570	0.2211		1,165.1847
Total	0.9530	8.6039	7.6917	0.0120		0.5371	0.5371		0.5125	0.5125		1,159.6570	1,159.6570	0.2211		1,165.1847

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3.2 Demolition - 2019**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	lb/day										lb/day					
Hauling	0.1506	5.0959	1.0482	0.0129	0.2848	0.0197	0.3045	0.0781	0.0188	0.0969		1,371.267 3	1,371.267 3	0.0667		1,372.934 4
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
Worker	0.0404	0.0295	0.2851	7.7000e-004	0.0822	5.2000e-004	0.0827	0.0218	4.8000e-004	0.0223		76.4349	76.4349	2.1100e-003		76.4876
Total	0.1910	5.1254	1.3333	0.0136	0.3670	0.0202	0.3872	0.0999	0.0193	0.1192		1,447.702 2	1,447.702 2	0.0688		1,449.422 0

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	lb/day										lb/day					
Off-Road	0.9530	8.6039	7.6917	0.0120		0.5371	0.5371		0.5125	0.5125	0.0000	1,159.657 0	1,159.657 0	0.2211		1,165.184 7
Total	0.9530	8.6039	7.6917	0.0120		0.5371	0.5371		0.5125	0.5125	0.0000	1,159.657 0	1,159.657 0	0.2211		1,165.184 7

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3.2 Demolition - 2019**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	lb/day										lb/day					
Hauling	0.1506	5.0959	1.0482	0.0129	0.2848	0.0197	0.3045	0.0781	0.0188	0.0969		1,371.267 3	1,371.267 3	0.0667		1,372.934 4
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
Worker	0.0404	0.0295	0.2851	7.7000e-004	0.0822	5.2000e-004	0.0827	0.0218	4.8000e-004	0.0223		76.4349	76.4349	2.1100e-003		76.4876
Total	0.1910	5.1254	1.3333	0.0136	0.3670	0.0202	0.3872	0.0999	0.0193	0.1192		1,447.702 2	1,447.702 2	0.0688		1,449.422 0

3.3 Site Preparation - 2019**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	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.7195	8.9170	4.1407	9.7500e-003		0.3672	0.3672		0.3378	0.3378		965.1690	965.1690	0.3054		972.8032
Total	0.7195	8.9170	4.1407	9.7500e-003	0.0000	0.3672	0.3672	0.0000	0.3378	0.3378		965.1690	965.1690	0.3054		972.8032

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3.3 Site Preparation - 2019**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	lb/day										lb/day					
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
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
Worker	0.0202	0.0148	0.1425	3.8000e-004	0.0411	2.6000e-004	0.0413	0.0109	2.4000e-004	0.0111		38.2174	38.2174	1.0600e-003		38.2438
Total	0.0202	0.0148	0.1425	3.8000e-004	0.0411	2.6000e-004	0.0413	0.0109	2.4000e-004	0.0111		38.2174	38.2174	1.0600e-003		38.2438

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	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.7195	8.9170	4.1407	9.7500e-003		0.3672	0.3672		0.3378	0.3378	0.0000	965.1690	965.1690	0.3054		972.8032
Total	0.7195	8.9170	4.1407	9.7500e-003	0.0000	0.3672	0.3672	0.0000	0.3378	0.3378	0.0000	965.1690	965.1690	0.3054		972.8032

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3.3 Site Preparation - 2019**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	lb/day										lb/day					
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
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
Worker	0.0202	0.0148	0.1425	3.8000e-004	0.0411	2.6000e-004	0.0413	0.0109	2.4000e-004	0.0111		38.2174	38.2174	1.0600e-003		38.2438
Total	0.0202	0.0148	0.1425	3.8000e-004	0.0411	2.6000e-004	0.0413	0.0109	2.4000e-004	0.0111		38.2174	38.2174	1.0600e-003		38.2438

3.3 Site Preparation - 2020**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	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.6853	8.4307	4.0942	9.7400e-003		0.3353	0.3353		0.3085	0.3085		943.4872	943.4872	0.3051		951.1158
Total	0.6853	8.4307	4.0942	9.7400e-003	0.0000	0.3353	0.3353	0.0000	0.3085	0.3085		943.4872	943.4872	0.3051		951.1158

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3.3 Site Preparation - 2020**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	lb/day										lb/day					
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
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
Worker	0.0185	0.0130	0.1274	3.7000e-004	0.0411	2.6000e-004	0.0413	0.0109	2.4000e-004	0.0111		37.0233	37.0233	9.2000e-004		37.0463
Total	0.0185	0.0130	0.1274	3.7000e-004	0.0411	2.6000e-004	0.0413	0.0109	2.4000e-004	0.0111		37.0233	37.0233	9.2000e-004		37.0463

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	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.6853	8.4307	4.0942	9.7400e-003		0.3353	0.3353		0.3085	0.3085	0.0000	943.4872	943.4872	0.3051		951.1158
Total	0.6853	8.4307	4.0942	9.7400e-003	0.0000	0.3353	0.3353	0.0000	0.3085	0.3085	0.0000	943.4872	943.4872	0.3051		951.1158

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3.3 Site Preparation - 2020**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	lb/day										lb/day					
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
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
Worker	0.0185	0.0130	0.1274	3.7000e-004	0.0411	2.6000e-004	0.0413	0.0109	2.4000e-004	0.0111		37.0233	37.0233	9.2000e-004		37.0463
Total	0.0185	0.0130	0.1274	3.7000e-004	0.0411	2.6000e-004	0.0413	0.0109	2.4000e-004	0.0111		37.0233	37.0233	9.2000e-004		37.0463

3.4 Grading - 2020**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	lb/day										lb/day					
Fugitive Dust					0.8464	0.0000	0.8464	0.4266	0.0000	0.4266			0.0000			0.0000
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457		1,147.2352	1,147.2352	0.2169		1,152.6578
Total	0.8674	7.8729	7.6226	0.0120	0.8464	0.4672	1.3136	0.4266	0.4457	0.8722		1,147.2352	1,147.2352	0.2169		1,152.6578

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3.4 Grading - 2020**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	lb/day										lb/day					
Hauling	0.5765	19.8957	4.2318	0.0533	1.1937	0.0650	1.2586	0.3272	0.0622	0.3893		5,685.407 2	5,685.407 2	0.2695		5,692.145 3
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
Worker	0.0370	0.0261	0.2548	7.4000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		74.0466	74.0466	1.8400e-003		74.0925
Total	0.6135	19.9217	4.4866	0.0540	1.2758	0.0655	1.3413	0.3489	0.0627	0.4116		5,759.453 8	5,759.453 8	0.2714		5,766.237 9

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	lb/day										lb/day					
Fugitive Dust					0.8464	0.0000	0.8464	0.4266	0.0000	0.4266			0.0000			0.0000
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457	0.0000	1,147.235 2	1,147.235 2	0.2169		1,152.657 8
Total	0.8674	7.8729	7.6226	0.0120	0.8464	0.4672	1.3136	0.4266	0.4457	0.8722	0.0000	1,147.235 2	1,147.235 2	0.2169		1,152.657 8

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3.4 Grading - 2020**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	lb/day										lb/day					
Hauling	0.5765	19.8957	4.2318	0.0533	1.1937	0.0650	1.2586	0.3272	0.0622	0.3893		5,685.407 2	5,685.407 2	0.2695		5,692.145 3
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
Worker	0.0370	0.0261	0.2548	7.4000e-004	0.0822	5.1000e-004	0.0827	0.0218	4.7000e-004	0.0223		74.0466	74.0466	1.8400e-003		74.0925
Total	0.6135	19.9217	4.4866	0.0540	1.2758	0.0655	1.3413	0.3489	0.0627	0.4116		5,759.453 8	5,759.453 8	0.2714		5,766.237 9

3.5 Building Construction - 2020**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	lb/day										lb/day					
Off-Road	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806		1,102.978 1	1,102.978 1	0.3567		1,111.896 2
Total	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806		1,102.978 1	1,102.978 1	0.3567		1,111.896 2

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3.5 Building Construction - 2020**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	lb/day										lb/day					
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
Vendor	0.0450	1.2513	0.3569	2.9600e-003	0.0745	6.2600e-003	0.0807	0.0214	5.9900e-003	0.0274		312.2945	312.2945	0.0151		312.6730
Worker	0.1072	0.0756	0.7391	2.1600e-003	0.2382	1.4900e-003	0.2397	0.0632	1.3700e-003	0.0646		214.7352	214.7352	5.3200e-003		214.8683
Total	0.1522	1.3269	1.0960	5.1200e-003	0.3127	7.7500e-003	0.3204	0.0846	7.3600e-003	0.0920		527.0297	527.0297	0.0205		527.5413

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	lb/day										lb/day					
Off-Road	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806	0.0000	1,102.978 1	1,102.978 1	0.3567		1,111.896 2
Total	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806	0.0000	1,102.978 1	1,102.978 1	0.3567		1,111.896 2

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3.5 Building Construction - 2020**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	lb/day										lb/day					
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
Vendor	0.0450	1.2513	0.3569	2.9600e-003	0.0745	6.2600e-003	0.0807	0.0214	5.9900e-003	0.0274		312.2945	312.2945	0.0151		312.6730
Worker	0.1072	0.0756	0.7391	2.1600e-003	0.2382	1.4900e-003	0.2397	0.0632	1.3700e-003	0.0646		214.7352	214.7352	5.3200e-003		214.8683
Total	0.1522	1.3269	1.0960	5.1200e-003	0.3127	7.7500e-003	0.3204	0.0846	7.3600e-003	0.0920		527.0297	527.0297	0.0205		527.5413

3.5 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	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117		1,103.2158	1,103.2158	0.3568		1,112.1358
Total	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117		1,103.2158	1,103.2158	0.3568		1,112.1358

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3.5 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	lb/day										lb/day					
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
Vendor	0.0372	1.1282	0.3227	2.9300e-003	0.0745	2.5500e-003	0.0770	0.0214	2.4400e-003	0.0239		309.3975	309.3975	0.0143		309.7540
Worker	0.0995	0.0676	0.6747	2.0800e-003	0.2382	1.4500e-003	0.2397	0.0632	1.3300e-003	0.0645		207.2828	207.2828	4.7600e-003		207.4017
Total	0.1367	1.1958	0.9974	5.0100e-003	0.3127	4.0000e-003	0.3167	0.0846	3.7700e-003	0.0884		516.6803	516.6803	0.0190		517.1557

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	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117	0.0000	1,103.2158	1,103.2158	0.3568		1,112.1358
Total	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117	0.0000	1,103.2158	1,103.2158	0.3568		1,112.1358

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3.5 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	lb/day										lb/day					
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
Vendor	0.0372	1.1282	0.3227	2.9300e-003	0.0745	2.5500e-003	0.0770	0.0214	2.4400e-003	0.0239		309.3975	309.3975	0.0143		309.7540
Worker	0.0995	0.0676	0.6747	2.0800e-003	0.2382	1.4500e-003	0.2397	0.0632	1.3300e-003	0.0645		207.2828	207.2828	4.7600e-003		207.4017
Total	0.1367	1.1958	0.9974	5.0100e-003	0.3127	4.0000e-003	0.3167	0.0846	3.7700e-003	0.0884		516.6803	516.6803	0.0190		517.1557

3.6 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	lb/day										lb/day					
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286		1,035.3425	1,035.3425	0.3016		1,042.8818
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286		1,035.3425	1,035.3425	0.3016		1,042.8818

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3.6 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	lb/day										lb/day					
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
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
Worker	0.0618	0.0419	0.4188	1.2900e-003	0.1479	9.0000e-004	0.1488	0.0392	8.3000e-004	0.0401		128.6583	128.6583	2.9500e-003		128.7321
Total	0.0618	0.0419	0.4188	1.2900e-003	0.1479	9.0000e-004	0.1488	0.0392	8.3000e-004	0.0401		128.6583	128.6583	2.9500e-003		128.7321

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	lb/day										lb/day					
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286	0.0000	1,035.3425	1,035.3425	0.3016		1,042.8818
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286	0.0000	1,035.3425	1,035.3425	0.3016		1,042.8818

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3.6 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	lb/day										lb/day					
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
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
Worker	0.0618	0.0419	0.4188	1.2900e-003	0.1479	9.0000e-004	0.1488	0.0392	8.3000e-004	0.0401		128.6583	128.6583	2.9500e-003		128.7321
Total	0.0618	0.0419	0.4188	1.2900e-003	0.1479	9.0000e-004	0.1488	0.0392	8.3000e-004	0.0401		128.6583	128.6583	2.9500e-003		128.7321

3.7 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	lb/day										lb/day					
Archit. Coating	27.1444					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	27.3633	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309

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3.7 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	lb/day										lb/day					
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
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
Worker	0.0206	0.0140	0.1396	4.3000e-004	0.0493	3.0000e-004	0.0496	0.0131	2.8000e-004	0.0134		42.8861	42.8861	9.8000e-004		42.9107
Total	0.0206	0.0140	0.1396	4.3000e-004	0.0493	3.0000e-004	0.0496	0.0131	2.8000e-004	0.0134		42.8861	42.8861	9.8000e-004		42.9107

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	lb/day										lb/day					
Archit. Coating	27.1444					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
Total	27.3633	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309

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3.7 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	lb/day										lb/day					
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
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
Worker	0.0206	0.0140	0.1396	4.3000e-004	0.0493	3.0000e-004	0.0496	0.0131	2.8000e-004	0.0134		42.8861	42.8861	9.8000e-004		42.9107
Total	0.0206	0.0140	0.1396	4.3000e-004	0.0493	3.0000e-004	0.0496	0.0131	2.8000e-004	0.0134		42.8861	42.8861	9.8000e-004		42.9107

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

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	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	lb/day										lb/day					
Mitigated	0.9717	4.0610	11.0186	0.0345	3.2835	0.0302	3.3137	0.8765	0.0282	0.9047		3,481.2055	3,481.2055	0.1275		3,484.3940
Unmitigated	0.9717	4.0610	11.0186	0.0345	3.2835	0.0302	3.3137	0.8765	0.0282	0.9047		3,481.2055	3,481.2055	0.1275		3,484.3940

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
Hotel	817.00	817.00	817.00	1,552,243	1,552,243
Total	817.00	817.00	817.00	1,552,243	1,552,243

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
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Enclosed Parking with Elevator	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
Hotel	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

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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	lb/day										lb/day					
NaturalGas Mitigated	0.0672	0.6109	0.5132	3.6700e-003		0.0464	0.0464		0.0464	0.0464		733.1109	733.1109	0.0141	0.0134	737.4674
NaturalGas Unmitigated	0.0672	0.6109	0.5132	3.6700e-003		0.0464	0.0464		0.0464	0.0464		733.1109	733.1109	0.0141	0.0134	737.4674

4256 El Camino Real - Santa Clara County, Winter

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	lb/day										lb/day					
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
Hotel	6231.44	0.0672	0.6109	0.5132	3.6700e-003		0.0464	0.0464		0.0464	0.0464		733.1109	733.1109	0.0141	0.0134	737.4674
Total		0.0672	0.6109	0.5132	3.6700e-003		0.0464	0.0464		0.0464	0.0464		733.1109	733.1109	0.0141	0.0134	737.4674

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	lb/day										lb/day					
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
Hotel	6.23144	0.0672	0.6109	0.5132	3.6700e-003		0.0464	0.0464		0.0464	0.0464		733.1109	733.1109	0.0141	0.0134	737.4674
Total		0.0672	0.6109	0.5132	3.6700e-003		0.0464	0.0464		0.0464	0.0464		733.1109	733.1109	0.0141	0.0134	737.4674

6.0 Area Detail**6.1 Mitigation Measures Area**

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	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	lb/day										lb/day					
Mitigated	1.2620	1.7000e-004	0.0189	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0405	0.0405	1.1000e-004		0.0432
Unmitigated	1.2620	1.7000e-004	0.0189	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0405	0.0405	1.1000e-004		0.0432

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	lb/day										lb/day					
Architectural Coating	0.1487					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.1115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.7600e-003	1.7000e-004	0.0189	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0405	0.0405	1.1000e-004		0.0432
Total	1.2620	1.7000e-004	0.0189	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0405	0.0405	1.1000e-004		0.0432

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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	lb/day										lb/day					
Architectural Coating	0.1487					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.1115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.7600e-003	1.7000e-004	0.0189	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0405	0.0405	1.1000e-004		0.0432
Total	1.2620	1.7000e-004	0.0189	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0405	0.0405	1.1000e-004		0.0432

7.0 Water Detail**7.1 Mitigation Measures Water****8.0 Waste Detail****8.1 Mitigation Measures Waste****9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment**Fire Pumps and Emergency Generators**

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Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Appendix 3

Greenhouse Gas Modeling Files

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4256 El Camino Real
Santa Clara County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	85.00	Space	0.00	36,706.00	0
Hotel	100.00	Room	0.60	51,331.00	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	City of Palo Alto Public Utilities				
CO2 Intensity (lb/MWhr)	354.26	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

4256 El Camino Real - Santa Clara County, Summer

Project Characteristics -

Land Use - project description details

Construction Phase - two months each of demolition/grading and excavation. 22 month construction period

Demolition -

Grading - project site = 0.6 acres

Architectural Coating -

Vehicle Trips - Hexagon Transportation Analysis

Water And Wastewater -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Parking	2,202.00	1,088.00
tblAreaCoating	Area_Parking	2202	1088
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	1.00	20.00
tblConstructionPhase	NumDays	2.00	20.00
tblConstructionPhase	NumDays	100.00	377.00
tblConstructionPhase	NumDays	5.00	20.00
tblConstructionPhase	NumDays	5.00	20.00
tblConstructionPhase	PhaseEndDate	12/13/2019	12/27/2019
tblConstructionPhase	PhaseEndDate	12/16/2019	1/24/2020
tblConstructionPhase	PhaseEndDate	12/18/2019	2/21/2020

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tblConstructionPhase	PhaseEndDate	5/6/2020	8/3/2021
tblConstructionPhase	PhaseEndDate	5/13/2020	8/31/2021
tblConstructionPhase	PhaseEndDate	5/20/2020	9/28/2021
tblConstructionPhase	PhaseStartDate	12/14/2019	12/30/2019
tblConstructionPhase	PhaseStartDate	12/17/2019	1/27/2020
tblConstructionPhase	PhaseStartDate	12/19/2019	2/24/2020
tblConstructionPhase	PhaseStartDate	5/7/2020	8/4/2021
tblConstructionPhase	PhaseStartDate	5/14/2020	9/1/2021
tblGrading	AcresOfGrading	0.00	0.60
tblGrading	AcresOfGrading	10.00	0.00
tblGrading	MaterialExported	0.00	10,930.00
tblLandUse	LandUseSquareFeet	34,000.00	36,706.00
tblLandUse	LandUseSquareFeet	145,200.00	51,331.00
tblLandUse	LotAcreage	0.76	0.00
tblLandUse	LotAcreage	3.33	0.60
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.50	0.50
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Off-Highway Trucks
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Bore/Drill Rigs
tblSolidWaste	SolidWasteGenerationRate	54.75	48.73
tblTripsAndVMT	VendorTripNumber	14.00	11.00
tblVehicleTrips	ST_TR	8.19	8.17
tblVehicleTrips	SU_TR	5.95	8.17

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tblWater	IndoorWaterUseRate	2,536,677.00	2,257,642.53
tblWater	OutdoorWaterUseRate	281,853.00	250,849.17

2.0 Emissions Summary

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2.1 Overall Construction (Maximum Daily Emission)**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	lb/day										lb/day					
2019	2.1320	23.5315	16.4163	0.0448	0.4081	0.9499	1.3580	0.1108	0.8930	1.0038	0.0000	4,506.7796	4,506.7796	0.8663	0.0000	4,528.4378
2020	2.0057	33.2912	17.3428	0.0820	2.1633	0.7514	2.9146	0.7864	0.7095	1.4959	0.0000	8,468.5495	8,468.5495	0.9355	0.0000	8,491.9380
2021	27.3859	9.1738	8.4779	0.0173	0.3784	0.4519	0.8303	0.1021	0.4158	0.5179	0.0000	1,708.5610	1,708.5610	0.3766	0.0000	1,717.9753
Maximum	27.3859	33.2912	17.3428	0.0820	2.1633	0.9499	2.9146	0.7864	0.8930	1.4959	0.0000	8,468.5495	8,468.5495	0.9355	0.0000	8,491.9380

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	lb/day										lb/day					
2019	2.1320	23.5315	16.4163	0.0448	0.4081	0.9499	1.3580	0.1108	0.8930	1.0038	0.0000	4,506.7796	4,506.7796	0.8663	0.0000	4,528.4378
2020	2.0057	33.2912	17.3428	0.0820	2.1633	0.7514	2.9146	0.7864	0.7095	1.4959	0.0000	8,468.5495	8,468.5495	0.9355	0.0000	8,491.9380
2021	27.3859	9.1738	8.4779	0.0173	0.3784	0.4519	0.8303	0.1021	0.4158	0.5179	0.0000	1,708.5610	1,708.5610	0.3766	0.0000	1,717.9753
Maximum	27.3859	33.2912	17.3428	0.0820	2.1633	0.9499	2.9146	0.7864	0.8930	1.4959	0.0000	8,468.5495	8,468.5495	0.9355	0.0000	8,491.9380

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[illegible]

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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	lb/day										lb/day					
Area	1.2620	1.7000e-004	0.0189	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0405	0.0405	1.1000e-004		0.0432
Energy	0.0672	0.6109	0.5132	3.6700e-003		0.0464	0.0464		0.0464	0.0464		733.1109	733.1109	0.0141	0.0134	737.4674
Mobile	1.1321	3.8762	10.9156	0.0370	3.2835	0.0300	3.3135	0.8765	0.0280	0.9044		3,735.1614	3,735.1614	0.1250		3,738.2861
Total	2.4613	4.4873	11.4477	0.0407	3.2835	0.0765	3.3600	0.8765	0.0745	0.9509		4,468.3128	4,468.3128	0.1392	0.0134	4,475.7966

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	lb/day										lb/day					
Area	1.2620	1.7000e-004	0.0189	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0405	0.0405	1.1000e-004		0.0432
Energy	0.0672	0.6109	0.5132	3.6700e-003		0.0464	0.0464		0.0464	0.0464		733.1109	733.1109	0.0141	0.0134	737.4674
Mobile	1.1321	3.8762	10.9156	0.0370	3.2835	0.0300	3.3135	0.8765	0.0280	0.9044		3,735.1614	3,735.1614	0.1250		3,738.2861
Total	2.4613	4.4873	11.4477	0.0407	3.2835	0.0765	3.3600	0.8765	0.0745	0.9509		4,468.3128	4,468.3128	0.1392	0.0134	4,475.7966

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	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**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	12/2/2019	12/27/2019	5	20	1
2	Site Preparation	Site Preparation	12/30/2019	1/24/2020	5	20	2
3	Grading	Grading	1/27/2020	2/21/2020	5	20	3
4	Building Construction	Building Construction	2/24/2020	8/3/2021	5	377	4
5	Paving	Paving	8/4/2021	8/31/2021	5	20	5
6	Architectural Coating	Architectural Coating	9/1/2021	9/28/2021	5	20	6

Acres of Grading (Site Preparation Phase): 0**Acres of Grading (Grading Phase): 0.6****Acres of Paving: 0****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 76,997; Non-Residential Outdoor: 25,666; Striped Parking Area: 1,088 (Architectural Coating – sqft)****OffRoad Equipment**

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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	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	1	8.00	158	0.38
Demolition	Off-Highway Trucks	1	8.00	402	0.38
Grading	Excavators	1	8.00	158	0.38
Grading	Bore/Drill Rigs	1	8.00	221	0.50

Trips and VMT

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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	6	15.00	0.00	326.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	1,366.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	37.00	11.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	7.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction**3.2 Demolition - 2019****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	lb/day										lb/day					
Off-Road	1.9285	18.5247	14.9880	0.0305		0.9298	0.9298		0.8738	0.8738		2,987.6084	2,987.6084	0.7995		3,007.5947
Total	1.9285	18.5247	14.9880	0.0305		0.9298	0.9298		0.8738	0.8738		2,987.6084	2,987.6084	0.7995		3,007.5947

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3.2 Demolition - 2019**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	lb/day										lb/day					
Hauling	0.1464	4.9706	0.9693	0.0131	0.2848	0.0193	0.3042	0.0781	0.0185	0.0966		1,394.3745	1,394.3745	0.0635		1,395.9620
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
Worker	0.0570	0.0363	0.4590	1.2500e-003	0.1232	7.9000e-004	0.1240	0.0327	7.2000e-004	0.0334		124.7967	124.7967	3.3800e-003		124.8812
Total	0.2035	5.0068	1.4283	0.0143	0.4081	0.0201	0.4282	0.1108	0.0192	0.1300		1,519.1712	1,519.1712	0.0669		1,520.8431

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	lb/day										lb/day					
Off-Road	1.9285	18.5247	14.9880	0.0305		0.9298	0.9298		0.8738	0.8738	0.0000	2,987.6084	2,987.6084	0.7995		3,007.5947
Total	1.9285	18.5247	14.9880	0.0305		0.9298	0.9298		0.8738	0.8738	0.0000	2,987.6084	2,987.6084	0.7995		3,007.5947

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3.2 Demolition - 2019**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	lb/day										lb/day					
Hauling	0.1464	4.9706	0.9693	0.0131	0.2848	0.0193	0.3042	0.0781	0.0185	0.0966		1,394.3745	1,394.3745	0.0635		1,395.9620
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
Worker	0.0570	0.0363	0.4590	1.2500e-003	0.1232	7.9000e-004	0.1240	0.0327	7.2000e-004	0.0334		124.7967	124.7967	3.3800e-003		124.8812
Total	0.2035	5.0068	1.4283	0.0143	0.4081	0.0201	0.4282	0.1108	0.0192	0.1300		1,519.1712	1,519.1712	0.0669		1,520.8431

3.3 Site Preparation - 2019**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	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.7195	8.9170	4.1407	9.7500e-003		0.3672	0.3672		0.3378	0.3378		965.1690	965.1690	0.3054		972.8032
Total	0.7195	8.9170	4.1407	9.7500e-003	0.0000	0.3672	0.3672	0.0000	0.3378	0.3378		965.1690	965.1690	0.3054		972.8032

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3.3 Site Preparation - 2019**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	lb/day										lb/day					
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
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
Worker	0.0190	0.0121	0.1530	4.2000e-004	0.0411	2.6000e-004	0.0413	0.0109	2.4000e-004	0.0111		41.5989	41.5989	1.1300e-003		41.6271
Total	0.0190	0.0121	0.1530	4.2000e-004	0.0411	2.6000e-004	0.0413	0.0109	2.4000e-004	0.0111		41.5989	41.5989	1.1300e-003		41.6271

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	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.7195	8.9170	4.1407	9.7500e-003		0.3672	0.3672		0.3378	0.3378	0.0000	965.1690	965.1690	0.3054		972.8032
Total	0.7195	8.9170	4.1407	9.7500e-003	0.0000	0.3672	0.3672	0.0000	0.3378	0.3378	0.0000	965.1690	965.1690	0.3054		972.8032

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3.3 Site Preparation - 2019**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	lb/day										lb/day					
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
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
Worker	0.0190	0.0121	0.1530	4.2000e-004	0.0411	2.6000e-004	0.0413	0.0109	2.4000e-004	0.0111		41.5989	41.5989	1.1300e-003		41.6271
Total	0.0190	0.0121	0.1530	4.2000e-004	0.0411	2.6000e-004	0.0413	0.0109	2.4000e-004	0.0111		41.5989	41.5989	1.1300e-003		41.6271

3.3 Site Preparation - 2020**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	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.6853	8.4307	4.0942	9.7400e-003		0.3353	0.3353		0.3085	0.3085		943.4872	943.4872	0.3051		951.1158
Total	0.6853	8.4307	4.0942	9.7400e-003	0.0000	0.3353	0.3353	0.0000	0.3085	0.3085		943.4872	943.4872	0.3051		951.1158

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3.3 Site Preparation - 2020**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	lb/day										lb/day					
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
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
Worker	0.0174	0.0107	0.1375	4.0000e-004	0.0411	2.6000e-004	0.0413	0.0109	2.4000e-004	0.0111		40.3003	40.3003	9.9000e-004		40.3250
Total	0.0174	0.0107	0.1375	4.0000e-004	0.0411	2.6000e-004	0.0413	0.0109	2.4000e-004	0.0111		40.3003	40.3003	9.9000e-004		40.3250

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	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.6853	8.4307	4.0942	9.7400e-003		0.3353	0.3353		0.3085	0.3085	0.0000	943.4872	943.4872	0.3051		951.1158
Total	0.6853	8.4307	4.0942	9.7400e-003	0.0000	0.3353	0.3353	0.0000	0.3085	0.3085	0.0000	943.4872	943.4872	0.3051		951.1158

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3.3 Site Preparation - 2020**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	lb/day										lb/day					
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
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
Worker	0.0174	0.0107	0.1375	4.0000e-004	0.0411	2.6000e-004	0.0413	0.0109	2.4000e-004	0.0111		40.3003	40.3003	9.9000e-004		40.3250
Total	0.0174	0.0107	0.1375	4.0000e-004	0.0411	2.6000e-004	0.0413	0.0109	2.4000e-004	0.0111		40.3003	40.3003	9.9000e-004		40.3250

3.4 Grading - 2020**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	lb/day										lb/day					
Fugitive Dust					0.8464	0.0000	0.8464	0.4266	0.0000	0.4266			0.0000			0.0000
Off-Road	1.3925	13.8374	12.9979	0.0266		0.6866	0.6866		0.6476	0.6476		2,564.2101	2,564.2101	0.6752		2,581.0897
Total	1.3925	13.8374	12.9979	0.0266	0.8464	0.6866	1.5330	0.4266	0.6476	1.0741		2,564.2101	2,564.2101	0.6752		2,581.0897

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3.4 Grading - 2020**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	lb/day										lb/day					
Hauling	0.5611	19.4218	3.9324	0.0542	1.1937	0.0640	1.2576	0.3272	0.0612	0.3883		5,783.4384	5,783.4384	0.2574		5,789.8734
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
Worker	0.0521	0.0320	0.4126	1.2100e-003	0.1232	7.7000e-004	0.1240	0.0327	7.1000e-004	0.0334		120.9010	120.9010	2.9600e-003		120.9749
Total	0.6132	19.4538	4.3450	0.0554	1.3169	0.0647	1.3816	0.3598	0.0619	0.4217		5,904.3394	5,904.3394	0.2604		5,910.8484

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	lb/day										lb/day					
Fugitive Dust					0.8464	0.0000	0.8464	0.4266	0.0000	0.4266			0.0000			0.0000
Off-Road	1.3925	13.8374	12.9979	0.0266		0.6866	0.6866		0.6476	0.6476	0.0000	2,564.2101	2,564.2101	0.6752		2,581.0897
Total	1.3925	13.8374	12.9979	0.0266	0.8464	0.6866	1.5330	0.4266	0.6476	1.0741	0.0000	2,564.2101	2,564.2101	0.6752		2,581.0897

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3.4 Grading - 2020**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	lb/day										lb/day					
Hauling	0.5611	19.4218	3.9324	0.0542	1.1937	0.0640	1.2576	0.3272	0.0612	0.3883		5,783.4384	5,783.4384	0.2574		5,789.8734
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
Worker	0.0521	0.0320	0.4126	1.2100e-003	0.1232	7.7000e-004	0.1240	0.0327	7.1000e-004	0.0334		120.9010	120.9010	2.9600e-003		120.9749
Total	0.6132	19.4538	4.3450	0.0554	1.3169	0.0647	1.3816	0.3598	0.0619	0.4217		5,904.3394	5,904.3394	0.2604		5,910.8484

3.5 Building Construction - 2020**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	lb/day										lb/day					
Off-Road	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806		1,102.9781	1,102.9781	0.3567		1,111.8962
Total	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806		1,102.9781	1,102.9781	0.3567		1,111.8962

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3.5 Building Construction - 2020**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	lb/day										lb/day					
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
Vendor	0.0427	1.2370	0.3133	3.0300e-003	0.0745	6.1600e-003	0.0806	0.0214	5.8900e-003	0.0273		320.4288	320.4288	0.0141		320.7802
Worker	0.1286	0.0790	1.0176	2.9900e-003	0.3040	1.9000e-003	0.3058	0.0806	1.7500e-003	0.0824		298.2224	298.2224	7.3000e-003		298.4048
Total	0.1714	1.3160	1.3309	6.0200e-003	0.3784	8.0600e-003	0.3865	0.1021	7.6400e-003	0.1097		618.6511	618.6511	0.0214		619.1850

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	lb/day										lb/day					
Off-Road	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806	0.0000	1,102.9781	1,102.9781	0.3567		1,111.8962
Total	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806	0.0000	1,102.9781	1,102.9781	0.3567		1,111.8962

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3.5 Building Construction - 2020**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	lb/day										lb/day					
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
Vendor	0.0427	1.2370	0.3133	3.0300e-003	0.0745	6.1600e-003	0.0806	0.0214	5.8900e-003	0.0273		320.4288	320.4288	0.0141		320.7802
Worker	0.1286	0.0790	1.0176	2.9900e-003	0.3040	1.9000e-003	0.3058	0.0806	1.7500e-003	0.0824		298.2224	298.2224	7.3000e-003		298.4048
Total	0.1714	1.3160	1.3309	6.0200e-003	0.3784	8.0600e-003	0.3865	0.1021	7.6400e-003	0.1097		618.6511	618.6511	0.0214		619.1850

3.5 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	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117		1,103.2158	1,103.2158	0.3568		1,112.1358
Total	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117		1,103.2158	1,103.2158	0.3568		1,112.1358

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3.5 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	lb/day										lb/day					
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
Vendor	0.0351	1.1183	0.2818	3.0000e-003	0.0745	2.4700e-003	0.0770	0.0214	2.3600e-003	0.0238		317.4812	317.4812	0.0132		317.8120
Worker	0.1192	0.0706	0.9324	2.8900e-003	0.3040	1.8500e-003	0.3058	0.0806	1.7000e-003	0.0823		287.8640	287.8640	6.5400e-003		288.0275
Total	0.1542	1.1888	1.2142	5.8900e-003	0.3784	4.3200e-003	0.3827	0.1021	4.0600e-003	0.1061		605.3452	605.3452	0.0198		605.8395

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	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117	0.0000	1,103.2158	1,103.2158	0.3568		1,112.1358
Total	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117	0.0000	1,103.2158	1,103.2158	0.3568		1,112.1358

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3.5 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	lb/day										lb/day					
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
Vendor	0.0351	1.1183	0.2818	3.0000e-003	0.0745	2.4700e-003	0.0770	0.0214	2.3600e-003	0.0238		317.4812	317.4812	0.0132		317.8120
Worker	0.1192	0.0706	0.9324	2.8900e-003	0.3040	1.8500e-003	0.3058	0.0806	1.7000e-003	0.0823		287.8640	287.8640	6.5400e-003		288.0275
Total	0.1542	1.1888	1.2142	5.8900e-003	0.3784	4.3200e-003	0.3827	0.1021	4.0600e-003	0.1061		605.3452	605.3452	0.0198		605.8395

3.6 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	lb/day										lb/day					
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286		1,035.3425	1,035.3425	0.3016		1,042.8818
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286		1,035.3425	1,035.3425	0.3016		1,042.8818

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3.6 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	lb/day										lb/day					
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
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
Worker	0.0580	0.0343	0.4536	1.4100e-003	0.1479	9.0000e-004	0.1488	0.0392	8.3000e-004	0.0401		140.0420	140.0420	3.1800e-003		140.1215
Total	0.0580	0.0343	0.4536	1.4100e-003	0.1479	9.0000e-004	0.1488	0.0392	8.3000e-004	0.0401		140.0420	140.0420	3.1800e-003		140.1215

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	lb/day										lb/day					
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286	0.0000	1,035.3425	1,035.3425	0.3016		1,042.8818
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286	0.0000	1,035.3425	1,035.3425	0.3016		1,042.8818

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3.6 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	lb/day										lb/day					
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
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
Worker	0.0580	0.0343	0.4536	1.4100e-003	0.1479	9.0000e-004	0.1488	0.0392	8.3000e-004	0.0401		140.0420	140.0420	3.1800e-003		140.1215
Total	0.0580	0.0343	0.4536	1.4100e-003	0.1479	9.0000e-004	0.1488	0.0392	8.3000e-004	0.0401		140.0420	140.0420	3.1800e-003		140.1215

3.7 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	lb/day										lb/day					
Archit. Coating	27.1444					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	27.3633	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309

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3.7 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	lb/day										lb/day					
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
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
Worker	0.0225	0.0134	0.1764	5.5000e-004	0.0575	3.5000e-004	0.0579	0.0153	3.2000e-004	0.0156		54.4608	54.4608	1.2400e-003		54.4917
Total	0.0225	0.0134	0.1764	5.5000e-004	0.0575	3.5000e-004	0.0579	0.0153	3.2000e-004	0.0156		54.4608	54.4608	1.2400e-003		54.4917

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	lb/day										lb/day					
Archit. Coating	27.1444					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
Total	27.3633	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309

4256 El Camino Real - Santa Clara County, Summer

3.7 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	lb/day										lb/day					
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
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
Worker	0.0225	0.0134	0.1764	5.5000e-004	0.0575	3.5000e-004	0.0579	0.0153	3.2000e-004	0.0156		54.4608	54.4608	1.2400e-003		54.4917
Total	0.0225	0.0134	0.1764	5.5000e-004	0.0575	3.5000e-004	0.0579	0.0153	3.2000e-004	0.0156		54.4608	54.4608	1.2400e-003		54.4917

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

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	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	lb/day										lb/day					
Mitigated	1.1321	3.8762	10.9156	0.0370	3.2835	0.0300	3.3135	0.8765	0.0280	0.9044		3,735.1614	3,735.1614	0.1250		3,738.2861
Unmitigated	1.1321	3.8762	10.9156	0.0370	3.2835	0.0300	3.3135	0.8765	0.0280	0.9044		3,735.1614	3,735.1614	0.1250		3,738.2861

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
Hotel	817.00	817.00	817.00	1,552,243	1,552,243
Total	817.00	817.00	817.00	1,552,243	1,552,243

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
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4

4.4 Fleet Mix

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Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Enclosed Parking with Elevator	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
Hotel	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	lb/day										lb/day					
NaturalGas Mitigated	0.0672	0.6109	0.5132	3.6700e-003		0.0464	0.0464		0.0464	0.0464		733.1109	733.1109	0.0141	0.0134	737.4674
NaturalGas Unmitigated	0.0672	0.6109	0.5132	3.6700e-003		0.0464	0.0464		0.0464	0.0464		733.1109	733.1109	0.0141	0.0134	737.4674

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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	lb/day										lb/day					
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
Hotel	6231.44	0.0672	0.6109	0.5132	3.6700e-003		0.0464	0.0464		0.0464	0.0464		733.1109	733.1109	0.0141	0.0134	737.4674
Total		0.0672	0.6109	0.5132	3.6700e-003		0.0464	0.0464		0.0464	0.0464		733.1109	733.1109	0.0141	0.0134	737.4674

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	lb/day										lb/day					
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
Hotel	6.23144	0.0672	0.6109	0.5132	3.6700e-003		0.0464	0.0464		0.0464	0.0464		733.1109	733.1109	0.0141	0.0134	737.4674
Total		0.0672	0.6109	0.5132	3.6700e-003		0.0464	0.0464		0.0464	0.0464		733.1109	733.1109	0.0141	0.0134	737.4674

6.0 Area Detail**6.1 Mitigation Measures Area**

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	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	lb/day										lb/day					
Mitigated	1.2620	1.7000e-004	0.0189	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0405	0.0405	1.1000e-004		0.0432
Unmitigated	1.2620	1.7000e-004	0.0189	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0405	0.0405	1.1000e-004		0.0432

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	lb/day										lb/day					
Architectural Coating	0.1487					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.1115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.7600e-003	1.7000e-004	0.0189	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0405	0.0405	1.1000e-004		0.0432
Total	1.2620	1.7000e-004	0.0189	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0405	0.0405	1.1000e-004		0.0432

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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	lb/day										lb/day					
Architectural Coating	0.1487					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.1115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.7600e-003	1.7000e-004	0.0189	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0405	0.0405	1.1000e-004		0.0432
Total	1.2620	1.7000e-004	0.0189	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0405	0.0405	1.1000e-004		0.0432

7.0 Water Detail**7.1 Mitigation Measures Water****8.0 Waste Detail****8.1 Mitigation Measures Waste****9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment**Fire Pumps and Emergency Generators**

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Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

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4256 El Camino Real
Santa Clara County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	85.00	Space	0.00	36,706.00	0
Hotel	100.00	Room	0.60	51,331.00	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	City of Palo Alto Public Utilities				
CO2 Intensity (lb/MWhr)	354.26	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

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Project Characteristics -

Land Use - project description details

Construction Phase - two months each of demolition/grading and excavation. 22 month construction period

Demolition -

Grading - project site = 0.6 acres

Architectural Coating -

Vehicle Trips - Hexagon Transportation Analysis

Water And Wastewater -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Parking	2,202.00	1,088.00
tblAreaCoating	Area_Parking	2202	1088
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	1.00	20.00
tblConstructionPhase	NumDays	2.00	20.00
tblConstructionPhase	NumDays	100.00	377.00
tblConstructionPhase	NumDays	5.00	20.00
tblConstructionPhase	NumDays	5.00	20.00
tblConstructionPhase	PhaseEndDate	12/13/2019	12/27/2019
tblConstructionPhase	PhaseEndDate	12/16/2019	1/24/2020
tblConstructionPhase	PhaseEndDate	12/18/2019	2/21/2020

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tblConstructionPhase	PhaseEndDate	5/6/2020	8/3/2021
tblConstructionPhase	PhaseEndDate	5/13/2020	8/31/2021
tblConstructionPhase	PhaseEndDate	5/20/2020	9/28/2021
tblConstructionPhase	PhaseStartDate	12/14/2019	12/30/2019
tblConstructionPhase	PhaseStartDate	12/17/2019	1/27/2020
tblConstructionPhase	PhaseStartDate	12/19/2019	2/24/2020
tblConstructionPhase	PhaseStartDate	5/7/2020	8/4/2021
tblConstructionPhase	PhaseStartDate	5/14/2020	9/1/2021
tblGrading	AcresOfGrading	0.00	0.60
tblGrading	AcresOfGrading	10.00	0.00
tblGrading	MaterialExported	0.00	10,930.00
tblLandUse	LandUseSquareFeet	34,000.00	36,706.00
tblLandUse	LandUseSquareFeet	145,200.00	51,331.00
tblLandUse	LotAcreage	0.76	0.00
tblLandUse	LotAcreage	3.33	0.60
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.50	0.50
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Off-Highway Trucks
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Bore/Drill Rigs
tblSolidWaste	SolidWasteGenerationRate	54.75	48.73
tblTripsAndVMT	VendorTripNumber	14.00	11.00
tblVehicleTrips	ST_TR	8.19	8.17
tblVehicleTrips	SU_TR	5.95	8.17

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tblWater	IndoorWaterUseRate	2,536,677.00	2,257,642.53
tblWater	OutdoorWaterUseRate	281,853.00	250,849.17

2.0 Emissions Summary

4256 El Camino Real - Santa Clara County, Winter

2.1 Overall Construction (Maximum Daily Emission)**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	lb/day										lb/day					
2019	2.1397	23.6649	16.4639	0.0445	0.4081	0.9503	1.3584	0.1108	0.8934	1.0041	0.0000	4,473.5280	4,473.5280	0.8693	0.0000	4,495.2604
2020	2.0245	33.7722	17.6119	0.0810	2.1633	0.7524	2.9157	0.7864	0.7105	1.4969	0.0000	8,360.6873	8,360.6873	0.9475	0.0000	8,384.3738
2021	27.3873	9.1994	8.4472	0.0170	0.3784	0.4519	0.8304	0.1021	0.4159	0.5179	0.0000	1,677.0775	1,677.0775	0.3771	0.0000	1,686.5058
Maximum	27.3873	33.7722	17.6119	0.0810	2.1633	0.9503	2.9157	0.7864	0.8934	1.4969	0.0000	8,360.6873	8,360.6873	0.9475	0.0000	8,384.3738

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	lb/day										lb/day					
2019	2.1397	23.6649	16.4639	0.0445	0.4081	0.9503	1.3584	0.1108	0.8934	1.0041	0.0000	4,473.5280	4,473.5280	0.8693	0.0000	4,495.2604
2020	2.0245	33.7722	17.6119	0.0810	2.1633	0.7524	2.9157	0.7864	0.7105	1.4969	0.0000	8,360.6873	8,360.6873	0.9475	0.0000	8,384.3738
2021	27.3873	9.1994	8.4472	0.0170	0.3784	0.4519	0.8304	0.1021	0.4159	0.5179	0.0000	1,677.0775	1,677.0775	0.3771	0.0000	1,686.5058
Maximum	27.3873	33.7722	17.6119	0.0810	2.1633	0.9503	2.9157	0.7864	0.8934	1.4969	0.0000	8,360.6873	8,360.6873	0.9475	0.0000	8,384.3738

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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	lb/day										lb/day					
Area	1.2620	1.7000e-004	0.0189	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0405	0.0405	1.1000e-004		0.0432
Energy	0.0672	0.6109	0.5132	3.6700e-003		0.0464	0.0464		0.0464	0.0464		733.1109	733.1109	0.0141	0.0134	737.4674
Mobile	0.9717	4.0610	11.0186	0.0345	3.2835	0.0302	3.3137	0.8765	0.0282	0.9047		3,481.2055	3,481.2055	0.1275		3,484.3940
Total	2.3009	4.6721	11.5507	0.0382	3.2835	0.0767	3.3602	0.8765	0.0747	0.9512		4,214.3569	4,214.3569	0.1417	0.0134	4,221.9046

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	lb/day										lb/day					
Area	1.2620	1.7000e-004	0.0189	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0405	0.0405	1.1000e-004		0.0432
Energy	0.0672	0.6109	0.5132	3.6700e-003		0.0464	0.0464		0.0464	0.0464		733.1109	733.1109	0.0141	0.0134	737.4674
Mobile	0.9717	4.0610	11.0186	0.0345	3.2835	0.0302	3.3137	0.8765	0.0282	0.9047		3,481.2055	3,481.2055	0.1275		3,484.3940
Total	2.3009	4.6721	11.5507	0.0382	3.2835	0.0767	3.3602	0.8765	0.0747	0.9512		4,214.3569	4,214.3569	0.1417	0.0134	4,221.9046

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	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**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	12/2/2019	12/27/2019	5	20	1
2	Site Preparation	Site Preparation	12/30/2019	1/24/2020	5	20	2
3	Grading	Grading	1/27/2020	2/21/2020	5	20	3
4	Building Construction	Building Construction	2/24/2020	8/3/2021	5	377	4
5	Paving	Paving	8/4/2021	8/31/2021	5	20	5
6	Architectural Coating	Architectural Coating	9/1/2021	9/28/2021	5	20	6

Acres of Grading (Site Preparation Phase): 0**Acres of Grading (Grading Phase): 0.6****Acres of Paving: 0****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 76,997; Non-Residential Outdoor: 25,666; Striped Parking Area: 1,088 (Architectural Coating – sqft)****OffRoad Equipment**

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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	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	1	8.00	158	0.38
Demolition	Off-Highway Trucks	1	8.00	402	0.38
Grading	Excavators	1	8.00	158	0.38
Grading	Bore/Drill Rigs	1	8.00	221	0.50

Trips and VMT

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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	6	15.00	0.00	326.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	1,366.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	37.00	11.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	7.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction**3.2 Demolition - 2019****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	lb/day										lb/day					
Off-Road	1.9285	18.5247	14.9880	0.0305		0.9298	0.9298		0.8738	0.8738		2,987.6084	2,987.6084	0.7995		3,007.5947
Total	1.9285	18.5247	14.9880	0.0305		0.9298	0.9298		0.8738	0.8738		2,987.6084	2,987.6084	0.7995		3,007.5947

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3.2 Demolition - 2019**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	lb/day										lb/day					
Hauling	0.1506	5.0959	1.0482	0.0129	0.2848	0.0197	0.3045	0.0781	0.0188	0.0969		1,371.2673	1,371.2673	0.0667		1,372.9344
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
Worker	0.0606	0.0443	0.4276	1.1500e-003	0.1232	7.9000e-004	0.1240	0.0327	7.2000e-004	0.0334		114.6523	114.6523	3.1700e-003		114.7314
Total	0.2112	5.1402	1.4758	0.0140	0.4081	0.0205	0.4286	0.1108	0.0196	0.1303		1,485.9196	1,485.9196	0.0699		1,487.6658

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	lb/day										lb/day					
Off-Road	1.9285	18.5247	14.9880	0.0305		0.9298	0.9298		0.8738	0.8738	0.0000	2,987.6084	2,987.6084	0.7995		3,007.5947
Total	1.9285	18.5247	14.9880	0.0305		0.9298	0.9298		0.8738	0.8738	0.0000	2,987.6084	2,987.6084	0.7995		3,007.5947

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3.2 Demolition - 2019**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	lb/day										lb/day					
Hauling	0.1506	5.0959	1.0482	0.0129	0.2848	0.0197	0.3045	0.0781	0.0188	0.0969		1,371.2673	1,371.2673	0.0667		1,372.9344
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
Worker	0.0606	0.0443	0.4276	1.1500e-003	0.1232	7.9000e-004	0.1240	0.0327	7.2000e-004	0.0334		114.6523	114.6523	3.1700e-003		114.7314
Total	0.2112	5.1402	1.4758	0.0140	0.4081	0.0205	0.4286	0.1108	0.0196	0.1303		1,485.9196	1,485.9196	0.0699		1,487.6658

3.3 Site Preparation - 2019**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	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.7195	8.9170	4.1407	9.7500e-003		0.3672	0.3672		0.3378	0.3378		965.1690	965.1690	0.3054		972.8032
Total	0.7195	8.9170	4.1407	9.7500e-003	0.0000	0.3672	0.3672	0.0000	0.3378	0.3378		965.1690	965.1690	0.3054		972.8032

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3.3 Site Preparation - 2019**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	lb/day										lb/day					
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
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
Worker	0.0202	0.0148	0.1425	3.8000e-004	0.0411	2.6000e-004	0.0413	0.0109	2.4000e-004	0.0111		38.2174	38.2174	1.0600e-003		38.2438
Total	0.0202	0.0148	0.1425	3.8000e-004	0.0411	2.6000e-004	0.0413	0.0109	2.4000e-004	0.0111		38.2174	38.2174	1.0600e-003		38.2438

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	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.7195	8.9170	4.1407	9.7500e-003		0.3672	0.3672		0.3378	0.3378	0.0000	965.1690	965.1690	0.3054		972.8032
Total	0.7195	8.9170	4.1407	9.7500e-003	0.0000	0.3672	0.3672	0.0000	0.3378	0.3378	0.0000	965.1690	965.1690	0.3054		972.8032

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3.3 Site Preparation - 2019**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	lb/day										lb/day					
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
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
Worker	0.0202	0.0148	0.1425	3.8000e-004	0.0411	2.6000e-004	0.0413	0.0109	2.4000e-004	0.0111		38.2174	38.2174	1.0600e-003		38.2438
Total	0.0202	0.0148	0.1425	3.8000e-004	0.0411	2.6000e-004	0.0413	0.0109	2.4000e-004	0.0111		38.2174	38.2174	1.0600e-003		38.2438

3.3 Site Preparation - 2020**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	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.6853	8.4307	4.0942	9.7400e-003		0.3353	0.3353		0.3085	0.3085		943.4872	943.4872	0.3051		951.1158
Total	0.6853	8.4307	4.0942	9.7400e-003	0.0000	0.3353	0.3353	0.0000	0.3085	0.3085		943.4872	943.4872	0.3051		951.1158

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3.3 Site Preparation - 2020**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	lb/day										lb/day					
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
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
Worker	0.0185	0.0130	0.1274	3.7000e-004	0.0411	2.6000e-004	0.0413	0.0109	2.4000e-004	0.0111		37.0233	37.0233	9.2000e-004		37.0463
Total	0.0185	0.0130	0.1274	3.7000e-004	0.0411	2.6000e-004	0.0413	0.0109	2.4000e-004	0.0111		37.0233	37.0233	9.2000e-004		37.0463

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	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.6853	8.4307	4.0942	9.7400e-003		0.3353	0.3353		0.3085	0.3085	0.0000	943.4872	943.4872	0.3051		951.1158
Total	0.6853	8.4307	4.0942	9.7400e-003	0.0000	0.3353	0.3353	0.0000	0.3085	0.3085	0.0000	943.4872	943.4872	0.3051		951.1158

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3.3 Site Preparation - 2020**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	lb/day										lb/day					
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
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
Worker	0.0185	0.0130	0.1274	3.7000e-004	0.0411	2.6000e-004	0.0413	0.0109	2.4000e-004	0.0111		37.0233	37.0233	9.2000e-004		37.0463
Total	0.0185	0.0130	0.1274	3.7000e-004	0.0411	2.6000e-004	0.0413	0.0109	2.4000e-004	0.0111		37.0233	37.0233	9.2000e-004		37.0463

3.4 Grading - 2020**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	lb/day										lb/day					
Fugitive Dust					0.8464	0.0000	0.8464	0.4266	0.0000	0.4266			0.0000			0.0000
Off-Road	1.3925	13.8374	12.9979	0.0266		0.6866	0.6866		0.6476	0.6476		2,564.2101	2,564.2101	0.6752		2,581.0897
Total	1.3925	13.8374	12.9979	0.0266	0.8464	0.6866	1.5330	0.4266	0.6476	1.0741		2,564.2101	2,564.2101	0.6752		2,581.0897

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3.4 Grading - 2020**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	lb/day										lb/day					
Hauling	0.5765	19.8957	4.2318	0.0533	1.1937	0.0650	1.2586	0.3272	0.0622	0.3893		5,685.4072	5,685.4072	0.2695		5,692.1453
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
Worker	0.0555	0.0391	0.3823	1.1100e-003	0.1232	7.7000e-004	0.1240	0.0327	7.1000e-004	0.0334		111.0699	111.0699	2.7500e-003		111.1388
Total	0.6320	19.9348	4.6140	0.0544	1.3169	0.0658	1.3826	0.3598	0.0629	0.4227		5,796.4771	5,796.4771	0.2723		5,803.2841

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	lb/day										lb/day					
Fugitive Dust					0.8464	0.0000	0.8464	0.4266	0.0000	0.4266			0.0000			0.0000
Off-Road	1.3925	13.8374	12.9979	0.0266		0.6866	0.6866		0.6476	0.6476	0.0000	2,564.2101	2,564.2101	0.6752		2,581.0897
Total	1.3925	13.8374	12.9979	0.0266	0.8464	0.6866	1.5330	0.4266	0.6476	1.0741	0.0000	2,564.2101	2,564.2101	0.6752		2,581.0897

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3.4 Grading - 2020**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	lb/day										lb/day					
Hauling	0.5765	19.8957	4.2318	0.0533	1.1937	0.0650	1.2586	0.3272	0.0622	0.3893		5,685.4072	5,685.4072	0.2695		5,692.1453
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
Worker	0.0555	0.0391	0.3823	1.1100e-003	0.1232	7.7000e-004	0.1240	0.0327	7.1000e-004	0.0334		111.0699	111.0699	2.7500e-003		111.1388
Total	0.6320	19.9348	4.6140	0.0544	1.3169	0.0658	1.3826	0.3598	0.0629	0.4227		5,796.4771	5,796.4771	0.2723		5,803.2841

3.5 Building Construction - 2020**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	lb/day										lb/day					
Off-Road	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806		1,102.9781	1,102.9781	0.3567		1,111.8962
Total	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806		1,102.9781	1,102.9781	0.3567		1,111.8962

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3.5 Building Construction - 2020**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	lb/day										lb/day					
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
Vendor	0.0450	1.2513	0.3569	2.9600e-003	0.0745	6.2600e-003	0.0807	0.0214	5.9900e-003	0.0274		312.2945	312.2945	0.0151		312.6730
Worker	0.1368	0.0965	0.9429	2.7500e-003	0.3040	1.9000e-003	0.3058	0.0806	1.7500e-003	0.0824		273.9725	273.9725	6.7900e-003		274.1423
Total	0.1818	1.3478	1.2999	5.7100e-003	0.3784	8.1600e-003	0.3866	0.1021	7.7400e-003	0.1098		586.2670	586.2670	0.0219		586.8153

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	lb/day										lb/day					
Off-Road	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806	0.0000	1,102.9781	1,102.9781	0.3567		1,111.8962
Total	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806	0.0000	1,102.9781	1,102.9781	0.3567		1,111.8962

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3.5 Building Construction - 2020**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	lb/day										lb/day					
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
Vendor	0.0450	1.2513	0.3569	2.9600e-003	0.0745	6.2600e-003	0.0807	0.0214	5.9900e-003	0.0274		312.2945	312.2945	0.0151		312.6730
Worker	0.1368	0.0965	0.9429	2.7500e-003	0.3040	1.9000e-003	0.3058	0.0806	1.7500e-003	0.0824		273.9725	273.9725	6.7900e-003		274.1423
Total	0.1818	1.3478	1.2999	5.7100e-003	0.3784	8.1600e-003	0.3866	0.1021	7.7400e-003	0.1098		586.2670	586.2670	0.0219		586.8153

3.5 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	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117		1,103.2158	1,103.2158	0.3568		1,112.1358
Total	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117		1,103.2158	1,103.2158	0.3568		1,112.1358

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3.5 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	lb/day										lb/day					
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
Vendor	0.0372	1.1282	0.3227	2.9300e-003	0.0745	2.5500e-003	0.0770	0.0214	2.4400e-003	0.0239		309.3975	309.3975	0.0143		309.7540
Worker	0.1270	0.0862	0.8608	2.6500e-003	0.3040	1.8500e-003	0.3058	0.0806	1.7000e-003	0.0823		264.4642	264.4642	6.0700e-003		264.6160
Total	0.1641	1.2144	1.1835	5.5800e-003	0.3784	4.4000e-003	0.3828	0.1021	4.1400e-003	0.1062		573.8617	573.8617	0.0203		574.3700

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	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117	0.0000	1,103.2158	1,103.2158	0.3568		1,112.1358
Total	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117	0.0000	1,103.2158	1,103.2158	0.3568		1,112.1358

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3.5 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	lb/day										lb/day					
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
Vendor	0.0372	1.1282	0.3227	2.9300e-003	0.0745	2.5500e-003	0.0770	0.0214	2.4400e-003	0.0239		309.3975	309.3975	0.0143		309.7540
Worker	0.1270	0.0862	0.8608	2.6500e-003	0.3040	1.8500e-003	0.3058	0.0806	1.7000e-003	0.0823		264.4642	264.4642	6.0700e-003		264.6160
Total	0.1641	1.2144	1.1835	5.5800e-003	0.3784	4.4000e-003	0.3828	0.1021	4.1400e-003	0.1062		573.8617	573.8617	0.0203		574.3700

3.6 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	lb/day										lb/day					
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286		1,035.3425	1,035.3425	0.3016		1,042.8818
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286		1,035.3425	1,035.3425	0.3016		1,042.8818

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3.6 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	lb/day										lb/day					
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
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
Worker	0.0618	0.0419	0.4188	1.2900e-003	0.1479	9.0000e-004	0.1488	0.0392	8.3000e-004	0.0401		128.6583	128.6583	2.9500e-003		128.7321
Total	0.0618	0.0419	0.4188	1.2900e-003	0.1479	9.0000e-004	0.1488	0.0392	8.3000e-004	0.0401		128.6583	128.6583	2.9500e-003		128.7321

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	lb/day										lb/day					
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286	0.0000	1,035.3425	1,035.3425	0.3016		1,042.8818
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286	0.0000	1,035.3425	1,035.3425	0.3016		1,042.8818

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3.6 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	lb/day										lb/day					
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
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
Worker	0.0618	0.0419	0.4188	1.2900e-003	0.1479	9.0000e-004	0.1488	0.0392	8.3000e-004	0.0401		128.6583	128.6583	2.9500e-003		128.7321
Total	0.0618	0.0419	0.4188	1.2900e-003	0.1479	9.0000e-004	0.1488	0.0392	8.3000e-004	0.0401		128.6583	128.6583	2.9500e-003		128.7321

3.7 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	lb/day										lb/day					
Archit. Coating	27.1444					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	27.3633	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309

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3.7 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	lb/day										lb/day					
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
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
Worker	0.0240	0.0163	0.1629	5.0000e-004	0.0575	3.5000e-004	0.0579	0.0153	3.2000e-004	0.0156		50.0338	50.0338	1.1500e-003		50.0625
Total	0.0240	0.0163	0.1629	5.0000e-004	0.0575	3.5000e-004	0.0579	0.0153	3.2000e-004	0.0156		50.0338	50.0338	1.1500e-003		50.0625

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	lb/day										lb/day					
Archit. Coating	27.1444					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
Total	27.3633	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309

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3.7 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	lb/day										lb/day					
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
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
Worker	0.0240	0.0163	0.1629	5.0000e-004	0.0575	3.5000e-004	0.0579	0.0153	3.2000e-004	0.0156		50.0338	50.0338	1.1500e-003		50.0625
Total	0.0240	0.0163	0.1629	5.0000e-004	0.0575	3.5000e-004	0.0579	0.0153	3.2000e-004	0.0156		50.0338	50.0338	1.1500e-003		50.0625

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

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	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	lb/day										lb/day					
Mitigated	0.9717	4.0610	11.0186	0.0345	3.2835	0.0302	3.3137	0.8765	0.0282	0.9047		3,481.2055	3,481.2055	0.1275		3,484.3940
Unmitigated	0.9717	4.0610	11.0186	0.0345	3.2835	0.0302	3.3137	0.8765	0.0282	0.9047		3,481.2055	3,481.2055	0.1275		3,484.3940

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
Hotel	817.00	817.00	817.00	1,552,243	1,552,243
Total	817.00	817.00	817.00	1,552,243	1,552,243

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
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4

4.4 Fleet Mix

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Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Enclosed Parking with Elevator	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
Hotel	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	lb/day										lb/day					
NaturalGas Mitigated	0.0672	0.6109	0.5132	3.6700e-003		0.0464	0.0464		0.0464	0.0464		733.1109	733.1109	0.0141	0.0134	737.4674
NaturalGas Unmitigated	0.0672	0.6109	0.5132	3.6700e-003		0.0464	0.0464		0.0464	0.0464		733.1109	733.1109	0.0141	0.0134	737.4674

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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	lb/day										lb/day					
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
Hotel	6231.44	0.0672	0.6109	0.5132	3.6700e-003		0.0464	0.0464		0.0464	0.0464		733.1109	733.1109	0.0141	0.0134	737.4674
Total		0.0672	0.6109	0.5132	3.6700e-003		0.0464	0.0464		0.0464	0.0464		733.1109	733.1109	0.0141	0.0134	737.4674

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	lb/day										lb/day					
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
Hotel	6.23144	0.0672	0.6109	0.5132	3.6700e-003		0.0464	0.0464		0.0464	0.0464		733.1109	733.1109	0.0141	0.0134	737.4674
Total		0.0672	0.6109	0.5132	3.6700e-003		0.0464	0.0464		0.0464	0.0464		733.1109	733.1109	0.0141	0.0134	737.4674

6.0 Area Detail**6.1 Mitigation Measures Area**

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	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	lb/day										lb/day					
Mitigated	1.2620	1.7000e-004	0.0189	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0405	0.0405	1.1000e-004		0.0432
Unmitigated	1.2620	1.7000e-004	0.0189	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0405	0.0405	1.1000e-004		0.0432

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	lb/day										lb/day					
Architectural Coating	0.1487					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.1115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.7600e-003	1.7000e-004	0.0189	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0405	0.0405	1.1000e-004		0.0432
Total	1.2620	1.7000e-004	0.0189	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0405	0.0405	1.1000e-004		0.0432

4256 El Camino Real - Santa Clara County, Winter

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	lb/day										lb/day					
Architectural Coating	0.1487					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.1115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.7600e-003	1.7000e-004	0.0189	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0405	0.0405	1.1000e-004		0.0432
Total	1.2620	1.7000e-004	0.0189	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0405	0.0405	1.1000e-004		0.0432

7.0 Water Detail**7.1 Mitigation Measures Water****8.0 Waste Detail****8.1 Mitigation Measures Waste****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**

4256 El Camino Real - Santa Clara County, Winter

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

Appendix 4

Phase I Environmental Site Assessment

ERAS

Environmental, Inc.

1533 B Street

Hayward, CA 94541

Phone (510) 247-9885 Facsimile: (510) 886-5399

info@eras.biz

**PHASE I ENVIRONMENTAL SITE ASSESSMENT
4256 El Camino Real
Palo Alto, California
ERAS Project Number 13029**

Prepared for:

**Mr. Ken Mannina
Bridge Bank
55 Almaden Boulevard
San Jose, California 95113**

Prepared by:

**ERAS Environmental, Inc.
February 28, 2013**

ERAS

1533 B Street

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February 28, 2013

Mr. Ken Mannina
Bridge Bank
55 Almaden Boulevard
San Jose, California 95113

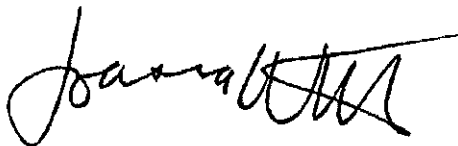
Re: **PHASE I ENVIRONMENTAL SITE ASSESSMENT**
4256 El Camino Real
Palo Alto, California
ERAS Project Number 13029

Dear Mr. Mannina:

ERAS Environmental (ERAS) is pleased to provide you with the attached Phase I Environmental Site Assessment (ESA) for the above referenced Property. The assessment included a visual reconnaissance of the Property, a review of environmental databases and agency records for nearby sites, a review of historical maps and aerial photographs, a review of historical directories, and a review of available files regarding the Property with the Palo Alto Building Department. Conclusions and recommendations presented in our report were based upon the completion of these activities.

If you have any questions regarding the information in this report, please don't hesitate to call us. It has been a pleasure working with you on this project.

Sincerely,
ERAS Environmental, Inc.



Joanna Wilk
Staff Geologist



David Siegel
Senior Program Manager

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APPENDICES

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- B Location and Site Maps
- C Property Photographs
- D FTSC Environmental FirstSearch Report
- E ASTM Transaction Screen and Environmental Site Assessment Questionnaire

1.0 INTRODUCTION

1.1 Purpose and Scope

This Phase I Environmental Site Assessment (ESA) was performed to identify, to the extent feasible, recognized environmental conditions in connection with the subject site (cited hereinafter as the "Property").

We declare that, to the best of our professional knowledge and belief, we meet the definition of Environmental Professional as defined in §312.10 of this part.

We have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. We have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312. This protocol utilized for this assessment is in general accordance with the requirements of ASTM Standard E 1527-05. The current ASTM standard meets the purpose and scope of the Environmental Protection Agency All Appropriate Inquiry (AAI).

The environmental professional's resumes and certifications are included in **Appendix A**.

The assessment included four main components: Records Review, Historical Use Information Review, Visual Reconnaissance of the Property and Interviews, and Report Preparation. The purpose of the records review is to obtain and review records that will help identify recognized environmental conditions in connection with the Property. The objective of the visual reconnaissance is to obtain information indicating the likelihood of identifying recognized environmental conditions in connection with the Property. The objective of the interviews is to obtain additional information indicating recognized environmental conditions in connection with the Property. The report includes documentation to support the analysis, opinions and conclusions as presented.

1.2 Authorization

Authorization to perform this assessment was provided by Mr. Ken Mannina of Bridge Bank on February 19, 2013 in response to ERAS proposal dated the same day.

1.3 Limitations and Exceptions

ERAS has performed the services for this project in accordance with our proposal, and in accordance with current standards of the American Society for Testing and Materials (ASTM) for Phase I Environmental Site Assessments (ASTM standard E1527-05). No guarantees are either expressed or implied.

The investigation was limited to a search for *recognized environmental conditions*. The term *recognized environmental condition* means the presence or likely presence of any hazardous substances or petroleum products on the Property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the Property or into the ground, groundwater, or surface water of the Property. The term includes hazardous substances or petroleum products even under conditions in compliance with laws. The term is not intended to include de minimis conditions that generally do not present a material risk of harm to public health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies.

There is no investigation, which is thorough enough to preclude the presence of hazardous materials, which presently, or in the future, may be considered hazardous at the Property. Because regulatory evaluation criteria are constantly changing, concentrations of constituents presently considered low may, in the future, fall under more stringent regulatory standards that require remediation.

The visual reconnaissance was limited to observation of surface conditions at the Property. *Reasonably ascertainable* information was obtained. This information is publicly available and obtainable from its source within reasonable time and cost constraints, and is reasonably reviewable. This approach reflects current ASTM standards unless the information obtained as part of this work suggests the need for further investigation. No warranty or guarantee of Property conditions is intended.

The investigation addressed recognized environmental conditions at the Property. However, certain conditions, such as those listed below, may not be revealed:

- 1) naturally occurring toxic materials in the subsurface soils, rocks, water or toxicity of on site-flora;
- 2) toxicity of substances common in current habitable environments, such as stored household products, building materials, and consumables;
- 3) biological pathogens;
- 4) contaminant plumes below sampled or observed surface levels, originating from a remote source;
- 5) constituents or constituent concentrations that do not violate present regulatory standards, but may violate future standards;
- 6) unknown impact to the Property, such as "midnight" dumping and/or accidental spillage which may occur following the visual reconnaissance of the Property by ERAS.

Opinions and judgments expressed herein, which are based upon our understanding and interpretation of current regulatory standards, should not be construed as legal opinions.

2.0 PROPERTY DESCRIPTION

2.1 Location and Jurisdiction

The subject property (hereinafter the "Property") is located at 4256 El Camino Real on the southwestern part of El Camino Real approximately ¼ mile southeast of Arastradero Road in the southwestern portion of the City of Palo Alto.

The Property consists of a parcel designated with the Santa Clara County assessors' parcel number 167-08-042 with a total area of approximately 26,136 square feet that contains a one-story building with an indoor area of approximately 3,296 square feet.

The 1 Mile Radius Map included as a site location map in **Appendix B** shows the location of the Property. Current photographs showing important details of the Property are included in **Appendix C**.

2.2 Property Description

An ERAS representative visited the Property on February 25, 2013. The Property was developed in an area of commercial and residential land use. Su Hong Eatery, a restaurant, occupied the building on the Property during the site visit.

To the northwest, southwest, and southeast of the Property were apartment units addressed as 4250 El Camino Real. To the northeast of the Property, across El Camino Real, was The Sea Restaurant at 4269 El Camino Real.

The building was located on the mideastern portion of the Property with an asphalt-paved parking to the west, and asphalt-paved driveways to the north and south. A grease interceptor was located underneath the asphalt pavement outside the southwest corner of the building. One electronic transformer was located on the northwestern portion of the Property. A waste enclosure was located on the northwestern corner of the Property and was built on concrete pavement. No leaks or spills were noted in the vicinity of these items.

The building on the Property was of concrete tilt-up construction. The eastern half of the roof was of shingle construction and sloped to the east towards El Camino Real. The western half of the roof was flat and of concrete construction. The interior of the building consisted of a dining room, kitchen, and bathrooms. The interior was constructed with sheet rock walls and ceilings with carpet floors in the dining room area and two different tiled floors in the kitchen and bathrooms. No hazardous materials were observed during the site visit.

Septic systems, drywells, monitoring wells or evidence of subsurface investigations were not observed on the Property by ERAS. No evidence of above ground storage tanks (AST) or underground storage tanks (UST) were observed on the Property by ERAS. No evidence of leakage, spillage or dumping of regulated material was observed on the Property by ERAS.

Photographs illustrating important features of the Property is included in **Appendix C**. Observations made by ERAS at the time of the site visit are shown on the site reconnaissance checklist in **Appendix E**.

2.3 Property Use

The Property appeared to be part of an orchard prior to 1939 and after 1956. The Property was

developed with the current building in 1964 and has been used as a restaurant since. Denny's Restaurant occupied the Property from its development until approximately 2007. Su Hong Eatery has occupied the Property since. Additional historical detail regarding the uses of the Property is provided in **Section 4.0**.

2.4 Suspect ACM/PCBs/Lead Paint/Lead in Drinking Water

Asbestos

Based on the age of the building (1964 see **Historical Use Information**), it is possible that there are quantities of asbestos containing materials (ACM) present however. Suspect materials could include sheetrock surfacing, vinyl flooring and mastics. Roofing materials could also contain asbestos. All suspect materials were observed to be in good condition.

ACM may become a hazard if the materials are disturbed during demolition, renovation or remodeling activities. All materials suspected to contain asbestos should be sampled and analyzed prior to activities that could damage them.

PCBs

One transformer was observed on the northwestern portion of the Property. Federal Regulations (40 CFR 761. Subpart G) require any release of material containing greater than 50 ppm PCB and occurring after May 4, 1987, be cleaned up by the owner (PG&E) following the United States Environmental Protection Agency's (USEPA) PCB spill cleanup policy. No leaks or spills were observed in the vicinity.

Lead Paint

Based upon the construction dates of the building, it is possible that surfaces of the building contain lead-based paint. Painted surfaces were noted to be in generally good condition at the time of the site visit. No areas of peeling or flaking paint were noted.

Lead in Drinking Water

A survey of the building for lead in drinking water was not requested in the Scope of Work for this assessment. Testing for lead in drinking water inside commercial buildings is not usually recommended unless the planned uses are for specific sensitive uses such as hospitals, residential, elderly care facilities or children's day care centers. Since ERAS understands this building is to be used for other commercial purposes, this sampling is not recommended.

2.5 Physical Setting

The subject property is in the southeastern part of the City of Palo Alto in the San Francisco Bay area within the central part of the Coast Ranges Geomorphic Province. The San Francisco Bay area occupies a broad alluvial valley that slopes gently northward toward San Francisco Bay and is flanked by alluvial fans deposited at the foot of the Diablo Range to the east and the Santa Cruz Mountains to the west. The northern part of the valley is called the Santa Clara Valley.

Elevation of the Property is approximately 55 feet above Mean Sea Level according to the United States Geological Survey (USGS) Cupertino Quadrangle topographic map. Regionally, topography in the area of the Property slopes down to the northeast towards the bay.

2.6 Geologic and Soil Conditions

The Property is underlain by alluvial sediments that have been derived from the nearby upland surfaces and were deposited in a series of coalescing alluvial fans. Below these sediments are a

series of Recent-age (<10,000 years) blue clay layers that become increasingly thicker toward San Francisco Bay (Helley, et al, 1974). These clay layers are known as the Bay Mud and were deposited in San Francisco Bay during higher stands of sea level. These sediments likely underlie the Property at depth. Bedrock at depths of approximately 500 feet consists of Jurassic-aged sedimentary rocks of the Franciscan Formation.

2.7 Groundwater Conditions

The subject site is located in the western part of the San Jose Plain, the surface of which slopes gently down toward San Francisco Bay. The San Jose subarea is considered a separate groundwater subarea because groundwater exists here under nearly completely confined conditions, which makes it unique from any other subarea of the Santa Clara Valley groundwater basin (California Department of Water Resources, 1967).

The San Jose Plain subarea is the most important portion of the South Bay Groundwater Basin because water-bearing sediments are extremely permeable, groundwater is confined, recharge occurs on three sides, and the total thickness of water-bearing sediments is greater than in any other portion of the basin. The regional groundwater flow follows the topography, moving from areas of higher elevation to areas of lower elevation. The groundwater gradient in the area of the Property is estimated to be toward the northeast.

At a nearby closed leak case, Paddlesford Oldsmobile at 4230 El Camino real, located approximately 550 feet to the northwest of the Property, the depth to groundwater was reported to vary from 14 to 26 feet with a flow direction to the north-northeast (Santa Clara Valley Water District, 2003).

3.0 REGULATORY AGENCY RECORDS REVIEW

3.1 Standard Federal and State Environmental Record Sources

The regional groundwater flow follows the topography, moving from areas of higher elevation to areas of lower elevation. The local groundwater flow direction is estimated to be to the south based on topography.

Only the sites that are directly up-gradient or in close proximity (adjacent) are usually considered to pose a threat to subsurface environmental conditions under the Property. The potential impact of off-site contaminants to the Property are based on the type of chemical released, the severity of the release, status of remediation or cleanup, and nature of the groundwater in the area of impact and area of the Property.

Sites where groundwater is known to be impacted are listed on a variety of Federal and State databases and are the cases most likely to affect other nearby parcels. These databases include the National Priority List (NPL), Superfund (CERCLIS) and State-Sites lists. Sites that have caused groundwater contamination from fuel (petroleum) leaks and solvent leaks are reported on the Leaking Underground Storage Tank List (LUST).

Fuel hydrocarbons generally do not migrate as readily as other chemicals such as certain solvents; consequently, reported fuel leak sites at distances greater than 1/2 mile from the Property are not considered imminent threats and are not plotted on database maps. Leaks from underground storage tank sites are the most common source of local contamination. Leaks of this type generally do not extend down-gradient more than approximately 500 feet (approximately 1/10 mile) except under unusual conditions. All toxic sites within a 1 mile radius are plotted and reviewed to determine potential threats to the Property.

Databases searched for specified radii around the Property also include listed facilities that treat, store, transfer or dispose of hazardous waste (RCRATSD), large (RCRA-GEN) generators of hazardous waste, reported spills of hazardous materials (ERNS, State Spills) sites containing registered underground storage tanks (REG UST).

Information from standard Federal and State environmental databases was provided to ERAS by Environmental FirstSearch Technology Corporation (FSTC) of California. Data from governmental agency lists are updated and integrated into one database, which is updated as these data are released. This integrated database also contains postal service data in order to enhance matching of street addresses. Records from one government source are compared to records from another to clarify any address ambiguities. The demographic and geographic information available provides assistance in identifying and managing risk. The accuracy of the geo-coded locations is +/- 300 feet.

Maps in the FSTC report show the locations of all sites identified relative to the location of the Property. The Property is indicated as TP (Target Property) on the database. The database is included as **Appendix D**.

Federal

List Type

Approximate Search Distance in Miles

NPL	1.0
CERCLIS	0.5

NFRAP	0.5
RCRA COR	1.0
RCRA TSD	0.5
RCRA GEN	0.25
RCRA NLR	0.12
ERNS	0.12

State

<u>List Type</u>	<u>Approximate Search Distance in Miles</u>
State Sites	1.0
Spills-1990	0.12
SWL	0.5
Leaking UST	0.5
REG UST/AST	0.25
PERMITS	0.25
Other	0.25
HW Manifest	0.12

3.2 Findings From Database Review

The Property and its adjacent sites were not identified on any of the databases searched.

A summary of the findings from the FSTC environmental database search is provided on the following pages. The summary is presented in the order of the database listing on **Page #1** of the FSTC report.

The locations of the other identified sites, relative to the Property, are shown on the **1 Mile Radius, .5 Mile Radius and .25 Mile Radius** maps in the FSTC Report in **Appendix D**.

Federal Lists

Federal NPL

The National Priorities (Superfund) List is the federal EPA database of uncontrolled or abandoned hazardous waste sites identified, or proposed, for priority remedial actions under the Superfund Program.

No NPL or proposed NPL sites were identified within 1 mile of the Property.

CERCLIS Listing

The EPA maintains a database of potentially hazardous waste sites that have been reported to the US EPA by states, municipalities, private companies and private persons. CERCLIS contains sites, which are either proposed, or on the NPL list and sites which are in the screening and assessment phase for possible inclusion on the NPL.

No CERCLIS sites were identified within ½ mile of the Property.

NFRAP Listing

This list is a compilation of sites, which the EPA has investigated or is currently investigating for a release or threatened release of hazardous substances. Sites in the NFRAP database may be locations where, following initial investigations, contamination was removed or determined to be not serious enough to require Superfund consideration.

No NFRAP sites were identified within 1/2 mile of the Property.

RCRA COR ACT Listing

The EPA maintains this database of sites that have been subject to a Corrective Action order under the Resource Conservation and Recovery Act (RCRA).

No RCRA COR ACT sites were identified within 1 mile of the Property.

RCRA TSD Facilities Listing

The federal RCRA Program identifies and tracks hazardous waste from the point of generation to the point of disposal. The RCRA TSD database is a compilation of reporting facilities that transport, treat, store and dispose of hazardous waste.

No RCRA TSD sites were identified within 1 mile of the Property.

RCRA Generators Listing

The EPA's Resource Conservation and Recovery Act (RCRA) Program identifies and tracks hazardous waste from the point of generation to the point of disposal. The RCRA Generators database is a compilation by the EPA of reporting facilities that generate hazardous waste. The database is separated into large generators (RCRIS-LG) and small generators (RCRIS-SG).

No RCRA GEN generator sites were identified on this list within a 1/4 mile radius of the Property.

RCRA NLR listing

The EPA's Resource Conservation and Recovery Act (RCRA) Program identifies and tracks hazardous waste from the point of generation to the point of disposal. The RCRA Generators includes NLR (No Longer Listed) sites, which generate less than 100Kg of hazardous waste per month and do not meet other RCRA requirements.

No RCRA NLR generator sites were identified on this list within a 1/8 mile radius of the Property.

Emergency Response Notification System (ERNS)

The Emergency Response Notification System (ERNS) is a national database used to collect information on reported releases of oil or hazardous substances.

No ERNS spill listings were identified within 1/8 mile of the Property.

State/Tribal Lists

State Sites, California CERCLIS-Equivalent SCL Listing

The California Environmental Protection Agency, Department of Toxic Substances Control (CalEPA DTSC), maintains an inventory of facilities that are subject to investigations concerning likely or threatened releases of hazardous substances. Sites that were formerly listed in Abandoned Sites Project Information System (ASPIS), and Bond Expenditure Plan (BEP) Cal-Sites and CORTESE sites are now included in the **State Sites** database report. Approximately 1% of these sites are known to be significantly contaminated at the current time. Remedial cleanup work has been completed at the majority of these sites, which are identified as

requiring no further action. Currently, only about 300 of these cases are identified as active hazardous substance release sites.

No State sites were identified within 1 mile of the Property.

State Spills-1990, California Hazardous Materials Incident Report System

The California Office of Emergency Services listing contains information on reported hazardous materials incidents (accidental releases or spills).

No State Spills-1990 sites were identified within 1/8 mile of the Property.

State/Tribal SWL, Solid Waste Information System and Waste Management Unit Database

The Integrated Waste Management Board and the State Water Resource Control Board maintain databases of active, closed and inactive landfills, waste management information, SWAT Program information, Chapter 15 Information, TPCA and RCRA Program information.

No SWL sites were identified within 1/2 mile of the Property.

State/Tribal Leaking LUST Listing

The California EPA and Regional Water Quality Control Board (RWQCB) generate and maintain lists of reported leaking underground storage tank (LUST) sites. Fuel leak sites rarely affect an area more than 1/8 mile from its source except under unusual conditions. Most contamination from these sites is confined to areas within 500-700 feet of the leak source.

Eight LUST sites were identified within 1/2 mile of the Property. The nearest identified site, Paddlesford Oldsmobile at 4230 El Camino Real is located approximately 550 feet northwest of the Property in a cross-gradient direction. In addition this site is listed as a closed case. Based on the location and status, this site is not considered likely to pose a threat to the subsurface environmental conditions beneath the Property.

None of the other identified sites were located in close proximity and in a direction up-gradient from the Property. None of the other identified sites are considered likely to pose a threat to subsurface environmental conditions beneath the Property.

State/Tribal UST/AST, Regulated Underground Storage Tank and Above Ground Storage Tanks

The State Water Resource Control Board maintains a list of active UST/AST Facilities.

Eight UST/AST sites were listed on this database within 1/4 mile of the Property. The nearest site is located at 4230 El Camino Real and is discussed above.

None of the other identified sites were located in close proximity and in a direction up-gradient from the Property. None of the other identified sites are considered likely to pose a threat to subsurface environmental conditions beneath the Property.

Permits, City or County permits database maintained for hazardous materials storage, usage and disposal permits within their jurisdiction.

No Permits sites were listed in this database within ¼ mile of the Property.

Other, database of sites not falling into other categories in this database.

No Other sites were listed in this database within ¼ mile of the Property.

HW Manifest, Database of all shipments of hazardous waste within, into or from California. The data includes date of shipment, transporter and TSD info, and material shipped and quantity. This data is appended to the details of existing generator records.

No HW Manifest sites were listed in this database within ¼ mile of the Property

3.3 Off-site Sources and Agency File Reviews

No sites were identified above, which are in close proximity to the Property, and/or which could possibly affect subsurface environmental conditions at the Property. Therefore ERAS determined that a review of Santa Clara County Department of Environmental Health or other agency files, for off-site sources, was not necessary.

4.0 HISTORICAL USE INFORMATION

Available historical data were researched to obtain information regarding the past uses of the Property and adjacent sites, especially as the information may pertain to environmental conditions or concerns.

4.1 Historical Map and Photograph Review

The United States Geological Survey Mountain View, California 7.5 Minute Series Topographic Maps, 1997 shows the site elevation at approximately 55 feet.

Historical USGS Topographic Maps

The United States Geological Survey Mountain View 7.5 minute and Palo Alto 15 Minute Series Topographic Maps dated in 1899, 1943, 1953, 1961, 1973, 1981, and 1995 were reviewed.

Maps dated 1899 and 1943 indicated the Property to be vacant and undeveloped. The map dated 1953 showed the Property to be part of an orchard. Maps dated 1961 to 1995 indicated the Property to be in an area of urban development with no individual building definition.

Historical Aerial Photographs

ERAS reviewed historical aerial photographs dated in 1939, 1956, 1968, 1980, 1993, 2002, and 2011.

Photographs dated 1939 and 1956 indicated the Property was part of an orchard. Photographs dated 1968 to 2011 showed the Property developed with the current building.

Historical City Directories

ERAS reviewed historical city street directory information for years 1935, 1953, 1957, 1963, 1968, 1973, 1977, 1981, 1991, 1992, 1997, 2002, 2007 and 2012.

No listing was found for the Property in directories dated 1935 to 1957. The Property was occupied by a Denny's Restaurant in directories dated 1963 to 2007. In 2012 the Property was listed as Su Hong Eatery.

4.2 Interview

There was no one who was reasonable available that would have significant knowledge of the history of the use of the Property. However, based on the available records the history is well known and an interview would not be likely to add information that would affect the conclusions of this report. ERAS questionnaire form is included in **Appendix E**.

4.3 Building, Fire, and Health Department File Review

City of Palo Alto Building Department

ERAS reviewed building records for the Property at the City of Palo Alto Building department on February 25, 2013.

The earliest record available was a certificate of occupancy for Denny's Restaurant dated September 28, 1964. A plumbing permit dated April 23, 1974 and a re-roofing permits dated in 1983 and 1994 were approved for Denny's Restaurant. In 1997 a permit to install a grease separator on the Property was approved. Water heaters were installed on the Property in 2007 for Denny's Restaurant. In 2009 a re-roofing permit was approved, and fire sprinkler system

was installed for Su Hong Eatery.

City of Palo Alto Fire Department

ERAS requested the available records for the Property from the City of Palo Alto Fire Department on February 19, 2013. No records were available at the time of this assessment.

Santa Clara County Environmental Health Department

ERAS requested the available records for the Property from the Santa Clara County Environmental Health Department on February 20, 2013. No records were available at the time of this assessment.

4.4 Synopsis of Previous Environmental Investigations

There was no indication that subsurface environmental investigations had been performed on the Property.

4.5 Environmental Liens

There was no indication that the Property was the site of any ongoing or incomplete subsurface investigations or remedial activities related to any release of hazardous materials on the Property, therefore a search for environmental liens for the Property was not considered likely to add additional information for this assessment.

5.0 RECONNAISSANCE

Photographs were taken during the reconnaissance to document the features observed and any environmental conditions of concern. Photographs are included in **Appendix C**.

5.1 Visual Reconnaissance of the Property

ERAS conducted a visual reconnaissance of the Property on February 25, 2013 to identify potential indications of environmental concern.

Drums, Containers, and Storage Tanks

The on-site reconnaissance addressed containers, drums, above ground storage tanks, and other storage units containing materials, which may pose an environmental threat at the Property. No such items were observed on the Property.

Evidence of Waste Disposal

The on-site reconnaissance addressed dumps, pits, ponds, landfills, borrow pits and lagoons, which may have been used for disposal purposes at the Property. No such items were observed on the Property.

Surface Fill

The on-site reconnaissance did not reveal any evidence of surface fill.

Surface Staining and Stressed Vegetation

No stressed vegetation or evidence of chemical spillage was observed on the Property during the on-site reconnaissance.

Transformers

One concrete pad mounted electronic transformer was located on the northwestern side of the Property. There was no indication that PCB containing equipment was used on the Property.

Air Stacks, Vents, and Odors

The on-site reconnaissance addressed air stacks, vents, and strong, pungent or noxious odors at the Property. No such items were noted on the Property.

Evidence of Underground or Aboveground Storage Tanks

No evidence of USTs or ASTs were observed.

Conduits to Groundwater

Groundwater production wells or dry wells were not discovered on the Property.

Evidence of Improper Waste Discharge

Pipes and/or vents, indicating improper discharge of wastes, were not found on the Property.

On-Site Environmental Management Practices

The on-site reconnaissance addressed the following environmental management practices.

Solid Waste

One waste enclosure was observed on the Property for the purpose of disposal of solid waste.

Hazardous Materials and Waste

No such items were observed on the Property during the on-site reconnaissance.

Treatment Facilities

One grease interceptor was located underneath the asphalt pavement located out side the southwestern corner of the building on the Property.

Application of Pesticides, Herbicides or Fertilizers

No evidence of the application of pesticides, herbicides, or fertilizers was indicated during the on-site reconnaissance.

General Environmental Practices

No indications of adverse environmental practices were observed on the Property during the on-site reconnaissance.

5.2 Adjacent and Nearby Site Uses

The following observations were made of parcels adjacent to the Property:

Northeast	The Sea Restaurant at 4269 El Camino Real
Southeast	Apartments
Southwest	Apartments
Northwest	Apartments

6.0 CONCLUSIONS AND RECOMMENDATIONS

6.1 Conclusions

ERAS has performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E1527-05 for the Property. The current ASTM standard meets the purpose and scope of the Environmental Protection Agency All Appropriate Inquiry (AAI). Any exceptions to, or deletions from this Practice are described in the report.

We declare that, to the best of our professional knowledge and belief, we meet the definition of Environmental Professional as defined in §312.10 of this part. We have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. We have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

Data failures occurred for the time periods between 1899-1935 and 1959-1953. During these time periods the Property appeared to be used as an orchard. Based on the use of the Property, the lack of specific historical detail is not considered likely to negatively affect the conclusions of this assessment.

Site Visit

An ERAS representative visited the Property on February 25, 2013. The Property was developed in an area of commercial and residential land use. Su Hong Eatery, a restaurant, occupied the building on the Property during the site visit.

To the northwest, southwest, and southeast of the Property were apartment units addressed as 4250 El Camino Real. To the northeast of the Property, across El Camino Real, was The Sea Restaurant at 4269 El Camino Real.

The building was located on the mideastern portion of the Property with an asphalt-paved parking to the west, and asphalt-paved driveways to the north and south. A grease interceptor was located underneath the asphalt pavement outside the southwest corner of the building. One electronic transformer was located on the northwestern portion of the Property. A waste enclosure was located on the northwestern corner of the Property and was built on concrete pavement. No leaks or spills were noted in the vicinity of these items.

The building on the Property was of concrete tilt-up construction. The eastern half of the roof was of shingle construction and sloped to the east towards El Camino Real. The western half of the roof was flat and of concrete construction. The interior of the building consisted of a dining room, kitchen, and bathrooms. The interior was constructed with sheet rock walls and ceilings with carpet floors in the dining room area and two different tiled floors in the kitchen and bathrooms. No hazardous materials were observed during the site visit.

Septic systems, drywells, monitoring wells or evidence of subsurface investigations were not observed on the Property by ERAS. No evidence of above ground storage tanks (AST) or underground storage tanks (UST) were observed on the Property by ERAS. No evidence of leakage, spillage or dumping of regulated material was observed on the Property by ERAS.

Historical Summary

The Property appeared to be part of an orchard prior to 1939 and after 1956. The Property was developed with the current building in 1964 and has been used as a restaurant since. Denny's Restaurant occupied the Property from its development until approximately 2007 and has been occupied by Su Hong Eatery since.

Database Review / Property Environmental Investigations

The Property and its adjacent sites were not identified on any of the databases searched.

None of the other identified sites were located in a close proximity or in an up-gradient direction. Based on the distance, location, or site status the remaining listings are not considered likely to pose a threat to the subsurface environmental conditions beneath the Property.

6.2 Recommendations

No evidence was discovered during this assessment to indicate that activities currently or historically conducted on or near the Property have contributed contamination to soil or groundwater beneath the Property.

With regard to asbestos and lead paint, areas containing suspect materials should be maintained in good condition and any damage promptly repaired. Samples of the suspect materials should be collected and analyzed prior to activities that could damage them such as renovation, remodeling or demolition. If these activities occur, materials containing asbestos and lead paint to be disturbed should be removed by qualified abatement contractors. Based on the findings of the survey, materials left in place should be properly managed through preparation and use of an operations and maintenance plan.

Based on all the information obtained during this assessment, it is not considered likely that activities conducted on or near the Property have caused impact to subsurface environmental conditions under the Property, therefore, ERAS recommends no further investigation or other activities pertaining to subsurface environmental conditions at the Property identified as 4256 El Camino Real, in Palo Alto, California.

7.0 REFERENCES AND APPENDICES

Maps, Aerial Photographs, and Other Geographic References

The United States Geological Palo Alto 15 Minute Series maps dated in 1899, 1943, 1947, and 1948 and Mountain View 7.5 Minute Series Topographic maps dated in 1961, 1968, 1973, 1981, 1991, and 1997 were reviewed.

Aerial Photographs: ERAS reviewed historical aerial photographs supplied by FirstSearch. Photographs dated in 1939, 1956, 1968, 1980, 1993, 2002 and 2011 were reviewed.

ERAS reviewed a City Directory Report supplied by FirstSearch. Directories dated in years 1935, 1953, 1957, 1963, 1968, 1973, 1977, 1981, 1991, 1992, 1997, 2002, 2007 and 2012 were reviewed.

Published References

California Department of Water Resources, Evaluation of Ground Water Resources South Bay, Appendix A: Geology, Bulletin 118-1, August 1967.

California Regional Water Quality Control Board, Shell, 2055 Grant Road, Los Altos, Santa Clara County, Site Code: 1S, September 12, 1991.

EDR Environmental FirstSearch Report, 4256 El Camino Real, Palo Alto, CA Job Number 13029, dated January 15, 2013.

Helley, E.J., La Joie, K.R., Spangle, W.E., and Blair, M.L., Flatland Deposits of the San Francisco Bay Region, California - their geology and engineering properties and their importance to comprehensive planning, U.S. Geological Survey Professional Paper 943, 1974.

Santa Clara Valley Water District, Case Closure Summary for Paddleford Oldsmobile at 4230 El Camino Real, Palo Alto, California, 94306, December 4, 2003.

Records Review, Interviews and Agency Contacts

City of Palo Alto Building Department file review, February 25, 2013.

APPENDIX A

ENVIRONMENTAL PROFESSIONALS RESUME AND CERTIFICATION

David Siegel

David Siegel is president of ERAS Environmental, Inc., an environmental consulting company formed in October 1998. Prior to that, Mr. Siegel was operator of Siegel Environmental Consulting Services, formed in February 1994, a full service environmental consulting company providing due diligence services, geological and hydrogeological research, Phase 2 field services such as groundwater well installation and sampling, waste disposal, project management and remediation planning and permitting. Before involvement with operations management of these environmental consulting firms, Mr. Siegel was a Project Hydrogeologist, Project Geologist, and Staff Geologist with three San Francisco Bay Area environmental consulting companies. Mr. Siegel holds a masters degree in geology from California State University in Hayward and has been licensed as a California Registered Environmental Assessor (REA) since 1990, an Class II REA since 2001 and as a California Certified Asbestos Consultant since 1995.

QUALIFICATIONS

Experience in hazardous materials consulting including due diligence projects, soil and groundwater investigations and remediation, and asbestos surveying since 1987. Strong organizational background in project management including budget development and management and client contact and service. Strong technical background in groundwater well design and installation, soil and groundwater chemical data evaluation and hydrogeological assessment. Inspection experience of hundreds of commercial sites including retail, office, industrial, and residential. Since 1998 experience providing management, business development, technical oversight and client and regulatory contact for self-owned and operated environmental consulting companies.

WORK HISTORY

1994-Present: President of ERAS Environmental, Inc. and Principal of Siegel Environmental
Management and completion of due diligence projects for a wide variety of commercial properties throughout California. Management and completion of Phase 2 soil and groundwater and asbestos sampling projects at former and operating gasoline stations and industrial facilities. Responsible for project initiation, planning, report preparation and technical oversight. Responsible for business development, client contact and local and state regulatory agency compliance for ongoing investigation, cost recovery and case closures.

1987-1994: Project Hydrogeologist (McCulley, Frick & Gilman, San Francisco; 1992-1994), Project Manager (Converse Environmental, San Francisco; 1989-1992), Project Manager (Exceltech, Inc., Fremont; 1987-1989)

Management and completion of environmental and geotechnical investigations involving soil and groundwater contamination. Responsible for project planning, budgeting and operation, professional staff supervision and report completion. Interface with engineers for site remediation planning.

EDUCATION AND LICENCES

- 1995 - Present California Certified Asbestos Inspector
- 1992 Lead Based Paint Building Inspector Certification
- 1990 - Present California Registered Environmental Assessor Class II
- 1990 Groundwater Modeling for Remedial Actions
- 1988 M.S. Geological Sciences, California State University, Hayward



**State of California
California Environmental Protection Agency
Office of Environmental Health Hazard Assessment**



David Siegel

has fulfilled the requirements for registration as a
Registered Environmental Assessor II (REA II)

Date Registered: November 14, 2001

Registration Number: REA II - 20200

Joan E. Denton, Ph.D.
Joan E. Denton, Ph.D.
Director

Office of Environmental Health Hazard Assessment

APPENDIX B
LOCATION AND SITE MAPS



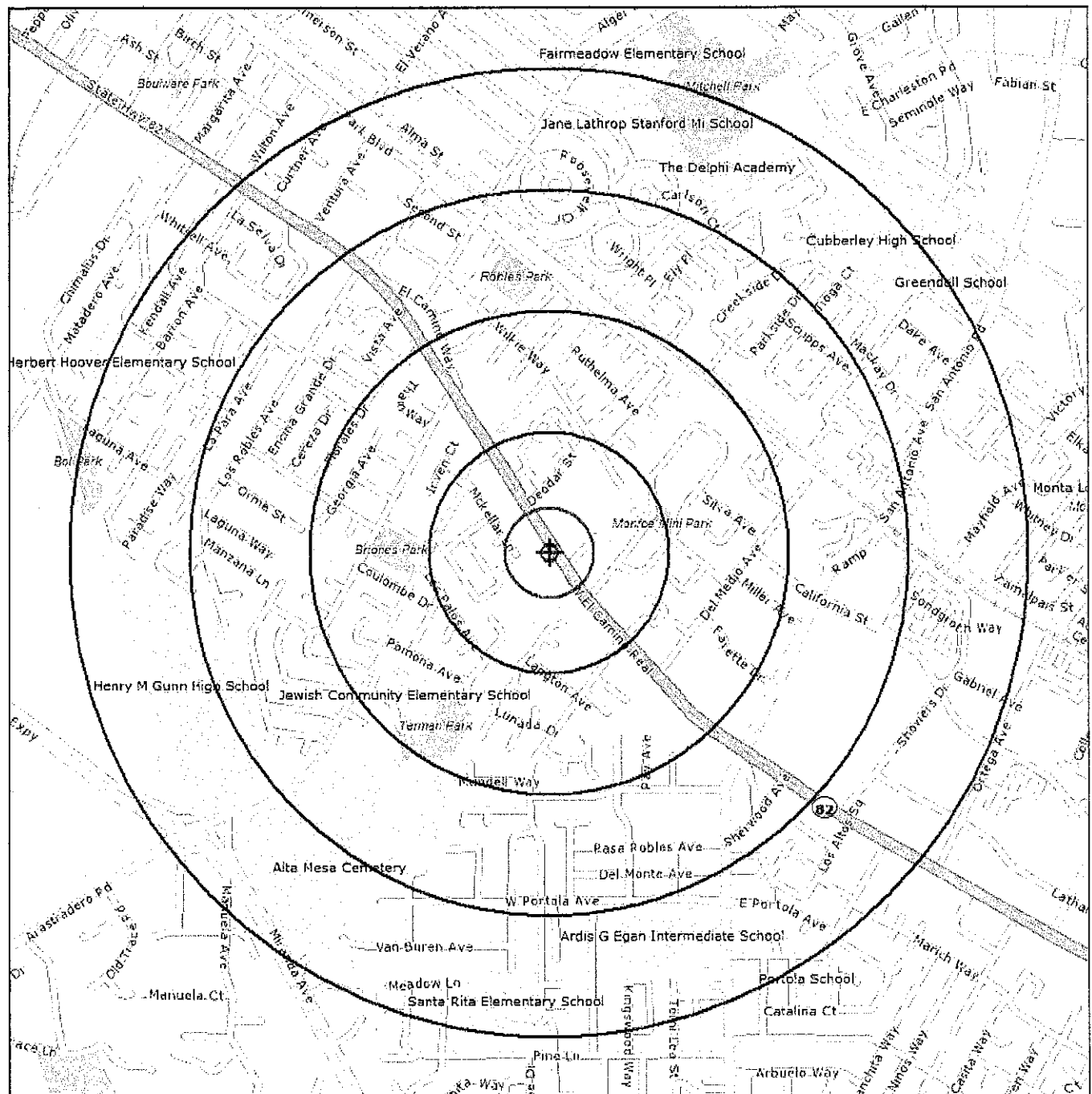
Environmental FirstSearch

1 Mile Radius

ASTM Map: NPL, RCRACOR, STATE Sites

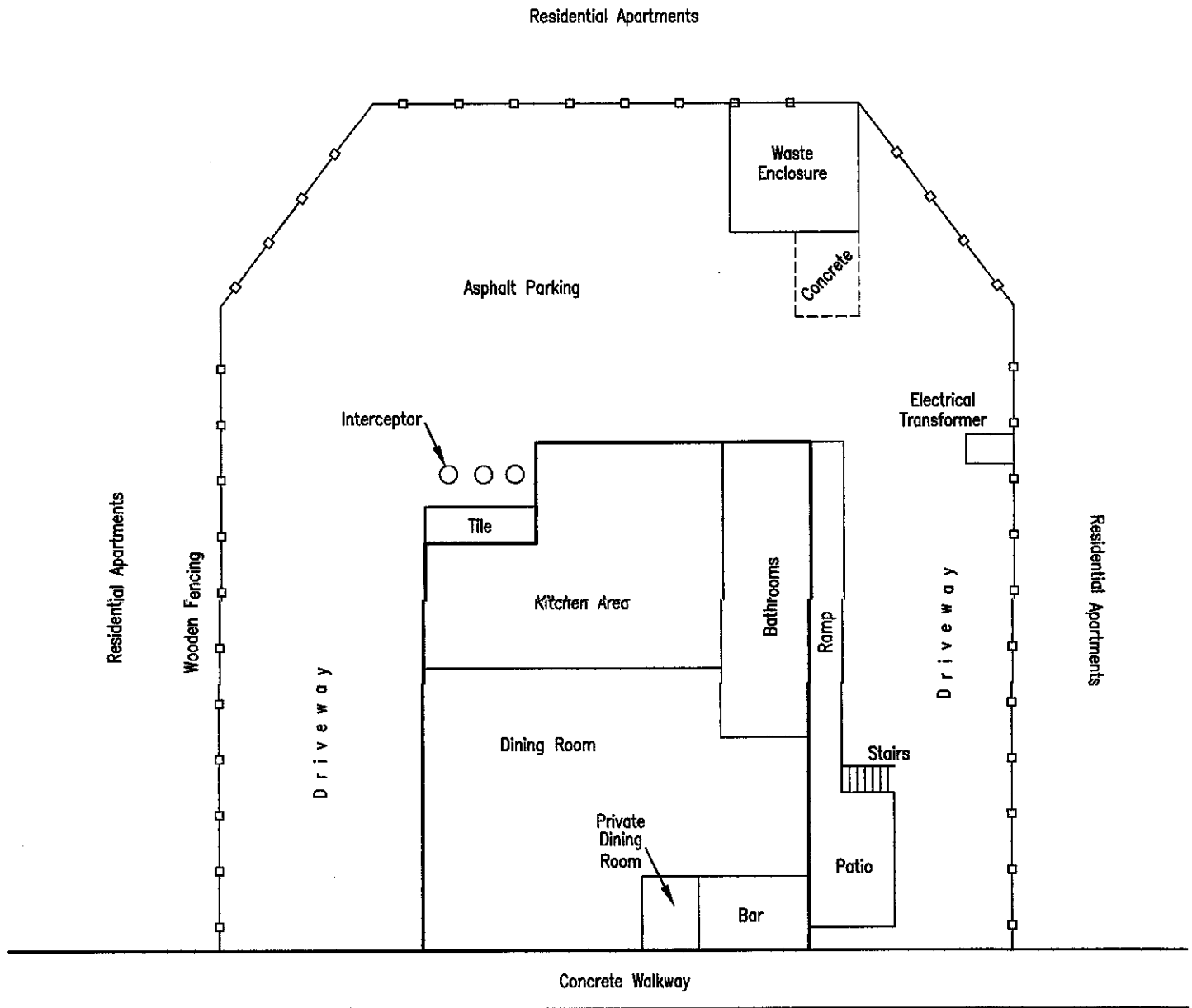
FIRSTSEARCH

4256 EL CAMINO REAL , PALO ALTO, CA 94306



Source: Tele Atlas

- Target Site (Latitude: 37.407185 Longitude: -122.120980)
- Identified Site, Multiple Sites, Receptor
- NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste
- Triballand
- Black Rings Represent 1/4 Mile Radius; Red Ring Represents 500 ft. Radius



EL CAMINO REAL

4269
El Camino Real
The Sea Restaurant

PROPERTY SITE PLAN

Project No. 13029
4256 El Camino Real
Palo Alto, California

FIGURE 2

March, 2013
Not to Scale

ERAS

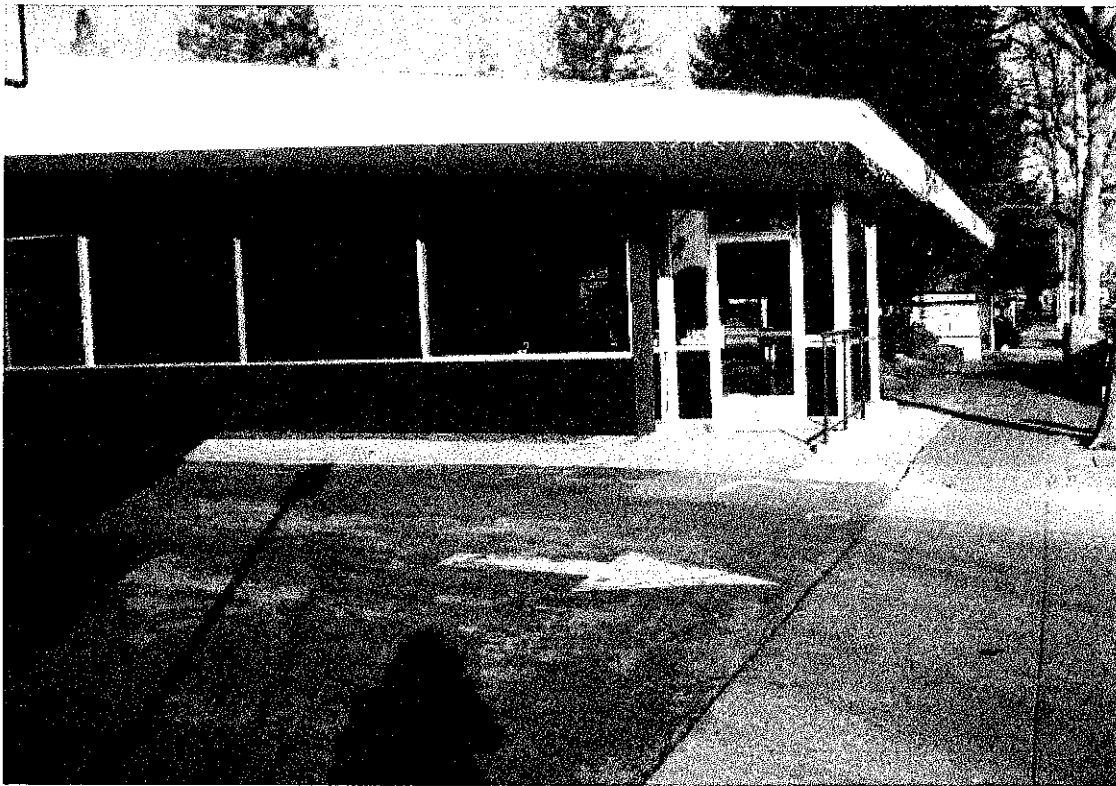
Environmental



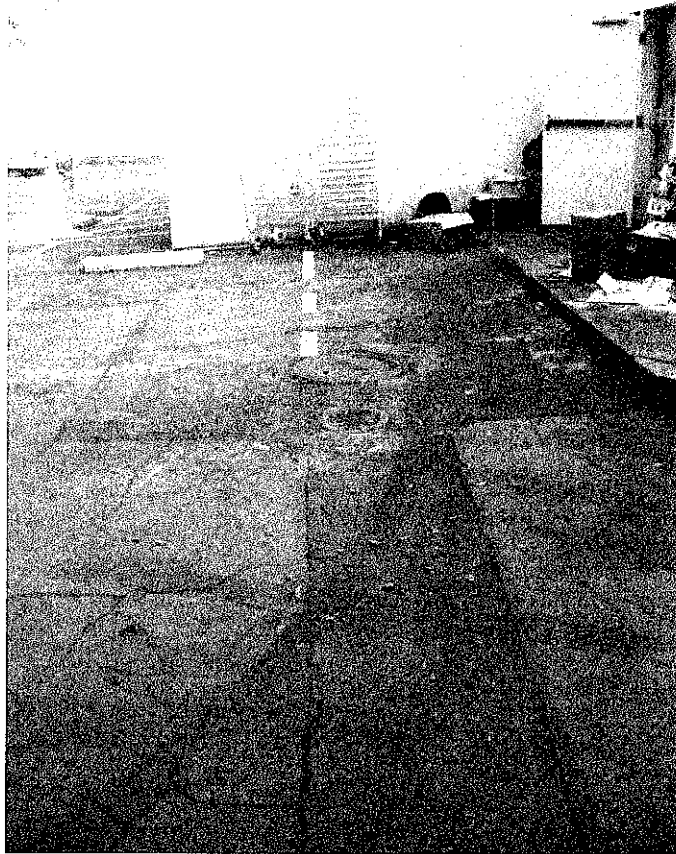
APPENDIX C
PROPERTY PHOTOGRAPHS



Photograph 1 - View of the building and asphalt driveway from the southwestern corner of the Property



Photograph 2 - View of the southeastern side of the Property from the concrete walkway



Photograph 3 – View of the grease interceptor located outside the southwestern corner of the building



Photograph 4 – View of the dining room area in the building on the Property
4256 El Camino Real, Palo Alto

ERAS Project # 13029



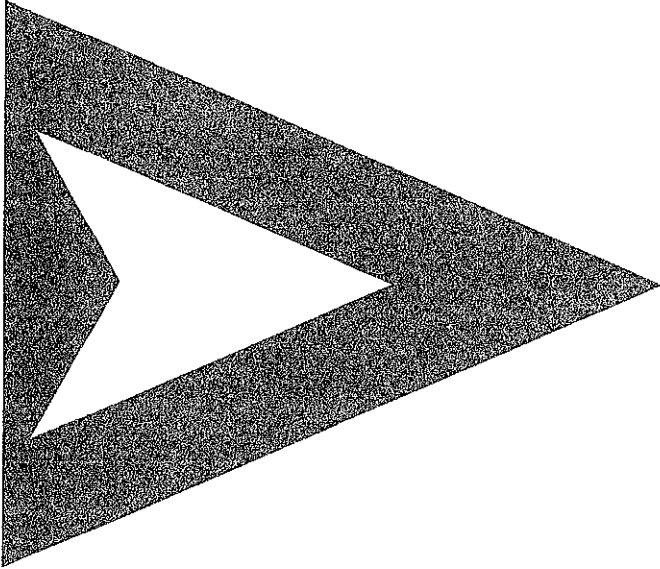
Photograph 5 – View of the kitchen area inside the building on the Property

APPENDIX D

EDR ENVIRONMENTAL FIRSTSEARCH REPORT



ENVIRONMENTAL FIRSTSEARCH REPORT



TARGET PROPERTY:

4256 EL CAMINO REAL

PALO ALTO, CA 94306

JOB NUMBER: 12270

PREPARED FOR:

ERAS Environmental, Inc.

1533 B Street

Hayward, CA 94541

November 30, 2012

Environmental FirstSearch Search Summary Report

Target Site: 4256 EL CAMINO REAL
PALO ALTO, CA 94306

FirstSearch Summary

Database	Sel	Updated	Radius	Site	1/8	1/4	1/2	1/2>	ZIP	TOTALS
NPL	Y	09-20-12	1.00	0	0	0	0	0	0	0
NPL Delisted	Y	09-20-12	0.50	0	0	0	0	-	0	0
CERCLIS	Y	10-01-12	0.50	0	0	0	0	-	0	0
NFRAP	Y	10-01-12	0.50	0	0	0	0	-	1	1
RCRA COR ACT	Y	09-11-12	1.00	0	0	0	0	0	0	0
RCRA TSD	Y	09-11-12	0.50	0	0	0	0	-	0	0
RCRA GEN	Y	09-11-12	0.25	0	0	0	-	-	1	1
RCRA NLR	Y	09-11-12	0.12	0	0	-	-	-	1	1
Federal Brownfield	Y	10-14-12	0.25	0	0	0	-	-	0	0
ERNS	Y	10-04-12	0.12	0	0	-	-	-	2	2
Tribal Lands	Y	12-15-08	1.00	0	0	0	0	0	1	1
State/Tribal Sites	Y	08-13-12	1.00	0	0	0	0	0	0	0
State Spills 90	Y	06-06-12	0.12	0	0	-	-	-	0	0
State/Tribal SWL	Y	10-10-12	0.50	0	0	0	0	-	0	0
State/Tribal LUST	Y	06-06-12	0.50	0	2	3	3	-	0	8
State/Tribal UST/AST	Y	06-01-12	0.25	0	1	7	-	-	8	16
State/Tribal EC	Y	NA	0.25	0	0	0	-	-	0	0
State/Tribal IC	Y	07-11-12	0.25	0	0	0	-	-	0	0
State/Tribal VCP	Y	08-13-12	0.50	0	0	0	0	-	0	0
State/Tribal Brownfields	Y	NA	0.50	0	0	0	0	-	0	0
State Permits	Y	06-06-12	0.12	0	0	-	-	-	0	0
State Other	Y	08-13-12	0.25	0	0	0	-	-	0	0
Federal IC/EC	Y	09-18-12	0.25	0	0	0	-	-	0	0
HW Manifest	Y	08-02-10	0.12	0	0	-	-	-	0	0
-TOTALS-				0	3	10	3	0	14	30

Notice of Disclaimer

Due to the limitations, constraints, and inaccuracies and incompleteness of government information and computer mapping data currently available to FirstSearch Technology Corp., certain conventions have been utilized in preparing the locations of all federal, state and local agency sites residing in FirstSearch Technology Corp.'s databases. All EPA NPL and state landfill sites are depicted by a rectangle approximating their location and size. The boundaries of the rectangles represent the eastern and western most longitudes; the northern and southern most latitudes. As such, the mapped areas may exceed the actual areas and do not represent the actual boundaries of these properties. All other sites are depicted by a point representing their approximate address location and make no attempt to represent the actual areas of the associated property. Actual boundaries and locations of individual properties can be found in the files residing at the agency responsible for such information.

Waiver of Liability

Although FirstSearch Technology Corp. uses its best efforts to research the actual location of each site, FirstSearch Technology Corp. does not and can not warrant the accuracy of these sites with regard to exact location and size. All authorized users of FirstSearch Technology Corp.'s services proceeding are signifying an understanding of FirstSearch Technology Corp.'s searching and mapping conventions, and agree to waive any and all liability claims associated with search and map results showing incomplete and or inaccurate site locations.

Environmental FirstSearch Site Information Report

Request Date: 11-30-12
Requestor Name: Amanda
Standard: ASTM-05

Search Type: COORD
Job Number: 12270
Filtered Report

Target Site: 4256 EL CAMINO REAL
PALO ALTO, CA 94306

Demographics

Sites: 30 Non-Geocoded: 14 Population: NA
Radon: 0.9 - 5.6 PCI/L
Fire Insurance Map Coverage: No (>350 Ft. From Coverage)

Site Location

	<u>Degrees (Decimal)</u>	<u>Degrees (Min/Sec)</u>		<u>UTMs</u>
Longitude:	-122.120980	-122:7:16	Easting:	577795.59
Latitude:	37.407185	37:24:26	Northing:	4140202.594
Elevation:	59		Zone:	10

Comment

Comment:

Additional Requests/Services

Adjacent ZIP Codes:

ZIP Code	City Name	ST	Dist/Dir	Sel

Services:

	Requested?	Date
Fire Insurance Maps	No	
Aerial Photographs	Yes	11-30-12
Historical Topos	Yes	11-30-12
City Directories	Yes	11-30-12
Title Search	No	
Municipal Reports	No	
Liens	No	
Historic Map Works	No	
Online Topos	Yes	11-30-12

Environmental FirstSearch

Target Site Summary Report

Target Property: 4256 EL CAMINO REAL
PALO ALTO, CA 94306

JOB: 12270

TOTAL: 30 **GEOCODED:** 16 **NON GEOCODED:** 14 **SELECTED:** 0

Map ID	DB Type	Site Name/ID/Status	Address	Dist/Dir	ElevDiff	Page No.
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No sites found for target address

Environmental FirstSearch Sites Summary Report

Target Property: 4256 EL CAMINO REAL
PALO ALTO, CA 94306

JOB: 12270

TOTAL: 30 GEOCODED: 16 NON GEOCODED: 14 SELECTED: 0

Map ID	DB Type	Site Name/ID/Status	Address	Dist/Dir	ElevDiff	Page No.
1	UST	HUDSON #82 TISID-STATE44693/ACTIVE	4230 EL CAMINO REAL PALO ALTO CA	0.12 NW	- 2	1
1	LUST	PADDLESFORD OLDSMOBILE 43-1026/PRELIM. SITE ASSES. WKPLN SUBM	4230 EL CAMINO REAL PALO ALTO CA 94306	0.12 NW	- 2	2
1	LUST	PADDLESFORD OLDSMOBILE T0608501021/COMPLETED - CASE CLOSED	4230 EL CAMINO REAL PALO ALTO CA 94306	0.12 NW	- 2	3
2	UST	AVIS TISID-STATE44601/ACTIVE	4218 EL CAMINO REAL PALO ALTO CA 94306	0.18 NW	- 4	4
3	LUST	HYATT RICKEY S 43-1009/PRELIM. SITE ASSES. UNDERWAY	4219 EL CAMINO REAL PALO ALTO CA 94306	0.18 NW	- 5	5
3	LUST	HYATT RICKEY S T0608501005/COMPLETED - CASE CLOSED	4219 EL CAMINO REAL PALO ALTO CA 94306	0.18 NW	- 5	6
4	UST	FOUR SEASONS MOTEL TISID-STATE44263/ACTIVE	4320 EL CAMINO REAL LOS ALTOS CA 94022	0.19 SE	+ 7	7
5	UST	AVIS RENT A CAR SYSTEM INC 43-006-002985-000002/CERTIFICATE DATE:12/21/98	4216 EL CAMINO REAL PALO ALTO CA	0.20 NW	- 4	8
5	UST	HERTZ RENT-A-CAR 43-006-002982-000003/CERTIFICATE DATE:10/29/98	4201 EL CAMINO REAL PALO ALTO CA	0.20 NW	- 4	9
5	UST	NATIONAL CAR RENTAL SYS. TISID-STATE44687/ACTIVE	4216 EL CAMINO REAL PALO ALTO CA 94306	0.20 NW	- 4	10
5	LUST	HYATT RICKEYS T0608591652/POLLUTION CHARACTERIZATION	4201 EL CAMINO REAL PALO ALTO CA 94306	0.20 NW	- 4	11
6	UST	PALO ALTO ACC-U-TUNE TISID-STATE44699/ACTIVE	4200 EL CAMINO REAL PALO ALTO CA 94306	0.22 NW	- 5	12
7	UST	FIRE STATION #5 TISID-STATE44653/ACTIVE	600 ARASTERDERO PALO ALTO CA 94306	0.25 NW	+ 6	13
8	LUST	TOSCO - FACILITY #6115 43-1567/CASE CLOSED	4350 EL CAMINO REAL LOS ALTOS CA 94022	0.26 SE	+ 8	14
8	LUST	UNOCAL #6115 T0608501527/COMPLETED - CASE CLOSED	4350 EL CAMINO REAL LOS ALTOS CA 94022	0.26 SE	+ 8	15
9	LUST	LOZANO CAR WASH T0608546580/COMPLETED - CASE CLOSED	2690 EL CAMINO REAL MOUNTAIN VIEW CA 94040	0.36 SE	+ 8	16

Environmental FirstSearch Sites Summary Report

Target Property: 4256 EL CAMINO REAL
PALO ALTO, CA 94306

JOB: 12270

TOTAL: 30 **GEOCODED:** 16 **NON GEOCODED:** 14 **SELECTED:** 0

Map ID	DB Type	Site Name/ID/Status	Address	Dist/Dir	ElevDiff	Page No.
	NFRAP	STANFORD CLEANERS CAD028879765/NFRAP-N	2875 EL CAMINO PALO ALTO CA 94306	NON GC	N/A	17
	RCRAGN	SHELL OIL CO CAD981400419/SGN	1885 EL CAMINO PALO ALTO CA 94306	NON GC	N/A	18
	RCRANLR	SHELL OIL CO CAD981400419/NLR	1885 EL CAMINO PALO ALTO CA 94306	NON GC	N/A	19
	ERNS	INTERSECTION OF EL CAMINO REAL & C NRC-994959/MOBILE	EL CAMINO REAL & CALIFORNI PALO ALTO CA	NON GC	N/A	21
	ERNS	UNK 73305/UNKNOWN	ON CREEK FR: EL CAMINO REA PALO ALTO CA	NON GC	N/A	22
	UST	BP OIL CO FACILITY SITE #11219 TISID-STATE44591/ACTIVE	2780 EL CAMINO PALO ALTO CA	NON GC	N/A	23
	UST	JACK POTTER DBA PALO ALTO SHELL 43-006-001616-000002/CERTIFICATE DATE:10/26/98	2200 EL CAMINO PALO ALTO CA	NON GC	N/A	24
	UST	JACK POTTER DBA PALO ALTO SHELL 43-006-001616-000003/CERTIFICATE DATE:10/26/98	2200 EL CAMINO PALO ALTO CA	NON GC	N/A	25
	UST	VALERO SERVICE STATION 43-006-001597-000006/CERTIFICATE DATE:12/3/98	1963 EL CAMINO PALO ALTO CA	NON GC	N/A	26
	UST	VALERO SERVICE STATION 43-006-001597-000007/CERTIFICATE DATE:12/3/98	1963 EL CAMINO PALO ALTO CA	NON GC	N/A	27
	UST	VALERO SERVICE STATION 43-006-001597-000008/CERTIFICATE DATE:12/3/98	1963 EL CAMINO PALO ALTO CA	NON GC	N/A	28
	UST	VALERO SERVICE STATION 43-006-001597-000009/CERTIFICATE DATE:12/3/98	1963 EL CAMINO PALO ALTO CA	NON GC	N/A	29
	UST	WILLIE ISON INC TISID-STATE44609/ACTIVE	1885 EL CAMINO PALO ALTO CA 94306	NON GC	N/A	30
	TRIBALLA	BUREAU OF INDIAN AFFAIRS CONTACT I BIA-94306/	UNKNOWN CA 94306	NON GC	N/A	31

Environmental FirstSearch

Site Detail Report

Target Property: 4256 EL CAMINO REAL
PALO ALTO, CA 94306

JOB: 12270

UST

SEARCH ID: 6 DIST/DIR: 0.12 NW ELEVATION: 57 MAP ID: 1

NAME: HUDSON #82
ADDRESS: 4230 EL CAMINO REAL
PALO ALTO CA
SANTA CLARA

REV: 01/01/94
ID1: TISID-STATE44693
ID2:
STATUS: ACTIVE
PHONE:

CONTACT:
SOURCE:

UST HISTORICAL DATA

This site was listed in the FIDS Zip Code List as a UST site. The Office of Hazardous Data Management produced the FIDS list. The FIDS list is an index of names & locations of sites recorded in various California State environmental agency databases. It is sorted by zip code and as an index, details regarding the sites were never included.

The UST information included in FIDS as provided by the Office of Hazardous Data Management was originally collected from the SWEEPS database. The SWEEPS database recorded Underground Storage Tanks and was maintained by the State Water Resources Control Board (SWRCB). That agency no longer maintains the SWEEPS database and last updated it in 1994. The last release of that 1994 database was in 1997.

Oversight of Underground Storage Tanks within California is now conducted by Certified Unified Program Agencies referred to as CUPA s. There are approximately 102 CUPA s and Local Oversight Programs (LOP s) in the State of California. Most are city or county government agencies. As of 1998, all sites or facilities with underground storage tanks were required by Federal mandate to obtain certification by designated UST oversight agencies (in this case, CUPA s) that the UST/s at their location were upgraded or removed in adherence with the 1998 RCRA standards.

Information from the FIDS/SWEEPS lists were included in this report search to help identify where underground storage tanks may have existed that were not recorded in CUPA databases or lists collected by us. This may occur if a tank was removed prior to development of recent CUPA UST lists or never registered with a CUPA.

Environmental FirstSearch Site Detail Report

Target Property: 4256 EL CAMINO REAL
PALO ALTO, CA 94306

JOB: 12270

LUST

SEARCH ID: 13 **DIST/DIR:** 0.12 NW **ELEVATION:** 57 **MAP ID:** 1

NAME: PADDLESFORD OLDSMOBILE **REV:** 07/11/02
ADDRESS: 4230 EL CAMINO REAL **ID1:** 43-1026
PALO ALTO CA 94306 **ID2:**
SANTA CLARA **STATUS:** PRELIM. SITE ASSES. WKPLN SUBM
CONTACT: **PHONE:**
SOURCE: CA SWRCB

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE
Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: LOCAL AGENCY
REGIONAL BOARD: SAN FRANCISCO BAY REGION
LOCAL CASE NUMBER: 0652W18L01
RESPONSIBLE PARTY: BLANK RP
ADDRESS OF RESPONSIBLE PARTY:
SITE OPERATOR:
WATER SYSTEM:

CASE NUMBER: 43-1026
CASE TYPE: SOIL ONLY
SUBSTANCE LEAKED: GASOLINE
SUBSTANCE QUANTITY:
LEAK CAUSE: STRUCTURE FAILURE
LEAK SOURCE: TANK
HOW LEAK WAS DISCOVERED: TANK CLOSURE
DATE DISCOVERED (blank if not reported): 3/26/85
HOW LEAK WAS STOPPED: CLOSE TANK
STOP DATE (blank if not reported): 3/26/85
STATUS: PRELIM. SITE ASSES. WKPLN SUBMITTED
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency): NO ACTION TAKEN- NO ACTION
HAS YET BEEN TAKEN AT THE SITE
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): 12/20/90
REVIEW DATE (blank if not reported): 12/12/90
DATE OF LEAK CONFIRMATION (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported): 1/2/65
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported):
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported):
REPORT DATE (blank if not reported): 3/26/85

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE
MTBE DATE (Date of historical maximum MTBE concentration):
MTBE GROUNDWATER CONCENTRATION:
MTBE SOIL CONCENTRATION:
MTBE CNTS: 0
MTBE FUEL: 1
MTBE TESTED: SITE NOT TESTED FOR MTBE. INCLUDES UNKNOWN AND NOT ANALYZED
MTBE CLASS: *

Environmental FirstSearch Site Detail Report

Target Property: 4256 EL CAMINO REAL
PALO ALTO, CA 94306

JOB: 12270

LUST

SEARCH ID: 14 DIST/DIR: 0.12 NW ELEVATION: 57 MAP ID: 1

NAME: PADDLESFORD OLDSMOBILE
ADDRESS: 4230 EL CAMINO REAL
PALO ALTO CA 94306
SANTA CLARA

REV: 06/06/12
ID1: T0608501021
ID2:
STATUS: COMPLETED - CASE CLOSED
PHONE:

CONTACT:
SOURCE: CA SWRCB

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE
Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: SANTA CLARA COUNTY LOP
REGIONAL BOARD CASE NUMBER:
LOCAL AGENCY: SANTA CLARA COUNTY LOP
LOCAL CASE NUMBER:

CASE TYPE: LUST Cleanup Site
POTENTIAL CONTAMINANTS OF CONCERN: Gasoline
POTENTIAL MEDIA AFFECTED: Soil
STATUS: Completed - Case Closed
STATUS DATE: 2004-01-13 00:00:00
SITE HISTORY (blank if not reported):

ACTION TYPE (blank if not reported): ENFORCEMENT
DATE (blank if not reported): 1996-08-27 00:00:00
ACTION (blank if not reported): Notice of Responsibility - #40120

ACTION TYPE (blank if not reported): Other
DATE (blank if not reported): 1950-01-01 00:00:00
ACTION (blank if not reported): Leak Reported

ACTION TYPE (blank if not reported): Other
DATE (blank if not reported): 1950-01-01 00:00:00
ACTION (blank if not reported): Leak Discovery

Environmental FirstSearch

Site Detail Report

Target Property: 4256 EL CAMINO REAL
PALO ALTO, CA 94306

JOB: 12270

UST

SEARCH ID: 1 DIST/DIR: 0.18 NW ELEVATION: 55 MAP ID: 2

NAME: AVIS
ADDRESS: 4218 EL CAMINO REAL
PALO ALTO CA 94306
SANTA CLARA

REV: 01/01/94
ID1: TISID-STATE44601
ID2:
STATUS: ACTIVE
PHONE:

CONTACT:
SOURCE:

UST HISTORICAL DATA

This site was listed in the FIDS Zip Code List as a UST site. The Office of Hazardous Data Management produced the FIDS list. The FIDS list is an index of names & locations of sites recorded in various California State environmental agency databases. It is sorted by zip code and as an index, details regarding the sites were never included.

The UST information included in FIDS as provided by the Office of Hazardous Data Management was originally collected from the SWEEPS database. The SWEEPS database recorded Underground Storage Tanks and was maintained by the State Water Resources Control Board (SWRCB). That agency no longer maintains the SWEEPS database and last updated it in 1994. The last release of that 1994 database was in 1997.

Oversight of Underground Storage Tanks within California is now conducted by Certified Unified Program Agencies referred to as CUPA s. There are approximately 102 CUPA s and Local Oversight Programs (LOP s) in the State of California. Most are city or county government agencies. As of 1998, all sites or facilities with underground storage tanks were required by Federal mandate to obtain certification by designated UST oversight agencies (in this case, CUPA s) that the UST/s at their location were upgraded or removed in adherence with the 1998 RCRA standards.

Information from the FIDS/SWEEPS lists were included in this report search to help identify where underground storage tanks may have existed that were not recorded in CUPA databases or lists collected by us. This may occur if a tank was removed prior to development of recent CUPA UST lists or never registered with a CUPA.

Environmental FirstSearch

Site Detail Report

Target Property: 4256 EL CAMINO REAL
PALO ALTO, CA 94306

JOB: 12270

LUST

SEARCH ID: 9 DIST/DIR: 0.18 NW ELEVATION: 54 MAP ID: 3

NAME: HYATT RICKEY S
ADDRESS: 4219 EL CAMINO REAL
PALO ALTO CA 94306
SANTA CLARA
CONTACT: CA SWRCB
REV: 07/11/02
ID1: 43-1009
ID2:
STATUS: PRELIM. SITE ASSES. UNDERWAY
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE
Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: LOCAL AGENCY
REGIONAL BOARD: SAN FRANCISCO BAY REGION
LOCAL CASE NUMBER: 06S2W18L02
RESPONSIBLE PARTY: BLANK RP
ADDRESS OF RESPONSIBLE PARTY:
SITE OPERATOR:
WATER SYSTEM:

CASE NUMBER: 43-1009
CASE TYPE: OTHER
SUBSTANCE LEAKED: GASOLINE
SUBSTANCE QUANTITY:
LEAK CAUSE: STRUCTURE FAILURE
LEAK SOURCE: TANK
HOW LEAK WAS DISCOVERED: TANK CLOSURE
DATE DISCOVERED (blank if not reported): 3/30/92
HOW LEAK WAS STOPPED: CLOSE TANK
STOP DATE (blank if not reported): 3/30/92
STATUS: PRELIM. SITE ASSES. UNDERWAY
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency): NO ACTION TAKEN- NO ACTION
HAS YET BEEN TAKEN AT THE SITE
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): 3/11/93
REVIEW DATE (blank if not reported): 3/10/93
DATE OF LEAK CONFIRMATION (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported): 3/18/92
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported):
REPORT DATE (blank if not reported): 3/30/92

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE
MTBE DATE(Date of historical maximum MTBE concentration): 1/2/65
MTBE GROUNDWATER CONCENTRATION: 220
MTBE SOIL CONCENTRATION:
MTBE CNTS: 1
MTBE FUEL: 1
MTBE TESTED: YES
MTBE CLASS: B

Environmental FirstSearch Site Detail Report

Target Property: 4256 EL CAMINO REAL
PALO ALTO, CA 94306

JOB: 12270

LUST

SEARCH ID: 10 **DIST/DIR:** 0.18 NW **ELEVATION:** 54 **MAP ID:** 3

NAME: HYATT RICKEY S
ADDRESS: 4219 EL CAMINO REAL
PALO ALTO CA 94306
SANTA CLARA
CONTACT:
SOURCE: CA SWRCB

REV: 06/06/12
ID1: T0608501005
ID2:
STATUS: COMPLETED - CASE CLOSED
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE
Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: SANTA CLARA COUNTY LOP
REGIONAL BOARD CASE NUMBER:
LOCAL AGENCY: SANTA CLARA COUNTY LOP
LOCAL CASE NUMBER:

CASE TYPE: LUST Cleanup Site
POTENTIAL CONTAMINANTS OF CONCERN: Gasoline
POTENTIAL MEDIA AFFECTED: Other Groundwater (uses other than drinking water)
STATUS: Completed - Case Closed
STATUS DATE: 2004-12-03 00:00:00
SITE HISTORY (blank if not reported):

ACTION TYPE (blank if not reported): ENFORCEMENT
DATE (blank if not reported): 2003-03-24 00:00:00
ACTION (blank if not reported): Staff Letter - #41086

ACTION TYPE (blank if not reported): ENFORCEMENT
DATE (blank if not reported): 1998-07-13 00:00:00
ACTION (blank if not reported): Staff Letter - #30040

ACTION TYPE (blank if not reported): ENFORCEMENT
DATE (blank if not reported): 1998-03-15 00:00:00
ACTION (blank if not reported): Staff Letter - #30038

ACTION TYPE (blank if not reported): ENFORCEMENT
DATE (blank if not reported): 1997-03-07 00:00:00
ACTION (blank if not reported): Notice of Responsibility - #40121

ACTION TYPE (blank if not reported): Other
DATE (blank if not reported): 1950-01-01 00:00:00
ACTION (blank if not reported): Leak Reported

ACTION TYPE (blank if not reported): RESPONSE
DATE (blank if not reported): 1998-04-30 00:00:00
ACTION (blank if not reported): Monitoring Report - Quarterly

ACTION TYPE (blank if not reported): RESPONSE
DATE (blank if not reported): 1999-01-30 00:00:00
ACTION (blank if not reported): Monitoring Report - Quarterly

ACTION TYPE (blank if not reported): RESPONSE
DATE (blank if not reported): 1998-07-30 00:00:00
ACTION (blank if not reported): Monitoring Report - Quarterly

Environmental FirstSearch

Site Detail Report

Target Property: 4256 EL CAMINO REAL
PALO ALTO, CA 94306

JOB: 12270

UST

SEARCH ID: 4 **DIST/DIR:** 0.19 SE **ELEVATION:** 66 **MAP ID:** 4

NAME: FOUR SEASONS MOTEL
ADDRESS: 4320 EL CAMINO REAL
LOS ALTOS CA 94022
SANTA CLARA

REV: 01/01/94
ID1: TISID-STATE44263
ID2:
STATUS: ACTIVE
PHONE:

CONTACT:
SOURCE:

UST HISTORICAL DATA

This site was listed in the FIDS Zip Code List as a UST site. The Office of Hazardous Data Management produced the FIDS list. The FIDS list is an index of names & locations of sites recorded in various California State environmental agency databases. It is sorted by zip code and as an index, details regarding the sites were never included. The UST information included in FIDS as provided by the Office of Hazardous Data Management was originally collected from the SWEEPS database. The SWEEPS database recorded Underground Storage Tanks and was maintained by the State Water Resources Control Board (SWRCB). That agency no longer maintains the SWEEPS database and last updated it in 1994. The last release of that 1994 database was in 1997. Oversight of Underground Storage Tanks within California is now conducted by Certified Unified Program Agencies referred to as CUPA s. There are approximately 102 CUPA s and Local Oversight Programs (LOP s) in the State of California. Most are city or county government agencies. As of 1998, all sites or facilities with underground storage tanks were required by Federal mandate to obtain certification by designated UST oversight agencies (in this case, CUPA s) that the UST/s at their location were upgraded or removed in adherence with the 1998 RCRA standards. Information from the FIDS/SWEEPS lists were included in this report search to help identify where underground storage tanks may have existed that were not recorded in CUPA databases or lists collected by us. This may occur if a tank was removed prior to development of recent CUPA UST lists or never registered with a CUPA.

Environmental FirstSearch

Site Detail Report

Target Property: 4256 EL CAMINO REAL
PALO ALTO, CA 94306

JOB: 12270

UST

SEARCH ID: 2 **DIST/DIR:** 0.20 NW **ELEVATION:** 55 **MAP ID:** 5

NAME: AVIS RENT A CAR SYSTEM INC
ADDRESS: 4216 EL CAMINO REAL
PALO ALTO CA
SANTA CLARA

REV: 04/14/06
ID1: 43-006-002985-000002
ID2:
STATUS: CERTIFICATE DATE:12/21/98
PHONE:

CONTACT:
SOURCE:

CITY OF PALO ALTO ACTIVE TANKS LIST INFORMATION

According to the Palo Alto Fire Dept. the following information is current as of 04/14/06

Date Installed: 1/1/84
Permit Expiration Date: 2/6/99
Tank Type: DOUBLE WALLED
Capacity: 6000
Tank Content: PETROLEUM
Tank Material: STEEL
Dispensing: PRESSURE
Pipe Type: DOUBLE WALLED
Pipe Material: STEEL/IRON

Environmental FirstSearch

Site Detail Report

Target Property: 4256 EL CAMINO REAL
PALO ALTO, CA 94306

JOB: 12270

UST

SEARCH ID: 5 **DIST/DIR:** 0.20 NW **ELEVATION:** 55 **MAP ID:** 5

NAME: HERTZ RENT-A-CAR
ADDRESS: 4201 EL CAMINO REAL
PALO ALTO CA
SANTA CLARA

REV: 04/14/06
ID1: 43-006-002982-000003
ID2:
STATUS: CERTIFICATE DATE:10/29/98
PHONE:

CONTACT:
SOURCE:

CITY OF PALO ALTO ACTIVE TANKS LIST INFORMATION

According to the Palo Alto Fire Dept. the following information is current as of 04/14/06

Date Installed: 11/2/87
Permit Expiration Date: 2/6/99
Tank Type: DOUBLE WALLED
Capacity: 10000
Tank Content: PETROLEUM
Tank Material: FIBERGLASS
Dispensing: SUCTION
Pipe Type: DOUBLE WALLED
Pipe Material: FIBERGLASS

Environmental FirstSearch Site Detail Report

Target Property: 4256 EL CAMINO REAL
PALO ALTO, CA 94306

JOB: 12270

UST

SEARCH ID: 7 DIST/DIR: 0.20 NW ELEVATION: 55 MAP ID: 5

NAME: NATIONAL CAR RENTAL SYS.
ADDRESS: 4216 EL CAMINO REAL
PALO ALTO CA 94306
SANTA CLARA

REV: 01/01/94
ID1: TISID-STATE44687
ID2:
STATUS: ACTIVE
PHONE:

CONTACT:
SOURCE:

UST HISTORICAL DATA

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Environmental FirstSearch Site Detail Report

Target Property: 4256 EL CAMINO REAL
PALO ALTO, CA 94306

JOB: 12270

LUST

SEARCH ID: 11 **DIST/DIR:** 0.20 NW **ELEVATION:** 55 **MAP ID:** 5

NAME:	HYATT RICKEYS	REV:	04/11/08
ADDRESS:	4201 EL CAMINO REAL	ID1:	T0608591652
	PALO ALTO CA 94306	ID2:	
	SANTA CLARA	STATUS:	POLLUTION CHARACTERIZATION
CONTACT:		PHONE:	
SOURCE:	CA SWRCB		

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE
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LEAD AGENCY: REGIONAL BOARD
REGIONAL BOARD: 02
LOCAL CASE NUMBER:
RESPONSIBLE PARTY: BLANK RP
ADDRESS OF RESPONSIBLE PARTY:
SITE OPERATOR:
WATER SYSTEM:

CASE NUMBER: 43S0514
CASE TYPE: SOIL ONLY
SUBSTANCE LEAKED: SOLVENTS
SUBSTANCE QUANTITY: 0
LEAK CAUSE: UNKNOWN
LEAK SOURCE: UNKNOWN
HOW LEAK WAS DISCOVERED: TANK CLOSURE
DATE DISCOVERED (blank if not reported):
HOW LEAK WAS STOPPED:
STOP DATE (blank if not reported):
STATUS: POLLUTION CHARACTERIZATION
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency):
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported):
REVIEW DATE (blank if not reported):
DATE OF LEAK CONFIRMATION (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported):
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported): 1993-09-10 00:00:00
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported):
REPORT DATE (blank if not reported): 1983-07-14 00:00:00

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE
MTBE DATE (Date of historical maximum MTBE concentration):
MTBE GROUNDWATER CONCENTRATION (parts per billion):
MTBE SOIL CONCENTRATION (parts per million):
MTBE CNTS: 0
MTBE FUEL: 0
MTBE TESTED: NOT REQUIRED TO BE TESTED
MTBE CLASS: *

Environmental FirstSearch

Site Detail Report

Target Property: 4256 EL CAMINO REAL
PALO ALTO, CA 94306

JOB: 12270

UST

SEARCH ID: 8 **DIST/DIR:** 0.22 NW **ELEVATION:** 54 **MAP ID:** 6

NAME: PALO ALTO ACC-U-TUNE
ADDRESS: 4200 EL CAMINO REAL
PALO ALTO CA 94306
SANTA CLARA

REV: 01/01/94
ID1: TISID-STATE44699
ID2:
STATUS: ACTIVE
PHONE:

CONTACT:
SOURCE:

UST HISTORICAL DATA

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Environmental FirstSearch Site Detail Report

Target Property: 4256 EL CAMINO REAL
PALO ALTO, CA 94306

JOB: 12270

UST

SEARCH ID: 3 DIST/DIR: 0.25 NW ELEVATION: 65 MAP ID: 7

NAME: FIRE STATION #5
ADDRESS: 600 ARASTERDERO
PALO ALTO CA 94306
SANTA CLARA

REV: 01/01/94
ID1: TISID-STATE44653
ID2:
STATUS: ACTIVE
PHONE:

CONTACT:
SOURCE:

UST HISTORICAL DATA

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Environmental FirstSearch Site Detail Report

Target Property: 4256 EL CAMINO REAL
PALO ALTO, CA 94306

JOB: 12270

LUST

SEARCH ID: 15 **DIST/DIR:** 0.26 SE **ELEVATION:** 67 **MAP ID:** 8

NAME: TOSCO - FACILITY #6115
ADDRESS: 4350 EL CAMINO REAL
LOS ALTOS CA 94022
SANTA CLARA

REV: 07/11/02
ID1: 43-1567
ID2:
STATUS: CASE CLOSED
PHONE:

CONTACT:
SOURCE: CA SWRCB

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE
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LEAD AGENCY: LOCAL AGENCY
REGIONAL BOARD: SAN FRANCISCO BAY REGION
LOCAL CASE NUMBER: 06S2W18R01
RESPONSIBLE PARTY: BLANK RP
ADDRESS OF RESPONSIBLE PARTY:
SITE OPERATOR:
WATER SYSTEM:

CASE NUMBER: 43-1567
CASE TYPE: OTHER
SUBSTANCE LEAKED: GASOLINE
SUBSTANCE QUANTITY:
LEAK CAUSE: STRUCTURE FAILURE
LEAK SOURCE: TANK
HOW LEAK WAS DISCOVERED: TANK CLOSURE
DATE DISCOVERED (blank if not reported): 10/15/90
HOW LEAK WAS STOPPED: CLOSE TANK
STOP DATE (blank if not reported): 10/15/90
STATUS: CASE CLOSED
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency): EXCAVATE AND DISPOSE-
REMOVE CONTAMINATED SOIL AND DISPOSE IN APPROVED SITE. VENT SOIL.
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): 2/14/91
REVIEW DATE (blank if not reported): 1/18/91
DATE OF LEAK CONFIRMATION (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported): 11/8/90
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported): 3/12/91
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported): 3/26/92
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported): 11/7/96
REPORT DATE (blank if not reported): 11/8/90

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE
MTBE DATE(Date of historical maximum MTBE concentration): 1/2/65
MTBE GROUNDWATER CONCENTRATION: 480
MTBE SOIL CONCENTRATION:
MTBE CNTS: 1
MTBE FUEL: 1
MTBE TESTED: YES
MTBE CLASS:

Environmental FirstSearch Site Detail Report

Target Property: 4256 EL CAMINO REAL
PALO ALTO, CA 94306

JOB: 12270

LUST

SEARCH ID: 16 **DIST/DIR:** 0.26 SE **ELEVATION:** 67 **MAP ID:** 8

NAME:	UNOCAL #6115	REV:	06/06/12
ADDRESS:	4350 EL CAMINO REAL	ID1:	T0608501527
	LOS ALTOS CA 94022	ID2:	
	SANTA CLARA	STATUS:	COMPLETED - CASE CLOSED
CONTACT:		PHONE:	
SOURCE:	CA SWRCB		

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: SANTA CLARA COUNTY LOP
REGIONAL BOARD CASE NUMBER:
LOCAL AGENCY: SANTA CLARA COUNTY LOP
LOCAL CASE NUMBER:

CASE TYPE: LUST Cleanup Site
POTENTIAL CONTAMINANTS OF CONCERN: Gasoline
POTENTIAL MEDIA AFFECTED: Other Groundwater (uses other than drinking water)
STATUS: Completed - Case Closed
STATUS DATE: 1996-11-07 00:00:00
SITE HISTORY (blank if not reported):

ACTION TYPE (blank if not reported): ENFORCEMENT
DATE (blank if not reported): 1992-04-19 00:00:00
ACTION (blank if not reported): Staff Letter - #30044

ACTION TYPE (blank if not reported): ENFORCEMENT
DATE (blank if not reported): 1991-01-23 00:00:00
ACTION (blank if not reported): Notice of Responsibility - #40122

ACTION TYPE (blank if not reported): Other
DATE (blank if not reported): 1950-01-01 00:00:00
ACTION (blank if not reported): Leak Reported

ACTION TYPE (blank if not reported): REMEDIATION
DATE (blank if not reported): 1950-01-01 00:00:00
ACTION (blank if not reported): Excavation

ACTION TYPE (blank if not reported): REMEDIATION
DATE (blank if not reported): 1950-01-01 00:00:00
ACTION (blank if not reported): Soil Vapor Extraction (SVE)

ACTION TYPE (blank if not reported): RESPONSE
DATE (blank if not reported): 1992-05-30 00:00:00
ACTION (blank if not reported): Soil and Water Investigation Workplan

Environmental FirstSearch

Site Detail Report

Target Property: 4256 EL CAMINO REAL
PALO ALTO, CA 94306

JOB: 12270

LUST

SEARCH ID: 12 **DIST/DIR:** 0.36 SE **ELEVATION:** 67 **MAP ID:** 9

NAME: LOZANO CAR WASH
ADDRESS: 2690 EL CAMINO REAL
MOUNTAIN VIEW CA 94040
SANTA CLARA

REV: 06/06/12
ID1: T0608546580
ID2:
STATUS: COMPLETED - CASE CLOSED
PHONE:

CONTACT:
SOURCE: CA SWRCB

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

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LEAD AGENCY: SANTA CLARA COUNTY LOP
REGIONAL BOARD CASE NUMBER:
LOCAL AGENCY: SANTA CLARA COUNTY LOP
LOCAL CASE NUMBER:

CASE TYPE: LUST Cleanup Site
POTENTIAL CONTAMINANTS OF CONCERN: Gasoline
POTENTIAL MEDIA AFFECTED: Soil
STATUS: Completed - Case Closed
STATUS DATE: 2003-10-07 00:00:00
SITE HISTORY (blank if not reported):

ACTION TYPE (blank if not reported): Other
DATE (blank if not reported): 1950-01-01 00:00:00
ACTION (blank if not reported): Leak Reported

Environmental FirstSearch Site Detail Report

Target Property: 4256 EL CAMINO REAL
PALO ALTO, CA 94306

JOB: 12270

NFRAP

SEARCH ID: 17 **DIST/DIR:** NON GC **ELEVATION:** **MAP ID:**

NAME: STANFORD CLEANERS
ADDRESS: 2875 EL CAMINO
PALO ALTO CA 94306
SAN MATEO

REV: 10/1/12
ID1: CAD028879765
ID2: 0901281
STATUS: NFRAP-N
PHONE:

CONTACT:
SOURCE: EPA

DESCRIPTION:

ACTION/QUALITY AGENCY/RPS START/RAA END
ARCHIVE SITEEPA In-House11/1/1987

DISCOVERYEPA Fund-Financed5/1/1986

PRELIMINARY ASSESSMENTEPA Fund-Financed11/1/1987
NFRAP: NO FURTHER REMEDIAL ACTION PLANNED

Environmental FirstSearch

Site Detail Report

Target Property: 4256 EL CAMINO REAL
PALO ALTO, CA 94306

JOB: 12270

RCRAGN

SEARCH ID: 18 **DIST/DIR:** NON GC **ELEVATION:** **MAP ID:**

NAME:	SHELL OIL CO	REV:	8/8/01
ADDRESS:	1885 EL CAMINO	ID1:	CAD981400419
	PALO ALTO CA 94306	ID2:	
	SAN MATEO	STATUS:	SGN
CONTACT:		PHONE:	
SOURCE:	EPA		

SITE INFORMATION

UNIVERSE NAME:

SGN: GENERATES 100 - 1000 KG/MONTH OF HAZARDOUS WASTE

SIC INFORMATION:

ENFORCEMENT INFORMATION:

VIOLATION INFORMATION:

Environmental FirstSearch

Site Detail Report

Target Property: 4256 EL CAMINO REAL
PALO ALTO, CA 94306

JOB: 12270

RCRANLR

SEARCH ID: 19 DIST/DIR: NON GC ELEVATION: MAP ID:

NAME: SHELL OIL CO
ADDRESS: 1885 EL CAMINO
PALO ALTO CA 94306
SAN MATEO

REV: 9/11/12
ID1: CAD981400419
ID2:
STATUS: NLR
PHONE:

CONTACT:
SOURCE: EPA

SITE INFORMATION

CONTACT INFORMATION: SONDR A BIENVENU
777 WALKER ST
HOUSTON TX 77002

PHONE: 7132415036

OWNER NAME: EQUILON ENTERPRISES LLC
OWNER TYPE: P-PRIVATE
OPERATOR:
OPERATOR TYPE:
MAILING ADDRESS: P O BOX 4453
HOUSTON, TX 772104453

UNIVERSE INFORMATION:

RECEIVED DATE: 10/12/2000

SUBJECT TO CORRECTIVE ACTION (SUBJCA)

SUBJCA: N - NO
SUBJCA TSD 3004: N - NO
SUBJCA NON TSD: N - NO
SIGNIFICANT NON-COMPLIANCE(SNC): N - NO
BEGINNING OF THE YEAR SNC:
PERMIT WORKLOAD: ----
CLOSURE WORKLOAD: ----
POST CLOSURE WORKLOAD: ----
PERMITTING /CLOSURE/POST-CLOSURE PROGRESS: ----
CORRECTIVE ACTION WORKLOAD: N - NO
GENERATOR STATUS: N

INSTITUTIONAL CONTROL: N-NOENGINEERING CONTROL: N
HUMAN EXPOSURE: N-NOGW CONTROLS: N- NO
LAND TYPE: P-PRIVATE SHORT TERM GEN: N
TRANS FACILITY: NREC WASTE FROM OFF SITE: N

IMPORTER ACTIVITY: N - NOMIXED WASTE GEN: N - NO
TRANS ACTIVITY: N - NOTSD ACTIVITY: N - NO
RECYCLER ACTIVITY: N - NOONSITE BURNER EXEMPT: N - NO
FURNACE EXEMPTION: N - NOUNDER INJECT ACTIVITY: N - NO
REC WASTE FROM OFF SITE: N - NOUNIV WASTE DEST FAC: N
USED OIL TRANS: N - NOUSED OIL PROCESSOR: N - NO
USED OIL REFINER: N - NOUSED OIL FUEL BURNER: N - NO
UO FUEL MARKETER TO BURNER: NUSED OIL SPEC MARKETER: N - NO

NAIC INFORMATION

- Continued on next page -

Environmental FirstSearch

Site Detail Report

Target Property: 4256 EL CAMINO REAL
PALO ALTO, CA 94306

JOB: 12270

RCRANLR

SEARCH ID: 19 **DIST/DIR:** NON GC **ELEVATION:** **MAP ID:**

NAME: SHELL OIL CO
ADDRESS: 1885 EL CAMINO
PALO ALTO CA 94306
SAN MATEO

REV: 9/11/12
ID1: CAD981400419
ID2:
STATUS: NLR
PHONE:

CONTACT:
SOURCE: EPA

- GASOLINE STATIONS

ENFORCEMENT INFORMATION:

VIOLATION INFORMATION:

HAZARDOUS WASTE INFORMATION:

D001 - IGNITABLE WASTE

Environmental FirstSearch

Site Detail Report

Target Property: 4256 EL CAMINO REAL
PALO ALTO, CA 94306

JOB: 12270

ERNS

SEARCH ID: 20 **DIST/DIR:** NON GC **ELEVATION:** **MAP ID:**

NAME:	INTERSECTION OF EL CAMINO REAL & CALIFORNIA AVENUE	REV:	1/11/12
ADDRESS:	EL CAMINO REAL & CALIFORNIA AVE	ID1:	NRC-994959
	PALO ALTO CA	ID2:	
	SANTA CLARA	STATUS:	MOBILE
CONTACT:		PHONE:	
SOURCE:	NRC		

SITE INFORMATION

THIS INFORMATION WAS OBTAINED FROM THE NATIONAL RESPONSE CENTER

INCIDENT DATE:-NOV-2011 13:32
REPORTED DATE:08-NOV-2011 17:51
TYPE OF INCIDENT:MOBILE
CAUSE OF INCIDENT:OTHER
MEDIUM AFFECTED:NON-RELEASE (N/A)
MATERIAL NAME:
LOCATION:INTERSECTION OF EL CAMINO REAL & CALIFORNIA AVENUE
SUSPECTED COMPANY:

DESCRIPTION:CALLER STATES THAT A PUBLIC TRANSPORTATION BUS HEADING NORTH BOUND TO THE PALO ALTO TRAIN DEPOT STRUCK AN INDIVIDUAL RESULTING IN A FATALITY. AN INVESTIGATION IS UNDERWAY.

Environmental FirstSearch Site Detail Report

Target Property: 4256 EL CAMINO REAL
PALO ALTO, CA 94306

JOB: 12270

ERNS

SEARCH ID: 21 DIST/DIR: NON GC ELEVATION: MAP ID:

NAME: UNK
ADDRESS: ON CREEK FR: EL CAMINO REAL RD *87
PALO ALTO CA
Santa Clara
CONTACT:
SOURCE: EPA
REV: 01-20-98
ID1: 73305
ID2:
STATUS: UNKNOWN
PHONE:

CERCLIS (Y/N):

MAT: UNK(WHITE) QUANT: 0 UNKNOWN

LOCATION: ON CREEK FR: EL CAMINO REAL RD *87
CITY: REPORTED: 07/20/88

SOURCE: UNKNOWN MEDIUM: WATER
PUBLIC STATES MILKY WAITE SUBSTANCE ON CREEK WATERS PUBLIC STATES MILKY WAITE
CAUSE: UNKNOWN
SUBSTANCE ON CREEK WATERS

ACT: CU=NOT REQ PER CAF*G
BY:

Environmental FirstSearch

Site Detail Report

Target Property: 4256 EL CAMINO REAL
PALO ALTO, CA 94306

JOB: 12270

UST

SEARCH ID: 22 **DIST/DIR:** NON GC **ELEVATION:** **MAP ID:**

NAME: BP OIL CO FACILITY SITE #11219
ADDRESS: 2780 EL CAMINO
PALO ALTO CA
San Mateo

REV: 01/01/94
ID1: TISID-STATE44591
ID2:
STATUS: ACTIVE
PHONE:

CONTACT:
SOURCE:

UST HISTORICAL DATA

This site was listed in the FIDS Zip Code List as a UST site. The Office of Hazardous Data Management produced the FIDS list. The FIDS list is an index of names & locations of sites recorded in various California State environmental agency databases. It is sorted by zip code and as an index, details regarding the sites were never included.

The UST information included in FIDS as provided by the Office of Hazardous Data Management was originally collected from the SWEEPS database. The SWEEPS database recorded Underground Storage Tanks and was maintained by the State Water Resources Control Board (SWRCB). That agency no longer maintains the SWEEPS database and last updated it in 1994. The last release of that 1994 database was in 1997.

Oversight of Underground Storage Tanks within California is now conducted by Certified Unified Program Agencies referred to as CUPA s. There are approximately 102 CUPA s and Local Oversight Programs (LOP s) in the State of California. Most are city or county government agencies. As of 1998, all sites or facilities with underground storage tanks were required by Federal mandate to obtain certification by designated UST oversight agencies (in this case, CUPA s) that the UST/s at their location were upgraded or removed in adherence with the 1998 RCRA standards.

Information from the FIDS/SWEEPS lists were included in this report search to help identify where underground storage tanks may have existed that were not recorded in CUPA databases or lists collected by us. This may occur if a tank was removed prior to development of recent CUPA UST lists or never registered with a CUPA.

Environmental FirstSearch Site Detail Report

Target Property: 4256 EL CAMINO REAL
PALO ALTO, CA 94306

JOB: 12270

UST

SEARCH ID: 23 **DIST/DIR:** NON GC **ELEVATION:** **MAP ID:**

NAME: JACK POTTER DBA PALO ALTO SHELL
ADDRESS: 2200 EL CAMINO
PALO ALTO CA
SANTA CLARA

REV: 04/14/06
ID1: 43-006-001616-000002
ID2:
STATUS: CERTIFICATE DATE:10/26/98
PHONE:

CONTACT:
SOURCE:

CITY OF PALO ALTO ACTIVE TANKS LIST INFORMATION

According to the Palo Alto Fire Dept. the following information is current as of 04/14/06

Date Installed: 1/1/82
Permit Expiration Date: 2/6/99
Tank Type: SINGLE WALLED
Capacity: 10000
Tank Content: PETROLEUM
Tank Material: FIBERGLASS
Dispensing: PRESSURE
Pipe Type: SINGLE WALLED
Pipe Material: FIBERGLASS

Environmental FirstSearch

Site Detail Report

Target Property: 4256 EL CAMINO REAL
PALO ALTO, CA 94306

JOB: 12270

UST

SEARCH ID: 24 **DIST/DIR:** NON GC **ELEVATION:** **MAP ID:**

NAME: JACK POTTER DBA PALO ALTO SHELL
ADDRESS: 2200 EL CAMINO
PALO ALTO CA
SANTA CLARA

REV: 04/14/06
ID1: 43-006-001616-000003
ID2:
STATUS: CERTIFICATE DATE:10/26/98
PHONE:

CONTACT:
SOURCE:

CITY OF PALO ALTO ACTIVE TANKS LIST INFORMATION

According to the Palo Alto Fire Dept. the following information is current as of 04/14/06

Date Installed: 1/1/82
Permit Expiration Date: 2/6/99
Tank Type: SINGLE WALLED
Capacity: 10000
Tank Content: PETROLEUM
Tank Material: FIBERGLASS
Dispensing: PRESSURE
Pipe Type: SINGLE WALLED
Pipe Material: FIBERGLASS

Environmental FirstSearch

Site Detail Report

Target Property: 4256 EL CAMINO REAL
PALO ALTO, CA 94306

JOB: 12270

UST

SEARCH ID:	25	DIST/DIR:	NON GC	ELEVATION:	MAP ID:
NAME:	VALERO SERVICE STATION			REV:	04/14/06
ADDRESS:	1963 EL CAMINO PALO ALTO CA SANTA CLARA			ID1:	43-006-001597-000006
CONTACT:				ID2:	
SOURCE:				STATUS:	CERTIFICATE DATE:12/3/98
				PHONE:	

CITY OF PALO ALTO ACTIVE TANKS LIST INFORMATION

According to the Palo Alto Fire Dept. the following information is current as of 04/14/06

Date Installed: 5/1/90
Permit Expiration Date: 2/6/99
Tank Type: DOUBLE WALED
Capacity: 12000
Tank Content: PETROLEUM
Tank Material: FIBERGLASS
Dispensing: PRESSURE
Pipe Type: DOUBLE WALLED
Pipe Material: FIBERGLASS

Environmental FirstSearch

Site Detail Report

Target Property: 4256 EL CAMINO REAL
PALO ALTO, CA 94306

JOB: 12270

UST

SEARCH ID:	26	DIST/DIR:	NON GC	ELEVATION:	MAP ID:
NAME:	VALERO SERVICE STATION			REV:	04/14/06
ADDRESS:	1963 EL CAMINO PALO ALTO CA SANTA CLARA			ID1:	43-006-001597-000007
CONTACT:				ID2:	
SOURCE:				STATUS:	CERTIFICATE DATE:12/3/98
				PHONE:	

CITY OF PALO ALTO ACTIVE TANKS LIST INFORMATION

According to the Palo Alto Fire Dept. the following information is current as of 04/14/06

Date Installed: 5/1/90
Permit Expiration Date: 2/6/99
Tank Type: DOUBLE WALED
Capacity: 12000
Tank Content: PETROLEUM
Tank Material: FIBERGLASS
Dispensing: PRESSURE
Pipe Type: DOUBLE WALLED
Pipe Material: FIBERGLASS

Environmental FirstSearch

Site Detail Report

Target Property: 4256 EL CAMINO REAL
PALO ALTO, CA 94306

JOB: 12270

UST

SEARCH ID:	27	DIST/DIR:	NON GC	ELEVATION:	MAP ID:
NAME:	VALERO SERVICE STATION			REV:	04/14/06
ADDRESS:	1963 EL CAMINO			ID1:	43-006-001597-000008
	PALO ALTO CA			ID2:	
	SANTA CLARA			STATUS:	CERTIFICATE DATE:12/3/98
CONTACT:				PHONE:	
SOURCE:					

CITY OF PALO ALTO ACTIVE TANKS LIST INFORMATION

According to the Palo Alto Fire Dept. the following information is current as of 04/14/06

Date Installed: 5/1/90
Permit Expiration Date: 2/6/99
Tank Type: DOUBLE WALLED
Capacity: 12000
Tank Content: PETROLEUM
Tank Material: FIBERGLASS
Dispensing: PRESSURE
Pipe Type: DOUBLE WALLED
Pipe Material: FIBERGLASS

Environmental FirstSearch Site Detail Report

Target Property: 4256 EL CAMINO REAL
PALO ALTO, CA 94306

JOB: 12270

UST

SEARCH ID:	28	DIST/DIR:	NON GC	ELEVATION:	MAP ID:
NAME:	VALERO SERVICE STATION			REV:	04/14/06
ADDRESS:	1963 EL CAMINO PALO ALTO CA SANTA CLARA			ID1:	43-006-001597-000009
				ID2:	
CONTACT:				STATUS:	CERTIFICATE DATE:12/3/98
SOURCE:				PHONE:	

CITY OF PALO ALTO ACTIVE TANKS LIST INFORMATION

According to the Palo Alto Fire Dept. the following information is current as of 04/14/06

Date Installed: 5/1/90
Permit Expiration Date: 2/6/99
Tank Type: DOUBLE WALED
Capacity: 550
Tank Content: NON-PETROLEUM
Tank Material: FIBERGLASS
Dispensing: N/A
Pipe Type: N/A
Pipe Material: N/A

Environmental FirstSearch Site Detail Report

Target Property: 4256 EL CAMINO REAL
PALO ALTO, CA 94306

JOB: 12270

UST

SEARCH ID: 29 DIST/DIR: NON GC ELEVATION: MAP ID:

NAME: WILLIE ISON INC
ADDRESS: 1885 EL CAMINO
PALO ALTO CA 94306
Santa Clara

REV: 01/01/94
ID1: TISID-STATE44609
ID2:
STATUS: ACTIVE
PHONE:

CONTACT:
SOURCE:

UST HISTORICAL DATA

This site was listed in the FIDS Zip Code List as a UST site. The Office of Hazardous Data Management produced the FIDS list. The FIDS list is an index of names & locations of sites recorded in various California State environmental agency databases. It is sorted by zip code and as an index, details regarding the sites were never included.

The UST information included in FIDS as provided by the Office of Hazardous Data Management was originally collected from the SWEEPS database. The SWEEPS database recorded Underground Storage Tanks and was maintained by the State Water Resources Control Board (SWRCB). That agency no longer maintains the SWEEPS database and last updated it in 1994. The last release of that 1994 database was in 1997.

Oversight of Underground Storage Tanks within California is now conducted by Certified Unified Program Agencies referred to as CUPA s. There are approximately 102 CUPA s and Local Oversight Programs (LOP s) in the State of California. Most are city or county government agencies. As of 1998, all sites or facilities with underground storage tanks were required by Federal mandate to obtain certification by designated UST oversight agencies (in this case, CUPA s) that the UST/s at their location were upgraded or removed in adherence with the 1998 RCRA standards.

Information from the FIDS/SWEEPS lists were included in this report search to help identify where underground storage tanks may have existed that were not recorded in CUPA databases or lists collected by us. This may occur if a tank was removed prior to development of recent CUPA UST lists or never registered with a CUPA.

Environmental FirstSearch Site Detail Report

Target Property: 4256 EL CAMINO REAL
PALO ALTO, CA 94306

JOB: 12270

TRIBALLAND

SEARCH ID: 30 DIST/DIR: NON GC ELEVATION: MAP ID:

NAME: BUREAU OF INDIAN AFFAIRS CONTACT INFORMATION
ADDRESS: UNKNOWN
CA 94306
SANTA CLARA
CONTACT: BIA
SOURCE: BIA
REV: 01/15/08
ID1: BIA-94306
ID2:
STATUS:
PHONE:

BUREAU OF INDIAN AFFAIRS CONTACT INFORMATION

OFFICE: Pacific Regional Office
CONTACT: CLAY GREGORY, REGIONAL DIRECTOR

OFFICE ADDRESS: 2800 Cottage Way
Sacramento CA 95825
OFFICE PHONE: Phone: 916-978-6000
OFFICE FAX: Fax: 916-978-6099

The Native American Consultation Database (NACD) is a tool for identifying consultation contacts for Indian tribes, Alaska Native villages and corporations, and Native Hawaiian organizations. The database is not a comprehensive source of information, but it does provide a starting point for the consultation process by identifying tribal leaders and NAGPRA contacts. This database can be accessed online at the following web address <http://home.nps.gov/nacd/>

Environmental FirstSearch Descriptions

NPL: EPA NATIONAL PRIORITY LIST - The National Priorities List is a list of the worst hazardous waste sites that have been identified by Superfund. Sites are only put on the list after they have been scored using the Hazard Ranking System (HRS), and have been subjected to public comment. Any site on the NPL is eligible for cleanup using Superfund Trust money. A Superfund site is any land in the United States that has been contaminated by hazardous waste and identified by the Environmental Protection Agency (EPA) as a candidate for cleanup because it poses a risk to human health and/or the environment.**FINAL** - Currently on the Final NPL**PROPOSED** - Proposed for NPL

NPL DELISTED: EPA NATIONAL PRIORITY LIST Subset - Database of delisted NPL sites. The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.**DELISTED** - Deleted from the Final NPL

CERCLIS: EPA COMPREHENSIVE ENVIRONMENTAL RESPONSE COMPENSATION AND LIABILITY INFORMATION SYSTEM (CERCLIS)- CERCLIS is a database of potential and confirmed hazardous waste sites at which the EPA Superfund program has some involvement. It contains sites that are either proposed to be or are on the National Priorities List (NPL) as well as sites that are in the screening and assessment phase for possible inclusion on the NPL.**PART OF NPL**- Site is part of NPL site**DELETED** - Deleted from the Final NPL**FINAL** - Currently on the Final NPL**NOT PROPOSED** - Not on the NPL**NOT VALID** - Not Valid Site or Incident**PROPOSED** - Proposed for NPL**REMOVED** - Removed from Proposed NPL**SCAN PLAN** - Pre-proposal Site**WITHDRAWN** - Withdrawn

NFRAP: EPA COMPREHENSIVE ENVIRONMENTAL RESPONSE COMPENSATION AND LIABILITY INFORMATION SYSTEM ARCHIVED SITES - database of Archive designated CERCLA sites that, to the best of EPA's knowledge, assessment has been completed and has determined no further steps will be taken to list this site on the National Priorities List (NPL). This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.**NFRAP** - No Further Remedial Action Plan**P** - Site is part of NPL site**D** - Deleted from the Final NPL**F** - Currently on the Final NPL**N** - Not on the NPL**O** - Not Valid Site or Incident**P** - Proposed for NPL**R** - Removed from Proposed NPL**S** - Pre-proposal Site**W** - Withdrawn

RCRA COR ACT: EPA RESOURCE CONSERVATION AND RECOVERY INFORMATION SYSTEM SITES - Database of hazardous waste information contained in the Resource Conservation and Recovery Act Information (RCRAInfo), a national program management and inventory system about hazardous waste handlers. In general, all generators, transporters, treaters, storers, and disposers of hazardous waste are required to provide information about their activities to state environmental agencies. These agencies, in turn pass on the information to regional and national EPA offices. This regulation is governed by the Resource Conservation and Recovery Act (RCRA), as amended by the Hazardous and Solid Waste Amendments of 1984.**RCRAInfo** facilities that have reported violations and subject to corrective actions.

RCRA TSD: EPA RESOURCE CONSERVATION AND RECOVERY INFORMATION SYSTEM TREATMENT, STORAGE, and DISPOSAL FACILITIES. - Database of hazardous waste information contained in the Resource Conservation and Recovery Act Information (RCRAInfo), a national program management and inventory system about hazardous waste handlers. In general, all generators, transporters, treaters, storers, and disposers of hazardous waste are required to provide information about their activities to state environmental agencies. These agencies, in turn pass on the information to regional and national EPA offices. This regulation is governed by the Resource Conservation and Recovery Act (RCRA), as amended by the Hazardous and Solid Waste Amendments of 1984.**Facilities** that treat, store, dispose, or incinerate hazardous waste.

RCRA GEN: EPA/MA DEP/CT DEP RESOURCE CONSERVATION AND RECOVERY INFORMATION SYSTEM

GENERATORS - Database of hazardous waste information contained in the Resource Conservation and Recovery Act Information (RCRAInfo), a national program management and inventory system about hazardous waste handlers. In general, all generators, transporters, treaters, storers, and disposers of hazardous waste are required to provide information about their activities to state environmental agencies. These agencies, in turn pass on the information to regional and national EPA offices. This regulation is governed by the Resource Conservation and Recovery Act (RCRA), as amended by the Hazardous and Solid Waste Amendments of 1984. Facilities that generate or transport hazardous waste or meet other RCRA requirements. LGN - Large Quantity Generators SGN - Small Quantity Generators VGN - Conditionally Exempt Generator. Included are RAATS (RCRA Administrative Action Tracking System) and CMEL (Compliance Monitoring & Enforcement List) facilities. CONNECTICUT HAZARDOUS WASTE MANIFEST - Database of all shipments of hazardous waste within, into or from Connecticut. The data includes date of shipment, transporter and TSD info, and material shipped and quantity. This data is appended to the details of existing generator records. MASSACHUSETTES HAZARDOUS WASTE GENERATOR - database of generators that are regulated under the MA DEP. VQN-MA = generates less than 220 pounds or 27 gallons per month of hazardous waste or waste oil. SQN-MA = generates 220 to 2,200 pounds or 27 to 270 gallons per month of waste oil. LQG-MA = generates greater than 2,200 lbs of hazardous waste or waste oil per month.

RCRA NLR: EPA RESOURCE CONSERVATION AND RECOVERY INFORMATION SYSTEM SITES - Database of hazardous waste information contained in the Resource Conservation and Recovery Act Information (RCRAInfo), a national program management and inventory system about hazardous waste handlers. In general, all generators, transporters, treaters, storers, and disposers of hazardous waste are required to provide information about their activities to state environmental agencies. These agencies, in turn pass on the information to regional and national EPA offices. This regulation is governed by the Resource Conservation and Recovery Act (RCRA), as amended by the Hazardous and Solid Waste Amendments of 1984. not currently classified by the EPA but are still included in the RCRAInfo database. Reasons for non classification: Failure to report in a timely matter. No longer in business. No longer in business at the listed address. No longer generating hazardous waste materials in quantities which require reporting.

Fed Brownfield: EPA BROWNFIELD MANAGEMENT SYSTEM (BMS) - database designed to assist EPA in collecting, tracking, and updating information, as well as reporting on the major activities and accomplishments of the various Brownfield grant Programs. CLEANUPS IN MY COMMUNITY (subset) - Sites, facilities and properties that have been contaminated by hazardous materials and are being, or have been, cleaned up under EPA's brownfield's program.

ERNS: EPA/NRC EMERGENCY RESPONSE NOTIFICATION SYSTEM (ERNS) - Database of incidents reported to the National Response Center. These incidents include chemical spills, accidents involving chemicals (such as fires or explosions), oil spills, transportation accidents that involve oil or chemicals, releases of radioactive materials, sightings of oil sheens on bodies of water, terrorist incidents involving chemicals, incidents where illegally dumped chemicals have been found, and drills intended to prepare responders to handle these kinds of incidents. Data since January 2001 has been received from the National Response System database as the EPA no longer maintains this data.

Tribal Lands: DOI/BIA INDIAN LANDS OF THE UNITED STATES - Database of areas with boundaries established by treaty, statute, and (or) executive or court order, recognized by the Federal Government as territory in which American Indian tribes have primary governmental authority. The Indian Lands of the United States map layer shows areas of 640 acres or more, administered by the Bureau of Indian Affairs. Included are Federally-administered lands within a reservation which may or may not be considered part of the reservation. BUREAU OF INDIAN AFFAIRS CONTACT - Regional contact information for the Bureau of Indian Affairs offices.

State/Tribal Sites: CA EPA SMBRPD / CAL SITES- The California Department of Toxic Substances Control (DTSC) has developed an electronic database system called Envirostor with information about sites that are known to be

contaminated with hazardous substances as well as information on uncharacterized properties where further studies may reveal problems. The Site Mitigation and Brownfields Reuse Program Database (SMBRPD), formerly known as CalSites, is used primarily by DTSC's staff as an informational tool to evaluate and track activities at properties that may have been affected by the release of hazardous substances. The SMBRPD displays information in six categories, two of which are found in ST. The categories listed under ST are: 1. State Response Sites. 2. School Property Evaluation Program Properties (SCH) Please Note: Our reports list the above sites as DB Type (STATE). Other categories found in the SMBRPD are listed in our reports in the DB Types OT and VC. Each Category contains information on properties based upon the type of work taking place at the site. State Response Sites contains only known and potential hazardous substance release sites considered as posing the greatest threat to the public. School sites included in ST will be found within the SMBRPD's School Property Evaluation Program. CORTESE LIST-Pursuant to Government Code Section 65962.5, the Hazardous Waste and Substances Sites List has been compiled by Cal/EPA, Hazardous Materials Data Management Program to provide information about the location of hazardous materials release sites. Cortese List sites that fall under DTSC's guidelines for State Response sites are included in our reports in the ST category as are qualifying sites from the Annual Work Plan (formerly Bond Expenditure Plan) and the historic ASPIS databases.

State Spills 90: CA EPA SLIC REGIONS 1 - 9- The California Regional Water Quality Control Boards maintain report of sites that have records of spills, leaks, investigation, and cleanups.

State/Tribal SWL: CA IWMB/SWRCB/COUNTY SWIS SOLID WASTE INFORMATION SYSTEM-The California Integrated Waste Management Board maintains a database on solid waste facilities, operations, and disposal sites throughout the state of California. The types of facilities found in this database include landfills, transfer stations, material recovery facilities, composting sites, transformation facilities, waste tire sites, and closed disposal sites. For more information on individual sites call the number listed in the source field.. Please Note: This database contains poor site location information for many sites in our reports; therefore, it may not be possible to locate or plot some sites in our reports. WMUDS-The State Water Resources Control Board maintained the Waste Management Unit Database System (WMUDS). It is no longer updated. It tracked management units for several regulatory programs related to waste management and its potential impact on groundwater. Two of these programs (SWAT & TPCA) are no longer on-going regulatory programs as described below. Chapter 15 (SC15) is still an on-going regulatory program and information is updated periodically but not to the WMUDS database. The WMUDS System contains information from the following agency databases: Facility, Waste Management Unit (WMU), Waste Discharger System (WDS), SWAT, Chapter 15, TPCA, RCRA, Inspections, Violations, and Enforcement's. Note: This database contains poor site location information for many sites in our reports; therefore, it may not be possible to locate or plot some sites in reports. ORANGE COUNTY LANDFILLS LIST- A list maintained by the Orange County Health Department.

State/Tribal LUST: CA SWRCB/COUNTY LUSTIS- The State Water Resources Control Board maintains a database of sites with confirmed or unconfirmed leaking underground storage tanks. Information for this database is collected from the states regional boards quarterly and integrated with this database. SAN DIEGO COUNTY LEAKING TANKS- The San Diego County Department of Environmental Health maintains a database of sites with confirmed or unconfirmed leaking underground storage tanks within its HE17/58 database. For more information on a specific file call the HazMat Duty Specialist at phone number listed in the source information field.

State/Tribal UST/AST: CA EPA/COUNTY/CITY ABOVEGROUND STORAGE TANKS LISTING-The Above Ground Petroleum Storage Act became State Law effective January 1, 1990. In general, the law requires owners or operators of AST's with petroleum products to file a storage statement and pay a fee by July 1, 1990 and every two years thereafter, take specific action to prevent spills, and in certain instances implement a groundwater monitoring program. This law does not apply to that portion of a tank facility associated with the production oil and regulated by the State Division of Oil and Gas of the Dept. of Conservation. SWEEPS / FIDS STATE REGISTERED UNDEGROUND STORAGE TANKS- Until 1994 the State Water Resources Control Board maintained a database of registered underground storage tanks statewide referred

to as the SWEEPS System. The SWEEPS UST information was integrated with the CAL EPA's Facility Index System database (FIDS) which is a master index of information from numerous California agency environmental databases. That was last updated in 1994. We have included the UST information from the FIDS database in our reports for historical purposes to help our clients identify where tanks may possibly have existed. For more information on specific sites from individual paper files archived at the State Water Resources Control Board call the number listed with the source information. INDIAN LANDS UNDERGROUND STORAGE TANKS LIST- A listing of underground storage tanks currently on Indian Lands under federal jurisdiction. California Indian Land USTs are administered by US EPA Region 9. CUPA DATABASES & SOURCES- Definition of a CUPA: A Certified Unified Program Agency (CUPA) is a local agency that has been certified by the CAL EPA to implement six state environmental programs within the local agency's jurisdiction. These can be a county, city, or JPA (Joint Powers Authority). This program was established under the amendments to the California Health and Safety Code made by SB 1082 in 1994. A Participating Agency (PA) is a local agency that has been designated by the local CUPA to administer one or more Unified Programs within their jurisdiction on behalf of the CUPA. A Designated Agency (DA) is an agency that has not been certified by the CUPA but is the responsible local agency that would implement the six unified programs until they are certified. Please Note: We collect and maintain information regarding Underground Storage Tanks from the majority of the CUPAs and Participating Agencies in the State of California. These agencies typically do not maintain nor release such information on a uniform or consistent schedule; therefore, currency of the data may vary. Please look at the details on a specific site with a UST record in the First Search Report to determine the actual currency date of the record as provided by the relevant agency. Numerous efforts are made on a regular basis to obtain updated records.

State/Tribal IC: CA EPA DEED-RESTRICTED SITES LISTING- The California EPA's Department of Toxic Substances Control Board maintains a list of deed-restricted sites, properties where the DTSC has placed limits or requirements on the future use of the property due to varying levels of cleanup possible, practical or necessary at the site.

State/Tribal VCP: CA EPA SMBRPD / CAL SITES- The California Department of Toxic Substances Control (DTSC) has developed an electronic database system called Envirostor with information about sites that are known to be contaminated with hazardous substances as well as information on uncharacterized properties where further studies may reveal problems. The Site Mitigation and Brownfields Reuse Program Database (SMBRPD), formerly known as CalSites, is used primarily by DTSC's staff as an informational tool to evaluate and track activities at properties that may have been affected by the release of hazardous substances. The Voluntary Cleanup Program (VCP) category contains only those properties undergoing voluntary investigation and/or cleanup and which are listed in the Voluntary Cleanup Program. Please Note: Our reports list the above sites as DB Type VC.

State Permits: CA EPA/COUNTY SAN DIEGO COUNTY HE17 PERMITS- The HE17/58 database tracks establishments issued permits and the status of their permits in relation to compliance with federal, state, and local regulations that the County oversees. It tracks if a site is a hazardous waste generator, TSD, gas station, has underground tanks, violations, or unauthorized releases. For more information on a specific file call the HazMat Duty Specialist at the phone number listed in the source information field. SAN BERNARDINO COUNTY HAZARDOUS MATERIALS PERMITS- Handlers and Generators Permit Information Maintained by the Hazardous Materials Division.

State Other: CA EPA/COUNTY SMBRPD / CAL SITES- The California Department of Toxic Substances Control (DTSC) has developed an electronic database system called Envirostor with information about sites that are known to be contaminated with hazardous substances as well as information on uncharacterized properties where further studies may reveal problems. The Site Mitigation and Brownfields Reuse Program Database (SMBRPD), formerly known as CalSites, is used primarily by DTSC's staff as an informational tool to evaluate and track activities at properties that may have been affected by the release of hazardous substances. The SMBRPD displays information in six categories, two of which are found in ST. The categories listed under OT are: 1. Unconfirmed Properties Referred to Another Local or State Agency (REF) 2. Properties where a No Further Action Determination has been made (NFA) Please Note: Our reports list the

above sites as DB Type (OTHER). Other categories found in the SMBRPD are listed in our reports in the DB Types ST and VC.LA COUNTY SITE MITIGATION COMPLAINT CONTROL LOG- The County of Los Angeles Public Health Investigation Compliant Control Log. ORANGE COUNTY INDUSTRIAL SITE CLEANUPS- List maintained by the Orange County Environmental Health Agency. RIVERSIDE COUNTY WASTE GENERATORS-A list of facilities in Riverside County which generate hazardous waste. SACRAMENTO COUNTY MASTER HAZMAT LIST-Master list of facilities within Sacramento County with potentially hazardous materials. SACRAMENTO COUNTY TOXIC SITE CLEANUPS-A list of sites where unauthorized releases of potentially hazardous materials have occurred.

Federal IC / EC: EPA FEDERAL ENGINEERING AND INSTITUTIONAL CONTROLS- Superfund sites that have either an engineering or an institutional control. The data includes the control and the media contaminated. RESOURCE CONSERVATION AND RECOVERY INFORMATION SYSTEM SITES (RCRA) – RCRA site the have institutional controls.

State/Tribal HW: CA EPA DEPARTMENT OF TOXIC SUBSTANCES CONTROL HAZARDOUS WASTE MANIFEST INVENTORY-Records maintained by the CA DTSC of Hazardous Waste Manifests used to track and document the transport of hazardous waste from a generator's site to the site of its final disposition.

Environmental FirstSearch Database Sources

NPL: EPA Environmental Protection Agency

Updated quarterly

NPL DELISTED: EPA Environmental Protection Agency

Updated quarterly

CERCLIS: EPA Environmental Protection Agency

Updated quarterly

NFRAP: EPA Environmental Protection Agency.

Updated quarterly

RCRA COR ACT: EPA Environmental Protection Agency.

Updated quarterly

RCRA TSD: EPA Environmental Protection Agency.

Updated quarterly

RCRA GEN: EPA/MA DEP/CT DEP Environmental Protection Agency, Massachusetts Department of Environmental Protection, Connecticut Department of Environmental Protection

Updated quarterly

RCRA NLR: EPA Environmental Protection Agency

Updated quarterly

Fed Brownfield: EPA Environmental Protection Agency

Updated quarterly

ERNS: EPA/NRC Environmental Protection AgencyNational Response Center.

Updated annually

Tribal Lands: DOI/BIA United States Department of the InteriorBureau of Indian Affairs

Updated annually

State/Tribal Sites: CA EPA The CAL EPA, Depart. Of Toxic Substances Control Phone: (916) 323-3400 For Cortese List information contact The CAL EPA, Department of Toxic Substances Control at (916) 445-6532

Updated quarterly/when available

State Spills 90: CA EPA The California State Water Resources Control Board For phone number listings of departments within each region visit their web sites at: <http://www.swrcb.ca.gov/regions.html>

Updated when available

State/Tribal SWL: CA IWMB/SWRCB/COUNTY The California Integrated Waste Management Board
Phone:(916) 255-2331
The State Water Resources Control Board
Phone:(916) 227-4365
Orange County Health Department
Phone:(714) 834-3536

Updated quarterly/when available

State/Tribal LUST: CA SWRCB/COUNTY The California State Water Resources Control Board Phone:(916) 227-4416 San Diego County Department of Environmental Health Phone:(619) 338-2242

Updated quarterly/when available

State/Tribal UST/AST: CA EPA/COUNTY/CITY The State Water Resources Control Board
Phone:(916) 227-4364
CAL EPA Department of Toxic Substances Control
Phone:(916)227-4404
US EPA Region 9 Underground Storage Tank Program
Phone: (415) 972-3372
ALAMEDA COUNTY CUPAS:
* County of Alameda Department of Environmental Health
* Cities of Berkeley, Fremont, Hayward, Livermore / Pleasanton, Newark, Oakland, San Leandro, Union
ALPINE COUNTY CUPA:
* Health Department (Only updated by agency sporadically)
AMADOR COUNTY CUPA:
* County of Amador Environmental Health Department
BUTTE COUNTY CUPA
* County of Butte Environmental Health Division (Only updated by agency biannually)
CALAVERAS COUNTY CUPA:
* County of Calaveras Environmental Health Department
COLUSA COUNTY CUPA:
* Environmental Health Dept.
CONTRA COSTA COUNTY CUPA:
* Hazardous Materials Program
DEL NORTE COUNTY CUPA:
* Department of Health and Social Services

EL DORADO COUNTY CUPAS:

- * County of El Dorado Environmental Health - Solid Waste Div (Only updated by agency annually)
- * County of El Dorado EMD Tahoe Division (Only updated by agency annually)

FRESNO COUNTY CUPA:

- * Haz. Mat and Solid Waste Programs

GLENN COUNTY CUPA:

- * Air Pollution Control District

HUMBOLDT COUNTY CUPA:

- * Environmental Health Division

IMPERIAL COUNTY CUPA:

- * Department of Planning and Building

INYO COUNTY CUPA:

- * Environmental Health Department

KERN COUNTY CUPA:

- * County of Kern Environmental Health Department
- * City of Bakersfield Fire Department

KINGS COUNTY CUPA:

- * Environmental Health Services

LAKE COUNTY CUPA:

- * Division of Environmental Health

LASSEN COUNTY CUPA:

- * Department of Agriculture

LOS ANGELES COUNTY CUPAS:

- * County of Los Angeles Fire Department CUPA Data as maintained by the Los Angeles County Department of Public Works
- * County of Los Angeles Environmental Programs Division
- * Cities of Burbank, El Segundo, Glendale, Long Beach/Signal Hill, Los Angeles, Pasadena, Santa Fe Springs, Santa Monica, Torrance, Vernon

MADERA COUNTY CUPA:

- * Environmental Health Department

MARIN COUNTY CUPA:

- * County of Marin Office of Waste Management
- * City of San Rafael Fire Department

MARIPOSA COUNTY CUPA:

- * Health Department

MENDOCINO COUNTY CUPA:

- * Environmental Health Department

MERCED COUNTY CUPA:

- * Division of Environmental Health

MODOC COUNTY CUPA:

- * Department of Agriculture

MONO COUNTY CUPA:

- * Health Department

MONTEREY COUNTY CUPA:

- * Environmental Health Division

NAPA COUNTY CUPA:

- * Hazardous Materials Section

NEVADA COUNTY CUPA:

* Environmental Health Department

ORANGE COUNTY CUPAS:

* County of Orange Environmental Health Department

* Cities of Anaheim, Fullerton, Orange, Santa Ana

* County of Orange Environmental Health Department

PLACER COUNTY CUPAS:

* County of Placer Division of Environmental Health Field Office

* Tahoe City

* City of Roseville Roseville Fire Department

PLUMAS COUNTY CUPA:

* Environmental Health Department

RIVERSIDE COUNTY CUPA:

* Environmental Health Department

SACRAMENTO COUNTY CUPA:

* County Environmental Mgmt Dept, Haz. Mat. Div.

SAN BENITO COUNTY CUPA:

* City of Hollister Environmental Service Department

SAN BERNARDINO COUNTY CUPAS:

* County of San Bernardino Fire Department, Haz. Mat. Div.

* City of Hesperia Hesperia Fire Prevention Department

* City of Victorville Victorville Fire Department

SAN DIEGO COUNTY CUPA:

* The San Diego County Dept. of Environmental Health HE 17/58

SAN FRANCISCO COUNTY CUPA:

* Department of Public Health

SAN JOAQUIN COUNTY CUPA:

* Environmental Health Division

SAN LUIS OBISPO COUNTY CUPAS:

* County of San Luis Obispo Environmental Health Division

* City of San Luis Obispo City Fire Department

SAN MATEO COUNTY CUPA:

* Environmental Health Department

SANTA BARBARA COUNTY CUPA:

* County Fire Dept Protective Services Division

SANTA CLARA COUNTY CUPAS:

* County of Santa Clara Hazardous Materials Compliance Division

* Santa Clara County Central Fire Protection District (Covers Campbell, Cupertino, Los Gatos, & Morgan Hill)

* Cities of Gilroy, Milpitas, Mountain View, Palo Alto, San Jose Fire, Santa Clara, Sunnyvale

SANTA CRUZ COUNTY CUPA:

* Environmental Health Department

SHASTA COUNTY CUPA:

* Environmental Health Department

SIERRA COUNTY CUPA:

* Health Department

SISKIYOU COUNTY CUPA:

* Environmental Health Department

SONOMA COUNTY CUPAS:

* County of Sonoma Department Of Environmental Health

* Cities of Healdsburg / Sebastopol, Petaluma, Santa Rosa

STANISLAUS COUNTY CUPA:

* Department of Environmental Resources Haz. Mat. Division

SUTTER COUNTY CUPA:

* Department of Agriculture

TEHAMA COUNTY CUPA:

* Department of Environmental Health

TRINITY COUNTY CUPA:

* Department of Health

TULARE COUNTY CUPA:

* Environmental Health Department

TUOLUMNE COUNTY CUPA:

* Environmental Health

VENTURA COUNTY CUPAS:

* County of Ventura Environmental Health Division

* Cities of Oxnard, Ventura

YOLO COUNTY CUPA:

* Environmental Health Department

YUBA COUNTY CUPA:

* Yuba County of Emergency Services

Updated quarterly/annually/when available

State/Tribal IC: CA EPA The California EPA Department of Toxic Substances Control. Phone: (916) 255-3745

Updated Updated quarterly/annually/when available

State/Tribal VCP: CA EPA The California EPA Department of Toxic Substances Control. Phone: (916) 255-3745

Updated Updated quarterly/annually/when available

State Permits: CA EPA/COUNTY The San Diego County Depart. Of Environmental Health Phone: (619) 338-2211 San Bernardino County Fire Department Phone: (909) 387-3080

Updated quarterly/when available

State Other: CA EPA/COUNTY The CAL EPA, Depart. Of Toxic Substances Control Phone: (916) 323-3400 The Los Angeles County Hazardous Materials Division Phone: (323) 890-7806 Orange County Environmental Health Agency Phone: (714) 834-3536 Riverside County Department of Environmental Health, Hazardous Materials Management Division Phone: (951) 358-5055 Sacramento County Environmental Management Department Phone: (916) 875-8550

Updated quarterly/when available

Federal IC / EC: EPA Environmental Protection Agency

Updated quarterly

State/Tribal HW: CA EPA CAL EPA, Department of Toxic Substances Control Phone: (916) 255-087

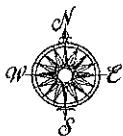
Updated annually/when available

Environmental FirstSearch
Street Name Report for Streets within .25 Mile(s) of Target Property

Target Property: 4256 EL CAMINO REAL
PALO ALTO, CA 94306

JOB: 12270

Street Name	Dist/Dir	Street Name	Dist/Dir
Alder Ln	0.17 NE		
Alta Mesa Ave	0.22 NW		
Arastradero Rd	0.22 SW		
Cesano Ct	0.22 SE		
Clemo Ave	0.25 NW		
Deodar St	0.11 NW		
EL CAMINO REAL	0.00--		
Fairmead Ave	0.24 SW		
Fairmede Ave	0.24 SW		
Glenbrook Dr	0.18 SW		
Juniper Ln	0.24 NE		
Juniper Way	0.23 NE		
Kelly Way	0.14 NW		
Langton Ave	0.22 SE		
Laureles Dr	0.15 SW		
Lorabelle Ct	0.1 NW		
Los Altos Ave	0.23 SE		
Los Palos Ave	0.23 SW		
Los Palos Cir	0.24 SW		
Los Palos Pl	0.24 SW		
Mckellar Ln	0.07 NW		
Miller Ave	0.19 NE		
Monroe Dr	0.12 SE		
Orilla Ct	0.17 SW		
Ramp	0.21 SE		
Rickeys Way	0.13 NE		
Rickys Ln	0.17 NW		
Spruce Ln	0.24 NW		
State Hwy 82	0.01 NW		
Suzanne Ct	0.09 SW		
Suzanne Dr	0.12 NW		
Tamarack Ct	0.05 NE		
W El Camino Real	0.08 SE		
Whitclern Dr	0.23 NE		
Wilkie Way	0.2 NW		



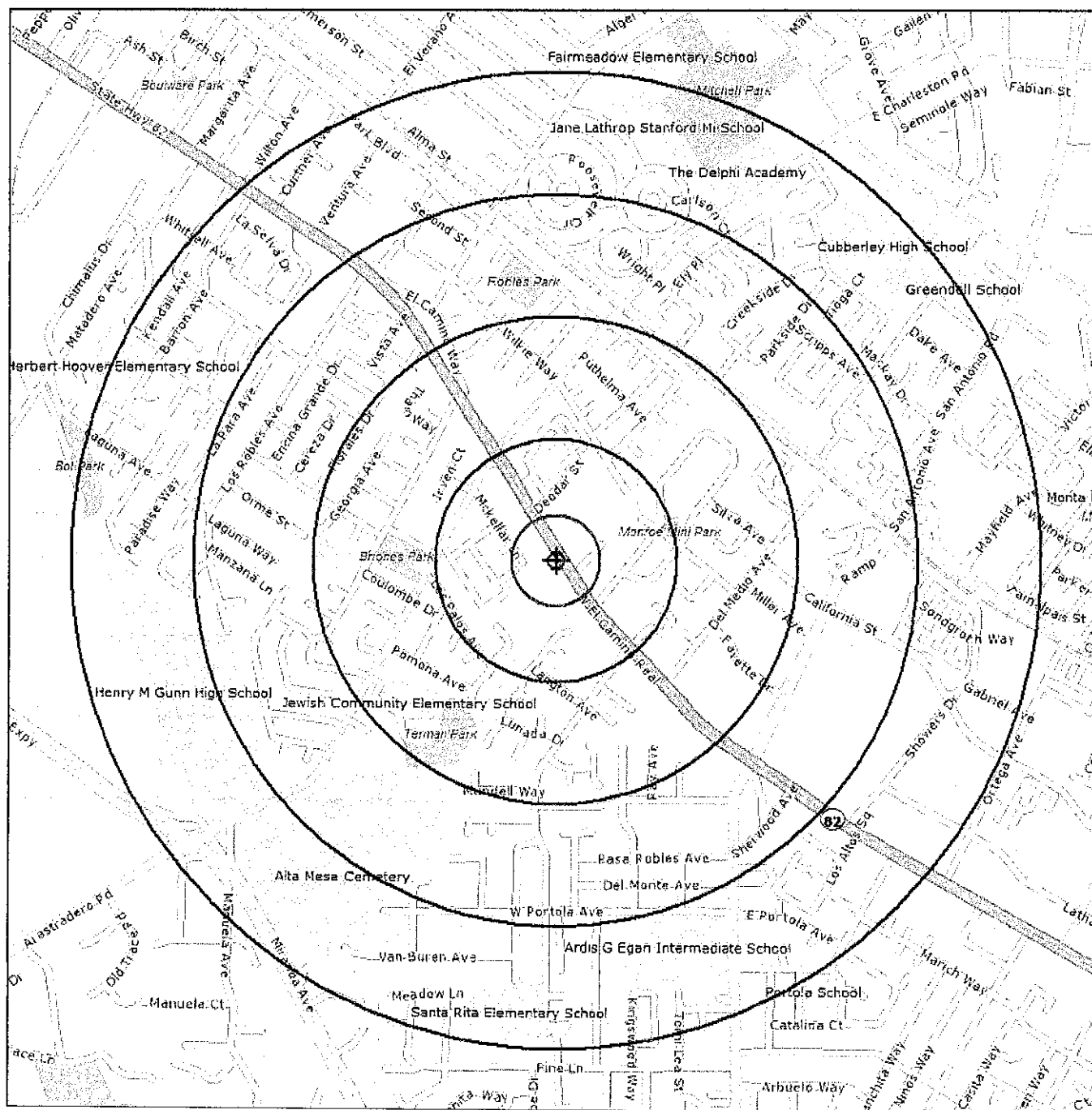
Environmental FirstSearch

1 Mile Radius

ASTM Map: NPL, RCRACOR, STATE Sites

FIRSTSEARCH

4256 EL CAMINO REAL, PALO ALTO, CA 94306



Source: Tele Atlas

- Target Site (Latitude: 37.407185 Longitude: -122.120980)
- Identified Site, Multiple Sites, Receptor
- NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste
- Triballand
- Black Rings Represent 1/4 Mile Radius; Red Ring Represents 500 ft. Radius



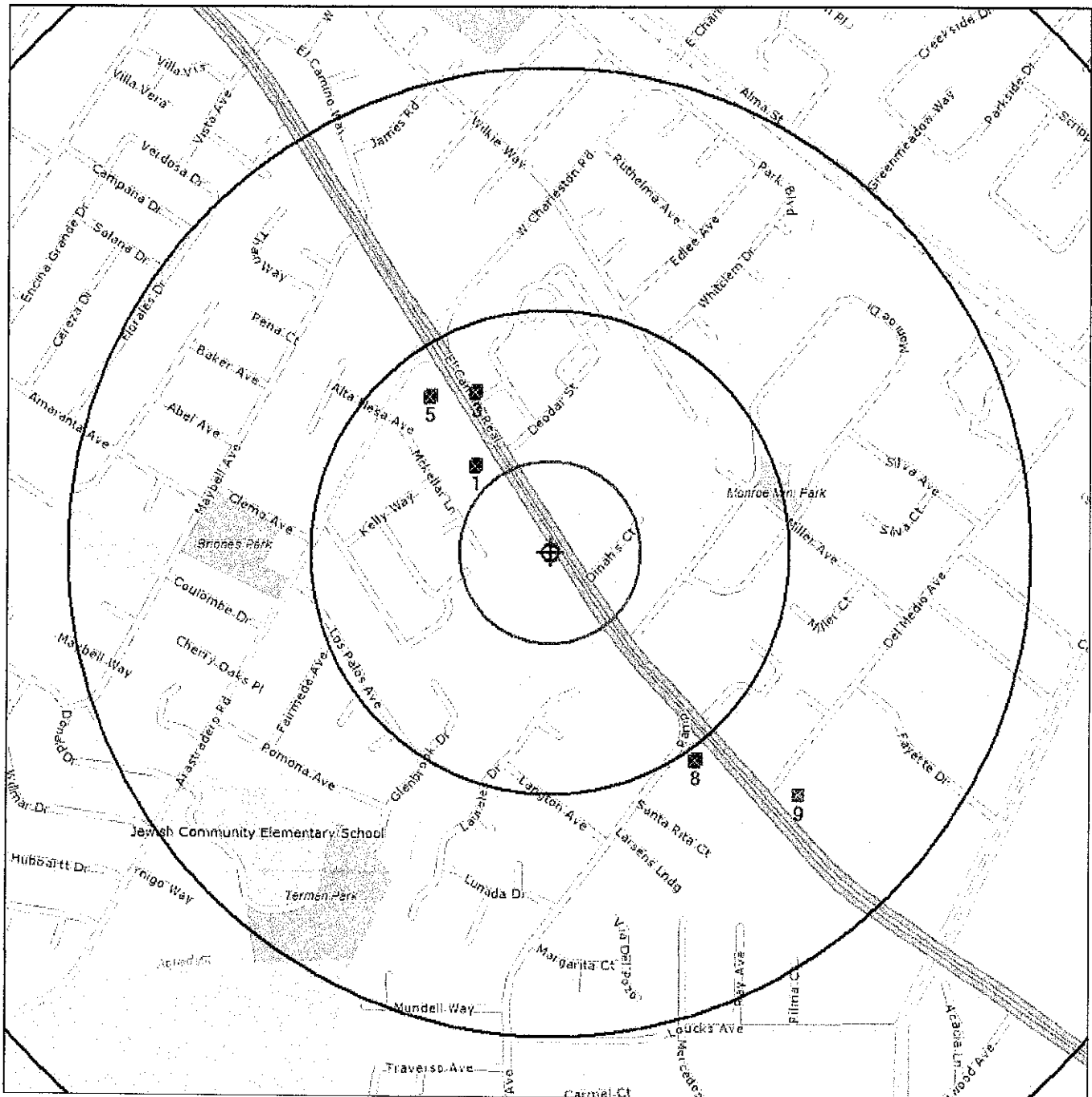
Environmental FirstSearch

.5 Mile Radius

ASTM Map: CERCLIS, RCRATSD, LUST, SWL

FIRSTSEARCH

4256 EL CAMINO REAL , PALO ALTO, CA 94306



Source: Tele Atlas

- Target Site (Latitude: 37.407185 Longitude: -122.120980)
- Identified Site, Multiple Sites, Receptor
- NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste
- Triballand
- Black Rings Represent 1/4 Mile Radius; Red Ring Represents 500 ft. Radius



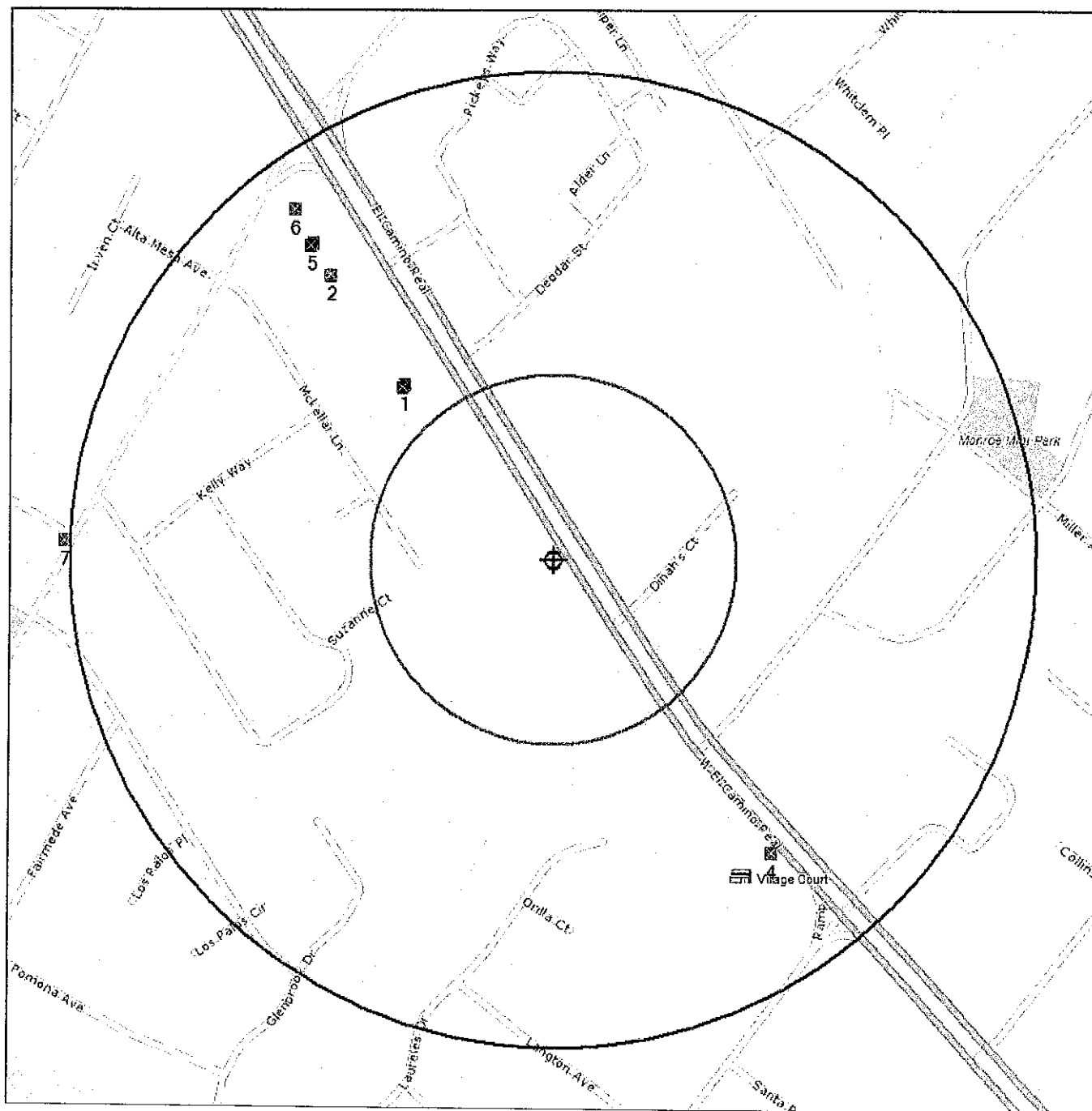
Environmental FirstSearch

.25 Mile Radius

ASTM Map: RCRA GEN, ERNS, UST, FED IC/EC, METH LABS

FIRSTSEARCH

4256 EL CAMINO REAL, PALO ALTO, CA 94306



Source: Tele Atlas

Target Site (Latitude: 37.407185 Longitude: -122.120980)

Identified Site, Multiple Sites, Receptor

NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste

Triballand

Black Rings Represent 1/4 Mile Radius; Red Ring Represents 500 ft. Radius

APPENDIX E

**SITE ASSESSMENT CHECKLIST AND
ASTM TRANSACTION SCREEN AND ENVIRONMENTAL SITE
QUESTIONNAIRE**

SITE RECONNAISSANCE CHECKLIST									
Site:	4256 ECR PAIDATO								
Inspector:	JOHNSNA						Date:	2/25/13	
Non Facility Visitors:	none				Weather Conditions:		6000		
1. Topography/Fill Areas	none								
2. Soil/Geology:	unknown								
3. Ground Water	unknown								
4. Vegetation	around edges of property								
5. Wetlands	none								
6. Drainage:									
Describe (i.e.,									
a) Building:	TO SCEN								
b) Site:	TO INTERCEPTOR								
c) Regional:	TO CAN								
7. Public Utilities:	Drinking Water	/	Electric	/	Storm	/	Waste Water Sewer	/	Heating
Private Utilities (identify):	none (interceptor?)								
8. Evidence of Contamination: Note environmental features (i.e. asbestos, sloppy housekeeping, hazardous chemicals, storage areas, containment structures)									
a) General Building Information:									
Building Number:					Type:	KITCHEN/RESTAURANT			
Age:	1005		Features:	KITCHEN, DINING ROOM					
Construction:	Sheet rock, concrete tilt-up? Flat roof								
b) Building Interior	GOOD								
Odors:	NONE								
Spillage:	NONE								
Potential Asbestos:	tiling + texture on stone + tile ceiling								
Housekeeping:	OK								
c) Building Exterior Condition									
No. of Transformers	1		Content:	Electronic					
Area of Stained Soils	0								
No. of Tanks/UST:	0	Age:		Size:		Type:			
No. of Tanks/AST:	0	Age:		Size:		Type:			
9. Storage Area Condition									
No. of Drums:	0	Type:							
No. of Gas Cylinders:	1	Type:	oxygen						
Waste Removal:	x	Number:	30		Type:	WASTE DRUMS/STARS			
Debris:	y	Number:	—		Type:	RECYCLING			
Signature:									

Date: 2/28/13

Site Address: 4256 El Camino Real, Palo Alto

Person Interviewed/Title: _____

ASTM Transaction Screen and Environmental Site Assessment Questionnaire

	Owner	Occupants	Observed during site visit
1. Is the property or any adjoining site used for an industrial use?	Yes No Unk	Yes No Unk	Yes <u>No</u> Unk
2. To the best of your knowledge, has the property or any adjoining site been used for an industrial use?	Yes No Unk	Yes No Unk	Yes <u>No</u> Unk
3. Is the property or any adjoining site used for a gasoline station, motor repair, commercial printing, dry cleaning, photo processing, junkyard, landfill, or waste storage, disposal, processing or recycling?	Yes No Unk	Yes No Unk	Yes <u>No</u> Unk
4. To the best of your knowledge, has the Property or any adjoining site been used for a gasoline station, motor repair, commercial printing, dry cleaning, photo processing, junkyard or for waste storage, disposal, processing or recycling?	Yes No Unk	Yes No Unk	Yes <u>No</u> Unk
5) Are there, or has there been to the best of your knowledge, discarded batteries or pesticides, paints, or other chemicals in more than 5 gallon containers or 50 gallons in total stored or used at the Property?	Yes No Unk	Yes No Unk	Yes <u>No</u> Unk
6. Are there, or has there been to the best of your knowledge, any industrial drums (usually 55 gallon) or sacks of chemicals on the Property	Yes No Unk	Yes No Unk	Yes <u>No</u> Unk
7. Are there, or has there been to the best of your knowledge, any fill dirt from a contaminated or unknown site put on the property	Yes No Unk	Yes No Unk	Yes <u>No</u> Unk
8. Are there, or has there been to the best of your knowledge, any pits, ponds or lagoons on the Property in connection with waste treatment or disposal?	Yes No Unk	Yes No Unk	Yes <u>No</u> Unk
9. Is there, or has there been to the best of your knowledge, any stained soil or ground on the property?	Yes No Unk	Yes No Unk	Yes <u>No</u> Unk

return to:
510.886.5399 - fax
or
info@eras.biz

AS

Site Address: _____

	Owner	Occupants	Observed during site visit
10. Are there, or has there been to the best of your knowledge any registered or unregistered underground (UST) or above ground (AST) storage tanks on the property?	Yes No Unk	Yes No Unk	Yes <u>No</u> Unk
11. Are there, or has there been to the best of your knowledge, any vent pipes, fill pipes or access ways indicating a fill pipe on the Property?	Yes No Unk	Yes No Unk	Yes <u>No</u> Unk
12. Are there, or has there been to the best of your knowledge, any flooring, drains, or walls on the Property that are stained by substances other than water or are emitting foul odors?	Yes No Unk	Yes No Unk	Yes <u>No</u> Unk
13. If the Property is served by a non public water system, is there any indication that the water supply was contaminated or were contaminants identify that exceeded guidelines.	Yes No Unk	Yes No Unk	Yes <u>No</u> Unk NA
14. Does the owner or occupant have knowledge of liens or governmental notification relating to violations of environmental law	Yes No Unk	Yes No Unk	Yes No Unk
15. Does the owner or occupant have knowledge of the current or past presence of hazardous substances or petroleum products on the Property?	Yes No Unk	Yes No Unk	Yes No Unk
16. Does the owner or occupant have knowledge of any environmental site assessment that indicated the presence of contamination or recommended further assessment	Yes No Unk	Yes No Unk	Yes No Unk
17. does the owner or occupant have knowledge of past, threatened or pending lawsuits regarding a release of any hazardous release of any hazardous substance on the Property.	Yes No Unk	Yes No Unk	Yes No Unk
18. Does the Property discharge waste water, other than storm or sanitary water into sewer?	Yes No Unk	Yes No Unk	Yes <u>No</u> Unk
19. Is there any evidence to the best of your knowledge that hazardous substances, tires, batteries or other waste materials have been dumped, buried, or burned on the Property.	Yes No Unk	Yes No Unk	Yes <u>No</u> Unk
20. Is there a transformer, capacitor or other hydraulic equipment for which there are records indicating the presence of PCB's.	Yes No Unk	Yes No Unk	Yes <u>No</u> Unk

return to:
510.886.5399 - fax
or
info@eras.biz



Site Address: _____

How long have you owned the Property and who have the occupants been? What has the Property been used for in the past? (please provide duration)

Who Occupied the Property prior to you?

Interviewee Signature: _____

Interviewee Printed Name: _____

Date: _____

Phone Number: _____

Interviewer Signature: _____

Interviewer Printed Name: _____

Joanna Wilk
JOANNA WILK
2/28/13

return to:
510.886.5399 - fax
or
info@eras.biz

Jo