PLANNING COMMISSION
REGULAR MEETING
AGENDA

June 18, 2026 - 6:00 PM
Community Meeting Chambers
Los Altos City Hall
1 North San Antonio Road, Los Altos, CA

PARTICIPATION: Members of the public may participate by being present at the Los Altos Community Meeting Chambers at Los Altos City Hall located at 1 N. San Antonio Rd, Los Altos, CA during the meeting. Public comment is accepted in person at the physical meeting location, or via email to PCPublicComment@losaltosca.gov.

REMOTE MEETING OBSERVATION: Members of the public may view the meeting via the link below, but will not be permitted to provide public comment via Zoom or telephone. Public comment will be taken in-person, and members of the public may provide written public comment by following the instructions below.

https://tinyurl.com/v93526ct

Telephone: 1-669-900-9128 / Webinar ID: 881 1122 7084/ Passcode: 242017

SUBMIT WRITTEN COMMENTS: Verbal comments can be made in-person at the public hearing or submitted in writing prior to the meeting. Written comments can be mailed or delivered in person to the Development Services Department or emailed to PCPublicComment@losaltosca.gov.

Correspondence must be received by 2:00 p.m. on the day of the meeting to ensure distribution prior to the meeting. Comments provided after 2:00 p.m. will be distributed the following day and included with public comment in the Planning Commission packet.

AGENDA

ESTABLISH QUORUM

PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA

Members of the audience may bring to the Commission's attention any item that is not on the agenda. Please complete a "Request to Speak" form and submit it to the Staff Liaison. Speakers are generally given two or three minutes, at the discretion of the Chair. Please be advised that, by law, the Commission is unable to discuss or take action on issues presented during the Public Comment Period. According to State Law (also known as "the Brown Act") items must first be noticed on the agenda before any discussion or action.

ITEMS FOR CONSIDERATION/ACTION

CONSENT CALENDAR

1. **Joint Planning, Complete Streets and Financial Commission Meeting Minutes**
   Approval of the DRAFT minutes of the special joint Planning, Complete Streets and Financial Commission meeting of April 22, 2026.

DISCUSSION ITEM

2. **Comprehensive General Plan Update: Community Visioning and Guiding Principles**
   Review and discuss the Draft Community Vision and Guiding Principles associated with Phase 1 of the Los Altos Comprehensive General Plan Update.

COMMISSIONERS' REPORTS

POTENTIAL FUTURE AGENDA ITEMS

ADJOURNMENT

SPECIAL NOTICES TO THE PUBLIC

In compliance with the Americans with Disabilities Act and California Law, it is the policy of the City of Los Altos to offer its programs, services and meetings in a manner that is readily accessible to everyone, including individuals with disabilities. If you are a person with a disability and require information or materials in an appropriate alternative format; or if you require any other accommodation, please contact department staff. Advance notification within this guideline will enable the City to make reasonable arrangements to ensure accessibility.

Agendas, Staff Reports and some associated documents for the Planning Commission items may be viewed on the Internet at https://ca-losaltos.civicplus.com/524/Planning-Commission.

Decisions of the Planning Commission are final unless appealed by filing an appeal with the City Clerk within 14 calendar days of the decision. No building permits shall be issued during this 14-day period.

CITY OF LOS ALTOS
JOINT PLANNING, COMPLETE STREETS, AND FINANCAL COMMISSION MEETING MINUTES
WEDNESDAY, APRIL 22, 2026, 6:00 p.m.

1 N. San Antonio Rd., Los Altos, CA

CALL MEETING TO ORDER: Brittany Whitehill, Senior Planner, called the meeting to order at 6:00 p.m.

PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA
There was no public comment.

DISCUSSION

1. **Study Session - Comprehensive General Plan Update – Community Visioning and Guiding Principles**
   Discuss the community vision and guiding principles associated with Phase 1 of the Los Altos Comprehensive General Plan Update.

Andrew Hill from Dyett and Bhatia gave a presentation.

PLANNING COMMISSION

ESTABLISH QUORUM: Five Planning Commissioners were present and in person during the meeting. Chair Ahi was absent.

The Planning Commissioners discussed the item.

COMPLETE STREETS COMMISSION

ESTABLISH QUORUM: Six Complete Streets Commissioners were present and in person during the meeting. Chair Pietka was absent.

The Complete Streets Commissioners discussed the item.

FINANCAL COMMISSION

ESTABLISH QUORUM: Three Financial Commissioners were present and in person during the meeting. Commisioners Fowler and Zhang were absent.

The Financial Commissioners discussed the item.

Senior Planner Brittany Whitehill opened the public comment period.

Jon Baer, Nancy Martin, Alyce Boster, and Richard Simmons from the public spoke.

Senior Planner Brittany Whitehill closed the public comment period.

POTENTIAL FUTURE AGENDA ITEMS – Senior Planner Brittany Whitehill announced next joint meeting date and time and shared methods for community members to share.

ADJOURNMENT – The meeting adjourned at 8:10 p.m.

The Planning Commission Meeting recording may be viewed via the following external website: https://www.youtube.com/@CityofLosAltosCA. The City of Los Altos does not own or operate YouTube. The video referenced on these minutes were live at the time the minutes were published.

CITY OF LOS ALTOS

PLANNING COMMISSION

STAFF REPORT

Meeting Date: June 18, 2026

Subject: Comprehensive General Plan Update – Phase 1: Issues, Opportunities, and Visioning

Prepared by: Brittany Whitehill, Senior Planner

Attachments:
1. Draft Vision and Guiding Principles
2. Technical Background Report
3. Phase 1 Outreach Report

Background

General Plan Overview

The Los Altos General Plan is the City's primary long-range planning document, serving as a comprehensive blueprint and policy "constitution" for future development, preservation, and public investment. State law requires every California city to adopt a general plan addressing eight mandated elements. The Plan applies citywide, providing the framework for decision-making by City commissions and City Council. It establishes long-term goals, guides decisions related to land use, housing, mobility, and public services, and is used to evaluate development proposals, inform the annual budget, and align implementation tools like the Zoning Code and Capital Improvement and Major Maintenance Program. The General Plan provides a broad, "10,000-foot" policy framework for long-term planning; it does not approve specific projects, determine detailed designs, or commit the City to funding particular improvements.

The current Los Altos General Plan was adopted in 2002 with a planning horizon through 2020 and has not been comprehensively updated in more than two decades. Although the Housing and Safety Elements have been revised independently, the overall document no longer reflects current conditions, technologies, demographics, or community priorities. The City is now undertaking a comprehensive update to establish a renewed vision and policy framework for the decades ahead.

Project Initiation, Team, and Timeline

The Comprehensive General Plan Update is included in the City Capital Improvement and Major Maintenance Program (CIMMP), the Development Services Department budget, and the Planning Commission 2026 Work Plan. The effort is led by the Planning Division with support from subject matter experts across City departments and coordination with partner agencies including Santa Clara County Fire, Cal Water, and the Midpeninsula Regional Open Space District. The City has retained Dyett & Bhatia, supported by specialized subconsultants in community outreach, land use, economics, transportation, historic resources, utilities, and noise, to prepare the General Plan Update and the required Environmental Impact Report (EIR).

The project began in January 2026 and is expected to conclude in late 2027. The update includes four phases:

Phase 1 – Issues, Opportunities and Visioning: Identify key issues and opportunities, culminating in a Vision Statement and Guiding Principles that articulate shared community values and aspirations.

Phase 2 – Alternatives Exploration: Develop and evaluate land use and circulation alternatives, and select a preferred land use plan and key strategies informed by community engagement and the Vision and Guiding Principles established in Phase 1.

Phase 3 – Draft Plan Preparation: Prepare the draft General Plan based on the preferred strategy, along with the EIR analyzing potential environmental impacts and mitigation strategies.

Phase 4 – Adoption and Finalization: Conduct public review and hearings before the Planning Commission and City Council leading to adoption of the updated General Plan.



Figure 1: Project Timeline

Phase 1: Issues, Opportunities, and Visioning

Launched in January 2026, Phase 1 focused on understanding baseline conditions and gathering initial community input through public engagement and Commission Study Sessions. This phase culminated in the Draft Vision and Guiding Principles (Attachment 1), which are the focus of this study session.

Technical Background Report

The Technical Background Report (TBR) (Attachment 2) provides the technical basis for the General Plan Update, documenting baseline conditions as of March 2026 and summarizing State requirements, the update process, and the regional/local planning context. It was prepared by the consultant team's technical specialists and rigorously reviewed by City staff across all departments and partner agencies, including Cal Water, Santa Clara County Fire, and Midpeninsula Regional Open Space District. The TBR is organized into eight chapters, each concluding with key findings to guide upcoming policy development.

- **Chapter 1: Introduction** summarizes the purpose of the TBR, the role of the General Plan, the Planning Area, and the report structure.
- **Chapter 2: Land Use and Development Trends** describes existing land uses, current planning efforts, recent development activity, potential focus areas, and historic resources.
- **Chapter 3: Market Study** evaluates residential, retail, office, and industrial market conditions and outlook.
- **Chapter 4: Transportation and Multi-Modality** reviews roadway, bicycle, pedestrian, and transit networks, along with truck routes and traffic patterns.
- **Chapter 5: Parks and Public Facilities** covers parks, recreation, trails, open space, public safety services, schools, libraries, and civic facilities.
- **Chapter 6: Community Health and Environmental Justice** documents community health trends and introduces environmental justice considerations.
- **Chapter 7: Environmental Resources** outlines environmental conditions including air quality, biological resources, geology, hazardous materials, hydrology, noise, and wildfire risk.
- **Chapter 8: Water, Sewer, and Stormwater Infrastructure** summarizes the capacity of existing wet utilities.

Community Engagement

Community engagement is a cornerstone of the General Plan Update. The Phase 1 outreach program was designed to identify key themes and priorities that will shape the community's vision for Los Altos in 2050, with a strong emphasis on accessibility and inclusion. Between January and May 2026, community members were engaged through a combination of input-gathering and informational outreach efforts, contributing ideas and perspectives while also receiving project updates through the following:

- Three Citywide mailings.
- Multilingual online survey (offered in English, Spanish, Traditional Chinese, and Simplified Chinese).
- Citywide community open house.
- Pop-up events across Los Altos where people visited interactive stations and shared their perspectives.
- Stakeholder meetings, including nonprofit organizations, religious institutions, major property owners, and the residential and commercial development communities.

- A dedicated project website and email address for members of the public to track progress, stay informed, and submit ongoing feedback.

The City also held the following Commission study sessions to gather early commission input on the development of the Community Vision and Guiding Principles:

- April 22, 2026, with the Planning, Complete Streets, and Financial Commissions;
- April 27, 2026, with the Parks, Arts, Recreation and Culture (PARC), Environmental, Senior, and Library Commissions; and
- May 27, 2026, with the Historical Commission.

Commissioners provided input on land use, housing, mobility, environmental sustainability, public facilities, culture, and quality of life. Public comments were also received and documented at all three meetings; this input, along with commissioner feedback, helped inform the Draft Vision and Guiding Principles.

All community and commission input received thus far has been synthesized and anonymized in the attached Phase 1 Outreach Report (Attachment 3). Engagement will continue throughout all phases of the project, with outreach approaches refined and tailored to the appropriate phase of the project.

Discussion

Draft Vision and Guiding Principles

The Draft Vision and Guiding Principles establish the overarching direction for the General Plan Update, describing the kind of community Los Altos seeks to be in 2050. They provide broad, aspirational statements that will guide the development and evaluation of more specific goals, policies, and land use alternatives in later phases.

This study session will help refine the Draft Vision and Guiding Principles before they are presented to the City Council on July 14, 2026. Staff requests Planning Commission feedback on the following questions:

1. Are there themes missing that should be added to better represent community values and priorities?

2. Would commissioners recommend edits or clarifications to strengthen how the draft reflects the community's long-term aspirations?

Input from this discussion will be incorporated into the next iteration of the Draft Vision and Guiding Principles and shared with the City Council as part of its upcoming review.

Next Steps

Following this study session, the Draft Vision and Guiding Principles will be refined based on Planning Commission input and presented to the City Council on July 14, 2026.

Public outreach will expand through the summer and into Phase 2. With the support of a dedicated intern, the General Plan team will increase its presence across the city to reach residents through a variety of targeted outreach methods.

Phase 2 will focus on preparing and evaluating alternative land use and circulation scenarios that reflect the newly established guiding principles. Continued outreach during Phase 2 will ensure that a broad range of community perspectives informs the choices and trade-offs embedded in these alternatives as the General Plan Update progresses.

Memorandum

Re: Draft Vision and Guiding Principles for the 2050 Los Altos General Plan

Date: June 2, 2026

VISION STATEMENT

Located in the heart of Silicon Valley, Los Altos is a quiet residential community with family-friendly neighborhoods, tree-lined streets, excellent schools, and an enviable quality of life. Its walkable downtown serves as a cherished hub of community activity, while its proximity to major employment centers and easy access to regional trails and nature preserves continue to make it a desirable place to live and raise a family.

Looking to the future, Los Altos will embrace its role within Silicon Valley while remaining a quiet, family-friendly refuge with a strong sense of community. In 2050, Los Altos will be a model of multigenerational living, offering diverse and innovative housing options that serve residents at all stages of life, while remaining a welcoming home for a diverse population and a leader in environmental stewardship. Its vibrant downtown and neighborhood centers will be focal points of community life, easily accessible by foot, bicycle, or shared modes of transportation. Its expansive tree canopy and abundant, connected greenspaces will help moderate summertime heat, replenish the natural environment, and contribute to the physical and mental well being of residents.

A truly modern small town, Los Altos will thoughtfully integrate new technologies and leverage the creativity and skills of its residents and businesses to address its challenges while celebrating the people and stories that have shaped the community. It will be a community that invites constructive dialogue and broad participation in civic life and that strategically invests in public infrastructure, community facilities, and programs and services for the benefit of current and future generations.

GUIDING PRINCIPLES

COMMUNITY AND PLACE

SMALL TOWN CHARM. Preserve and enhance the qualities that contribute to Los Altos' enduring small-town character, including its peaceful neighborhoods, walkable downtown, historic architecture, abundant tree canopy, and shared sense of connection across the community.

NATURE FORWARD ETHOS AND ABUNDANT GREENSPACE. Recognize green spaces as fundamental to the physical development of the community and promote wise stewardship of environmental resources. Maintain tree canopy and integrate

green spaces equitably throughout the community, recognizing the co-benefits for public health, climate resilience, and environmental quality.

VIBRANT DOWNTOWN. Strengthen the role of downtown as a focal point of community life in Los Altos and a destination for visitors from the region. Downtown ambiance comes from the design of the street network and walkable character of the area, as well as from the eclectic mix of locally-owned businesses, varied cultural events and activities, and opportunities for social interaction.

NEIGHBORHOOD GATHERING PLACES. Foster a network of gathering places throughout the community that bring residents together and provide authentic, in-person opportunities to socialize. Position Los Altos' commercial centers as hubs of neighborhood activity, anchored by thriving shops and services with complementary housing, entertainment, and recreational opportunities. Reinforce parks and recreational facilities as a core setting for informal public life with a range of programs and services that supports everyday interaction and lifelong learning.

SAFE, WELCOMING CITY. Prioritize public safety and promote well-maintained buildings and public spaces that create an inviting atmosphere for residents and visitors. Promote well-designed, well-maintained, and accessible amenities in parks and public places to serve older adults, families, youth, and residents of all ages and abilities.

PEOPLE AND CULTURE

MULTIGENERATIONAL LIVING. Foster a community that supports people of all ages and life stages. Work to ensure that Los Altos nurtures the curiosity of childhood, the energy of youth, the demands of working life and families, and the wisdom of age, so that every resident feels a sense of belonging at every stage of life.

DIVERSITY OF PEOPLE AND IDEAS. Welcome young families and new residents of all ages, cultures and socioeconomic backgrounds and foster a culture of learning from one another. Leverage a wide range of perspectives and lived experiences to creatively meet the challenges and opportunities that lie ahead.

HISTORY IN THE EVERYDAY. Celebrate Los Altos' history and heritage and continue traditions that build community bonds and strengthen sense of place. Honor the people and stories that have shaped Los Altos so that they continue to inform and enrich community life in the future.

MOBILITY AND CONNECTIVITY

CONNECTED COMMUNITY. Promote a balanced, efficient, and reliable transportation network that connects people to homes, jobs, schools, parks, shopping, services, and regional destinations. Expand mobility choices with a focus on promoting active, healthy transportation options, reducing sole reliance on cars, and reducing pollution.

SAFE ROUTES. Enhance safe, comfortable, and convenient pedestrian and bicycle connections to key destinations in Los Altos and surrounding communities, focusing on both physical improvements and programmatic strategies. Consider the needs of children and older adults in particular, and promote multimodal mobility and independence for all.

TRANSPORTATION TECHNOLOGY. Thoughtfully integrate technology that facilitates safe, reliable trips by all modes of transportation. Design streets, buildings, and the public realm to accommodate technological innovations and proactively address conflicts between users.

GOVERNANCE AND INFRASTRUCTURE

INNOVATION AND PRAGMATISM. Leverage the creativity, caring, and skill of local residents to develop innovative solutions that address Los Altos' challenges. Plan holistically for the future, integrate new technology for the benefit of the community, and partner with neighboring jurisdictions, major regional employers, and institutions to pilot new approaches and strategies. Approach long-term municipal governance with foresight, cultivating a resilient and adaptable revenue base to sustainably fund public services, infrastructure, and community investments for decades to come.

COLLABORATIVE GOVERNANCE. Foster transparency, open dialogue, inclusion, and trust between the City and the community, and provide opportunities for residents and businesses to participate meaningfully in civic life.

MODERN, RESILIENT INFRASTRUCTURE. Strategically invest in public infrastructure and community facilities that support daily life, public safety, business vitality, climate resilience, and environmental sustainability.







Draft Technical Background Report

June 12, 2026

Los Altos 2050
Shaping Our Future, Together

Prepared By

CONSULTANT TEAM

Dyett & Bhatia Urban and Regional Planners (D&B)

Architectural Resources Group (ARG)

Bay Area Economics (BAE)

BKF Engineers

Fehr & Peers (F&P)

Charles M. Salter Associates Inc.

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1

INTRODUCTION

This chapter summarizes the purpose of the Technical Background Report (TBR), outlines the role and purpose of the General Plan, defines the Planning Area, provides an overview of regional and local setting, and describes the organization and content of the TBR.

Report Purpose

The City of Los Altos is preparing an update of its General Plan, which will establish the city's overall approach to development and preservation; transportation and infrastructure; environmental quality; housing; and other key topics through 2050. Los Altos' current General Plan was adopted in 2002, with a planning horizon of 2020. While the City has recently completed updates to the Housing and Safety Elements, the General Plan has not been comprehensively updated since 2002 and the Plan needs to be revised to ensure alignment with community priorities. Emerging technologies, demographic changes, and new State laws are also triggering the need for an update.

This Technical Background Report represents the first major step in the process of updating the General Plan. It provides a baseline of information representing conditions as of March 2026 that will be used at multiple stages throughout the process to:

- Facilitate community input on planning issues, priorities, and visions for the future;
- Prepare alternative land use and transportation planning scenarios;
- Formulate goals, policies and implementation actions for the General Plan; and
- Inform the environmental setting portion of the Environmental Impact Report for the General Plan.



Background

GENERAL PLAN REQUIREMENTS

The general plan is a statement of the community's vision of its long-term or ultimate physical form and development policies. The State of California mandates that "...each county and city shall adopt a comprehensive, long-term general plan for the physical development of the county or city, and of any land outside its boundaries which in the planning agency's judgment bears relation to its planning." (Govt. Code 65300). A city's general plan has been described as its development constitution—the set of policies within which development regulations and decisions must fit.

The State mandates that all general plans cover at least seven "elements": land use, circulation, housing, conservation, open space, noise, and safety. Additionally, communities with designated Disadvantaged Communities (DACs)—low-income areas that are disproportionately affect-ed by environmental pollution and adverse health effects—are required to adopt an Environ-mental Justice Element that incorporates strategies to improve community conditions and quality of life in DACs.

The general plan must be "internally consistent;" that is, it should "...comprise an integrated, internally consistent and compatible statement of policies for the adopting agency." (Govt. Code 65300.5). Furthermore, all actions relating to physical development need to be consistent with an adopted general plan. This requirement implying "vertical consistency" means that subdivisions, capital improvements, development agreements, specific plans, zoning, and other land use regulatory actions must be consistent with the general plan.

GENERAL PLAN UPDATE PROCESS

The Los Altos General Plan serves as a blueprint for the future of the community. It is a long-range plan built on a shared vision that describes the kind of community local residents, business owners and employees, and visitors want Los Altos to be, and it identifies actions to take to realize the vision. This General Plan Update will

be the fourth comprehensive update in the city's history. The City's original General Plan was adopted in 1964, several years after the city incorporated in 1952. The plan established the community's early vision as a primarily residential suburb with a small-scale downtown and limited commercial development, a framework that has continued to shape land-use policy in the city. Subsequently, the General Plan was comprehensively updated in 1987 and again in 2002.

The City of Los Altos is updating the General Plan to address emerging issues and new State laws while achieving key objectives, including:

- Preserving and enhancing Los Altos' distinctive sense of place;
- Reinforcing the role of Downtown Los Altos in the life of the community;
- Facilitating infill development in strategic locations linked to market opportunities while strengthening neighborhood quality of life;
- Revitalizing older commercial centers with new uses to better serve the community;
- Promoting environmental sustainability throughout the community and integrating best practices into City programs and policies;
- Exploring options to enhance recreational amenities and foster community health; and
- Advancing citywide goals for multimodal mobility, roadway safety, business vitality, and housing availability.

The update involves four broad phases, shown on the graphic below:

1. Building a shared vision for the future;
2. Evaluating different options and alternatives that can achieve the vision;
3. Preparing a Draft General Plan, Zoning Code, and EIR; and
4. Finalizing the Plan through public hearings before the Planning Commission and City Council.

The process will be completed in approximately 2 years, with adoption anticipated in late 2027. Community input will be vital to the process in every phase, from identifying the shared vision to providing input on the final plan.

Planning Area

REGIONAL LOCATION AND ACCESS

Nestled at the heart of Silicon Valley, Los Altos is located in the northern part of Santa Clara County on the San Francisco Peninsula, approximately 37 miles south of San Francisco and 16 miles northwest of San Jose. Los Altos is bordered on the north by Palo Alto, on the east by Mountain View, on the south by Cupertino and Sunnyvale, and on the west by Los Altos Hills and unincorporated Santa Clara County. El Camino Real (State Route 82) forms the eastern boundary of the City and provides connections to other destinations on the Peninsula, while Interstate-280 (I-280) skirts the southern part of the city and provides connections to the regional transit network. Foothill Expressway bisects Los Altos from north to south, connecting Cupertino, Los Altos, and Palo Alto along the alignment of a former rail line. Santa Clara Valley Transportation Authority (VTA) operates bus services connecting Los Altos to nearby employment and transit centers in Mountain View, Palo Alto, Cupertino, and San José, including the San Antonio and Mountain View Caltrain stations.

Figure 1-1: Project Timeline



PLANNING AREA BOUNDARY

The Planning Area for the General Plan includes all land within the City limit and the City's Sphere of Influence (SOI), which represents land in unincorporated Santa Clara County which may one day be annexed into the City. The SOI is determined by Santa Clara County Local Agency Formation Commission (LAFCO), which designates the probable future boundary and service area for each jurisdiction in the county as part of a process intended to ensure the provision of efficient services while discouraging urban sprawl and the premature conversion of agricultural and open space lands. As shown on **Map 1-1**, Los Altos' SOI includes unincorporated areas adjacent to the City limit, generally west of Foothill Expressway. The Planning Area encompasses 4805.2 acres, including 4174 acres within the City limit and 631.2 acres in the SOI.

Community Profile

Los Altos is a quiet residential community with family-friendly neighborhoods, excellent schools, and an enviable quality of life. The community boasts a range of historic resources from the Victorian Winchester-Merriman House to the iconic Apple Garage that contribute to the character of the community, and its walkable downtown is a cherished hub of community activity. Its proximity to major employment centers and access to regional trails and nature preserves continue to make it a desirable place to live and raise a family.

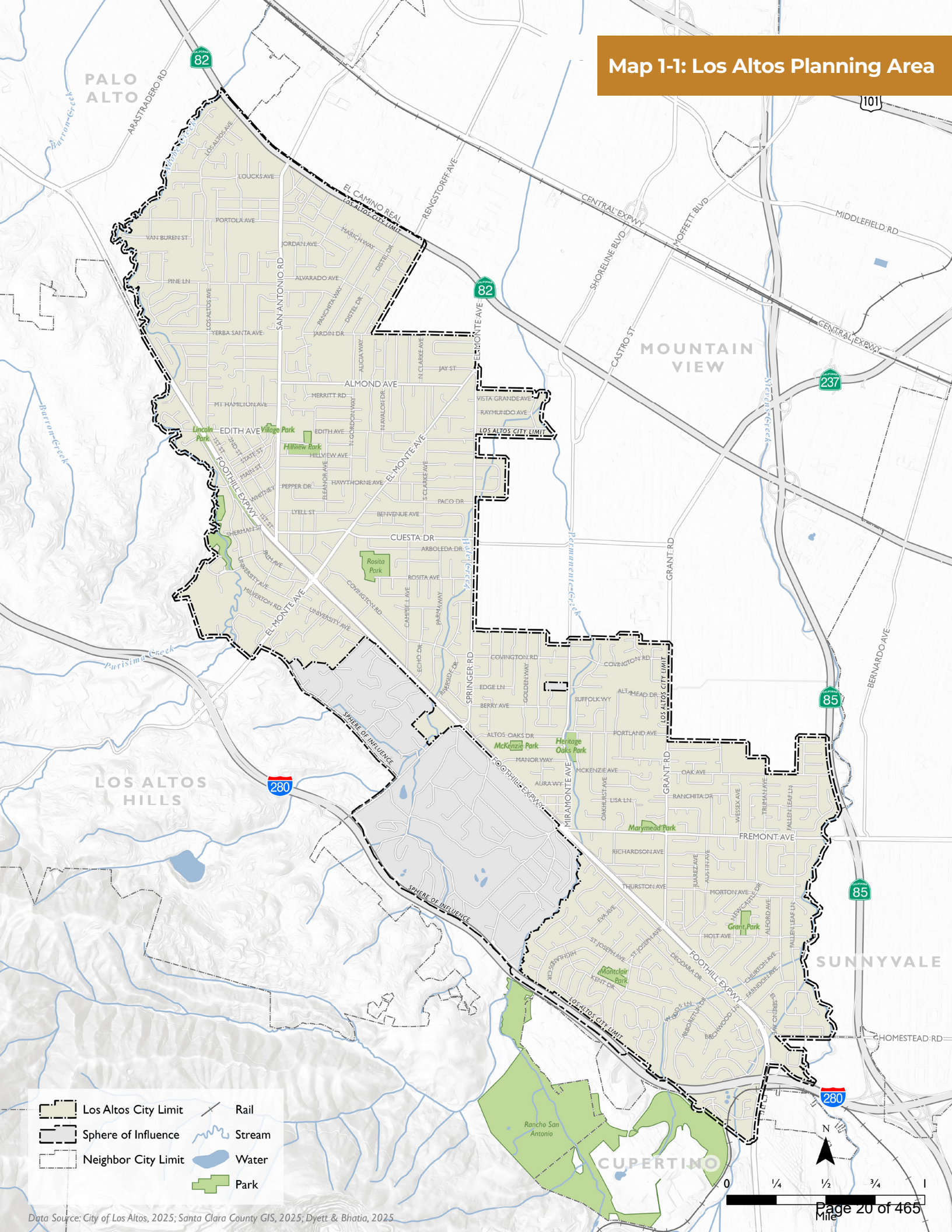
Los Altos is the twelfth largest city in Santa Clara County by population, with a population of 31,625 in 2024. The City was incorporated in 1952 and grew to 27,150 residents by 1970 and has seen only modest population growth since that time. Today, Los Altos is largely a community of families with children, although older adults make up an increasing share of the population with over one in five residents aged 65 or older. There were 14,542 jobs in Los Altos in 2023, primarily in the professional/business services and education/health sectors. Population and employment projections are not available for the City alone, but regional projections prepared by the Metropolitan Transportation Commission (MTC) as part of the Plan Bay Area 2050 Plus blueprint project forecast 38 percent growth in households and 15 percent growth in jobs for the Northwest Santa Clara County "superdistrict," which includes Los Altos Hills, Los Altos, and portions of Palo Alto and Mountain View. The superdistrict is projected to grow from 74,000 residents and 180,000 jobs in 2015 to 102,000 residents and 207,000 jobs by 2050.

As Los Altos looks to the future, a key challenge to be addressed through the General Plan Update is preserving and enhancing community character and quality of life while accommodating the evolving needs of residents.

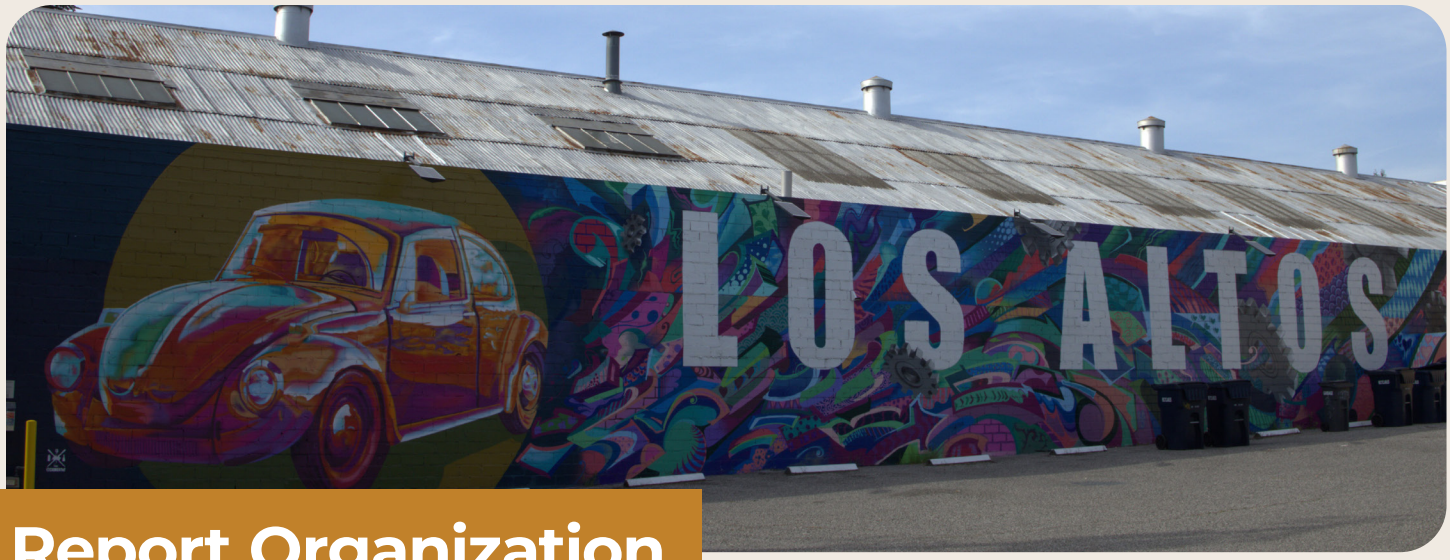




Map 1-1: Los Altos Planning Area



Data Source: City of Los Altos, 2025; Santa Clara County GIS, 2025; Dyett & Bhatia, 2025



Report Organization

The Technical Background Report is organized into eight chapters, as summarized below. Each chapter contains an analysis of existing conditions and trends, presented in text, tables, photo-graphs, diagrams, and maps. In addition, each chapter concludes with a bulleted list summarizing key implications for the General Plan Update.

- **Chapter 1: Introduction** summarizes the purpose of the TBR, outlines the role and purpose of the General Plan, defines the Planning Area, provides an overview of regional and local setting, and describes the organization and content of the TBR.
- **Chapter 2: Land Use and Development Trends** discusses existing land uses in the Planning Area, describes the existing General Plan and other planning efforts, and gives an overview of major recent developments and potential focus areas.
- **Chapter 3: Market Study** evaluates the current conditions and future outlook of residential, retail, office, and industrial/flex/R&D development in the city and the surrounding submarket to help lay the foundation for the General Plan update. It also discusses the existing historic resources of the Planning Area, including historic landmarks, historic properties, and heritage trees throughout the city.
- **Chapter 4: Transportation and Multi-Modal Mobility** discusses the Planning Area's existing transportation infrastructure, including roadways, bicycle and pedestrian facilities, and transit. It also describes truck routes and traffic distribution patterns throughout the city.
- **Chapter 5: Parks and Public Facilities** discusses key public facilities and services, including parks, recreation, trails, and open space within the Planning Area; as well as public safety services, schools, libraries, and cultural and civic facilities in Los Altos.
- **Chapter 6: Community Health and Environmental Resources** documents trends and conditions related to community health in Los Altos compared to peer communities; introduces the concept of environmental justice and its relation to community health.
- **Chapter 7: Environmental Resources** provides an overview of environmental conditions and resources in the Planning Area, including air quality, biological resources, cultural/historic resources, geology and seismicity, hazardous materials, hydrology and water quality, noise, and wildfire risk.
- **Chapter 8: Water, Sewer, Stormwater Infrastructure and Capacity** summarizes the capacities of wet utilities (water, wastewater, recycled water, storm drainage) given existing and planned growth in Los Altos.



2

LAND USE AND DEVELOPMENT TRENDS

This chapter summarizes existing conditions and issues relevant to land use and development in the Los Altos Planning Area. It provides an overview of the existing General Plan, major recent planning efforts, and recent development trends. It also discusses historic resources and related policies, regulations, and programs. A summary of findings and considerations for future planning is provided at the end of the chapter.

Existing Land Use

Originally an agricultural town with apricot orchards and summer cottages, today Los Altos is a small residential community on the western edge of Silicon Valley. The existing land use pattern for Los Altos is shown in **Map 2-1**, while **Table 2-1** summarizes existing land use in the Planning Area, including land within the City limit and the Sphere of Influence (SOI). Overall, Los Altos has few vacant parcels, and existing development consists primarily of single-family residential uses, with public institutions, schools, and religious facilities dispersed throughout the city's residential neighborhoods. Multifamily residential, commercial, and industrial uses are concentrated downtown and along key arterial corridors such as El Camino Real and segments of San Antonio Road and Foothill Expressway. There are no commercial uses in the SOI, which consists primarily of single-family residential uses with some public uses and the Los Altos Golf & Country Club. A more detailed description of existing uses and their distribution throughout Los Altos' City limit and SOI is provided below.

Residential land uses account for 67.8 percent of land (2382 acres) within the City limit, and 68.8 percent (434 acres) within the SOI. Within the City limit, the majority (64.6 percent) are single-family detached homes. Single-family attached, townhouses, and condominiums are concentrated in the west—near El Monte Avenue—and in the south, along Woods Lane. Accounting for only 0.7 percent (27.7 acres) of land within the City limit, multifamily residential uses are typically adjacent to key commercial areas such as Downtown Los Altos, Loyola Corners, and Foothill Shopping Center located along major corridors like El Camino Real and Foothill Expressway. Within the SOI, residential uses are only comprised of single-family detached homes.

Commercial land uses account for 2.9 percent of land (121 acres) within the City limit. These are predominantly office uses, which make up 1.4 percent (56 acres). Existing office clusters are located along El Camino Real and Foothill Expressway, and within Downtown Los Altos. There is also



Table 2-1: Existing Land Use

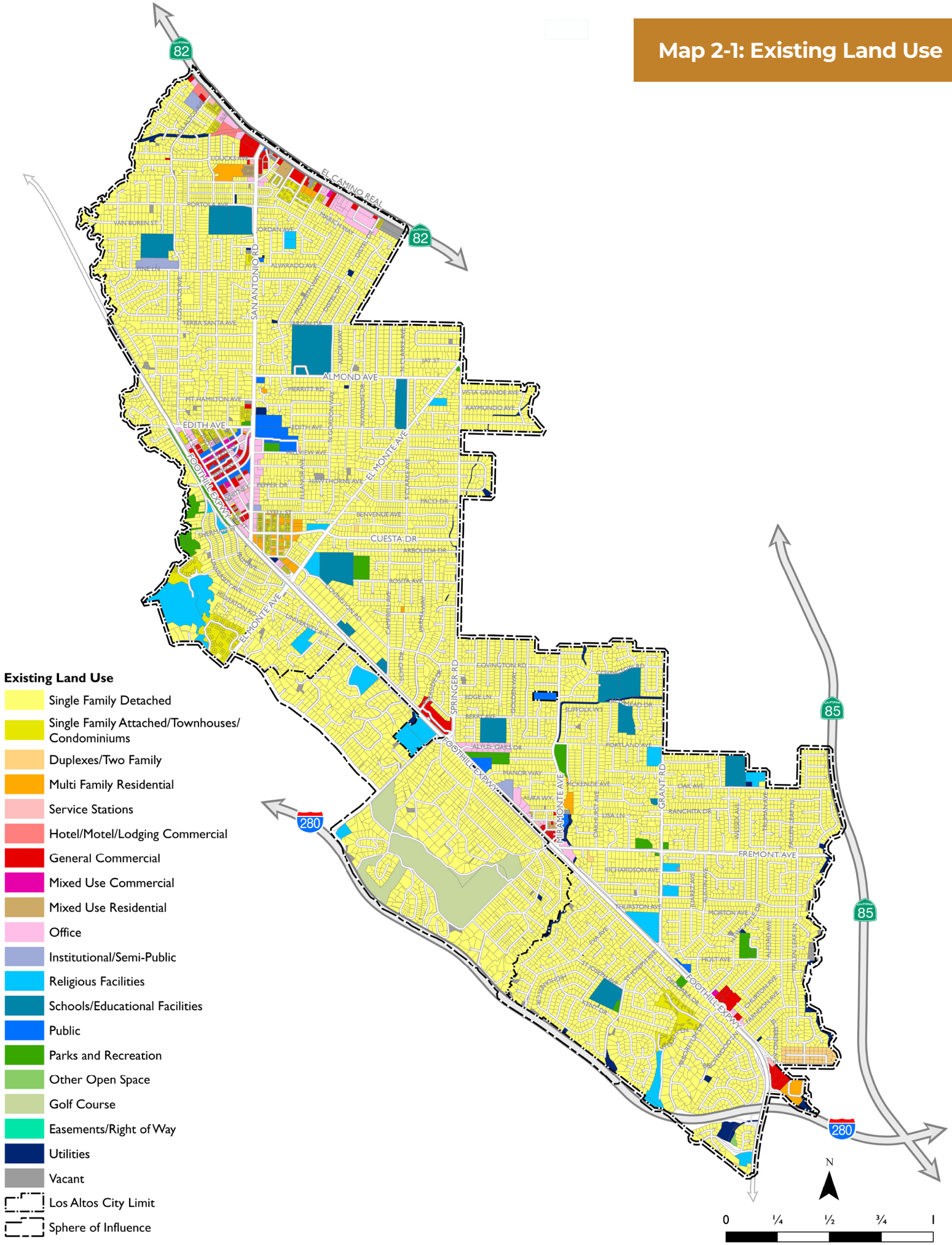
EXISTING LAND USE	CITY OF LOS ALTOS		SPHERE OF INFLUENCE		TOTAL PLANNING AREA	
	ACRES	PERCENT	ACRES	PERCENT	ACRES	PERCENT
Residential	**2831.8**	**67.9%**	**434.0**	**68.8%**	**3265.8**	**68.1**
Single Family (Detached)	2695.7	64.6%	434.0	68.8%	3129.7	65.1%
Single Family (Attached)	85.2	2.0%	0.0	0.0%	85.2	1.8%
Duplex/Two Family	13.0	0.3%	0.0	0.0%	13.0	0.3%
Multifamily	27.7	0.7%	0.0	0.0%	27.7	0.6%
Mixed Use	10.2	0.2%	0.0	0.0%	10.2	0.2%
Commercial	**121.2**	**2.9%**	**0.0**	**0.0%**	**121.2**	**2.5%**
General	50.1	1.2%	0.0	0.0%	50.1	1.2%
Office	56.4	1.4%	0.0	0.0%	56.0	1.0%
Hotel/Motel/Lodging	5.9	0.1%	0.0	0.0%	5.9	0.1%
Mixed Use	6.3	0.2%	0.0	0.0%	6.3	0.1%
Service Station	2.5	0.1%	0.0	0.0%	2.5	0.1%
Public Facilities	**287.1**	**6.9%**	**9.2**	**1.5%**	**286.6**	**6.0%**
Public	35.3	0.8%	0.0	0.0%	35.3	0.7%
Institutional/Semi-Public	13.0	0.3%	0.0	0.0%	13.0	0.3%
Religious	97.4	2.3%	9.2	1.5%	96.9	2.0%
Schools/Educational	141.4	3.4%	0.0	0.0%	141.4	2.9%
Open Space, Parks and Recreation	**44.6**	**1.1%**	**99.1**	**15.7%**	**144.0**	**3.0%**
Parks and Recreation	43.0	1.0%	0.0	0.0%	43.0	0.9%
Other Open Space	1.6	0.0%	0.1	0.0%	2.0	0.0%
Golf Course	0.0	0.0%	99.0	15.7%	99.0	2.1%
Other	**889.3**	**21.3%**	**88.9**	**14.1%**	**987.6**	**20.4%**
Vacant	22.4	0.5%	3.4	0.5%	25.8	0.5%
Utilities	34.8	0.8%	1.6	0.3%	36.4	0.8%
Easements/Right of Way	0.4	0.0%	0.0	0.0%	0.4	0.0%
Transportation/Roads/ ROW	831.7	19.9%	83.9	13.3%	915.6	19.1%
Total	**4173.7**	**100.0%**	**631.2**	**100.0%**	**4795.1**	**100.0%**

Note: Percentage values less than 0.1 percent have been rounded to the nearest decimal point and may appear as 0.0%.

1. Includes two sites (169 State Street and 401 First Street) characterized as general industrial in Assessor Data, but currently houses office uses.

Source: City of Los Altos, 2025

Map 2-1: Existing Land Use



Data Source: City of Los Altos, 2025; Santa Clara County GIS, 2025; Dyett & Bhatia, 2025

a concentration of small-scale medical offices on Altos Oaks Drive, near Loyola Corners. Other commercial uses, such as shops, restaurants, banks and other daily services, occupy 1.2 percent (50 acres) of City limit land. These are located downtown and along El Camino Real as well as in shopping centers, including Rancho Shopping Center, Lucky Shopping Center, and Foothill Shopping Center. There are no commercial or industrial uses within the SOI.

Public and Semi-Public Facilities land uses cover approximately 6.9 percent of land (287 acres) within the City limit, and 1.5 percent (9 acres) within the SOI. Public facilities within the City limit include the Los Altos and Loyola fire stations, Los Altos City Hall, Woodland Branch Library, Los Altos Community Center, Municipal Service Center, public schools, churches, and nursing and care facilities. Public and community facilities also include public parking lots, which are found within Downtown Los Altos. Institutional and semi-public facilities include nursing and care facilities like the Los Altos Post Acute located in Loyola Corners and the Terraces at Los Altos on Pine Lane. Schools and educational facilities account for the largest share of public and community facilities land uses within the city, accounting for 3.4 percent (141 acres) of land within the City limit, while church and religious facilities make up 2.1 percent (87 acres). Both these types of facilities are found in neighborhoods throughout the community. The Antiochian Orthodox Church of the Redeemer is the only public facility located within the SOI.

Open Space, Parks, and Recreation land uses occupy approximately 1.1 percent of land (45 acres) within the City limit and 15.7 percent of land (100 acres) within the SOI. Parks and recreational facilities account for the majority of the open space within the City limit, primarily located east of Foothill Expressway. Other open spaces include trails, small wooded areas, or small landscaped areas owned by the City. Additionally, there is a small 0.3-acre parcel of parkland with a structure at 321 University Avenue. This parcel is owned by Santa Clara County but currently part of Lincoln Park. The structure is occupied by the Los Altos Chamber of Commerce. The open space within the SOI belongs to the Los Altos Golf & Country Club, a private recreational facility, or Santa Clara County.

Vacant land accounts for 0.8 percent (32 acres) of the City limit and 0.5 percent (3 acres) of the SOI. Within the City limit, the largest vacant land parcel is found along El Camino Real (APN 17004068), currently under construction with a 196-unit multifamily residential development. Additionally, there are several small vacant parcels in residential neighborhoods throughout the city. Within the SOI, vacant sites are clustered near the Los Altos Golf & Country Club.

Utilities account for 0.8 percent (34 acres) of land, and comprise utility equipment, creek diversion canals, or parking lots for adjacent commercial sites. A majority of these are public parcels owned by the California Water Service Company, Santa Clara Valley Water District, and the City of Los Altos. Other parcels are owned by the Los Altos Golf & Country Club, Pacific Gas and Electric Company, Santa Clara County, and a few private property owners. There is an additional two-acre utility site within the SOI adjacent to the Los Altos Methodist Church, which makes up 0.3 percent of the land respectively.



DENSITY AND INTENSITY OF EXISTING DEVELOPMENT

Map 2-2 shows the as-built residential density throughout the city. Reflecting that single-family residential neighborhoods are the predominant land use in the city, residential density is relatively low across the city with Up to 4 units per acre (du/acre) making up the largest share, followed by 5-8 du/acre. Mid-range densities (9 to 16 du/acre and 17 to 24 du/acre) are near key shopping/commercial areas like Downtown Los Altos, Loyola Corners, El Camino Real, and Foothill Shopping Center. A majority of these developments are relatively old townhouses or condominium neighborhoods constructed in the 1950s and 1960s. Higher densities of 24 or more are limited, found in pockets with multifamily developments along El Camino Real, within Downtown Los Altos, and near Foothill Shopping Center. This includes projects built in the 2000s like Peninsula Real Condo Complex, Los Altos Court, and Colonnade Apartments built in the 2000s and typically have 50 to 75 units. It also includes Springwood Apartments in the south, the largest housing development in the city with 216 housing units. Recent development projects (refer to Map 2-7) also tend to be at slightly higher densities than their surroundings. Overall, as-built density is consistent with the applicable General Plan land use designations, described below.

Map 2-3 shows as-built non-residential floor area ratio (FAR) in Los Altos. FAR is a measure of development intensity, expressed as a ratio of building square footage to the land area of the site. Existing non-residential development is concentrated downtown and along segments of major thoroughfares. The highest FARs is found downtown and to the north along El Camino Real. In these areas, as-built FAR typically ranges from 0.6 to over 1.0, indicating relatively large buildings in relation to lot size. As built FAR in Los Altos' neighborhood (Loyola Corners and Rancho Shopping Center) and community commercial centers (Lucky Shopping Center and Foothill Shopping Center) is lower, typically ranging from up to 0.2 to 0.4, where single-story buildings have large areas of surface parking adjacent to them. This is typical of suburban shopping centers.

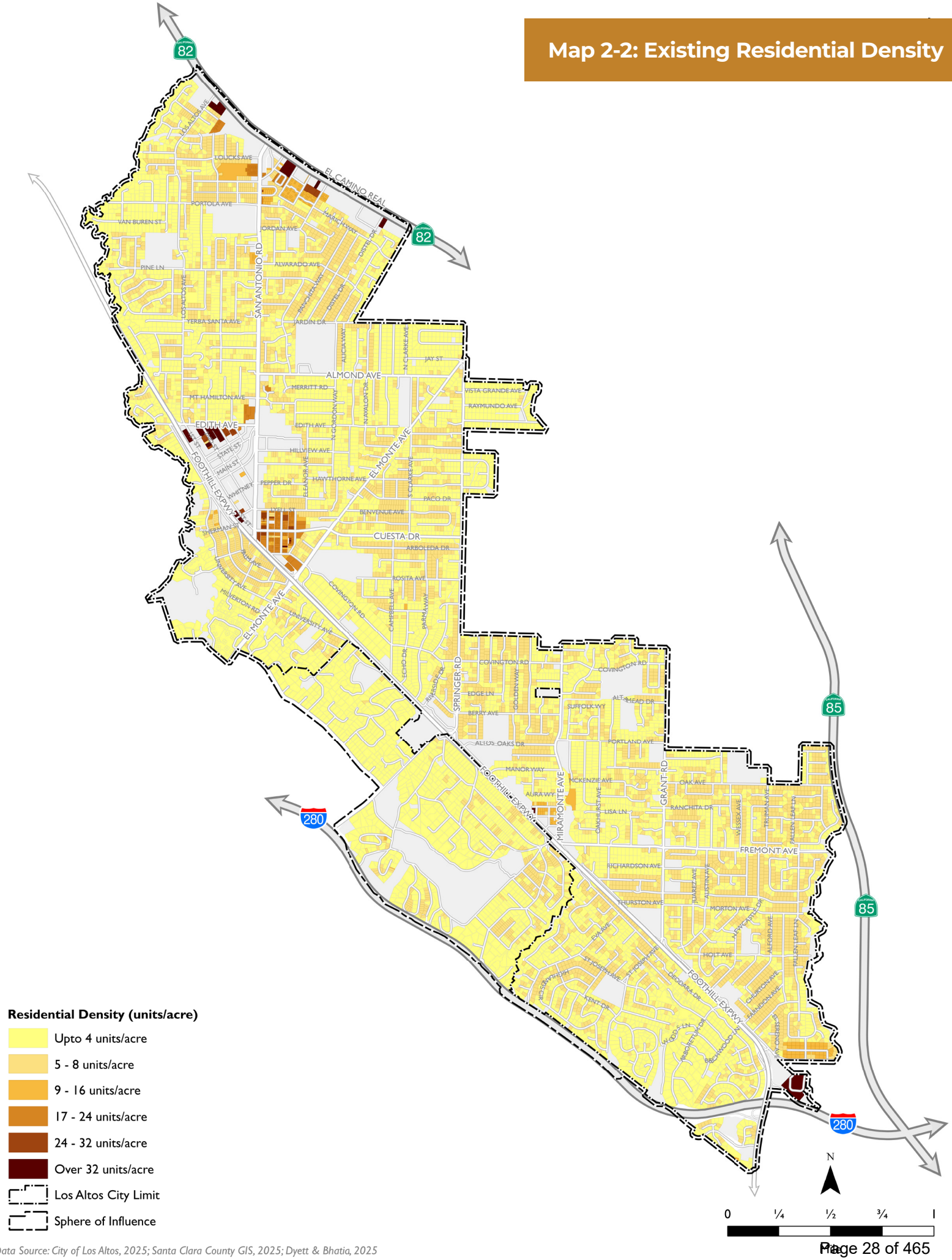
Land Use Plans and Regulations

LOS ALTOS GENERAL PLAN

The Los Altos General Plan is a comprehensive, long-range guide that establishes goals, objectives, policies, and actions for development and conservation in the city. The City adopted its first General Plan in 1965 and undertook a first comprehensive update in 1987. A subsequent comprehensive update was adopted in 2002, consisting of nine chapters—called elements—that correspond to legal requirements established in State law and optional topics of local importance. State-required elements include Land Use, Housing, Open Space Conservation & Community Facilities, Circulation, Safety, and Natural Environment and Hazards. Optional elements address Economic Development, Community Design & Historic Resources, and Infrastructure & Waste Disposal. Below is a description of each element's policy direction.

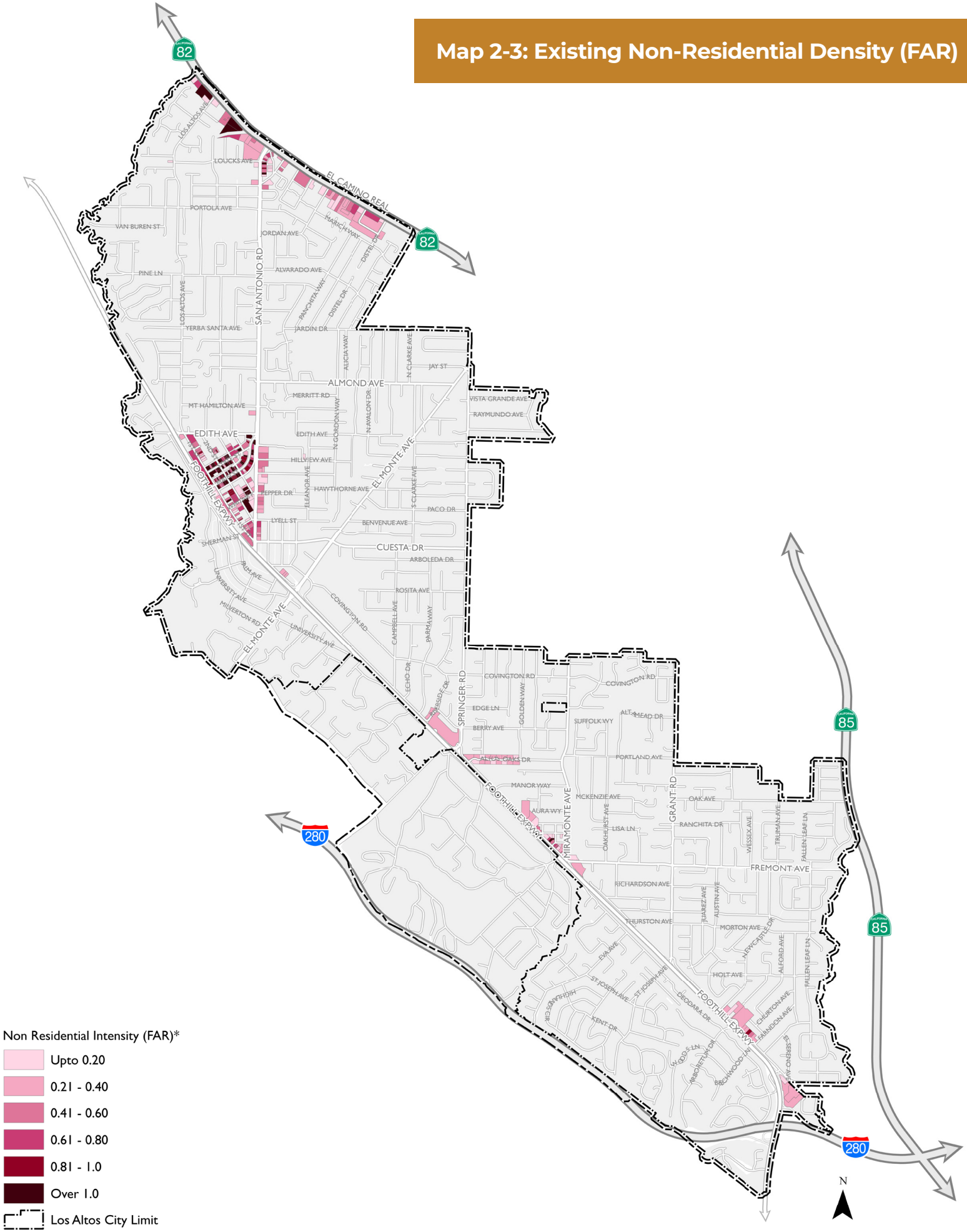
- **Community Design & Historic Resources Element.** This Element is not required by State law but has been included to preserve and enhance the community's small-town identity. It includes goals and policies related to the physical character of Los Altos, primarily intended to maintain scale, form, and visual compatibility of development and streetscapes within existing neighborhoods. Importantly, it also establishes policies for identifying, preserving, and sensitively reusing historic buildings and sites, ensuring that new development respects and complements historic resources.
- **Land Use Element.** The State-required Land Use Element establishes a land use pattern with standards for accommodating measured, context-sensitive growth. It also describes various specific plans for the development of special Planning Areas such as Downtown Los Altos, El Camino Real Corridor, Foothill Plaza and El Retiro. The element emphasizes compatibility between new and existing development, careful transitions in scale and intensity, preservation of scenic and natural features, and coordination between land use and infrastructure capacity to ensure long-term fiscal and environmental sustainability. City Council originally adopted the element in 1965, and the last comprehensive update was adopted in November 2002.

Map 2-2: Existing Residential Density



Data Source: City of Los Altos, 2025; Santa Clara County GIS, 2025; Dyett & Bhatia, 2025

Map 2-3: Existing Non-Residential Density (FAR)



Non Residential Intensity (FAR)*

- Upto 0.20
- 0.21 - 0.40
- 0.41 - 0.60
- 0.61 - 0.80
- 0.81 - 1.0
- Over 1.0
- Los Altos City Limit
- Sphere of Influence

Floor Area Ratio (FAR) = Building sqft / Lot sqft

N

0 ¼ ½ ¾ 1

Data Source: City of Los Altos, 2025; Santa Clara County GIS, 2025; Dyett & Bhatia, 2025

- **Housing Element.** The City's 2023-2031 Housing Element was recently updated after the adoption of the General Plan elements and is bound as a separate document. Government Code 65588 requires Housing Elements to be updated every eight years and to include specific components such as analysis of existing housing stock, analysis of existing and projected housing needs, and the number of housing units that will be developed, preserved, and improved through its policies and actions. It is intended to provide a comprehensive strategy for promoting safe, decent, and affordable housing within the community. The 2023-2031 Housing Element was adopted by the City Council on January 24, 2023, and was certified by the California Department of Housing and Community Development (HCD) on September 6, 2023.
- **Economic Development Element.** This is an optional element that was included in the General Plan to maintain and enhance the economic character of the community. It contains goals, policies, and actions that provide the overall framework for decision-making that affects economic development in the city, addressing shopping needs, providing for expanded job opportunities, and building the City's tax base. This element was added as part of the adopted General Plan in 2002.
- **Open Space, Conservation & Community Facilities Element.** This element combines two elements required by State law – the Open Space Element and the Conservation Element – along with the optional Community Facilities Element. It conveys community goals to protect and maintain parks, natural resources and public services. Resources addressed in this element include open space, natural resources and features, parks and recreation, law enforcement and fire protection, public education, and community, social, civic, and cultural services. This Element was first adopted by the City Council in 2002, making it a recent addition to the Los Altos General Plan.
- **Circulation Element.** The State-required Circulation Element guides continued development of the circulation system to support planned growth. It establishes a hierarchy of transportation routes and recommends goals and policies that coordinates transportation system with planned land uses, promotes efficient and safe transport of goods and people, makes efficient use of existing transportation facilities, and promotes environmental quality and equitable use of economic and natural resources. City Council originally adopted the element in 1965, and the last comprehensive update was adopted in 2002. It should be noted that the current element does not conform to requirements for Complete Streets (AB1358) or Active Transportation (SB932) requirements, as these regulations were enacted subsequent to the element's adoption.
- **Safety Element (2025).** The State-required Safety Element includes goals and policies to protect the community from risks associated with the effects of flooding, seismic and other geological hazards, wildfires, and hazardous materials. Key components include hazard identification and risk assessment, evacuation routes and emergency response, and climate adaptation and resilience. On June 10, 2025, City Council adopted the first standalone Safety Element, which began development in early 2024. Prior to this, strategies were incorporated as part of the Natural Environment & Hazards Element in the 2002 update of the General Plan.
- **Natural Environment & Hazards Element (2025)**. The State-required Natural Environment and Hazards Element previously combined safety, noise, and air quality as part of the 2002 General Plan Update. The element was revised in 2025 to include only State-mandated requirements for noise and air quality, while safety-related topics (i.e. seismic, flooding, wildfire) were migrated to the new standalone Safety Element. However, the format, language, and content of these sections remain the same as the 2002 version. Goals and policies in the element cover minimizing noise exposure, maintaining or improving air quality, and ensuring compliance and enhancing resilience for residents.
- **Infrastructure & Waste Disposal Element.** This is an optional element that focuses on providing reliable, efficient public services while minimizing environmental impacts and supporting long-term sustainability. The element addresses essential systems such as water supply, wastewater collection and treatment, storm drainage, solid waste and recycling services, and energy and communications infrastructure. It emphasizes maintaining and upgrading aging facilities, coordinating with regional service providers, and ensuring that infrastructure capacity keeps pace with community needs without encouraging excessive growth. Policies also promote water conservation, waste reduction, recycling and composting, and resilient infrastructure design to address climate change, seismic risk, and extreme weather, supporting the city's overall goals for public health, safety, and environmental stewardship. This element was added as part of the adopted General Plan in 2002.

- **Appendices.** The appendices to the current General Plan serve as a reference resource to further understand elements that shaped the Plan. They include a glossary of terminologies to describe concepts discussed in the General Plan and findings from the Transportation Charrette, a community outreach effort conducted to support the development of goals and policies in the Circulation Element.

Land Use Vision of General Plan (2002)

At its core, the General Plan seeks to preserve its small-town character, influenced heavily by its low-density residential neighborhoods, and ensure a high quality of life for residents, while accommodating modest, well-planned change in appropriate locations using a logical, organized land use pattern with standards for future development. Most of the new growth is directed to Downtown Los Altos and select commercial corridors, encouraging mixed use development, housing diversity, and pedestrian-oriented design. At the same time, it emphasizes protecting existing neighborhoods, hillsides and open spaces, supporting local-serving businesses, and ensuring that land use decisions reinforce community character, environmental sustainability, and overall quality of life. The General Plan Land Use Map (refer to **Map 2-4**) illustrates the long-term vision for development in the Planning Area, with land use designations that describe the type of uses and scale of development envisioned for each neighborhood and district. In total, there are 16 land use designations that describe a range of residential, commercial, industrial, open space, and public uses, as summarized in **Table 2-2**. Transportation infrastructure, utilities, public services, and parks and recreational facilities are all planned to support the land use pattern depicted on the General Plan Land Use map.

6TH CYCLE HOUSING ELEMENT (2023-2031)

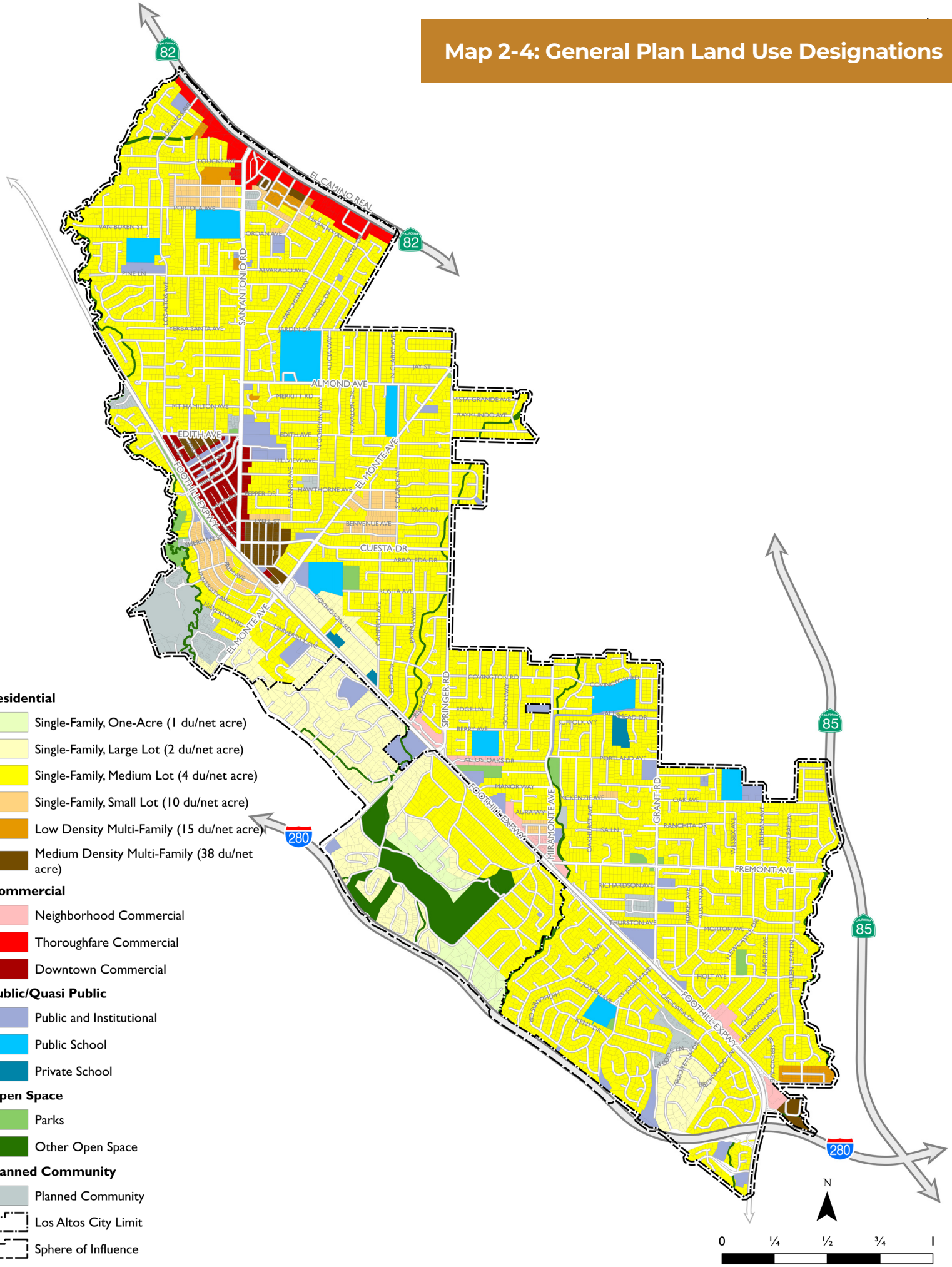
The Housing Element is one of eight State-required elements of the General Plan. It provides an analysis of a community's housing needs for all income levels and includes strategies to address those needs. Pursuant to State law, it is updated every eight years and must be approved by the State's Department of Housing and Community Development (HCD). The City adopted its 6th Housing Element for the 2023-2031 planning period on January 24, 2023, and the Housing Element was certified by HCD on September 6, 2023, with minor amendments. Given the requirement to update this element on a shorter timeline than other General Plan elements, the Los Altos Housing Element is published under separate cover.

A critical input for the Housing Element is the Regional Housing Needs Assessment (RHNA), a process required under State housing law to determine projected and existing housing needs for all jurisdictions in California. RHNA quantifies the "fair share" of regional housing needs for a jurisdiction, breaking it out into four household income level categories used for federal and State programming. For the 2015-2023 planning period, the City of Los Altos' "fair share" allocation was a total of 477 units across all income levels. For the 2023-2031 planning period, the City of Los Altos' RHNA allocation includes a total of 1,958 units, more than four times the previous cycle allocation. The 6th Cycle RHNA allocation is broken down as follows:

- 501 units affordable to extremely low-income and very low households
- 288 units affordable to low-income households
- 326 units affordable to moderate-income households
- 843 units affordable to above-moderate income households



Map 2-4: General Plan Land Use Designations



Residential

- Single-Family, One-Acre (1 du/net acre)
- Single-Family, Large Lot (2 du/net acre)
- Single-Family, Medium Lot (4 du/net acre)
- Single-Family, Small Lot (10 du/net acre)
- Low Density Multi-Family (15 du/net acre)
- Medium Density Multi-Family (38 du/net acre)

Commercial

- Neighborhood Commercial
- Thoroughfare Commercial
- Downtown Commercial

Public/Quasi Public

- Public and Institutional
- Public School
- Private School

Open Space

- Parks
- Other Open Space

Planned Community

- Planned Community
- Los Altos City Limit
- Sphere of Influence

Data Source: City of Los Altos, 2025; Santa Clara County GIS, 2025; Dyett & Bhatia, 2025

Table 2-2: General Plan Land Use Designations

CATEGORY	PRIMARY PURPOSE	MAX DENSITY/ FAR
Residential		
Single-family, Large Lot	The Single-family Large Lot Land Use designation provides for single-family detached homes on large lots. The designation allows a maximum density of 2.0 units per net acre. The anticipated density of this type of development is approximately 1.8 units per net acre. Uses such as second dwelling units, guest houses, community facilities, parks and open space, day cares, churches, agricultural uses, and others that are compatible with low density single-family neighborhood may also be considered as conditional uses.	Two dwelling units/acre
Single-family, Medium Lot	The Single-family Medium Lot land use designation provides for single-family detached homes. The designation allows a maximum density of 4.0 units per net acre. The anticipated density of future Single-Family Medium Lot development is approximately 3.5 units per dwelling acre. Uses such as second dwelling units, guest houses, community facilities, parks and open space, day cares, churches, agricultural uses, and others that are compatible with the low density single-family neighborhood may also be considered as conditional uses.	Four dwelling units/acre
Single-family, Small Lot	The Single-family Small Lot land use designation provides for single-family detached homes on smaller lots. The designation allows a maximum density of 10.0 units per net acre where already subdivided. Future small lot development is anticipated at a density of approximately 5.6 units per net acre. The City recognizes that areas that were developed with higher density single-family homes comprise an important part of the community character and affordable housing stock. The City intends to conserve this community resource by discouraging consolidation of smaller lots into larger lots. Parcels of 10,000 square feet or more that are designated as Single Family Small Lot will not be permitted to subdivide into parcels smaller than 10,000 square feet.	10 dwelling units/acre
Low Density Multi-Family	The Low Density Multi-family designation provides for detached and attached single-family homes, condominiums, duplexes, and apartments. The maximum density for this land use designation is 15.0 units per net acre. Unless City Council determines that a less dense project is in the best interest of the community, projects in this land use designation shall be developed at 75 to 100 percent of the maximum allowed density (11 to 15 units per acre).	15 dwelling units/acre
Medium Density Multi-Family	The Medium Density Multi-family designation provides for detached and attached single-family homes, condominiums, and apartments. The maximum density for this land use designation is 38.0 units per net acre. Unless City Council determines that a less dense project is in the best interest of the community, projects with this designation shall be developed at 75 to 100 percent of the maximum allowed density (28 to 38 units per acre).	38 dwelling units/acre

CATEGORY	PRIMARY PURPOSE	MAX DENSITY/ FAR
Senior Housing	The Senior Housing designation is designed to meet a variety of the City's senior housing needs. To serve these needs, this designation provides for detached and attached single-family homes, condominiums, duplexes, and apartments. The maximum density for this land use designation is 28.0 units per net acre. Projects with this designation shall be developed at 75 to 100 percent of the maximum allowed density (21 to 28 units per acre), unless City Council determines that a less dense project is in the best interest of the community.	28 dwelling units/acre
Commercial		
Neighborhood Commercial	The Neighborhood Commercial land use designation provides for a variety of retail uses that serve the needs of nearby neighborhoods, but do not want to supplant commercial uses in Downtown Los Altos. In addition to retail uses, these areas may also include general business, medical, or professional offices. Potential traffic impacts to surrounding neighborhoods and the Foothill Expressway should be considered when determining the allowable development intensity for each center. The Special Planning Areas section of the Land Use Element establishes the potential to increase the allowed density and intensity for the inclusion of residential development. Otherwise, the maximum intensity of development is a floor area ratio of 0.5. The anticipated intensity of development in this designation is a floor area ratio of 0.35.	0.5 FAR
Thoroughfare Commercial	The Thoroughfare Commercial land use designation provides for both retail, service, and office uses that typically rely on auto-traffic and attract customers from a citywide and/or regional trade area. As identified in the Special Planning Areas section of this Land Use Plan, floor area ratios are established based on the type of use(s) proposed. The City will consider other incentives in an effort to encourage mixed-use development and affordable housing.	Established based on use proposed/ NA[2]
Downtown Commercial	The Downtown Commercial land use designation provides for a wider range of general retail than the Neighborhood Commercial designation, providing opportunities for service, commercial recreation, cultural, and office uses that serve local residents. High density residential uses are also allowed to enhance the village character of the area. As identified in the Special Planning Areas section of the Land Use Plan, the City will consider increasing the maximum density and intensity of development in the Downtown Core and Periphery to enhance retail activities and encourage housing, especially affordable housing. Without these incentives, the maximum intensity of development is a floor area ratio of 1.0:1 and the anticipated intensity of development is a floor area ratio of 1.0:1 for the Downtown Core and 0.8:1 for the Downtown Periphery.	1 FAR for Downtown Core and 0.8 for Downtown Periphery/ NA[2]
Public/Quasi Public Facilities		
Public and Institutional	The Public and Institutional land use designation provides for governmental, institutional, academic, group residence, church, community service uses and lands, utilities, easements, rights-of-way, and City-owned parking facilities. These uses are intended to be compatible with the surrounding neighborhood. Where applicable, the maximum intensity of development is a floor area ratio of 0.6:1. The anticipated development intensity for this land use designation is a floor area ratio of 0.35:1.	0.6 FAR

CATEGORY	PRIMARY PURPOSE	MAX DENSITY/ FAR
Public School Land	The Public School Land Designation applies to land owned by public school districts and used or proposed for education, recreation, administration, or other non-commercial, non-residential, or non-industrial purposes. The maximum intensity of development is a floor area ratio of 0.6:1. The anticipated development intensity for this land use designation is a floor area ratio of 0.3:1.	0.6 FAR
Private School Land	The Private School Land Designation applies to land owned by private or parochial schools and used or proposed for education, recreation, administration, or other noncommercial, non-residential, or nonindustrial purposes. The maximum intensity of development is a floor area ratio of 1.0:1. The anticipated development intensity for this land use designation is a floor area ratio of 0.3:1.	1.0 FAR
Open Space		
Parks	The Parks designation provides for publicly owned and dedicated parkland. Activities that may be developed include areas for active sports play, large multipurpose fields for community events and informal recreation, tot lots, picnic areas, multipurpose sports fields and courts, concessions, community event space, outdoor amphitheaters, maintenance/support facilities, and caretaker facilities. The maximum intensity of development is a floor area ratio of 0.4:1. The anticipated development intensity for this land use designation is a floor area ratio of 0.1:1.	0.4 FAR
Other Open Space	This classification provides open space for the preservation of natural resources, managed production of resources, outdoor recreation and protection of health and public safety. It includes waterways, open space easements, private and public open spaces, as well as golf courses and other private recreational uses.	N/A
Planned Community		
Planned Community	The Planned Community designation provides for long-term development of large areas of land under single or common ownership or control. The Planning Community designation ensures compatibility with surrounding neighborhoods; protects the public health, safety, and welfare; provides for the long-term development of large properties; protects and preserves open space as a limited and valuable resource; and permits reasonable use of land. The Planned Community designation also preserves and protects land for recreation, scenic value, conservation or natural resources, agriculture, senior housing, residential, and low intensity public/quasi public facilities. Allowable uses include a variety of residential single-family and senior housing types, as well as community facilities, private schools, recreational areas, religious facilities, educational or philanthropic institutions, public utilities and services, hospitals, and open space areas. The maximum intensity of development will be determined based on zoning of area prior to rezoning to Planned Community. Senior housing projects may be approved up to 50 dwelling units/acre.	Determined based on zoning of area prior to rezoning to Planned Community. Senior housing projects may be approved up to 50 dwelling units/acre

To meet the RHNA allocation, the adopted 2023-2031 Housing Element identifies potential housing opportunity sites, depicted in Map 2-5. Sites are primarily concentrated in commercial areas and along arterial roadways in Los Altos, including El Camino Real, Downtown Los Altos, San Antonio Road, Rancho Shopping Center, Loyola Corners, Lucky Shopping Center, and Foothill Shopping Center. Rezoning of sites along El Camino Real and at Loyola Corners needed to accommodate the RHNA allocation has been completed. The efforts included zoning text amendments to allow for more density in commercial, mixed use, and multifamily zoning districts like these areas. Based on the 2024 Los Altos Housing Annual Progress Report, building permits have been issued for 245 housing units since the start of the eight-year planning period, 132 of which have been constructed to-date. Nearly half (64) of units built are Accessory Dwelling Units (ADUs) in single-family neighborhoods; however, several notable multifamily projects have been built or approved on infill sites. More information on construction and permitting trends is provided in the "Major Recent Developments" section below.

ZONING CODE

The City of Los Altos Zoning Code, included as Title 14 of the Municipal Code, controls the physical development of land and the kinds of uses allowed on each individual property within the City limit. The Code implements the General Plan, providing specific requirements for lots size, building placement, density of development, and height, in addition to regulating allowable uses. As with the General Plan land use designations, zoning designations do not always coincide with existing land uses and development intensities as built. **Map 2-6** shows the existing zoning districts for Los Altos and **Table 2-3** provides zoning descriptions. Zoning in the SOI is regulated by Santa Clara County.

Base Zoning Districts

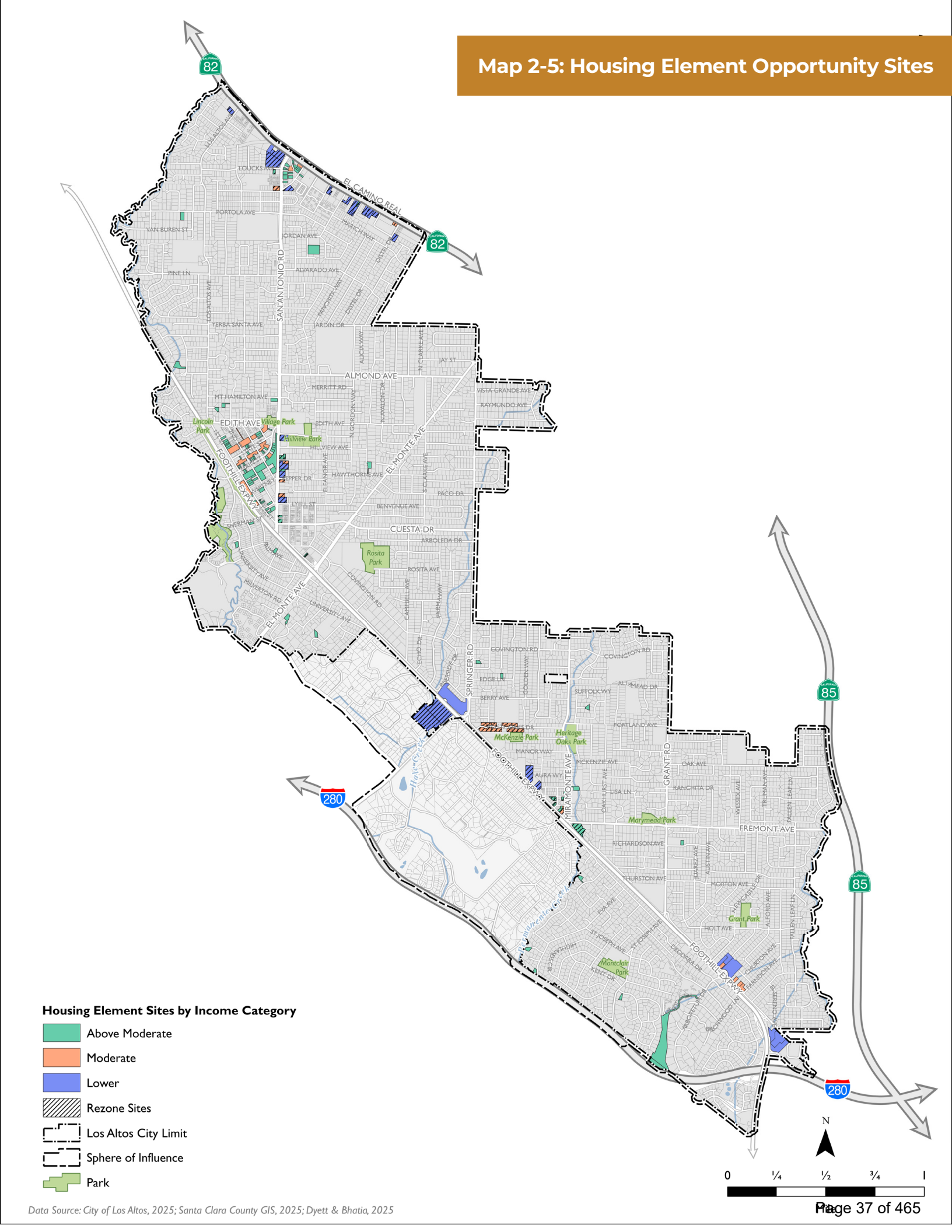
Residential. There are nine different residential zoning districts that permit a range of housing types. Single-family residential districts are determined based on minimum lot sizes, while multiple-family residential districts are categorized by density. R1-10 Single Family Residential accounts for a majority of zoned land (72.0 percent) within the Planning Area, permitting single-family housing on lots ranging between 10,000 and 20,000 square feet. The five multiple-family residential districts account for only 1.7 percent of zoned land. These are predominantly concentrated to the west of Downtown Los Altos and two additional sites near El Camino Real and Foothill Shopping Center. Densities can range from two to 14 units per acre. Additional density up to the maximum permitted by the applicable General Plan land use classification may be allowed with approval of a permit.

Commercial. There are six commercial zoning districts that permit a mix of retail, restaurant, office, lodging, service, and general commercial uses, as well as opportunities for residential only and mixed use developments. The Commercial Thoroughfare (CT) zone is the most prevalent, applicable to 54.4 acres (1.4 percent) within the Planning Area. Additionally, the plan emphasizes implementing the Downtown Los Altos Vision through four zoning designations that prescribe development and design standards for the area. These include Commercial Downtown (CD), Commercial Retail Sales (CRS), Commercial Downtown/Multiple Family (CD/R3), and Commercial Retail Sales/Office (CRS/OAD). Other focus areas include Office-Administrative (OA-1/OA-4.5), in which standards are specifically tailored to promote development along Altos Oaks Drive, near Loyola Corners.

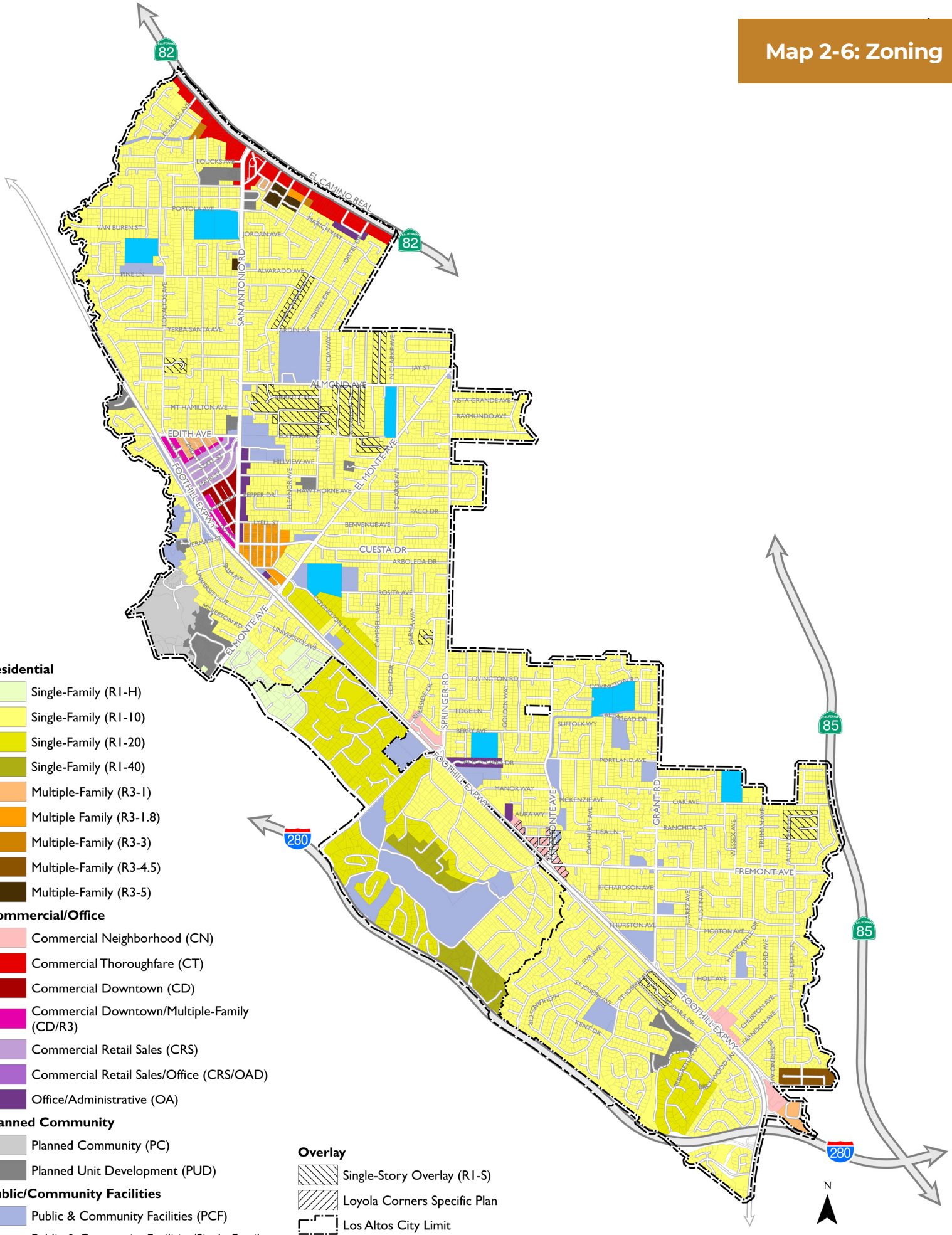




Map 2-5: Housing Element Opportunity Sites



Map 2-6: Zoning



Data Source: City of Los Altos, 2025; Santa Clara County GIS, 2025; Dyett & Bhatia, 2025

Table 2-3: Base Zoning, City of Los Altos

ZONE	DESCRIPTION	ACRES	PERCENT (%)	MINIMUM LOT SIZE	MAXIMUM COVERAGE	MAXIMUM HEIGHT
Residential						
Single-Family (R1-10)[1]	Designed for detached, low-density single-family homes, allowing for accessory structures, home occupations, and small family daycares. Characterized by a minimum lot size of 10,000 s.f.	2,801.2	72.0	10,000 s.f., except on corner lots (11,000 s.f.) and glad lots (15,000 s.f.).[1]	35% for structure more than 6 ft. tall	27 ft. or 2 stories
Single-Family (R1-H)[1]	Designed for detached, low-density single-family homes characterized by, or allowing for reduced lot sizes (typically 10,000 s.f or less).	54.3	1.4	20,000 s.f., except on corner lots (21,000 s.f.). Planning Commission may recommend and City Council may approve reductions.	25%	27 ft. or 2 stories, except for flag lots which will have 20 ft. or 1 story
Single-Family (R1-20)[1]	Designed for detached, low-density single-family homes, requiring a minimum lot size of 20,000 s.f. Permits one primary dwelling, along with accessory structures, home occupations, agriculture and a small family daycare.	290.5	7.5	20,000 s.f., except on corner lots (21,000 s.f.).	25%	27 ft. or 2 stories, except for flag lots which will have 20 ft. or 1 story

ZONE	DESCRIPTION	ACRES	PERCENT (%)	MINIMUM LOT SIZE	MAXIMUM COVERAGE	MAXIMUM HEIGHT
Single-Family (R1-40) 1	Designed for detached, low-density single-family homes, requiring a minimum lot size of 40,000 s.f. Permits one primary dwelling, along with accessory structures, home occupations, agriculture/ horticulture and a small family daycare.	55.4	1.4	40,000 s.f., except on corner lots (41,000 s.f.).	20%	27 ft. or 2 stories, except for flag lots which will have 20 ft. or 1 story
Multiple-Family (R3-4.5)	Designed for low density, multifamily residential developments. Permitted uses include two-family dwelling units. Its specific purpose is to retain and enhance the character of the Stevens Place and Marshall Court area.	11.2	0.3	7,000 s.f.	60%	36 ft. or 3 stories
Multiple-Family (R3-5)	Designed for developments with two or more units.	11.6	0.3	5,000 s.f.	60%	36 ft. or 3 stories
Multiple-Family (R3-3)	Designed for medium density multifamily residential developments with two or more units, up to 14.5 per acre.	2.8	0.1	3,000 s.f.	60%	36 ft. or 3 stories
Multiple-Family (R3-1.8)	Designed for medium density multifamily residential units.	23.5	0.6	7,100 s.f. for a vacant property; 14,000 s.f. for a site with existing structures.	65%	36 ft. or 3 stories
Multiple-Family (R3-1)	Designed for medium density multifamily residential units and for hotel use upon the granting of a use permit.	15.5	0.4	5,100 s.f.	65%	40 ft. or 4 stories

ZONE	DESCRIPTION	ACRES	PERCENT (%)	MINIMUM LOT SIZE	MAXIMUM COVERAGE	MAXIMUM HEIGHT
Office-Administrative (OA)	Designed to attract new office development, allow the integration of residential uses and a variety of housing types, and allow latitude for creative design and architectural variety. Permitted uses include office-administrative uses, residential only developments, and mixed use developments. Conditional uses include reprographic uses, data processing centers, medical and dental clinics, and mortuaries.	20.5	0.5	5,100 s.f.	75%	40 ft. or 4 stories for residential only developments; 45 ft. or 4 stories for mixed use developments, 30 ft. or 2 stories for only non-residential use
Office-Administrative (OA-1/OA-4.5)	Designed specifically for properties along Altos Oaks Avenue to accommodate new development, while retaining design and scale compatibility with the surrounding residential properties.	0.0	0.0	4,500 s.f.	75%	40 ft. or 4 stories for residential only developments; 45 ft. or 4 stories for mixed use developments, 30 ft. or 2 stories for only non-residential use
Commercial Neighborhood (CN)	Designed to allow for mixed uses of residential and commercial like offices, recycling facilities, retail, restaurants, and medical/dental offices, while retaining and enhancing neighborhood character.	29.5	0.8	N/A	35% for non-residential uses only, no restriction for mixed use developments	45 ft. for 4 stories for mixed use developments, 30 ft. or 2 stories for only non-residential use

ZONE	DESCRIPTION	ACRES	PERCENT (%)	MINIMUM LOT SIZE	MAXIMUM COVERAGE	MAXIMUM HEIGHT
Commercial Downtown (CD)	Promotes the implementation of the downtown urban design plan. Provides a full range of retail, office, and service uses as well as residential uses appropriate to downtown, while retaining the downtown Los Altos village atmosphere.	12.6	0.3%	N/A	N/A	40 ft. or 4 stories for residential only developments; 45 ft. or 4 stories for mixed use developments, 30 ft. or 2 stories for only non-residential use
Commercial Downtown/ Multiple-Family (CD/R3)	Designed to provide a full range of retail, office, and service uses appropriate to downtown Los Altos, while encouraging preservation and improvement of village character through a series of design guidelines. A large focus is added to landscaping features and improving the visual appeal and pedestrian orientation.	12.1	0.3%	N/A	N/A	40 ft. or 4 stories for residential only developments; 45 ft. or 4 stories for mixed use developments, 30 ft. or 2 stories for only non-residential use
Commercial Retail Sales (CRS)	Designed to attract businesses to the downtown Los Altos Village. Encourages a mix of uses that meet needs of the community, and with housing located above ground floor businesses. Also helps retain and enhance the downtown Los Altos Village atmosphere.	19.0	0.5%	N/A	N/A	40 ft. or 4 stories for residential only developments; 45 ft. or 4 stories for mixed use developments, 30 ft. or 2 stories for only non-residential use

ZONE	DESCRIPTION	ACRES	PERCENT (%)	MINIMUM LOT SIZE	MAXIMUM COVERAGE	MAXIMUM HEIGHT
Commercial Thoroughfare (CT)	Designed to encourage a variety of commercial residential developments, including affordable housing development and promote the economic and commercial success of Los Altos. Encourages aggregation of parcels, and strategies to bugger the impacts of commercial and multifamily uses on neighboring residential properties.	54.4	1.4%	20,000 s.f.	N/A	55 ft. or 5 stories for residential only developments; 60 ft. or 5 stories for mixed use developments, 45 ft. or 4 stories for only non-residential use
Commercial Retail Sales/ Office (CRS/ OAD)	Supports a blend of retail, service, and office uses and aims to promote pedestrian-scale design through a series of design guidelines.	1.3	0.0	N/A	N/A	40 ft. or 4 stories for residential only developments; 45 ft. or 4 stories for mixed use developments, 30 ft. or 2 stories for only non-residential use
Other						
Planned Community (PC)	The purpose is to provide for the long-term development of large properties under unified ownership or control, to allow flexibility and variety in lot layout and promote a more desirable living environment. Permitted uses include single-family residences, senior citizen housing, community facilities, and open space areas. Amendments to PC boundaries may be approved through a review.	49.8	1.3	20 Acres	20% to 25% depending on lot size for single-family dwellings on a traditional lot, 20% for single-family residences in a cluster subdivision; established through review for senior housing; 30% for community facilities	27 ft. or 2 stories for residential uses; 30 ft. or 2 stories for community facilities

ZONE	DESCRIPTION	ACRES	PERCENT (%)	MINIMUM LOT SIZE	MAXIMUM COVERAGE	MAXIMUM HEIGHT
Public and Community Facilities (PCF)	Reserved for the construction, use, and occupancy of governmental, public utility, and educational buildings and facilities and other uses compatible with the semipublic character of the district.	265.7	6.8	1 acre	30%	30 ft. or 2 stories
Public and Community Facilities/ Single-Family District (PCF/ R1-10)	Designed specifically for construction, use and occupancy of PCF facilities within single-family R1-10 zones.	90.9	2.3	10,000 s.f.	30%	27 ft. or 2 stories
Planned Unit Development (PUD)	Includes a combination of different dwelling types and/or a variety of land uses which complement each other and harmonize with existing proposed land uses in the vicinity. Designed for developments that may not conform in all aspects with other zoning designations.	66.9	1.7	5 acres; except 3 acres if site has frontage of Chester Circle	20% to 35%	27 ft. or 2 stories
PUD/R1-10		2.1	0.1	10,000 s.f., except on corner lots (11,000 s.f.) and glad lots (15,000 s.f.)	35% for structure more than 6 ft. tall	27 ft. or 2 stories
ROW		1.4	0.0	N/A	N/A	N/A
Total		**3,892.4**	**100**			

Note:
1. Smaller lot sizes are permissible in single-family districts through SB 9 (LAMC Chapter 14.64).

Industrial. There are no zoning designations for industrial uses, including general or light manufacturing.

Planned Communities or Planned Unit Developments. Los Altos' Planned Community (PC) and Planned Unit Development (PUD) zoning districts are intended to allow greater flexibility in site planning while ensuring high-quality development that aligns with the city's character and General Plan. The PC district is typically applied to larger or more complex sites and allows a mix of land uses, building types, and development standards to be tailored through a comprehensive plan reviewed by the city. Only one Planned Community (PC) site exists, located in the western portion of Los Altos, making up 49.9 acres (1.3 percent) of zoned land. Similarly, the PUD district permits deviations from conventional zoning standards—such as lot size, setbacks, and building placement—in exchange for cohesive design, efficient land use, and enhanced amenities like open space, landscaping, or pedestrian connections. Sites are dispersed across the city and account for 265.7 acres, or 6.8 percent of zoned land. Both districts rely on discretionary review by the Planning Commission and City Council, emphasizing thoughtful design, compatibility with surrounding neighborhoods, and long-term community benefits rather than strict adherence to uniform zoning regulations.

PREVIOUS PLANNING EFFORTS

Several previous planning efforts have played an important role in guiding the development of key areas in Los Altos. Descriptions for each of the plans are provided below.

Downtown Vision Plan (2018)

The Los Altos Downtown Vision Plan ('Vision Plan') is a community-driven planning document adopted by City Council in August 2018 that outlines a long-term (approximately 20-year) vision for the downtown triangle — the roughly 76-acre area bounded by Edith Avenue, San Antonio Road, and Foothill Expressway. The plan was developed with extensive public input and identifies strategies to preserve and enhance the defining characteristics of downtown while strengthening economic vitality and pedestrian experience. It emphasizes mixed uses that support retail, dining, services, offices, and residential options; improvements to streetscapes, parking, and public spaces; and creation of activity nodes such as plazas and enhanced connectivity for pedestrians and cyclists. Although the Vision Plan itself is not a regulatory zoning document, it serves as a guiding framework for future land use decisions and investment priorities in downtown Los Altos.

In recent years, the Vision Plan's concepts have driven amendments to downtown programs and policies, reflecting incremental amendments and programmatic shifts aligned with the Downtown Vision's broader goals of enhancing public space, pedestrian engagement, and economic activity. One of the most notable developments has been the adoption of the Downtown Parklet Program, which allows expanded outdoor dining parklets with unified design standards and annual renewal requirements. City Council approved this program in May 2023, with implementation beginning January 2024. Another ongoing initiative tied to downtown revitalization is the proposed downtown park project, which intends to transform parts of existing publicly owned space in downtown into a vibrant, welcoming park. City staff conducted an analysis of all the downtown parking plazas, and identified three plazas (Plazas 1, 2, and 3) as sufficient space to be a suitable location. This new public park aims to enhance downtown's appeal as a destination for residents, visitors, and businesses – providing opportunities for relaxation, connection, events, and cultural expression. It will also address parking concerns through design and parking replacement strategies. The project is currently in its concept design phase; there is no planned completion date at this time.



Downtown Parking Strategy (2025)

The Los Altos Downtown parking strategy is a comprehensive approach to managing and planning for parking in the downtown core as activity and development evolve. It builds on the 2013 Downtown Parking Management Plan, which established a framework to ensure convenient access for visitors, support local businesses, make efficient use of existing supply, and mitigate spillover into residential neighborhoods by managing both on- and off-street spaces. Key principles include treating downtown parking as an integrated system with a "park once" philosophy, balancing supply and demand, supporting turnover near businesses, and encouraging longer-term spaces for employees to free up prime short-term stalls for customers. The strategy also considers future growth tied to downtown development envisioned in the Downtown Vision Plan and focuses on both short- and mid-term actions to improve parking operations, potentially expand supply, and incorporate technology and policy tools to enhance the overall user experience.

Recent work to implement the strategy has included phased parking strategies that prioritize actions over the next five years, such as exploring the creation of a Business Improvement District (BID) and Parking Benefit District (PBD) to fund enhancements and implementing operational improvements to better manage peak demand and support economic activity in the Downtown. Parking supply and management is also an important consideration in the discussion around how future public space projects — including the proposed new downtown public park that could repurpose existing surface parking — will impact parking supply and management, prompting consideration of replacement or restructuring options (like underground or above-ground parking) to maintain access while achieving broader community goals.

Los Altos Community Center Master Plan (2009)

The Los Altos Community Center Master Plan established a vision for a modern, inclusive civic gathering space at an 18-acre site at 97 Hillview Avenue, east of downtown. Intended to meet the needs of a multi-generational community, the City incorporated substantial community input and cutting-edge design features, emphasizing architectural integration, sustainable building practices, and the creation of a versatile hub for recreation, social interaction, and emergency shelter use. Construction was completed in 2021.

At the core of the Plan is a 24,500 square foot community center, which was inaugurated in October 2021. It includes a dedicated space for senior, teen, and preschool programs, as well as flexible indoor and outdoor community gathering spaces to accommodate rentals, various recreational programs, classes and events. Additional amenities include a playground, commercial kitchen, bocce ball courts, and space for a future café. The project area also includes key existing community spaces like Hillview Park, Los Altos History Museum, Los Altos Library, and the Los Altos City Hall, which were retained and integrated within the masterplan. The original plan also proposed a new performing arts theatre and pool facility, although these were not realized in the final plan.

El Retiro Master Plan (1984)

The El Retiro Master Plan was prepared in 1984 to guide the potential future redevelopment of a 51.5-acre property owned by the California Province of the Society of Jesus and operated as the Jesuit Retreat Center of Los Altos. The Master Plan was developed to integrate land use, site development standards, and associated regulatory changes into the City's broader planning framework, shaping how the property would be redeveloped if the Society of Jesus were to relocate in the future. With adoption of the Master Plan, 34.5 acres of the site that was formerly in unincorporated Santa Clara County was annexed into the City of Los Altos. The El Retiro site is identified as a Special Planning Area in the 2020 General Plan, which allows development of 40 units on the site, with a potential density bonus of up to ten additional units, in exchange for dedicated public open space on the site. The site remains in active use for religious purposes today and the Society of Jesus does not currently have plans to relocate.

Other Efforts

Other previous specific plans include the Loyola Corners Specific Plan and the Sherwood Gateway Specific Plan, which served as a blueprint for guiding mixed use development in some of Los Altos' key commercial areas. However, City Council repealed these documents in 2023 and 2025, respectively, after years of limited implementation and lack of alignment with evolving local priorities

related to housing. Since repeal, planning efforts have moved away from narrowly focused specific plans and toward broader, citywide policy tools that emphasize flexibility, neighborhood compatibility, and community input. These include updates to the General Plan and zoning regulations, along with objective standards incorporated into the zoning as required by state law, to guide development in these areas.

SINGLE FAMILY RESIDENTIAL DESIGN GUIDELINES (1990)

In addition to the objective development standards for single-family zones in the municipal code, the Residential Design Guidelines guide development of new and remodeled single-family projects located within the city's Single-Family (R1) District. The Guidelines emphasize preserving neighborhood character by providing direction on features such as building scale and articulation, landscaping, materials, and architectural detailing. The Guidelines serve as a basis for design review decisions and approval process consistency across City neighborhoods.

GUIDELINES AND STANDARDS FOR LAND USE NEAR STREAMS (2007)

The 2006 Santa Clara Valley Water's Guidelines and Standards for Land Use Near Streams focus on protecting riparian areas through specific development standards, avoiding stream-adjacent sensitive uses (like trash/chemical storage), using native plants, limiting impervious surfaces, and preserving vegetation to enhance flood control, water quality, and habitat. The intent is to ensure that development near streams occurs in a way that preserves natural drainage functions, protects wildlife habitat, and minimizes hazards to people and property, particularly as development pressure and climate-related impacts increase.

City Council adopted the Guidelines and Standards under the title "Water Resources Protection Manual" on February 13, 2007, and has integrated them into its permitting process, consistent with its General Plan, Specific Plans, and Zoning Ordinance. The City consults with Valley Water and other state/federal agencies like the California Department of Fish and Wildlife (CDFW), San Francisco Bay Regional Water Quality Board (RWQCB), and the United State Army Corps of Engineers (USACE) for permits and guidance, especially for development near creeks.



Major Recent Development Projects

Based on available data from the City, there were 16 major developments in Los Altos in recent years between 2019 and 2025. These are numbered in **Map 2-7** and summarized in **Table 2-4**. These major developments include six projects under construction, six approved projects pending construction, and four projects currently under review. A majority of current major development activity (12 of 16 projects) are multifamily residential projects concentrated along key corridors such as El Camino Real and along Foothill Expressway. Four mixed-use residential projects are in the development pipeline, all located within Downtown Los Altos. Together, these projects are expected to result in 627 units and 22,097 square feet of commercial space. All major recent developments are infill projects involving redevelopment of commercial or single-family residential properties.

Map 2-7 also illustrates recently approved and constructed single-family homes and ADU in Los Altos. The data indicate that single-family and ADU development activity is generally well dispersed throughout the city with no apparent concentration in particular locations. Los Altos has seen a significant increase in ADU permitting activity since 2018, in line with Statewide trends following the introduction of a series of new State laws intended to facilitate ADU production.

Table 2-4: Major Recent Developments

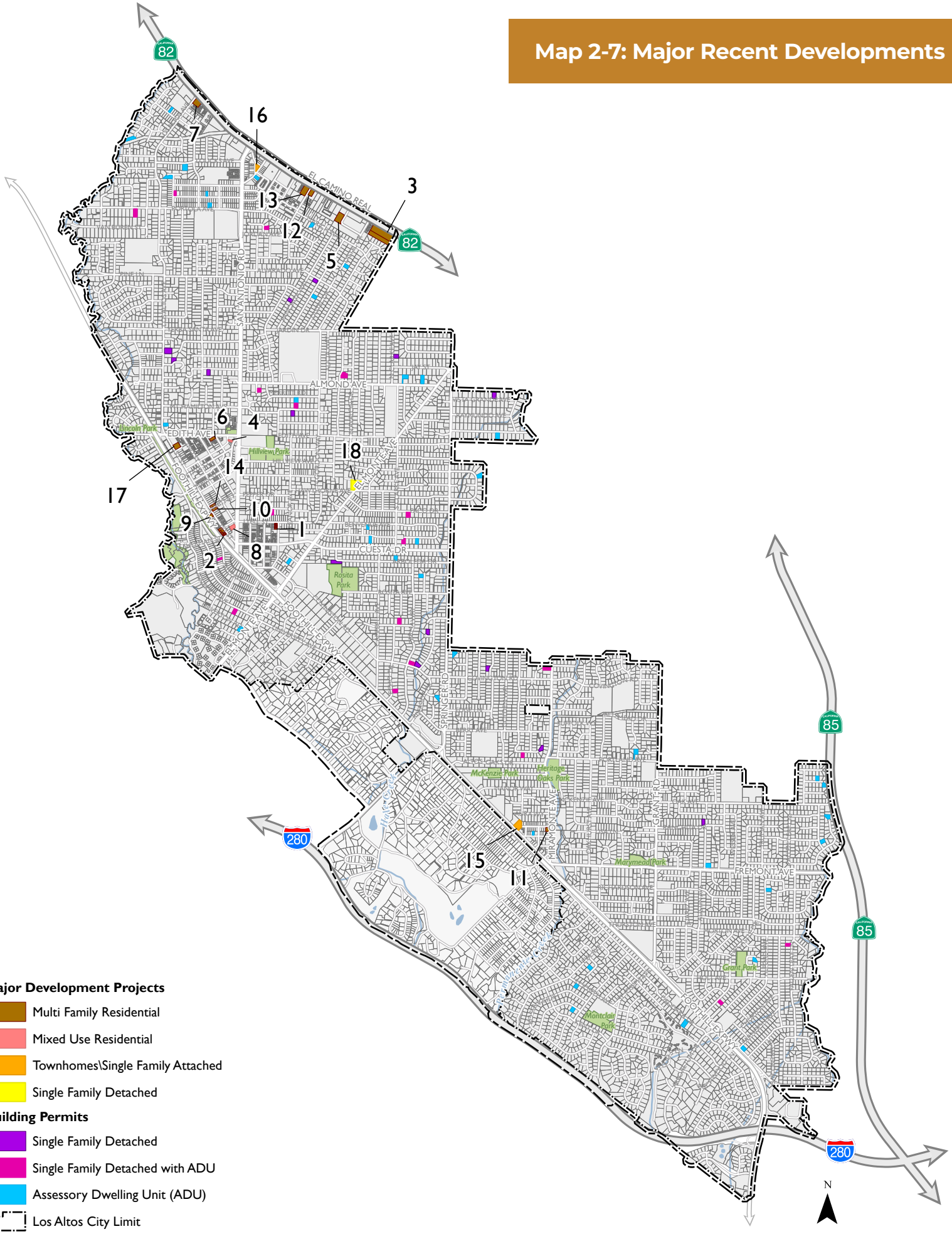
NUMBER ON MAP	TYPE	ADDRESS	APN	PROJECT DESCRIPTION	SITE AREA (ACRES)	PREVIOUS USES	NET NEW USES	NON-RESIDENTIAL SQUARE FOOTAGE	PROJECT STATUS
Under Construction									
1	Residential	140 Lyell Street	17039106-10	5-unit multifamily residential development- for ownership	0.2	Single-family home	4	NA	Approved Feb 2021. Under Construction as of May 2023.
2	Residential	440-450 First Street	16741009, 16766023, 16766001-27	26 unit multifamily residential- for ownership	0.4	10,000 s.f. commercial space	26	NA	Approved Jan 2022. Under Construction as of Dec 2024.
3	Residential	5150 El Camino Real	17004068-69	196-unit multifamily residential development- 172 units rental, 24 townhouses (ownership)	3.8	3-story office building	196	NA	Approved Aug 2022. Under construction as of Dec 2025.
4	Residential	40 Main Street	16738032	15-unit mixed-use development – for ownership	0.1	One-story commercial building	15	3500	SB35 Project; Permit issued Aug 2025. Under construction as of Dec 2025.
5	Residential	330 Distel Circle	17004051	90-unit multifamily residential development – 100% affordable	0.9	One-story commercial building	90	NA	Approved Sept 2022. Under construction as of July 2025.
6	Residential	14 Fourth Street	16738061	4-unit multifamily residential development – for ownership	0.2	One-story single family home	4	NA	Approved May 2023. Under construction as of Sept 2024.

NUMBER ON MAP	TYPE	ADDRESS	APN	PROJECT DESCRIPTION	SITE AREA (ACRES)	PREVIOUS USES	NET NEW USES	NON-RESIDENTIAL SQUARE FOOTAGE	PROJECT STATUS
Approved									
7	Residential	4350 El Camino Real	16711041	47-unit multifamily residential development-for ownership	0.7	Gas station	47	NA	Approved Sept 2022. Several project extensions received; no building permit has been issued.
8	Mixed Use Residential	420 S San Antonio Road	16741072	20-unit mixed use residential development with ground floor commercial	0.8	One-story commercial building	20	1,495	Approved Jan 2025. Building permit application has not been submitted.
9	Mixed Use Residential	376 First Street	16741052	15-unit multifamily residential development-for ownership	0.2	3,600 s.f. commercial space	15	NA	Approved April 2022. Entitlement expired. Never constructed.
10	Residential	355 First Street	16741029	49-unit multifamily residential – for ownership	0.6	Six commercial buildings and one single-family residence	49	NA	Approved Jun 2022. Entitlement extension received. Building permit submitted December 2022;no building permit has been issued.
11	Mixed Use Residential	996 Loraine Avenue	18915086	12-unit multifamily residential with ground floor commercial	0.2	One-story commercial building	12	962	Approved Nov 2025. Building permit application has not been submitted.

NUMBER ON MAP	TYPE	ADDRESS	APN	PROJECT DESCRIPTION	SITE AREA (ACRES)	PREVIOUS USES	NET NEW USES	NON-RESIDENTIAL SQUARE FOOTAGE	PROJECT STATUS
12	Residential	4898 W El Camino Real	17003085	85-unit multifamily residential	0.4	Two-story commercial building	85	NA	Approved January 2026. Building permit application has not been submitted.
13	Mixed Use Residential	4896 El Camino Real	17002026	33 residential units with ground floor commercial	0.8	Fast food restaurant and a single-family home	32	16,140	Approved in November 2024. Building permit has not been submitted.
Pending Approval Under Review									
14	Residential	349 First St	16740047	20-unit multifamily residential development – for ownership	0.2	Two-story commercial building	20	NA	Under review
15	Residential	901 Fremont Ave	18915106	9-unit residential townhomes	0.7	One-story commercial building	9	NA	
16	Residential	966 Sherwood Ave	17001044	33 townhomes	1.1	Office building and two single family homes	33	NA	Under review
17	Residential	95 First Street	16739136	51-unit multifamily residential development – for ownership	0.5	Existing two-story office building	51	NA	Under review
18	Residential	244 S El Monte Ave		8 detached single-family homes	1.1	Existing single-family home	7	NA	
Total					**12.9**		**715**	**22,097**	

Source: City of Los Altos, 2025

Map 2-7: Major Recent Developments



Major Development Projects

- Multi Family Residential
- Mixed Use Residential
- Townhomes\Single Family Attached
- Single Family Detached

Building Permits

- Single Family Detached
- Single Family Detached with ADU
- Assessory Dwelling Unit (ADU)
- Los Altos City Limit
- Sphere of Influence

Data Source: City of Los Altos, 2025; Santa Clara County GIS, 2025; Dyett & Bhatia, 2025



Potential Focus Areas

Focus Areas are locations within the City of Los Altos where significant physical change is anticipated. They typically comprise clusters of vacant and underutilized parcels that present opportunities for redevelopment. Concentrating planning efforts on these areas allows the community to develop a shared vision for how they should evolve and to align the General Plan accordingly.

To identify these potential areas, a land use analysis utilized data to consider several factors that indicate how likely a property is to be redeveloped. Santa Clara County Assessor data was used to identify and map vacant parcels within the City of Los Altos and flag indicators of underutilization, such as assessed value ratio (AV ratio) and floor area ratio (FAR). The AV ratio compares the value of existing improvements, including buildings and structures, to the value of the underlying land. A ratio below 1.0 suggests a parcel may be underutilized; a ratio below 0.5 indicates even greater redevelopment potential. When land value substantially exceeds the value of structures on it, property owners have a financial incentive to redevelop the site with uses that can command higher rents or sale prices.

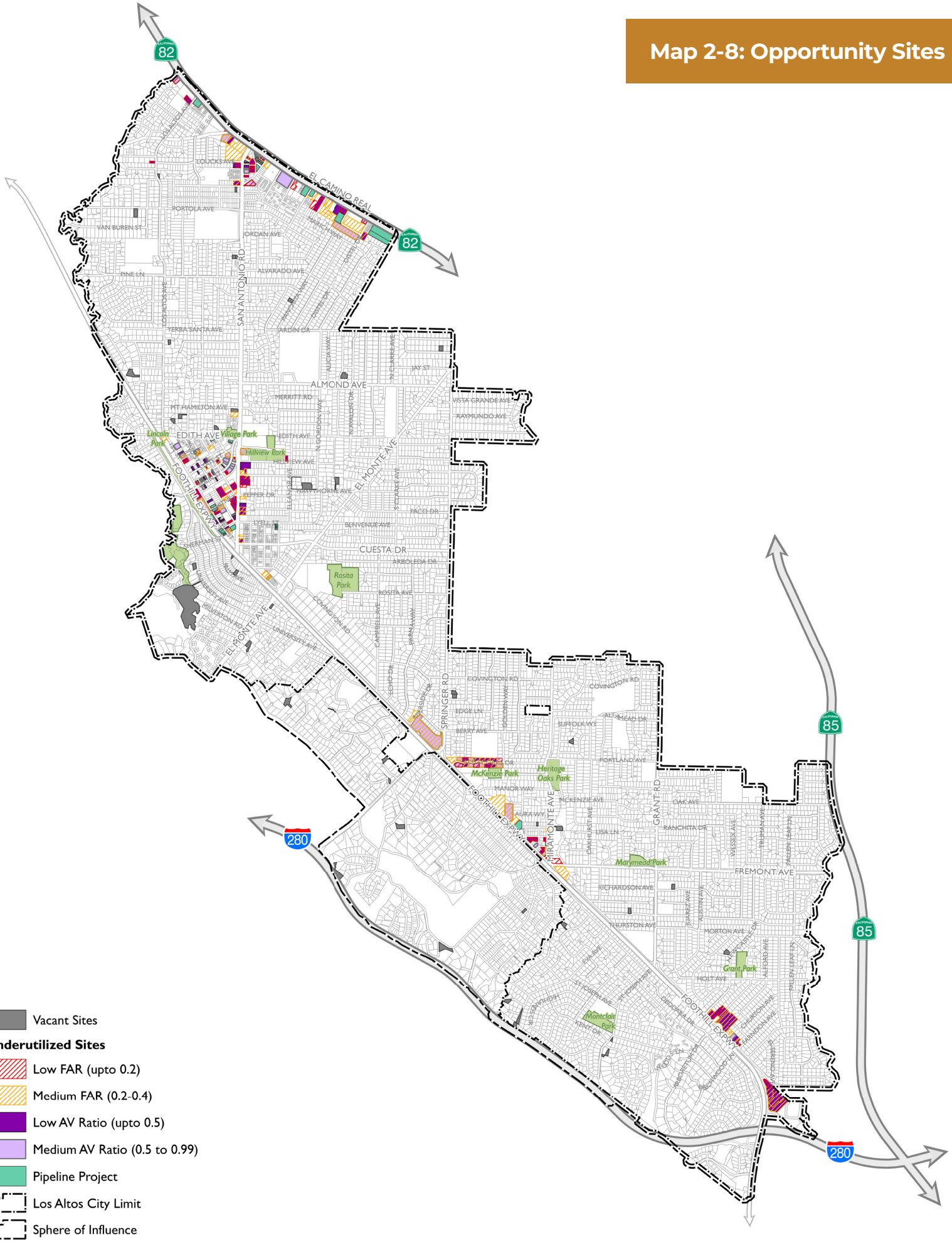
Another indicator that a site may be a candidate for redevelopment is low intensity of existing non-residential development, or a low FAR. Building intensity can be measured by calculating FAR, the ratio of building floor area to overall site area. A low FAR means that the square footage of buildings is small compared to the overall size of the site — for example, a 1,000 square foot building on 10,000 square foot commercial or industrial lot would have a 0.1 FAR, indicating potential for redevelopment with other uses. Non-residential sites with an FAR of 0.20 or below were identified as having high redevelopment or intensification potential. Those with an FAR between 0.21 and 0.40 were considered to have moderate redevelopment potential.

Lastly, environmental hazards can also affect redevelopment potential. While Los Altos faces minimal environmental constraints overall, existing constraints like liquefaction zones run north-south across the city, while landslide zones and high- to moderate- fire hazard safety zones are concentrated in the southern and western portions of the City limit. These constraints are illustrated in **Map 2-9**.

The opportunity sites were ranked by viability for development of the prevailing land use characteristics and environmental hazards, then organized into tiers as shown on **Map 2-8**. Tier 1 sites are those with indicators that signal the strongest redevelopment potential, and which are also least encumbered by environmental hazards. Tier 5 sites are those with some indication of redevelopment potential, but which are significantly constrained by hazards.

As depicted in **Map 2-10**, results of this analysis identified several clusters of vacant and underutilized sites, representing areas of potential focus for future change. A description of each identified Focus Area is provided below.

Map 2-8: Opportunity Sites



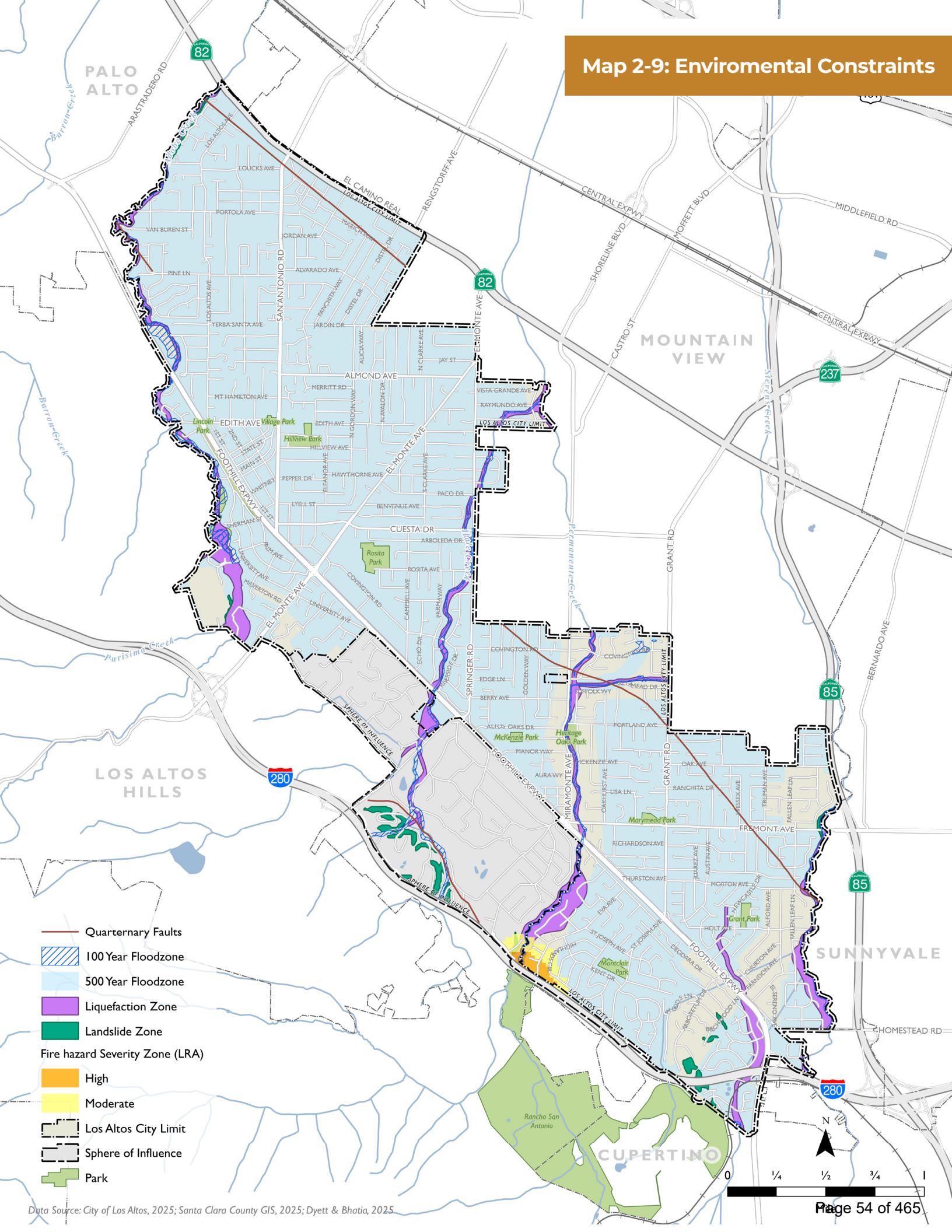
- Vacant Sites

Underutilized Sites

- Low FAR (upto 0.2)
- Medium FAR (0.2-0.4)
- Low AV Ratio (upto 0.5)
- Medium AV Ratio (0.5 to 0.99)
- Pipeline Project
- Los Altos City Limit
- Sphere of Influence
- Park

Data Source: City of Los Altos, 2025; Santa Clara County GIS, 2025; Dyett & Bhatia, 2025

Map 2-9: Enviromental Constraints

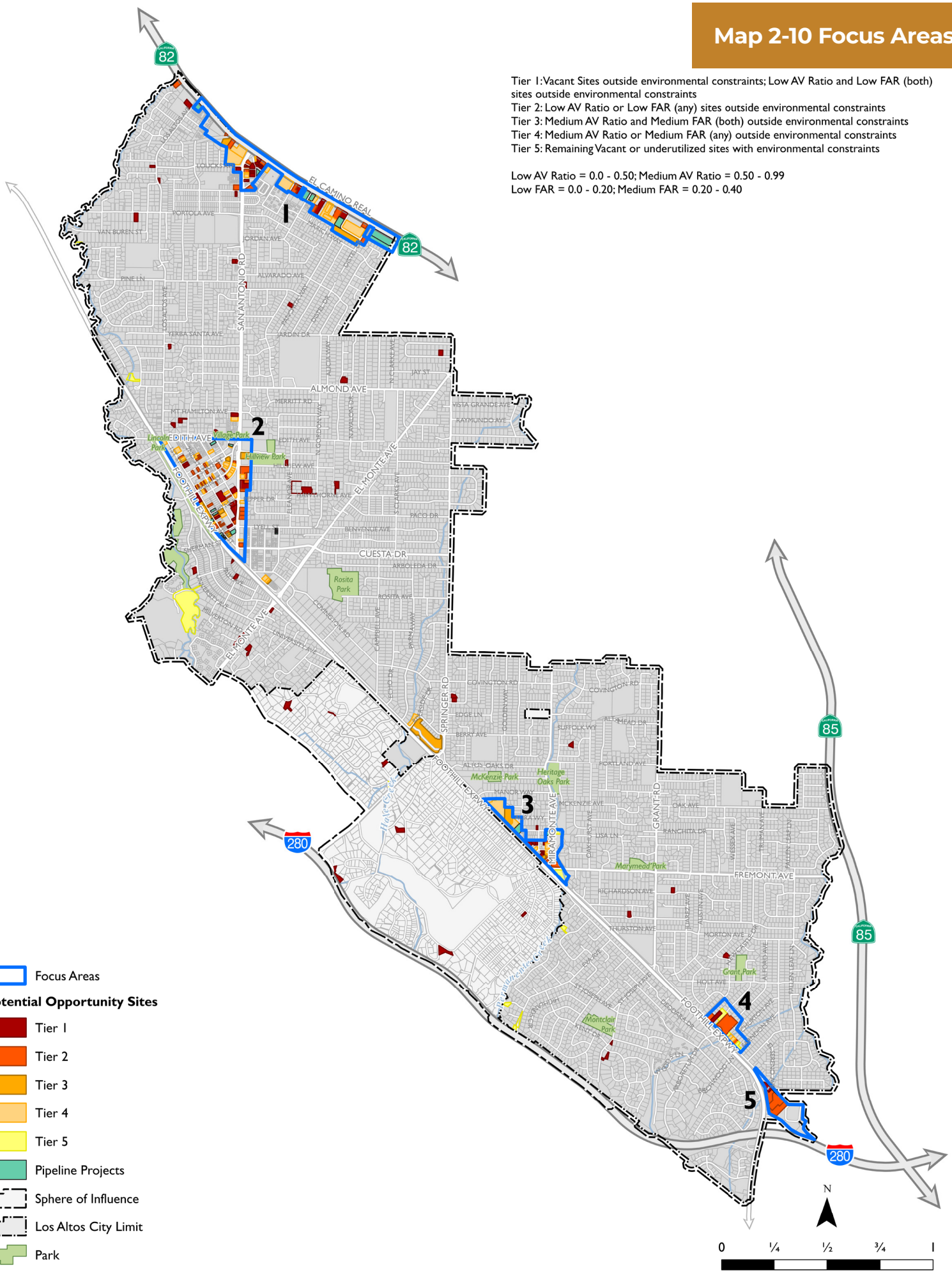


Data Source: City of Los Altos, 2025; Santa Clara County GIS, 2025; Dyett & Bhatia, 2025

Map 2-10 Focus Areas

Tier 1: Vacant Sites outside environmental constraints; Low AV Ratio and Low FAR (both) sites outside environmental constraints
Tier 2: Low AV Ratio or Low FAR (any) sites outside environmental constraints
Tier 3: Medium AV Ratio and Medium FAR (both) outside environmental constraints
Tier 4: Medium AV Ratio or Medium FAR (any) outside environmental constraints
Tier 5: Remaining Vacant or underutilized sites with environmental constraints

Low AV Ratio = 0.0 - 0.50; Medium AV Ratio = 0.50 - 0.99
Low FAR = 0.0 - 0.20; Medium FAR = 0.20 - 0.40



Data Source: City of Los Altos, 2025; Santa Clara County GIS, 2025; Dyett & Bhatia, 2025

Focus Area One is located in the northern part of Los Altos, along El Camino Real between Los Altos Avenue and Casita Way. Existing land uses include a mix of general commercial, office, multifamily residential and restaurant uses. Notable landmarks in this focus area include Whole Foods Market, Chef Chu's restaurant and the Midpeninsula Regional Open Space District offices. The corridor has an auto-oriented character with surface parking located between the public right of way and existing buildings, although newer mixed use developments along the corridor have smaller landscaped setbacks and building entries close to the sidewalk for a more walkable urban form. Buildings are typically one or two stories, transitioning to single-family residential uses to the south, in contrast to much taller buildings on the north side of El Camino Real in Mountain View. The corridor is well-served by public transit, including Santa Clara Valley Transit Agency (VTA) routes 21, 22, 522, and 40, and there is a continuous sidewalk along the corridor.

The area is the focus of considerable development activity, with six projects currently in review, recently approved, or under construction. These include five multifamily residential projects dispersed across the corridor and one mixed-use residential project with ground floor commercial space at 4896 El Camino Real. Additionally, the 2023-31 Housing Element identifies 31 opportunity sites with a combined capacity of 1,063 housing units along the corridor, representing 54 percent of Los Altos' total RHNA allocation.

While there is only one vacant parcel along the corridor, analysis of parcel characteristics indicates opportunities for redevelopment of some underutilized parcels with new uses to better serve the community. There are also some notable office vacancies, also indicating opportunities for redevelopment. Parcels range from 0.1 acres to 2.8 acres in size and are typically rectilinear. In general parcels along the corridor are larger than those found downtown, although there is a cluster of smaller parcels, odd-shaped parcels at the southwest corner of San Antonio Road and El Camino Real. There are more than 40 different property owners within the focus area, which can pose a challenge to coordinated redevelopment.

Focus Area Two is Downtown Los Altos, a triangular-shaped area between Edith Avenue, Foothill Expressway, and San Antonio Road in the northern part of the city. It is characterized by a compact, legible street grid, cohesive architecture, and small-scale storefronts. It is surrounded by residential neighborhoods within easy walking distance. Existing uses in the central part of the area are primarily retail, restaurant, and daily service businesses such as hair salons, barbershops, and banks. Office uses are concentrated in the south and along San Antonio Road, while the northern part of the area features a range of single-family and multifamily residential uses.

There are seven sites with development projects currently in review, recently approved or under construction in the area, concentrated primarily in the south along First Street. These include six multifamily residential projects and two mixed-use residential projects with ground floor commercial spaces. Additionally, the 2023-31 Housing Element identifies 27 housing opportunity sites with a combined capacity of 161 housing units along the corridor, representing 8 percent of Los Altos' total RHNA allocation. Overall parcel size is small and ownership is fragmented, which poses a challenge to redevelopment. Properties in the south have the strongest indictors of redevelopment potential, particularly along Whitney and San Antonio where several properties have both a low AV ratio and a low existing FAR.





Focus Area Three includes the Loyola Corners area, a neighborhood-serving commercial node located along Foothill Expressway between Manor Way and Fremont Avenue in the central part of the city. Existing uses within the area include a range of commercial and office uses, as well as a newly constructed senior housing complex and a service station. Buildings are typically one or two stories in height, and there are notable vacancies north of Dolores Avenue, including a former Bank of America (where a 9-unit townhome project is proposed) and an adjacent office building. The area is surrounded by single-family residential neighborhoods within easy walking distance.

The area has long been identified as a candidate for redevelopment, called out as a Special Planning Area in the 2002 General Plan. More recently, the 2023-31 Housing Element identified 34 housing opportunity sites with a combined capacity of 167 housing units along the corridor, representing 9 percent of Los Altos' total RHNA allocation. Many of the buildings in the area are aging and several properties have both a low AV ratio and a low existing FAR, indicating potential for redevelopment with new uses to better serve the community. CalWater is a major landowner in the area, with three parcels totaling 1.2 acres.

Focus Area Four is a commercial area along Grant Road between Newcastle Drive and Farndon Avenue in the southern part of the city. It includes the Lucky Grocery store as well as surrounding smaller scale retail businesses, including a nail salon, dry cleaners, and some professional offices. The area is within easy walking distance from surrounding single-family residential neighborhoods. The largest parcel in the area is the Lucky Grocery store parcel at 3.34 acres. Adjacent parcels are under different ownership and tend to be narrow, which may pose a challenge for coordinated redevelopment. There are no projects currently in review, recently approved or under construction in the area; however, the 2023-31 Housing Element site identifies seven properties as opportunity sites for housing with a projected capacity for 245 units. Overall, parcels in this area have a low AV ratio and existing FAR of less than 0.3, indicating strong potential for redevelopment.

Focus Area Five is located in the south of the city, straddling the boundary between Los Altos and Cupertino. The area includes the Foothill Crossing Shopping Center as well as the adjacent 219-unit Springwood Apartment complex. It's located at a prominent southern gateway into Los Altos with good access from I-280. The commercial parcels tend to be slightly larger than others in the city and existing structures are older; however, the existing businesses - including a Trader Joe's and an Ace Hardware - are vibrant, which does not provide strong incentive for the owner to redevelop. The 2023-31 Housing Element identifies the Foothill Crossing Shopping Center as a housing opportunity site with capacity to accommodate 137 multifamily units. There are currently none in review, recently approved or under construction in the area.





Historic Resources

This section provides a snapshot of historical resources in Los Altos and the policies and regulations pertaining to those resources, based on a review of local reference materials, including the Historic Resource Inventory, the General Plan, and the Preservation Ordinance, as well as windshield surveys of the city to observe existing conditions. A summary of findings and considerations regarding the assessment and treatment of historical resources in the future is provided at the end of the chapter.

HISTORIC CONTEXT

The history of Los Altos dates to 1906, when the Altos Land Co., led by Southern Pacific Railroad executive Paul Shoup, purchased 140 acres of land between Palo Alto and Mountain View. The company sought to establish a new town to serve the new Southern Pacific Railroad cutoff between Mayfield (now part of modern-day Palo Alto) and Los Gatos. They named their new town "Los Altos" (Spanish for "the heights") because the land was the highest along the cutoff. The Los Altos Company began selling lots in 1907 near today's intersection of Foothill Expressway and Main Street. Los Altos was primarily an agricultural community in the early years of the twentieth century, with a preponderance of farms, ranches, and fruit orchards surrounding a compact downtown.

Los Altos formally incorporated as a city in 1952, marking the beginning of a period of significant population growth for the community over the next four decades. This population growth solidified Los Altos' reputation as a primarily residential community on the western edge of Silicon Valley. With decreased interest in train travel due to the wide adoption of the automobile, the Southern Pacific Railroad ceased operation in Los Altos in 1964 and its right-of-way became Foothill Expressway. Today, commercial zones in the city are limited to the downtown area, along with a handful of small shopping centers and office parks along Foothill Expressway.[6]

EXISTING RESOURCES

The Historic Resources Inventory (HRI) report that was completed for the City of Los Altos in 2012 includes a series of brief historic contexts summarizing prominent themes and development patterns during different historical periods, including:

- Context 1: Prehistory
- Context 2: Agriculture 1850 to 1940
- Context 3: Residential Architecture 1907 to 1940
- Context 4: Institutional Development 1907 to 1940
- Context 5: Commercial Development 1907 to 1940

Various existing historic properties associated with Contexts 2 through 5 are discussed later in this chapter. In addition, the 2012 document includes a transportation-themed context that frames the city's subdivision and development with respect to railroad and automobile travel patterns over the first half of the twentieth century.

6 "History of Los Altos," https://www.losaltosca.gov/460/History-of-Los-Altos; "Section II – Los Altos Historical Con-text," The City of Los Altos Historic Resource Inventory, https://www.losaltosca.gov/535/Historic-Inventory.





Landmarks and Historic Resources

The Los Altos Historic Resources Inventory includes both landmarks and historic resources. A Historic Resource is generally defined in Los Altos as a property that (1) is 50 or more years of age; (2) retains integrity of design, setting, materials, workmanship and feeling, and (3) is associated with a significant event or person; exhibits distinctive design or architecture; or is of archaeological interest. A Landmark property meets these criteria, along with the additional criteria that it is considered to have special historical, cultural, archeological, scientific, architectural or aesthetic interest or value as part of the heritage or history of the city, the county, the state, or the nation.

Map 2-11 shows the location of Landmarks and Historic Resources in Los Altos, while Table 2-9 at the end of this chapter provides a full list of names and addresses. The 23 Landmarks include several houses that date from the late nineteenth century or early twentieth century and are associated with either Los Altos' agricultural past, or with the city's residential development in the early 1900s. In addition, the list of Landmarks include a handful of commercial buildings along Main Street, as well as the former Southern Pacific Railroad Passenger Depot (288 First Street) and the American Legion Hall (347 First Street). With the exception of the cluster near First and Main Streets, these Landmarks are generally dispersed throughout the northern half of the city (i.e., northwest of El Monte Avenue). A notable exception is the Cyrus P. Berry House (965 Berry Avenue), which is located just west of Miramonte Avenue in the southeastern portion of the city.

In addition to these Landmarks, the Los Altos Historic Resource Inventory includes 81 designated Historic Resources. Like the Landmarks, these Historic Resources are primarily residential, and most date from the late 1800s or early 1900s. Nonresidential Historic Resources include the Bleibler Ornamental Ironworks (530 Cherry Avenue), the Formway Machine Shop (170 Formway Court), the Los Altos Pharmacy (301 Main Street), and the Foothills Congregational Church (461 Orange Avenue). Like the Landmarks, these Historic Resources are dispersed throughout the city but are more prevalent in the city's northern half, northwest of Miramonte Avenue. The Orange-University area southwest of downtown, in particular, includes several Historic Resources.



The former Southern Pacific Railroad Passenger Depot at 288 First Street (Architectural Resources Group, February 2026).

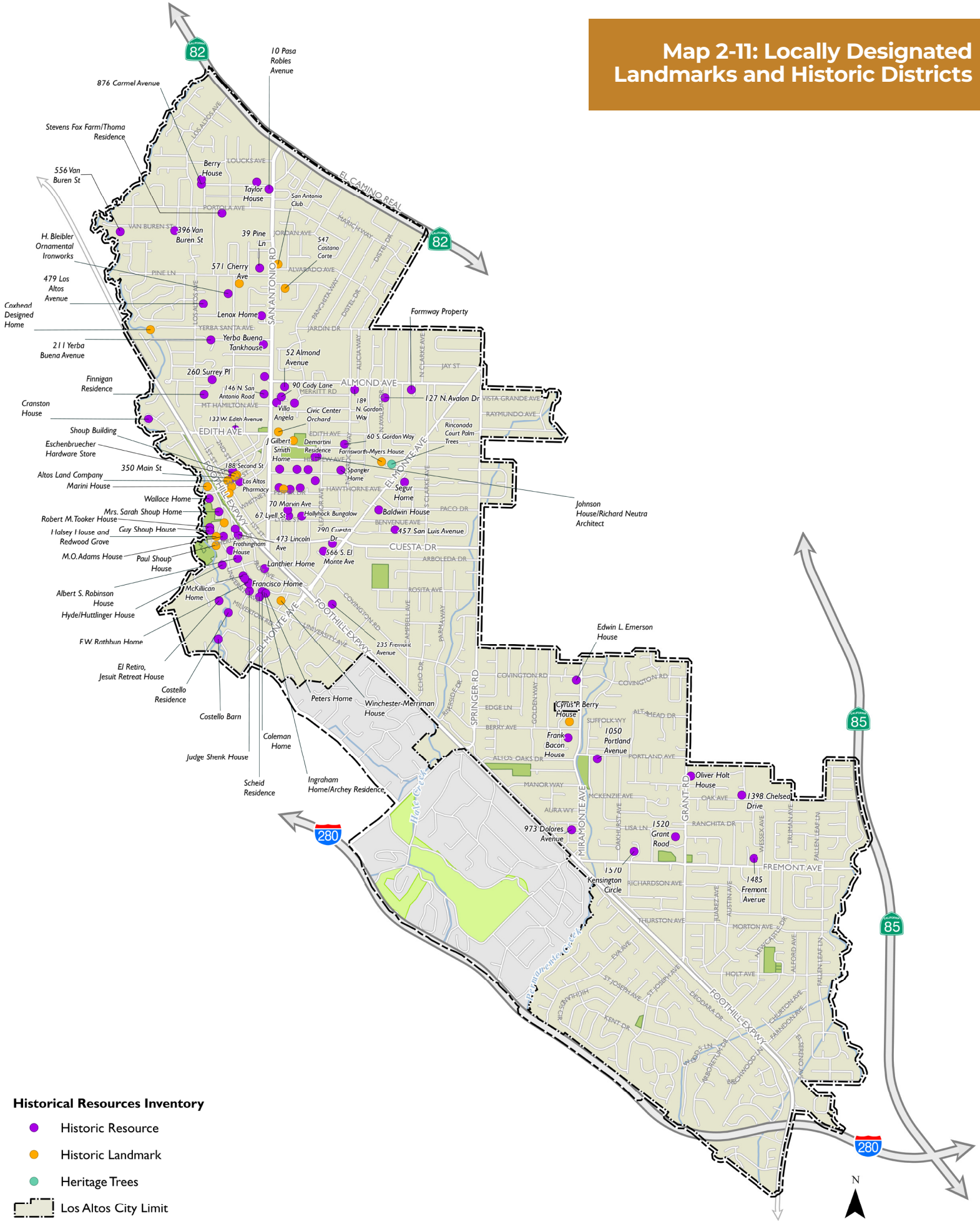


The 300 block of Main Street includes multiple designated landmarks (Architectural Resources Group, February 2026).



The Guy & Adelle Shoup House at 452 University Avenue is one of multiple residential Landmarks in the Orange-University area (Architectural Resources Group, February 2026).

Map 2-11: Locally Designated Landmarks and Historic Districts



Data Source: City of Los Altos Historic Resources GIS Data, 2026; Santa Clara County GIS, 2025

Other Categories

To develop a comprehensive understanding of all potential historic resources in Los Altos, including and in addition to those identified in the 2012 survey, a California Historical Resources Information System (CHRIS) records search of the Northwest Information Center's (NWIC) holdings was conducted.[7] The citywide search results included information from the State Built Environment Resource Directory (BERD), the 1976 CA Inventory of Historic Resources, and detailed information related to existing evaluations within the project area.[8] In addition to information provided by the 2012 survey, the NWIC search results identified properties potentially eligible for listing in the National or California Registers that are not formally designated; properties potentially eligible for listing in the Los Altos Historic Resource Inventory; age-eligible properties that have not been evaluated or that require reevaluation for National or California Register eligibility; and age-eligible properties with no status code or known historic designation.

CALIFORNIA HISTORICAL RESOURCE STATUS CODES

The California Office of Historic Preservation (OHP) developed the California Historical Resource Status Codes to classify resources in the State's Historic Resources Inventory, and reflect the application of National Register, California Register, and local evaluation criteria for potential historic resources. These codes are assigned to properties through survey and evaluation projects tied to various regulatory processes and are numbered from 1-7. Categories 1-5 classify properties determined eligible for designation according to National Register, California Register, or local significance criteria. Categories 6-7 are used to classify properties determined ineligible through survey or evaluation, and those that have not been evaluated or that need to be reevaluated.[9]

Listed in the National Register (NR) or the California Register (CR)

The Paul Shoup House at 500 University Avenue in the Orange-University neighborhood is the only property in Los Altos that is listed in the National Register of Historic Places. Listed in 2011, it is significant for its association with original owner Paul Shoup who was a central figure in the early development of Los Altos through his work with the Southern Pacific Railroad and the Altos Land Company.[10] California resources listed in the National Register are automatically listed in the California Register.

7 The NWIC manages and provides public access to cultural resources records, reports, and maps, and is one of seven information centers affiliated with the State of California Office of Historic Preservation in Sacramento.

8 The Built Environment Resources Directory (BERD) provides information regarding non-archaeological resources in the Office of Historic Preservation's (OHP) inventory and only contains information for cultural resources that have been processed through the office. This includes resources reviewed for eligibility to the National Register of Histor-ic Places and the California Historical Landmarks programs through federal and state environmental compliance laws, and resources nominated under federal and state registration programs.

9 "California Historical Resource Status Codes" (current as of 3/1/2020), California Office of Historic Preservation, ac-cessed 3/3/2026, https://ohp.parks.ca.gov/pages/1068/files/Resource-Status-Codes.pdf.

10 Becky Urbano, "Paul Shoup House," National Register of Historic Places Nomination Form (Washington, DC: U.S. Department of the Interior, National Park Service, 2011), Section 8.



Paul Shoup House, 500 University Avenue (Architectural Resources Group, February 2026).



232 Burke Road, Los Altos (Google Street View, © 2026 Google).

Appears Eligible for National (NR) or California (CR) Registers

The CHRIS search results identified seven properties in Los Altos that appear eligible for the National Register of Historic Places, but that have not been formally listed. This resource category corresponds with California Historical Resource Status Code 3S: appears eligible for NR individually through survey evaluation. These properties are listed below. Six of the seven properties are also listed as either Landmarks or Historic Resources in the Los Altos Historic Resource Inventory.

Recognized as Historically Significant by Local Government

In addition to the 23 Landmarks and the 81 Historic Resources formally listed in the Los Altos Historic Resource Inventory, the CHRIS records search identified one property as eligible for local recognition, corresponding to California Historical Resource Status Code 5S2: individually eligible for local listing or designation.

Not Eligible or Removed from Listing or Designation as Specified

The CHRIS records search identified 20 properties previously evaluated as ineligible for listing or designation, corresponding with either Status Code 6L or 6Y, as follows:

- 6L: Determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning.
- 6Y: Determined ineligible for NR by consensus through Section 106 process; not evaluated for CR or local listing.

These are properties that have been formally evaluated, typically in conjunction with a major project on-site or nearby and found to meet the eligibility criteria to be considered historic resources.

Table 2-5: Appears Eligible for National (NR) or California (CR) Registers

RESOURCE NAME	ADDRESS	SURVEY	LOCAL DESIGNATION
Morris House	236 Eleanor Avenue (APN 170-41-026)	P. Leach, 1991; Unidentified, 1997	City of Los Altos Historic Resource
Lenox House	25 Maynard Court (APN 167-28-109)	P. Leach, 1991: Unidentified, 1997	City of Los Altos Historic Resource
Adams House	55 Pepper Drive (APN 170-41-084)	P. Leach, 1991: Unidentified, 1997	City of Los Altos Historic Landmark
Farnsworth-Myers House	439 Rinconada Court (APN 170-35-033)	P. Leach, 1991: Unidentified, 1997	City of Los Altos Historic Landmark
Wallace House	232 Burke Road (APN 175-13-049)	Laffey, 1997; P. Leach, unknown date	City of Los Altos Historic Resource
Marini House	220 University (APN 175-12-020)	Laffey, 1997	City of Los Altos Historic Landmark
1512 Grant Road	1512 Grant Road (APN 193-35-043)	P. Leach, 1991: Unidentified, 1997	None[6]

6 The house at 1512 Grant Road was constructed in 1986 and does not appear to be historic, so this CHRIS record may be in error.

Table 2-6: Recognized as Historically Significant by Local Government

RESOURCE NAME	ADDRESS	OTHER DESIGNATION
42 Los Altos Avenue	42 Los Altos Avenue (APN 167-35-067)	None

Table 2-7: Not Eligible or Removed from Listing or Designation as Specified

RESOURCE NAME	ADDRESS	STATUS CODE DESIGNATION
42 Los Altos Avenue	42 Los Altos Avenue (APN 167-35-067)	None
Ramsey House	20 1st Street (APN 167-39-101)	6L
96 Hawthorne Avenue	96 Hawthorne Avenue (APN 170-41-018)	6L
770 Linden Avenue	770 Linden Avenue (APN 167-21-027)	6L
576 Van Buren Street	576 Van Buren Street (APN 167-20-013)	6L
44 View Street	44 View Street (APN 167-36-029)	6L
54 View Street	54 View Street (APN 137-36-028)	6L
333 Clark Avenue	333 Clark Avenue (APN 189-37-072)	6L
Los Altos PG&E Utility Poles	115 E. Portola Avenue, 36 Pine Lane	6Y
735 Campbell Avenue	735 Campbell Avenue (APN 189-41-095)	6L
552 Lassen Street	552 Lassen Street (APN 170-38-033)	6L
531 Rosita Avenue	531 Rosita Avenue (APN 189-59-024)	6L
1365 Miraville Avenue	1365 Miraville Avenue (APN 197-19-074)	6L
253 Fremont Avenue	253 Fremont Avenue (APN 189-48-024)	6L
405 Fremont Avenue	405 Fremont Avenue (APN 189-47-025)	6L
531 Rosita Avenue	531 Rosita Avenue (APN 189-59-024)	6L
368 Main Street	368 Main Street (APN 167-39-087)	6L
Egan Junior High School	100 West Portola Avenue (APN 167-22-012)	6Y
Holly Village	1473 Miramonte Avenue (APN 193-41-036)	6L
165 Hawthorne Avenue	165 Hawthorne Avenue (APN 170-41-029)	6L

Not Evaluated, or Needs Re-evaluation for National (NR) or California (CR)

The CHRIS records search identified 57 properties as unevaluated or that require reevaluation, corresponding with Status Code 7N, 7N1, or 7R, as follows:

- 7N: Needs to be reevaluated - formerly "may become NR eligible with specific conditions"
- 7N1: Needs to be reevaluated (former status code 4) - may become NR eligible with restoration or other specific conditions.
- 7R: Identified in Reconnaissance Level Survey or in an Area of Potential Effect (APE) - not evaluated.

Properties coded 7N, 7N1, or 7R are typically properties that have been only preliminarily evaluated and would require further assessment to determine whether they meet the eligibility criteria to be considered historic resources. In Los Altos, most of these properties relate to the preliminary assessment of a potential Orange-University historic district that was done in 1997.

Other CHRIS Records

The full CHRIS search results also include some properties with no California Historical Resource Status Code or other known historic designation. Because no additional information regarding why these properties appeared in the CHRIS results is available, they have been omitted from this chapter.

Table 2-8: Not Evaluated, or Needs Re-evaluation for National (NR) or California (CR)

RESOURCE NAME	ADDRESS	STATUS CODE DESIGNATION
184 Marvin Avenue	184 Marvin Avenue (APN 170-40-069)	7R
Miller House	322 University Avenue (APN 175-13-002)	7R
350 University Avenue	350 University Avenue (APN 175-13-017)	7R
386 University Avenue	386 University Avenue (APN 175-13-026)	7R
448 Cherry Avenue	448 Cherry Avenue (APN 167-27-049)	7N1
743 Berry Avenue	743 Berry Avenue (APN 170-30-13)	7N1
726 Campbell Avenue	726 Campbell Avenue (APN 189-50-045)	7N1
965 Loraine Avenue	965 Loraine Avenue (APN 189-15-008)	7N
O'Neat Home	666 Orange Avenue (APN 175-16-025)	7N1
Casa de Robles	1585 Grant Road (APN 197-17-004)	7R
454 Orange Avenue	454 Orange Avenue (APN 175-15-034)	7N1
482 Orange Avenue	482 Orange Avenue (APN 175-15-037)	7R
490 Orange Avenue	490 Orange Avenue (APN 175-15-038)	7N1
506 Orange Avenue	506 Orange Avenue (APN 175-15-001)	7R
516 Orange Avenue	516 Orange Avenue (APN 175-15-002)	7R
Holzauer Home	524 Orange Avenue (APN 175-15-003)	7R
Rockhold Home	543 Orange Avenue (APN 175-16-016)	7R
546 Orange Avenue	546 Orange Avenue (APN 175-15-005)	7R
585 Orange Avenue	585 Orange Avenue (APN 175-16-012)	7R
William C. Gilligan Home	590 Orange Avenue (APN 175-15-009	7R
Dutton Home	595 Orange Avenue (APN 175-16-011)	7R
615 Orange Avenue	615 Orange Avenue (APN 175-16-059)	7R
625 Orange Avenue	625 Orange Avenue (APN 175-16-058)	7R
631 Orange Avenue	631 Orange Avenue (APN 175-16-57)	7R
C.B. Olds House	634 Orange Avenue (APN 175-16-022)	7N1
645 Orange Avenue	645 Orange Avenue (APN 176-16-055)	7R
651 Orange Avenue	651 Orange Avenue (APN 175-16-054)	7R
657 Orange Avenue	657 Orange Avenue (APN 175-16-053)	7R
663 Orange Avenue	663 Orange Avenue (APN 175-16-052)	7R
667 Orange Avenue	667 Orange Avenue (APN 175-16-051)	7R
673 Orange Avenue	673 Orange Avenue (APN 175-16-050)	7R
675 Orange Avenue	675 Orange Avenue (APN 175-16-049)	7R
680 Orange Avenue	680 Orange Avenue (APN 175-16-027)	7R
713 Orange Avenue	713 Orange Avenue (APN 175-17-57)	7R
Gladstone Home	744 Orange Avenue (APN 175-18-018)	7N1

RESOURCE NAME	ADDRESS	STATUS CODE DESIGNATION
620 Palm Avenue	620 Palm Avenue (APN 175-16-076)	7R
McDermott Home	636 Palm Avenue (APN 175-16-084)	7R
Merril/Smith Home	650 Palm Avenue (APN 175-17-028)	7R
Rathbun Home	656 Palm Avenue (APN 175-17-029)	7R
Gardiner Home	398 University Avenue (APN 175-13-027)	7R
469 University Avenue	469 University Avenue (APN 175-15-48)	7R
569 University Avenue	569 University Avenue (APN 175-15-016)	7R
575 University Avenue	575 University Avenue (APN 175-15-015)	7R
The Baby House	581 University Avenue (APN 175-15-014)	7N1
645 University Avenue	645 University Avenue (APN 176-16-055)	7R
Morris Home	653 University Avenue (APN 175-16-039)	7R
661 University Avenue	661 University Avenue (APN 175-16-038)	7R
679 University Avenue	679 University Avenue (APN 175-16-036)	7R
690 University Avenue	690 University Avenue (APN 175-14-022)	7R
699 University Avenue	699 University Avenue (APN 175-16-034)	7R
719 University Avenue	719 University Avenue (APN 178-18-022)	7R
732 University Avenue	732 University Avenue (APN 178-18-022)	7R
Stevens Home	745 University Avenue (APN 175-18-023)	7R
McDowell Home	655 Washington Street (APN 175-17-035)	7N1
614 University Avenue	614 University Avenue (APN 175-14-005)	7N1
139 W Edith Avenue	139 W. Edith Avenue (APN 167-36-062)	7N1
Moore House	1284 Paula Court (APN 193-33-013)	7N1

EXISTING PRESERVATION PLANS AND PROGRAMS

The City of Los Altos has a well-established regulatory framework to preserve and protect historic resources. Components of that framework are described below.

Los Altos General Plan

Existing goals and policies related to the treatment of historic resources are included in the Community Design & Historic Resources Element of the 2002 Los Altos General Plan. These consist of a single goal and three policies related to that goal:

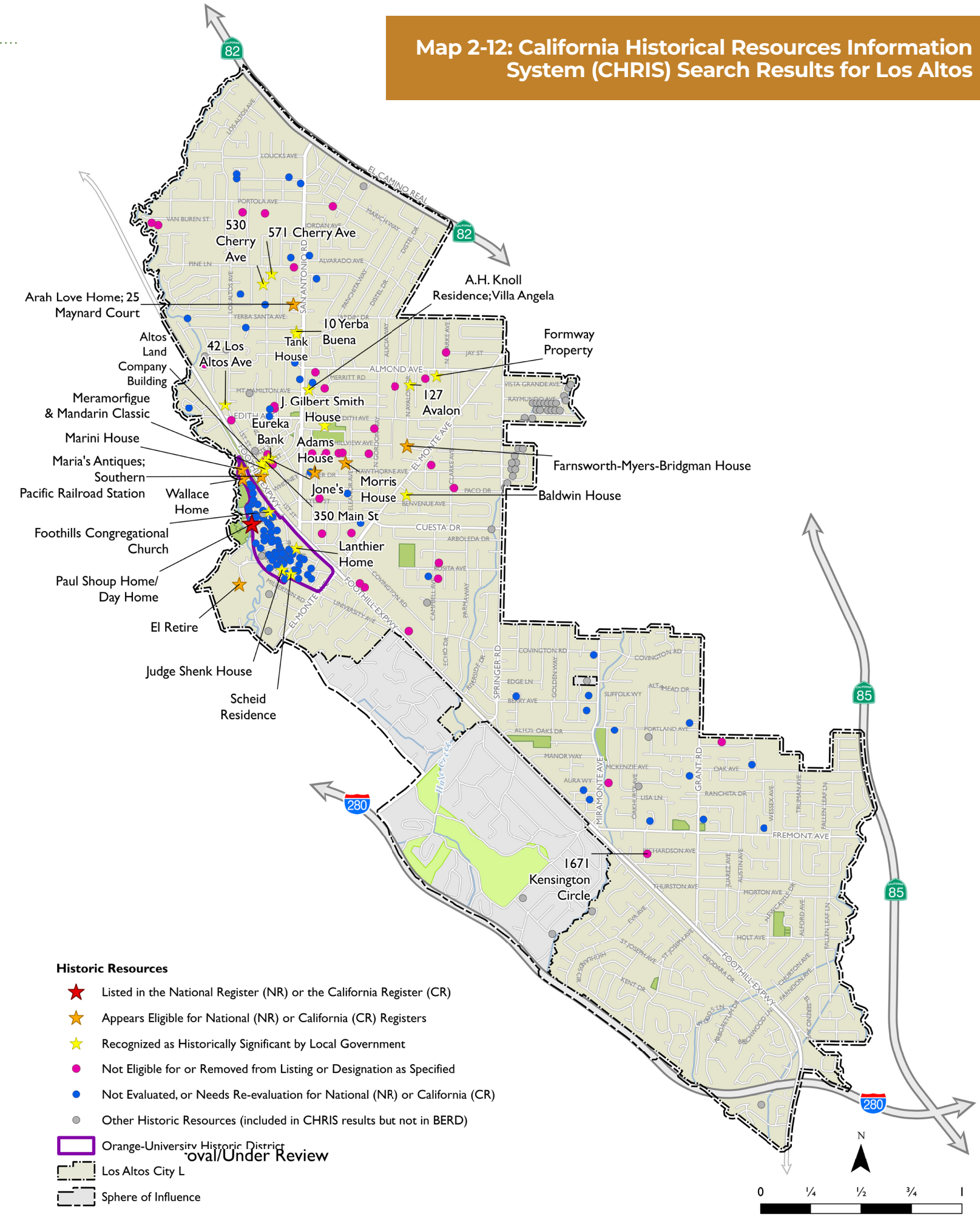
Goal 6: Preserve and enhance selected historic and cultural structures and resources within the community.

Policy 6.1: Ensure that the integrity of historic structures and the parcels on which they are located are preserved through the implementation of applicable design, building, and fire codes.

Policy 6.2: The City shall regard demolition of landmark and historic resources, listed in the Historic Resources Inventory as a last resort. Demolition would be permitted only after the City determines that the resource has lost its physical integrity, retains no reasonable economic use, that demolition is necessary to protect health, safety and welfare or that demolition is necessary to proceed with a new project where the benefits of the new project outweigh the loss of the historic resource.

Policy 6.3: Work with property owners to preserve historic resources within the community, including the orchard, or representative portion thereof, on the civic center site.

Map 2-12: California Historical Resources Information System (CHRIS) Search Results for Los Altos



Data Source: California Historical Resources Information System (CHRIS), 2026; Built Environment Resource Directory (BERD), 2026; Santa Clara County GIS, 2025

In addition, the Community Design & Historic Resources Element includes a series of actions to implement this goal and related policies, including:

CDHR9: Historical Preservation Ordinance
Implement the City's Historical Preservation Ordinance, which establishes criteria for the designation of historic landmarks and historic districts.

CDHR 10: Historic Resource Inventory
Continue to update the City's Historic Resource Inventory of significant historic properties. Review the current list and determine if significant historic resources are eligible for landmark designation or listing in the California Register of Historical Resources.

CDHR 11: Historical Commission Review
Continue to require Historical Commission review of projects involving properties listed in the Historic Resource Inventory. Historical Commission review shall be integrated into the design review process prior to building permit issuance or design review approval.

CDHR 12: Preserve Significant Historic Resources
Assess development proposals for potential impacts to significant historic resources pursuant to Section 15064.5 of the CEQA Guidelines. For structures that potentially have historic significance, require a study conducted by a professional archaeologist or historian to determine the actual significance of the structure and potential impacts of the proposed development. Require modification of projects to avoid significant impacts or require mitigation measures. Protect historical buildings and sites to the extent possible, including modifications to Uniform Code requirements for historic structures.

Historical Commission

The roles and responsibilities of the Historical Commission are codified in chapter 2.12 of the Los Altos Municipal Code. As summarized on the City website, the five-member commission, which is advisory, has four broad purposes and objectives:

- Make recommendations on historical site designations and development activities on historic properties
- Identify, protect, and promote awareness of the city's history and heritage
- Work and collaborate with the Association of the Los Altos Historical Museum
- Cooperate with other governmental agencies, civic groups, and the community on the collection and preservation of documents, data, and other works of historical significance to the City of Los Altos

Historic Preservation Ordinance

Regulations and procedures regarding the city's historical properties are codified in chapter 14.93 of the Los Altos Municipal Code. To be designated, a Landmark or Historic Resource must meet the following criteria for designation:

- Age: it should be more than 50 years of age (or so remarkable that this age restriction can be waived):
- Integrity: it should retain sufficient integrity of design, setting, materials, workmanship and feeling to convey whatever historic significance it possesses; and
- Significance: it should be associated with (1) a significant event or pattern of events, (2) a significant person or persons, (3) exhibit distinctive design or architecture, or (4) be of archaeological interest.

Landmarks and Historic Resources have the same eligibility criteria, with one exception. To designate a Landmark, the City Council must determine that the property has significant historical, architectural,vcultural, and/or aesthetic interest or value,." No such finding is necessary in recommending designation of a Historic Resource.

Mills Act Program

The primary economic incentive for which historic properties are eligible in Los Altos is tax reduction through participation in the Mills Act program, a California State law that enables the owner of a historic property to receive a substantial reduction in their property taxes in exchange for maintaining the historic character of their property. In Los Altos, the Mills Act Program is administered and implemented by the City, and Mills Act contracts are between the property owner and the local government granting the tax abatement. Properties in Los Altos that are designated Landmarks or Historic Resources are eligible to apply to the Mills Act program. Implementation of the Mills Act Program in the City of Los Altos is regulated by Los Altos Municipal Code Chapter 14.95 - Mills Act Program.

POTENTIAL RESOURCES AND PRESERVATION CONSIDERATIONS

Under the California Environmental Quality Act (CEQA), proposed development projects must consider potential adverse effects to historic resources and take action to reduce or avoid impacts. Typically, projects proposed on a property over 50 years of age that is not already a designated Landmark or Historic Resource should be evaluated to assess whether it is associated with one or more areas of significance and retains integrity and thus should be considered historically significant. Los Altos neighborhoods are well established, and most parts of the city are not expected to see substantial change in the coming years; however, there are some locations where prior planning initiatives or property owner interest indicates that redevelopment is foreseeable over the next 10-20 years. These locations include:

- El Camino Real
- Downtown Los Altos
- Loyola Corners
- Lucky's Shopping Center
- Foothill Shopping Center

The potential for impacts to historic resources in these areas is discussed below.

El Camino Real

The El Camino Real focus area extends along the southern side of El Camino Real, at the northern border of Los Altos. This focus area does not include any historic resources that have been designated at the local, State or national levels, nor any resources that have been found eligible for such designation. The buildings within this focus area consist of relatively nondescript commercial and multifamily residential buildings that have been constructed within the past 40 years. New construction within this focus area appears unlikely to pose an adverse impact to historical resources.



Downtown Los Altos

The Downtown Los Altos focus area is a triangular area bordered by Edith Avenue on the north, San Antonio Road on the east, and Foothill Expressway on the southwest. This focus area includes several properties that are designated Landmarks or Historic Resources. These are primarily one-story commercial buildings concentrated along First and Main Streets. In addition, the former Southern Pacific Railroad Station at 288 First Street has formally been found eligible for designation as a historical resource. Given the comparatively high concentration of designated Landmarks and Historic Resources, as well as properties that are not currently designated but may possess sufficient age, integrity and significance to be designated in the future, proposed projects in the vicinity of First and Main Streets have a greater likelihood than projects elsewhere in the city to warrant assessment of whether they pose an adverse impact to one or more historically significant properties.

Loyola Corners

The Loyola Corners focus area extends along the northeast side of Fremont Avenue between McKenzie Park and Miramonte Avenue. This focus area does not include any historic resources that have been designated at the local, State or national levels, nor any resources that have been found eligible for such designation. A single designated Historic Resource – the single-family residence at 973 Dolores Avenue – is immediately adjacent to the focus area. In addition, due to its age, the Loyola Corners Shopping Center at 981 Fremont Avenue could be evaluated to determine whether it possesses sufficient integrity and significance to qualify as a Historic Resource. Otherwise, it does not appear that changes in this focus area have the potential to adversely impact historical resources.

Lucky's Shopping Center

The Lucky's Shopping Center focus area extends along the northeast side of Grant Road in the immediate vicinity of the Lucky Grocery Store at 2175 Grant Road. This focus area, and its immediate vicinity, does not include any historic resources that have been designated at the local, State or national levels, nor any resources that have been found eligible for such designation. It does not appear that changes in this focus area have the potential to adversely impact historical resources.

Foothill Shopping Center

The Foothill Shopping Center is located at the south-east edge of Los Altos, in the irregularly shaped blocks southeast of the intersection of Homestead Road and the Foothill Expressway. This focus area, and its immediate vicinity, does not include any historic resources that have been designated at the local, State or national levels, nor any resources that have been found eligible for such designation. The buildings within this focus area consist of a large shopping center and condominium buildings that have been constructed within the past 40 years. It does not appear that changes in this focus area have the potential to adversely impact historical resources.

Table 2-9: Los Altos Historic Resource Inventory

ADDRESS	DESCRIPTION
Historic Landmarks	
210 Alta Vista Avenue	William and Harriet Ames - Barn (house not Included)
965 Berry Avenue	Cyrus P. Berry House
547 Castano Corte	Panama Pacific International Exposition Structure
571 Cherry Avenue	Erwin Reichel Designed Home
762 Edgewood Lane	Winchester-Merriman House
288 First Street	Southern Pacific Railroad Passenger Depot
347 First Street	American Legion Hall
1448 Fowler Lane	Dutch Colonial Revival Farmhouse
1365 Grant Road	Oliver Holt House
300 Main Street	Shoup Building
316 Main Street	Eschenbruecher Hardware Store
388-398 Main Street	Altos Land Company Building
395-399 Main Street	Copeland Building
55 Pepper Drive	Adams House
439 Rinconada Court	Farnsworth-Myers House
1 N San Antonio Road	Civic Center Apricot Orchard
647 N San Antonio Road	San Antonio Club
51 S San Antonio Road	J. Gilbert Smith House
220 University Avenue	Marini House
431 University Avenue	Eschenbruecher House
452 University Avenue	Guy and Adelle Shoup House
482 University Avenue	Halsey House and Redwood Grove
500 University Avenue	Paul and Rose Shoup House
Historic Resources	
19 Almendra Lane	Myers House
52 Almond Avenue	
11 Angela Drive	A.H. Knoll Residence (Villa Angela)
127 N. Avalon Drive	
960 Berry Avenue	Frank Bacon House

ADDRESS	DESCRIPTION
232 Burke Road	Wallace Home
876 Carmel Avenue	
892 Carmel Avenue	Berry House
1398 Chelsea Drive	
530 Cherry Avenue	H. Bleibler Ornamental Ironworks
90 Cody Lane	
980 Covington Road	Edwin L. Emerson House
2066 Crist Drive	Steve Jobs Garage
290 Cuesta Drive	
6 Cypress Court	Cranston House
Deep Well Lane	Costello Barn
973 Dolores Avenue	
133 W. Edith Avenue	
331 S. El Monte Avenue	Baldwin House
566 S. El Monte Avenue	
236 Eleanor Avenue	Morris House
170 Formway Court	Formway Machine Shop
235 Fremont Avenue	
1485 Fremont Avenue	
189 N. Gordon Way	
60 S. Gordon Way	
1365 Grant Road	
1520 Grant Road	
41 Hawthorne Avenue	
109 Hawthorne Avenue	
151 Hawthorne Avenue	
181 Hillview Avenue	Richard Neutra Designed House (City Owned Property)
183 Hillview Avenue	DeMartini House (City Owned Property)
1570 Kensington Circle	
473 Lincoln Avenue	
125 Los Altos Avenue	Finnigan House
479 Los Altos Avenue	
125 Lyell Street	Hollyhock Bungalow
301 Main Street	Los Altos Pharmacy
350 Main Street	
70 Marvin Avenue	
25 Maynard Court	Lenox House
120 Merritt Court	

ADDRESS	DESCRIPTION
604 Milverton Road	Costello House
461 Orange Avenue	Foothills Congregational Church
580 Orange Avenue	Albert S. Robinson House
640 Orange Avenue	McKillican House
654 Orange Avenue	Denny Residence
668 Orange Avenue	F. W. Rathbun House
672 Orange Avenue	Francisco Home
706 Orange Avenue	
714 Orange Avenue	Ingraham Home/Archey Residence
718 Orange Avenue	Peters Home
625 Palm Avenue	Lanthier Home
10 Pasa Robles Avenue	
71 Pasa Robles Avenue	Taylor House
41 Pepper Drive	
121 Pepper Drive	
39 Pine Lane	
1050 Portland Avenue	
160 W. Portola Avenue	Stevens Fox Farm/Thoma Residence
146 N. San Antonio Road	
51 S. San Antonio Road	Spagnoli Tank House
457 San Luis Avenue	
188 Second Street	
275 Silvia Court	Segur Home
260 Surrey Place	
368 University Avenue	Sarah Shoup House
436 University Avenue	Robert M. Tooker House
485 University Avenue	M. O. Adams House
551 University Avenue	Frothingham House
662 University Avenue	El Retiro, Jesuit Retreat House
711 University Avenue	Judge Shenk House
725 University Avenue	Scheid Residence
600 University Terrace	Hyde/Huttlinger House
275 Valley Street	Spangler Home
396 Van Buren Street	
556 Van Buren Street	
10 Yerba Buena Avenue	Wideman House
211 Yerba Buena Avenue	
420 Yerba Santa Avenue	Coxhead Designed Home



Key Findings and Planning Considerations

LAND USE AND DEVELOPMENT TRENDS

- **Existing Land Use Pattern.** Overall, the city is made of small- to medium-sized parcels primarily comprising single-family residential uses, with public institutions, schools, and religious facilities dispersed throughout the city's residential neighborhoods. Multifamily residential, commercial, and industrial uses are concentrated along key arterial corridors such as El Camino Real and Downtown, and Loyola Corners. Northeast and western portions of the Planning Area contain parks and other open spaces; the city also has access to a golf course, located outside of the City limit but within the SOI.
- **Residential Neighborhoods.** Single-family residential uses account for more than 65 percent of all existing land uses in Los Altos. Typical residential density ranges from 2 to 8 units per acre in residential neighborhoods, with some pockets of higher density development primarily in the northern part of the city, including townhomes, condominiums, and multifamily developments. More recent developments tend to be built at higher densities than older developments.
- **Commercial Centers.** Commercial uses are concentrated in Downtown Los Altos and along major commercial thoroughfares, including El Camino Real, San Antonio Road, and Foothill Expressway. Downtown has the highest as built FARs reflective of its smaller parcels built without surface parking onsite. Development in other commercial areas has lower FARs typical of suburban style commercial and office developments with large areas of surface parking onsite. Office uses account for a large share of commercial land uses in the city, although there are some notable office vacancies including along El Camino Real and Fremont Avenue.
- **Infill Development.** Overall, existing land use matches General Plan land use closely and vacant land accounts for just 0.8 percent of all land within the City limit, indicating that Los Altos is a largely built out community and future development will largely involve infill redevelopment of existing properties. Through recent planning efforts, including the 2023-31 Housing Element, the City has identified several shopping centers as potential opportunities for redevelopment.
- **General Plan Land Use Designations.** Aspects of some of the City's current General Plan Land Use designations are not fully consistent with new State law and will need to be modernized. For example, the Low Density Multifamily and Medium Density Multifamily designations allow for a discretionary decision to limit the density of proposed housing projects, which is not consistent with the Housing Affordability Act, and the Single-family, Small Lot designation seeks to discourage subdivision of lots less than 10,000 square feet, which is not consistent with the newly enacted Starter Home Revitalization Act of 2021 (Senate Bill 1123). The General Plan Update process is an opportunity to revisit community objectives and develop new and updated land use designations, development standards, and policies designed to achieve them, while ensuring consistency with State law.
- **Planning Efforts**. Specific plans and master plans have played an important role to guide the development of key areas in Los Altos. Between 1984 and 2021, the City adopted six specific plans and master plans to guide the development of key areas in the city. Many of these plans

have been built out or are in the process of achieving its intended objectives. However, two plans – the Loyola Corners Specific Plan and the Sherwood Gateway Specific Plan were repealed by City Council in 2023 and 2025 respectively after years of limited implementation and lack of alignment with evolving local priorities. As part of the General Plan Update, there is an opportunity to retire older plans and rethink the planning approach for specific areas, incorporating any relevant policies or components into the update General Plan and Zoning Code. Furthermore, the City is transitioning away from natural gas based on its Climate Action & Adaption Plan goals. This opens an opportunity to include policies that incentivize electrification efforts in the General Plan to ensure that the electrical grid capacity can support new development.

- **Residential Development Trends.** The focus of development activity in the city continues to be on residential projects. Between 2019 and 2025, a total of 16 major projects were proposed, approved, or constructed and are expected to produce 627 multifamily housing units once completed. Construction of accessory dwelling units (ADUs) in established residential neighborhoods is also increasing, with ADUs accounting for nearly half of all housing units built in the city in 2024.
- **Focus Areas.** Based on an analysis of land use conditions, including identification of underutilized parcels and an examination of ownership patterns, five broadly defined "focus areas" can be identified where change is foreseeable over the horizon of the General Plan. The focus areas represent opportunities for potential infill development. These are located in and around several shopping centers or commercial areas such as El Camino Real, Downtown Los Altos, Loyola Corners, Lucky Shopping Center, and Foothill Shopping Center. This is in line with major recent development trends and findings from the 6th Cycle Housing Element. There is an opportunity to work with property owners, community members, and other stakeholders, to develop a long-range vision in these areas and update the land use designations and policy frameworks accordingly as part of the General Plan update.

HISTORIC RESOURCES

- **Designated Buildings.** Los Altos' designated Landmarks and Historic Resources are primarily residential properties but also include some commercial and institutional examples. In addition, with few exceptions, they were constructed before 1940. While these historic properties are dispersed throughout the city, most are more prevalent in the city's northern half.
- **Preservation Efforts.** Los Altos has a well-established preservation program, including a longstanding Historic Resources Inventory, a historic preservation ordinance, a Historical Commission, and regulations regarding the alteration and demolition of historic properties.
- **Historic Buildings within Focus Areas.** Los Altos is a community of well-established neighborhoods and areas of foreseeable change are limited to a handful of focus areas. Of those focus areas, only Downtown Los Altos includes a significant concentration of historic properties.
- **Potential Future Preservation Efforts** The General Plan Update can provide policy level direction to focus future historic preservation planning activities in Los Altos. Future completion of a citywide historic resources survey and associated context statement could enhance the consistency and predictability of the City's regulatory treatment of historic resources. In particular, a context statement addressing postwar development would be an especially important reference in evaluating the potential significance of properties dating from the middle decades of the twentieth century, a period of dramatic growth for Los Altos.



3

MARKET STUDY

This chapter presents a demographic, economic, and real estate market overview to inform the City of Los Altos General Plan Update. Its purpose is to establish a clear understanding of existing conditions and market trends that shape development potential within the city. The analysis evaluates population and household characteristics, employment patterns, and real estate market performance across residential and commercial sectors and compares local conditions to relevant subregional and regional benchmarks. Together, these findings provide a data-driven foundation for assessing future growth opportunities and constraints, and for guiding land use policy decisions in the General Plan.

Methodology and Data Sources

This chapter provides an analysis of quantitative data from sources such as the U.S. Census Bureau, the California Department of Finance, the Association of Bay Area Governments, and commercial real estate databases. The analysis evaluates historical trends and current conditions related to population growth, age, household composition, income levels, employment by industry, retail sales data, and housing characteristics. These findings are complemented by an assessment of the local real estate market, including inventory, vacancy, absorption, rents, sale prices, and development activity across residential and commercial sectors. The results establish a data-driven baseline to inform land use policy and long-term planning decisions within the framework of Los Altos' General Plan Update.

STUDY GEOGRAPHIES

Where appropriate, the analysis compares conditions in Los Altos to subregional and regional benchmarks to provide context and identify competitive advantages or constraints. This chapter focuses primarily on three geographic areas: the City of Los Altos, the Regional Submarket, and the nine-county Bay Area. For purposes of this report, the Regional Submarket includes the cities of Los Altos, Los Altos Hills, Cupertino, Mountain View, Palo Alto, and Sunnyvale (**Map 3-2**). The nine-county Bay Area comprises the counties of Santa Clara, San Mateo, Alameda, Contra Costa, Solano, Napa, Sonoma, and Marin, as well as the City and County of San Francisco (**Map 3-1**). Additional geographies are referenced in specific sections, as appropriate, based on data availability and relevance.

Los Altos neighborhoods are well established, and most parts of the city are not expected to see substantial change in the coming years; however, there are some locations where prior planning initiatives or property owner interest indicate that redevelopment is foreseeable over the next 10-20 years. These locations, shown on **Map 3-1** include the El Camino Real corridor, Downtown, Loyola Corners, the Lucky shopping center and adjacent commercial properties, and the Foothill Crossing Shopping Center. Accordingly, this chapter includes an assessment of each focus area for suitability for residential and commercial uses, which will provide context for land use policy considerations.

DATA SOURCES

Data sources for this report include the California Department of Finance, US Census Bureau, CoStar, California Department of Tax and Fee Administration, Metropolitan Transportation Commission/Association of Bay Area Governments, and City documents and other sources that provide the information needed to develop a sound understanding of local demographic, economic, and real estate conditions.

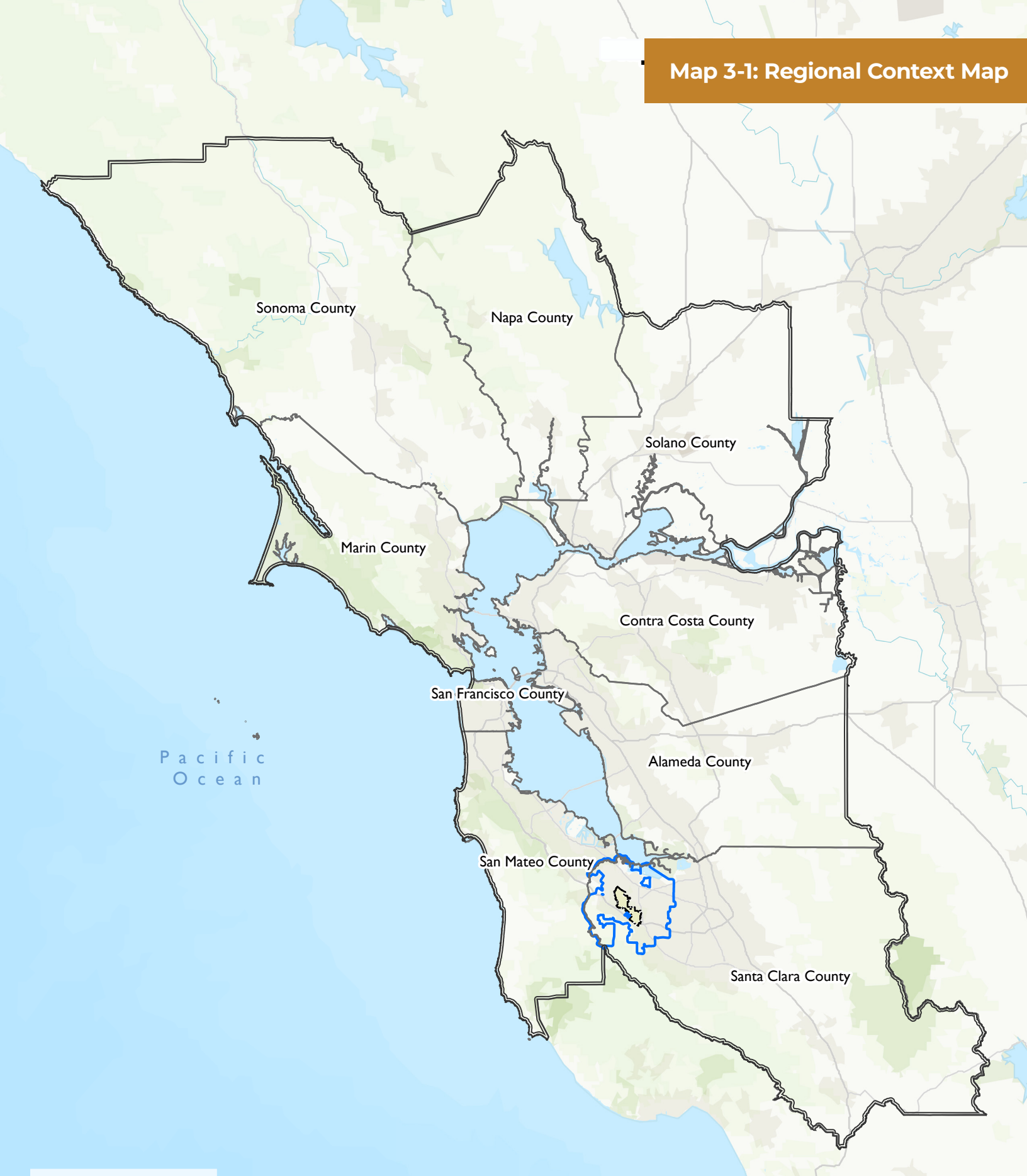
Demographics and Employment

POPULATION AND HOUSEHOLD TRENDS

As of 2025, Los Altos has an estimated population of approximately 31,700 residents. As shown in **Table 3-1**, the Bay's population increased by approximately 4,000 residents over the past 25 years, representing growth of 15 percent. This rate slightly exceeded population growth in the Bay Area overall (13 percent) but remained below growth in the Regional Submarket (20 percent). Over the same period, the number of households in Los Altos increased from approximately 10,500 to 11,400, reflecting growth of nine percent. Population growth exceeding household growth resulted in an increase in average household size over the 25-year period. The Regional Submarket experienced a comparable increase in household size, while the Bay Area as a whole saw a decline during the same timeframe. Taken together, these trends indicate sustained population growth in Los Altos and increasing household formation, consistent with continued demand for family-oriented housing.

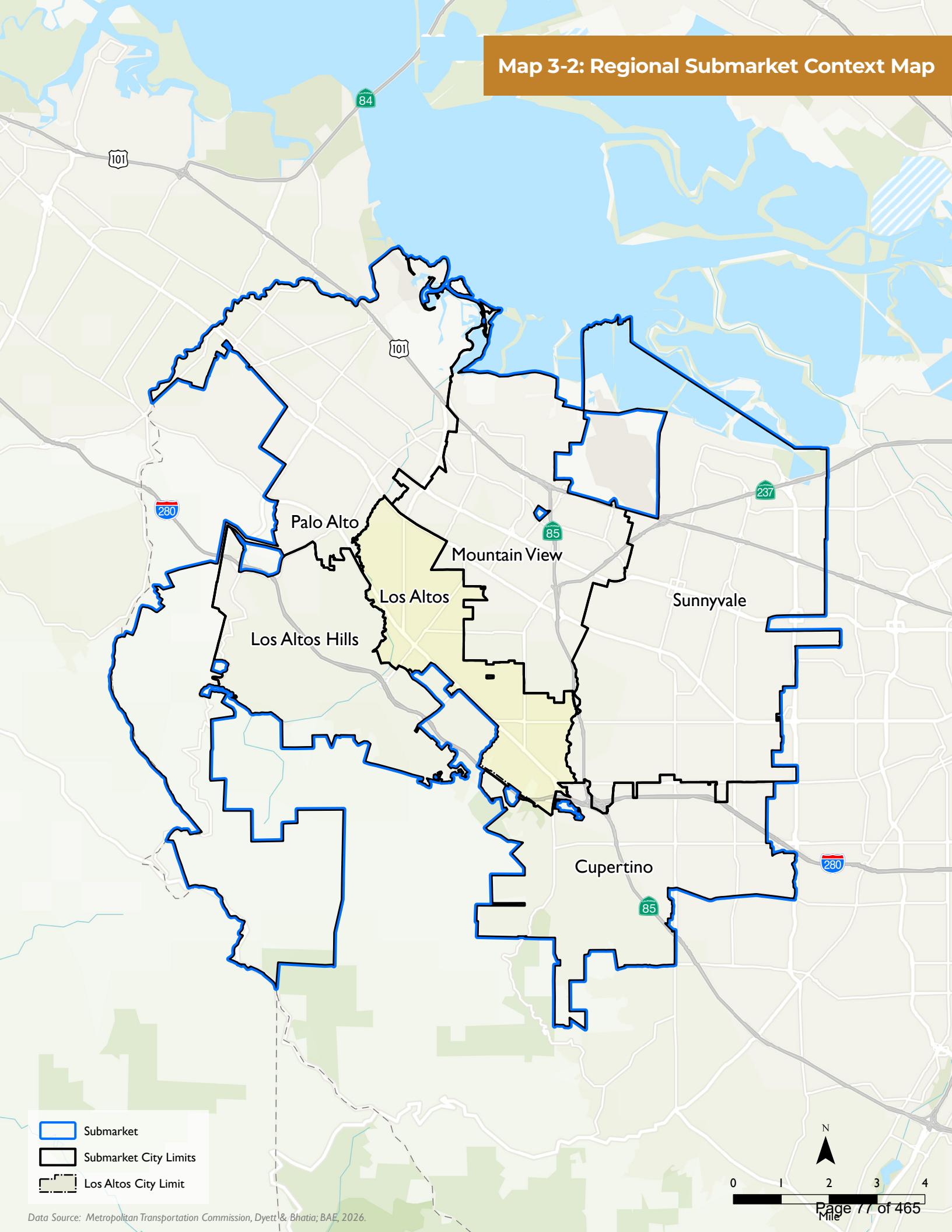


Map 3-1: Regional Context Map



Data Source: BAE, 2026

Map 3-2: Regional Submarket Context Map



Data Source: Metropolitan Transportation Commission, Dyett & Bhatia; BAE, 2026.

Table 3-1: Population and Household Trends, 2000 - 2025

POPULATION	2000	2010	2020	2025	CHANGE, 2000-2025	
					NUMBER	PERCENT
City of Los Altos	27,693	28,976	31,553	31,720	4,027	14.5%
Regional Submarket (a)	347,470	373,750	405,827	415,079	67,609	19.5%
Bay Area (b)	6,784,348	7,150,739	7,765,640	7,656,691	872,343	12.9%
Households						
City of Los Altos	10,462	10,745	11,162	11,420	958	9.2%
Regional Submarket (a)	140,511	145,589	154,158	161,252	20,741	14.8%
Bay Area (b)	2,466,020	2,606,288	2,793,526	2,892,482	426,462	17.3%
Average Household Size						
City of Los Altos	2.61	2.68	2.80	2.76	--	--
Regional Submarket (a)	2.45	2.55	2.62	2.56	--	--
Bay Area (b)	2.69	2.69	2.71	2.59	--	--

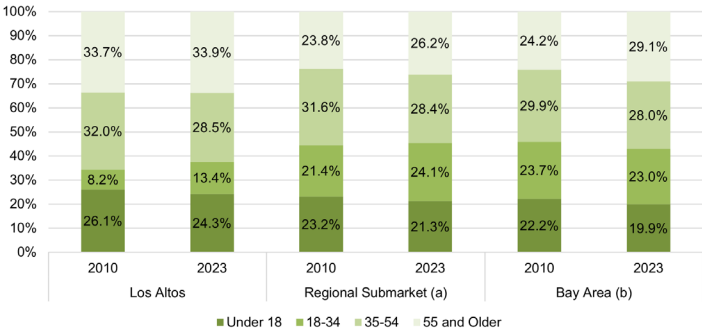
Notes:
(a) Regional Submarket includes the cities of Los Altos, Los Altos Hills, Cupertino, Mountain View, Palo Alto, and Sunnyvale.
(b) Bay area represents the nine-county Bay Area region.

Source: California Department of Finance; BAE, 2026.

AGE DISTRIBUTION

The population of Los Altos is generally older than that of the Regional Submarket and the Bay Area overall, though the city also has a comparatively larger share of residents under the age of 18. As shown in **Figure 3-1**, the median age of Los Altos residents in 2023 was 46.0 years, compared to 37.8 years in the Regional Submarket and 39.6 years in the Bay Area. Between 2010 and 2023, the median age in both Los Altos and the Regional Submarket declined slightly (by approximately 0.5 years), in contrast to the Bay Area where the median age increased by nearly two years. As of 2023, the largest age cohort in Los Altos is residents aged 55+ (34 percent), followed by 35-54 (28 percent), and under the age of 18 (24 percent). Younger adults aged 18 to 34 represented the smallest cohort, accounting for 13 percent of the city's population, compared to nearly one-quarter of residents in both the Regional Submarket and the Bay Area. The age distribution of Los Altos' population reflects the city's concentration of family households and single-family housing, as well as its attractiveness to families seeking a suburban setting that is somewhat removed from, yet accessible to, the region's denser employment centers. The relatively small share of residents aged 18 to 34 is likely influenced by high housing costs, which are out of reach for many early-career professionals.

Figure 3-1: Age Distribution Trends, 2010-2013



Notes:
(a) Submarket includes the cities of Los Altos, Los Altos Hills, Cupertino, Mountain View, Palo Alto, and Sunnyvale.
(b) Bay Area represents the nine-county Bay Area region.

Sources: U.S. Census Bureau, Decennial Census 2010, Tables P12 & P13; American Community Survey 2023 five-year sample period, Tables B01001 & B01002; BAE, 2026.

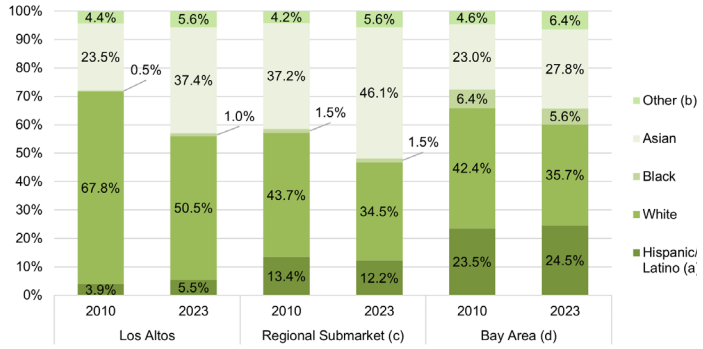


RACE AND ETHNICITY

In contrast to the population of the Regional Submarket and Bay Area as a whole, Los Altos has a notably larger share of Non-Hispanic White residents and a smaller share of Hispanic/Latino residents. As shown in **Figure 3-2**, between 2010 and 2023 Los Altos transitioned from a majority Non-Hispanic White community to one where White residents make up roughly half of the local population. With the most significant increase in the Asian population, Los Altos has become more racially and ethnically diverse since 2010; however, as of 2023 the city still has a larger White population than either the Regional Submarket or Bay Area as a whole. The increasing diversity in Los Altos reflects the growing racial and ethnic diversity of the Regional Submarket and the broader Bay Area.

EDUCATIONAL ATTAINMENT

Figure 3-2: Race and Ethnicity, 2023

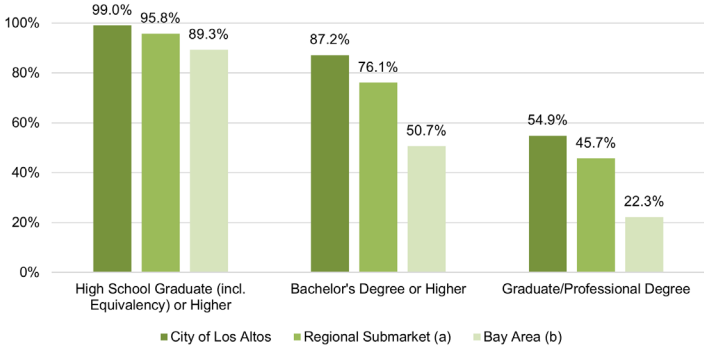


Notes:
(a) Includes all races for those of Hispanic/Latino background.
(b) Includes those of Native American background, Native Hawaiian/ Pacific Islander background, Other races, and Two or More races.
(c) Submarket includes the cities of Los Altos, Los Altos Hills, Cupertino, Mountain View, Palo Alto, and Sunnyvale.
(d) Bay Area represents the nine-county Bay Area region.

Sources: American Community Survey 2023 five-year sample period, Table B03002; BAE, 2026.

Los Altos is characterized by a highly educated resident base, with city residents ages 25 and older tending to have higher levels of educational attainment than those in the Regional Submarket or Bay Area as a whole. As shown in **Figure 3-3**, nearly all Los Altos residents ages 25+ are high school graduates, roughly nine out of ten have at least a bachelor's degree, and more than half have a graduate or professional degree. In each of these categories, Los Altos has a higher share than the Regional Submarket and a significantly higher share than the Bay Area overall. The data is consistent with the higher median age and income levels among Los Altos residents. The city's high level of educational attainment provides a strong source of talent for professional and technology-oriented sectors, including locally initiated start-ups, which may generate demand for office space in Los Altos or in neighboring communities.

Figure 3-3: Educational Attainment, Population Age 25+, 2023



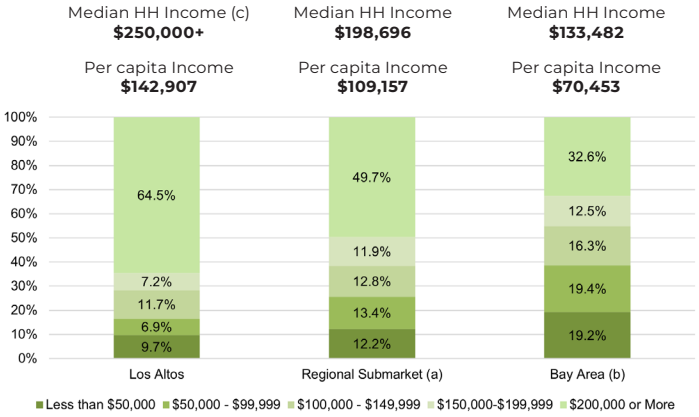
Notes:
(a) Includes all races for those of Hispanic/Latino background.
(b) Includes those of Native American background, Native Hawaiian/ Pacific Islander background, Other races, and Two or More races.
(c) Submarket includes the cities of Los Altos, Los Altos Hills, Cupertino, Mountain View, Palo Alto, and Sunnyvale.
(d) Bay Area represents the nine-county Bay Area region.

Sources: American Community Survey 2023 five-year sample period, Table B03002; BAE, 2026.

INCOME

Los Altos households are relatively affluent even within the high-income Regional Submarket, with a median household income of over $250,000 annually. As shown in **Figure 3-4**, nearly two-thirds of Los Altos households have incomes over $200,000 annually, compared to approximately one-half of households in the Regional Submarket and about one-third in the Bay Area overall. Income levels in Los Altos are also elevated on a per capita basis. At approximately $143,000, per capita income in the city exceeds the median household income for the Bay Area overall ($133,000). The data is consistent with the high educational attainment levels of Los Altos residents, as well as the city's high housing costs and shortage of affordable housing options. Residents' high household incomes provide strong support for local retail, dining, health and wellness services, and other goods and services.

Figure 3-4: Household Per Capita Income, 2023



Notes:
(a) Regional Submarket includes the cities of Los Altos, Los Altos Hills, Cupertino, Mountain View, Palo Alto, and Sunnyvale.
(b) Bay Area represents the nine-county Bay Area region.
(c) ACS does not provide exact values for median household income above $250,000.

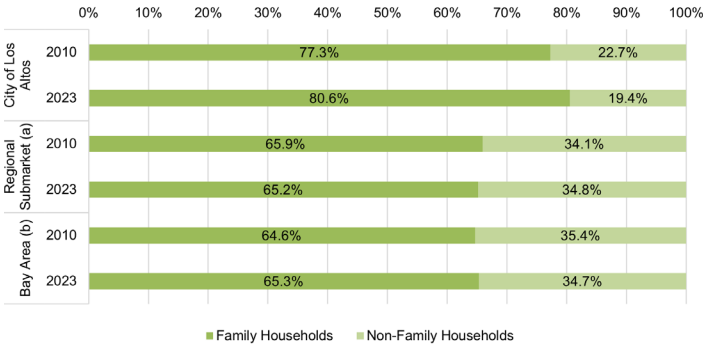
Sources: U.S. Census Bureau, American Community Survey 2023 five-year sample period, Tables B19001, B19013, B19113 & B19301; BAE, 2026.

HOUSEHOLDS AND HOUSING

Families account for the majority of households in Los Altos, and their share has increased slightly over time. As shown in **Figure 3-5**, in 2023 approximately four out of five households in Los Altos were family households, compared to about two-thirds of households in both the Regional Submarket and the Bay Area overall. Within Los Altos, the estimated share of family households increased marginally between 2010 and 2023, from 77 percent of all households to 81 percent of all households. Over the same period, the share of family households in both the Regional Submarket and the Bay Area remained relatively stable. The data is consistent with the increasing average household size in Los Altos and larger share of residents under the age of 18 within the city. These trends reflect Los Altos' attractiveness as a family-oriented community on the peninsula as well as the city's relative shortage of smaller housing units.

The large majority of Los Altos households own their homes, in contrast to households in the Regional Submarket and Bay Area where just over half of households are homeowners. As shown in **Figure 3-6**, as of 2023 approximately 81 percent of Los Altos households owned their homes, compared to 50 percent in the Regional Submarket and 56 percent in the Bay Area. Between 2010 and 2023, the share of owner-occupied households declined modestly in both Los Altos and the Regional Submarket, reflecting a gradual increase in renter households over time, though the Los Altos housing market continues to be heavily oriented toward owner-occupied homes. The predominance of owner-occupied housing in Los Altos contributes to the city's older and higher-income demographic profile, as many lower-income households and early-career professionals tend to depend on rental housing options that are more limited in Los Altos.

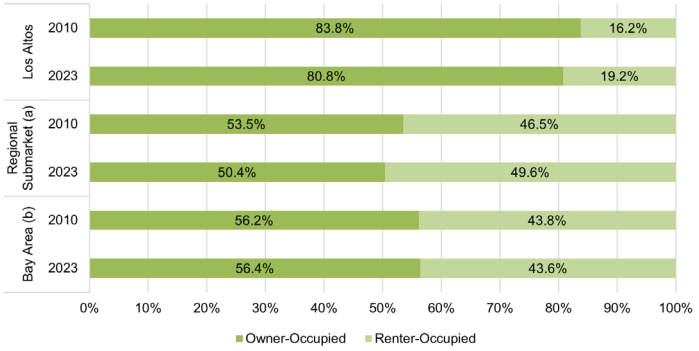
Figure 3-5: Household Composition, 2010 - 2023



Note:
(a) Regional Submarket includes the cities of Los Altos, Los Altos Hills, Cupertino, Mountain View, Palo Alto, and Sunnyvale.
(b) Bay Area represents the nine-county Bay Area region.

Sources: U.S. Census Bureau, Decennial Census 2010, Table P28; American Community Survey 2023 five-year sample period, Table B11001; BAE, 2025.

Figure 3-6: Household Tenure, 2010 - 2023 Five Year Estimates



Note:
(a) Regional Submarket includes the cities of Los Altos, Los Altos Hills, Cupertino, Mountain View, Palo Alto, and Sunnyvale.
(b) Bay Area represents the nine-county Bay Area region.

Sources: U.S. Census Bureau, Decennial Census 2010, Table P28; American Community Survey 2023 five-year estimates, Table B11001; BAE, 2025.

EMPLOYED RESIDENTS

As of 2024, Los Altos has an estimated labor force of approximately 13,700 people, representing about six percent of the Regional Submarket's total labor force. As shown in **Table 3-2**, the city's unemployment rate in 2024 was relatively low at 4.2 percent, generally consistent with the Bay Area overall and slightly higher than the Regional Submarket. Since 2010, the labor force in Los Altos has grown modestly by approximately five percent, trailing growth in both the Regional Submarket (11 percent) and the Bay Area overall (eight percent). While the increase in the labor force in the Regional Submarket and Bay Area is proportional to the increase in the population in both areas, the labor force in Los Altos has grown at a slower rate than the rate of population growth. This indicates an increase in the proportion of Los Altos residents that are not part of the labor force, such as retirees, full-time students without paid employment, and individuals engaged in unpaid household and caregiving activities. Unemployment rates throughout the Bay Area, including Los Altos and the Regional Submarket, have declined since 2010 following the period of elevated unemployment associated with the Great Recession.

Employed residents of Los Altos predominantly work in white collar occupations, with management roles representing the largest occupation category. As shown in **Table 3-3**, more than half of employed Los Altos residents work in just three occupation categories: management (26 percent), computer/mathematical (17 percent), and healthcare practitioner/technician (nine percent). While these categories also account for a significant share of employment in the Regional Submarket, Los Altos has a higher proportion of residents employed in management occupations and a lower proportion employed in computer and mathematical occupations relative to the Submarket. These findings are consistent with the higher household income and higher median ages of Los Altos residents in comparison to the Regional Submarket and Bay Area.

Together with the educational attainment of the population, the employment profile of Los Altos residents supports a strong labor pool for office-based industries, creating conditions that are supportive of office development in Los Altos or nearby communities. Los Altos also has a relatively high proportion of residents in healthcare occupations, providing a local labor pool for medical office.

Table 3-2: Labor Force Characteristics, 2010 - 2024

CITY OF LOS ALTOS	2010	2024	CHANGE, 2010-2024	
			NUMBER	PERCENT
Labor Force	13,000	13,700	700	5.4%
Employment	12,000	13,100	1,100	9.2%
Unemployment	900	600	(300)	-33.3%
Unemployment Rate	7.1%	4.2%	-2.9%	-40.8%
Regional Submarket (a)				
Labor Force	192,900	213,200	20,300	10.5%
Employment	176,100	205,300	29,200	16.6%
Unemployment	16,700	7,700	(9,000)	-53.9%
Unemployment Rate	8.7%	3.6%	-5.0%	-58.3%
Bay Area (b)				
Labor Force	3,766,600	4,062,200	295,600	7.8%
Employment	3,378,000	3,891,400	513,400	15.2%
Unemployment	388,700	170,900	(217,800)	-56.0%
Unemployment Rate	10.3%	4.2%	-6.1%	-59.2%

Notes:
(a) Regional Submarket includes the cities of Los Altos, Los Altos Hills, Cupertino, Mountain View, Palo Alto, and Sunnyvale.
(b) Bay area represents the nine-county Bay Area region.

Source: California Development Department; BAE, 2026.

Table 3-3: Employed Residents by Occupation, 2023

OCCUPATION	CITY OF LOS ALTOS		REGIONAL SUBMARKET (A)		BAY AREA (B)	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
Management	3,505	26.0%	33,774	15.9%	566,382	14.3%
Computer/ Mathematical	2,304	17.1%	51,524	24.2%	349,396	8.8%
Healthcare Practitioner/Technician	1,233	9.1%	10,198	4.8%	211,803	5.3%
Architecture/ Engineering	1,139	8.4%	19,730	9.3%	169,058	4.3%
Business/Financial	1,136	8.4%	15,465	7.3%	288,498	7.3%
Education/Training/ Library	804	6.0%	12,866	6.0%	221,545	5.6%
Sales and Sales Related	577	4.3%	10,986	5.2%	323,224	8.2%
Arts/Design/ Entertainment/ Sports/Media	464	3.4%	5,370	2.5%	113,510	2.9%
Legal	453	3.4%	3,072	1.4%	62,106	1.6%
Life/Physical/Social Science	452	3.4%	8,567	4.0%	88,306	2.2%
Office/Administrative Support	412	3.1%	10,144	4.8%	345,158	8.7%
Personal Care/Service	163	1.2%	3,404	1.6%	96,401	2.4%
Healthcare Support	122	0.9%	3,732	1.8%	130,405	3.3%
Food Preparation/ Serving Related	121	0.9%	5,337	2.5%	176,328	4.4%
Community/Social Service	111	0.8%	1,570	0.7%	60,363	1.5%
Material Moving	108	0.8%	1,986	0.9%	93,606	2.4%
Production	84	0.6%	3,924	1.8%	133,314	3.4%
Construction/Extraction	76	0.6%	2,678	1.3%	153,662	3.9%
Protective Service	71	0.5%	1,584	0.7%	65,272	1.6%
Installation/ Maintenance/Repair	70	0.5%	1,743	0.8%	74,991	1.9%
Transportation/Material Moving	59	0.4%	2,620	1.2%	102,805	2.6%
Building/Grounds Cleaning/Maintenance	23	0.2%	2,571	1.2%	120,584	3.0%
Farming/Fishing/ Forestry	4	0.0%	179	0.1%	16,842	0.4%
Total Employed Residents (c)	**13,491**	**100.0%**	**213,024**	**100.0%**	**396,354**	**100.0%**

Notes:
(a) Regional Submarket includes the cities of Los Altos, Los Altos Hills, Cupertino, Mountain View, Palo Alto, and Sunnyvale.
(b) Bay Area represents the nine-county Bay Area region.
(c) Totals may not match totals in other tables due to independent rounding.

Source: U.S. Census Bureau, American Community Survey 2023 five-year sample period, Table S2401; BAE, 2026.

JOBS BY INDUSTRY

While Los Altos is not a major employment hub within the Regional Submarket, the city has experienced substantial job growth since 2010. As shown below in **Table 3-4**, as of 2023 there are approximately 14,500 jobs in Los Altos, representing a 38-percent increase since 2010. Approximately one-half of total employment in Los Altos is concentrated in just two industry sectors: Professional and Business Services (27 percent), which includes professional, scientific, technical services, management, and administrative and waste services; and Education and Health Services (22 percent).

Professional and Business Services accounted for the largest share of job growth since 2010 in Los Altos, with more than 2,000 jobs added, representing growth of approximately 104 percent. To a lesser extent, Los Altos also experienced employment gains in several other sectors including education and health services (approximately 720 jobs), manufacturing (approximately 450 jobs), and information (approximately 400 jobs).



Table 3-4: Jobs by Industry, City of Los Altos, 2010 - 2023

INDUSTRY	2010		2023		CHANGE, 2010-2023	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
Natural Resources & Mining	77	0.7%	58	0.4%	(19)	-24.7%
Construction	621	5.9%	579	4.0%	(42)	-6.8%
Manufacturing	692	6.6%	1,139	7.8%	447	61.6%
Wholesale Trade	190	1.8%	82	0.6%	(108)	-56.8%
Retail Trade	1,026	9.8%	1,218	8.4%	192	18.7%
Transportation, Warehousing, & Utilities	170	1.6%	139	1.0%	(31)	-18.2%
Information	241	2.3%	637	4.4%	396	164.3%
Financial Activities	1,049	10.0%	1,099	7.6%	50	4.8%
Professional & Business Services	1,943	18.5%	3,960	27.2%	2,017	103.8%
Education & Health Services	2,513	23.9%	3,236	22.3%	723	28.8%
Leisure & Hospitality	819	7.8%	1,045	7.2%	226	27.6%
Other services (except public administration)	956	9.1%	1,186	8.2%	230	24.1%
Public Administration	203	1.9%	164	1.1%	(39)	-19.2%
Armed Forces	13	0.1%	0	0.0%	(13)	-100.0%
Total Jobs (a)	**10,513**	**100.0**	**14,542**	**100.0**	**4,029**	**38.3%**

Notes:
(a) Totals may not match totals in other tables due to independent rounding.

Source: U.S. Census Bureau, American Community Survey 2010 and 2023 five-year sample periods, Table B08526; BAE, 2026.

The 14,500 jobs in Los Altos represent just four percent of total jobs in the Regional Submarket (336,000, see **Table 3-5**), despite city residents making up eight percent of the Submarket's population. This finding reflects Los Altos' primarily residential land uses, with fewer office parks and other major employment centers than the Regional Submarket. However, overall job growth in Los Altos outpaced job growth in the Submarket since 2010, at 38 percent compared to 23 percent, respectively.

As in Los Altos, the Regional Submarket saw the largest job growth in the professional and business services industry, with approximately 33,000 new jobs added (53 percent growth). The Regional Submarket also saw significant growth in the information industry (approximately 23,000 new jobs), and the education and health services industry (approximately 12,000 new jobs). The number of jobs in the manufacturing industry decreased in the Regional Submarket by 14 percent while the number of manufacturing jobs in Los Altos increased by 65 percent. The increase in jobs in the manufacturing industry in Los Altos is largely attributable to the Toyota Research Institute on El Camino Real. The data reflects the strong job market in Silicon Valley, including the Regional Submarket, particularly among jobs in the technology sector. Despite the fact that Los Altos lacks the major employment hubs that are present in many of the other cities within the Regional Submarket, the city has captured a share of the overall job growth in the region.

Job growth rates in both Los Altos and the Regional Submarket outpaced job growth in the Bay Area as a whole. As shown in **Table 3-6**, the number of jobs across the Bay Area has increased 15 percent since 2010, compared to 38 percent growth in Los Altos. Like in Los Altos and the Regional Submarket, the largest growth industries for Bay Area jobs were professional and business services (267,000 new jobs), educational and health services (140,000 new jobs), and information (51,000 new jobs). New jobs in the Regional Submarket in the information industry, which includes tech, made up nearly half of all new Information jobs in the Bay Area as a whole. The data reflects Silicon Valley's continual growth as a regional tech and employment hub.

Table 3-5: Jobs by Industry, Regional Submarket[(a)], 2010 - 2023

INDUSTRY	2010		2023		CHANGE, 2010-2023	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
Natural Resources & Mining	407	0.1%	343	0.1%	(64)	-15.7%
Construction	8,042	3.0%	9,090	2.7%	1,048	13.0%
Manufacturing	62,579	23.0%	53,715	16.0%	(8,864)	-14.2%
Wholesale Trade	5,002	1.8%	2,689	0.8%	(2,313)	-46.2%
Retail Trade	20,837	7.7%	23,772	7.1%	2,935	14.1%
Transportation, Warehousing, & Utilities	4,503	1.7%	6,776	2.0%	2,273	50.5%
Information	19,039	7.0%	41,849	12.4%	22,810	119.8%
Financial Activities	12,392	4.5%	11,895	3.5%	(497)	-4.0%
Professional & Business Services	62,710	23.0%	95,678	28.5%	32,968	52.6%
Education & Health Services	49,286	18.1%	61,006	18.1%	11,720	23.8%
Leisure & Hospitality	14,483	5.3%	17,413	5.2%	2,930	20.2%
Other services (except public administration)	8,583	3.2%	7,623	2.3%	(960)	-11.2%
Public Administration	4,219	1.5%	4,246	1.3%	27	0.6%
Armed Forces	274	0.1%	193	0.1%	(81)	-29.6%
Total Jobs (a)	**272,356**	**100.0%**	**336,288**	**100.0%**	**63,932**	**23.5%**

Notes:
(a) Regional Submarket includes the cities of Los Altos, Los Altos Hills, Cupertino, Mountain View, Palo Alto, and Sunnyvale.
(b) Totals may not match totals in other tables due to independent rounding.

Source: U.S. Census Bureau, American Community Survey 2010 and 2023 five-year sample periods, Table B08526; BAE, 2026.

Table 3-6: Jobs by Industry, Bay Area[a], 2010 - 2023

INDUSTRY	2010		2023		CHANGE, 2010-2023	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
Natural Resources & Mining	27,828	0.8%	29,127	0.7%	1,299	4.7%
Construction	231,711	6.6%	253,163	6.3%	21,452	9.3%
Manufacturing	401,761	11.5%	415,927	10.3%	14,166	3.5%
Wholesale Trade	99,731	2.9%	73,774	1.8%	(25,957)	-26.0%
Retail Trade	356,520	10.2%	355,506	8.8%	(1,014)	-0.3%
Transportation, Warehousing, & Utilities	154,543	4.4%	199,836	5.0%	45,293	29.3%
Information	123,031	3.5%	174,257	4.3%	51,226	41.6%
Financial Activities	263,680	7.6%	241,933	6.0%	(21,747)	-8.2%
Professional & Business Services	550,566	15.8%	817,522	20.3%	266,956	48.5%
Education & Health Services	680,574	19.5%	820,211	20.4%	139,637	20.5%
Leisure & Hospitality	287,654	8.3%	309,753	7.7%	22,099	7.7%
Other services (except public administration)	167,077	4.8%	166,829	4.1%	(248)	-0.1%
Public Administration	132,050	3.8%	151,870	3.8%	19,820	15.0%
Armed Forces	9,130	0.3%	10,920	0.3%	1,790	19.6%
Total Jobs (a)	**3,485,856**	**100.0%**	**4,020,628**	**100.0%**	**534,772**	**15.3%**

Notes:
(a) Bay Area represents the nine-county Bay Area region.
(b) Totals may not match totals in other tables due to independent rounding.

Source: U.S. Census Bureau, American Community Survey 2010 and 2023 five-year sample periods, Table B08526; BAE, 2026.

TOP EMPLOYERS

According to the City of Los Altos 2024/25 Annual Comprehensive Financial Report, the city's top employers include a mix of public and private entities (see **Table 3-7**). Public agencies, including the Los Altos School District, Los Altos High School, and the City of Los Altos, account for a significant share of employment in Los Altos. Health-related businesses, including Los Altos Sub-Acute & Rehabilitation Center, Sutter Health, and the Adobe Animal Hospital are also heavily represented among the city's top employers. Other top employers include the Toyota Research Institute, Los Altos Golf & Country Club, Whole Foods Market, and the David and Lucille Packard Foundation. The Los Altos School District, which is the largest employer in Los Altos, has a total of 421 employees, while the Toyota Research Institute is the city's largest private employer at 381 employees. These figures demonstrate the relatively small size of individual employers in Los Altos.



Table 3-7: Principal Employers, City of Los Altos, FY 2017/18 - FY 2024/25

EMPLOYER	FY 2017/18			FY 2024/25		
	NUMBER OF EMPLOYEES	PERCENT OF TOTAL CITY EMPLOYMENT	RANK	NUMBER OF EMPLOYEES	PERCENT OF TOTAL CITY EMPLOYMENT	RANK
Los Altos School District	421	3.07%	1	568	4.26%	1
Toyota Research Institute (HQ)	381	2.78%	2	--	--	--
Los Altos Sub-Acute & Rehabilitation Center	225	1.64%	3	--	--	--
Los Altos High School	210	1.53%	4	217	1.63%	3
Los Altos Golf & Country Club	193	1.41%	5	--	--	--
Whole Foods Market	190	1.39%	6	242	1.81%	2
The David and Lucille Packard Foundation	144	1.05%	7	100	0.75%	9
City of Los Altos	141	1.03%	8	133	1.00%	5
Sutter Health/ Palo Alto Medical Foundation	110	0.80%	9	135	1.01%	4
Adobe Animal Hospital	103	0.75%	10	129	0.97%	7
Coldwell Banker	--	0.00%	--	130	0.97%	6
Compass (formerly Alain Pinel Realtors)	--	0.00%	--	107	0.80%	8
Trader Joe's	--	0.00%	--	71	0.53%	10
Top Ten Total	**2,118**	**15.46%**	**--**	**1,832**	**13.73%**	**--**
Total City Labor Force[(a)]	**13,700**	**--**	**--**	**13,341**	**--**	**--**

Notes:
(a) Total City Labor Force provided by EDD Labor Force Data.

Source: City of Los Altos FY 2024/25 Annual Comprehensive Financial Report; BAE, 2026.





GROWTH PROJECTIONS

This section provides an overview of the available population, household, and employment projections for Santa Clara County and the Bay Area as a whole during the General Plan planning period. To the extent that the overall region is anticipated to experience an increase in residents, households, and jobs, this growth could generate demand for additional residential and commercial development in Los Altos over the General Plan period. The analysis draws on data from the City of Los Altos 2023-2031 Housing Element, the Metropolitan Transportation Commission/Association of Bay Area Governments and the California Department of Finance.

2023-2031 Housing Element Goals

Table 3-8 below summarizes Los Altos' Regional Housing Needs Allocation (RHNA) and Quantified Objectives for the 2023-2031 Housing Element cycle. The City of Los Altos is required to plan to accommodate the development of at least 1,958 units during this time period. The allocation includes 501 units for extremely low- and very low-income households (26 percent), 288 units for low-income households (15 percent), 326 units for moderate-income households (17 percent), and 843 units for above moderate-income households (43 percent). Based on the city's 2025 average household size of 2.76 persons per household, the 1,958 new units could accommodate 5,394 new Los Altos residents, or a roughly 17 percent increase from the city's population in 2023, the base year for the Housing Element planning period.

The RHNA provides a rough indication of the affordability needs for new housing units, given prevailing income levels within local and regional households. Generally speaking, housing targeted for extremely low-, very low-, and low-income households will need to be subsidized with below-market rate rents or sales prices if it is to be affordable to the targeted income groups. Some housing targeted for moderate-income households may also need some level of subsidy, particularly for for-sale housing types. While some above moderate-income households can afford market-rate housing, the choices for households closer to the 120 percent AMI level are limited in Los Altos' high-cost market. This finding suggests that the General Plan Update should emphasize opportunities for the majority of new housing potential to be in the form of multifamily housing that tends to be more affordable by design than single-family housing, though even higher-density residential development tends to target above-moderate-income households in Los Altos. Multifamily housing is also typically more compatible with the development and financing approaches used for below market rate housing production.

Plan Bay Area 2050+ Household and Employment Growth Projections

In 2025, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) updated the regional household and job growth projections for the Plan Bay Area 2050+ long-range plan. The growth projections are presented at the sub-county "super district" level to report on projected subregional growth. Los Altos is in the Northwest Santa Clara County super district (see **Map 3-3**), which also includes the communities of Palo Alto, Los Altos Hills, and the western part of Mountain View.

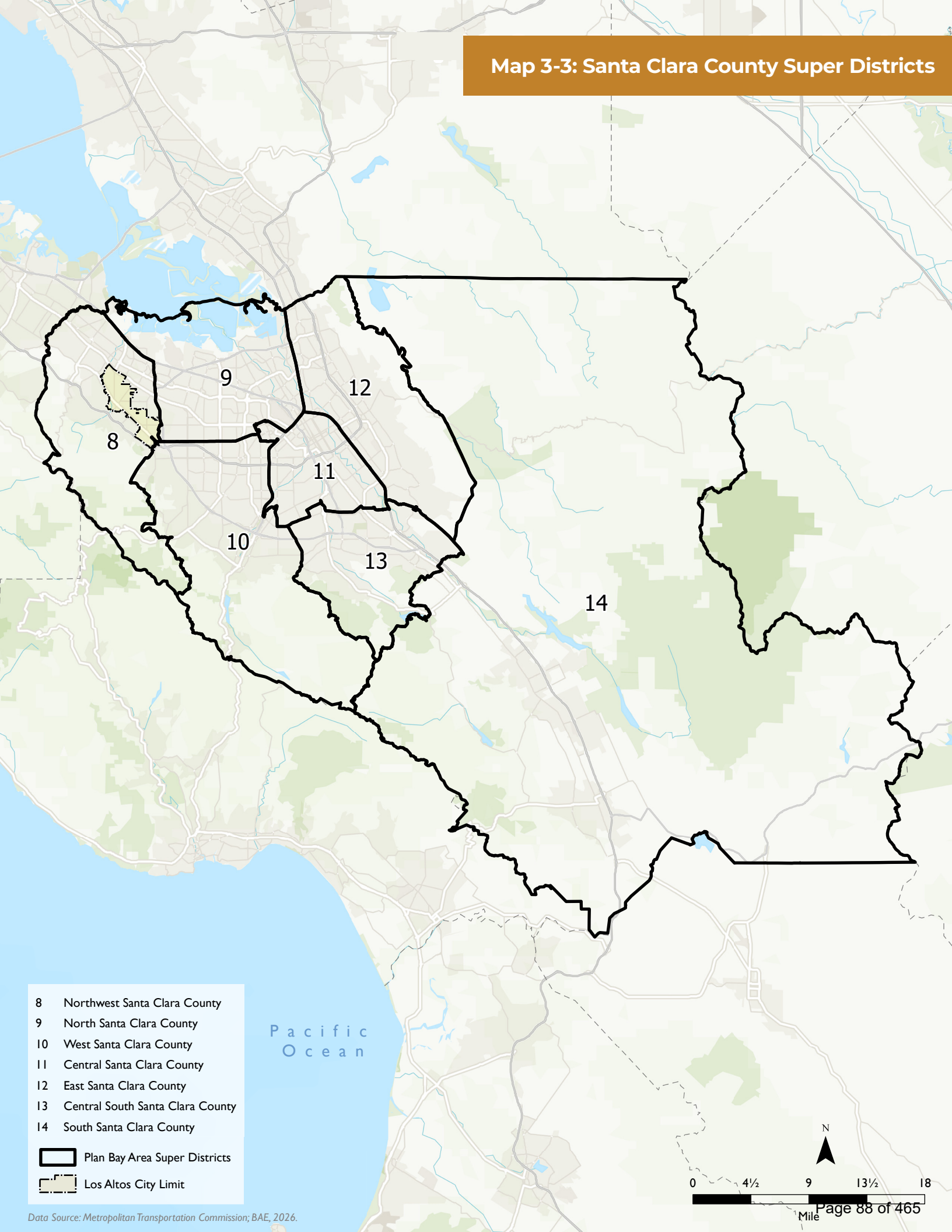
Table 3-8: City of Los Altos RHNA Allocation, 2023 – 2031

INCOME LEVEL	2010	2024
Extremely Low (≤ 30% AMI) & Very Low (>30% AMI, ≤50% AMI)[a]	501	25.6%
Low (>50% AMI, ≤80% AMI)	288	14.7%
Moderate (>80% AMI, ≤120% AMI)	326	16.6%
Above Moderate (>120% AMI)	843	43.1%
Total	**1,958**	**100.0%**

Notes:
(a) "Extremely Low" included in "Very Low" Category, assumed to be 50% of the Very Low allocation.

Source: California Development Department; BAE, 2026.

Map 3-3: Santa Clara County Super Districts



Data Source: Metropolitan Transportation Commission; BAE, 2026.

The super district that includes Los Altos is expected to experience significant household and job growth over the next several decades, based on the regional growth forecasts from MTC/ABAG. As shown in **Table 3-9** and **Table 3-10**, Northwestern Santa Clara County is projected to add 26,000 new households (34 percent growth) and 43,000 new jobs (25 percent growth) between 2023 and 2050. Although much of the household and employment growth is likely to occur outside of Los Altos given that Los Altos comprises only a portion of the super district, the growth projections provide a reasonable benchmark for understanding the potential scale of household and employment growth in the city.

At the countywide level, Plan Bay Area 2050+ projects that Santa Clara County will grow by 273,000 households (41 percent growth) and 520,000 jobs (47 percent growth). While household growth in the Los Altos super district is projected to keep pace with the Bay Area as a whole, it is not anticipated to be among the fastest-growing areas in the county. By comparison, the North Santa Clara County super district, which is just east of Los Altos and includes Sunnyvale and parts of Mountain View, Santa Clara, and San José, is projected to see the highest rates of both household growth (75 percent) and job growth (61 percent).

Table 3-9: Plan Bay Area 2050+ Household Growth Projections

SUPER DISTRICT	2023	2050	2023-2050 GROWTH		SHARE OF REGIONAL GROWTH
			NUMBER	PERCENT	
Northwest Santa Clara County (a)	77,000	103,000	26,000	34%	3%
North Santa Clara County	123,000	215,000	93,000	75%	10%
West Santa Clara County	124,000	152,000	28,000	23%	3%
Central Santa Clara County	114,000	175,000	61,000	53%	7%
East Santa Clara County	113,000	158,000	45,000	39%	5%
Central South Santa Clara County	74,000	87,000	13,000	17%	1%
South Santa Clara County	37,000	44,000	7,000	20%	1%
Santa Clara County Total	***662,000***	***934,000***	***273,000***	***41%***	***29%***
Bay Area Region Total	**2,857,000**	**3,794,000**	**937,000**	**33%**	**100%**

Notes:
(a) "Northwest Santa Clara County" includes the cities of: Los Altos Hills, Los Altos, Palo Alto (partial), Mountain View (partial).

Source: Plan Bay Area 2050+ Growth Forecasts, 2025; BAE, 2026.

Table 3-10: Plan Bay Area 2050+ Job Growth Projections

SUPER DISTRICT	2023	2050	2023-2050 GROWTH		SHARE OF REGIONAL GROWTH
			NUMBER	PERCENT	
Northwest Santa Clara County (a)	174,000	217,000	43,000	25%	3%
North Santa Clara County	391,000	640,000	249,000	64%	19%
West Santa Clara County	143,000	205,000	62,000	43%	5%
Central Santa Clara County	177,000	283,000	106,000	60%	8%
East Santa Clara County	114,000	154,000	39,000	34%	3%
Central South Santa Clara County	53,000	63,000	9,000	18%	1%
South Santa Clara County	47,000	59,000	12,000	26%	1%
Santa Clara County Total	***1,099,000***	***1,621,000***	***520,000***	***47%***	***39%***
Bay Area Region Total	**4,101,000**	**5,434,000**	**1,333,000**	**32%**	**100%**

Notes:
(a) "Northwest Santa Clara County" includes the cities of: Los Altos Hills, Los Altos, Palo Alto (partial), Mountain View (partial).

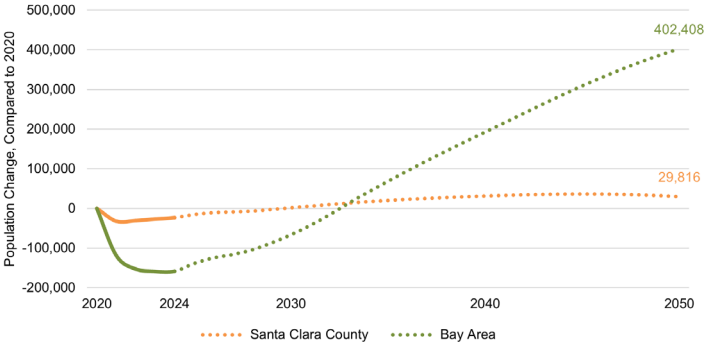
Source: Plan Bay Area 2050+ Growth Forecasts, 2025; BAE, 2026.

California Department of Finance Population Change Projections

In contrast to the Plan Bay Area 2050+ projections, long-term population projections from the California Department of Finance (DOF) paint a picture of modest growth in Santa Clara County through 2050. The DOF projects that the population of Santa Clara County will remain relatively constant, growing by just 1.5 percent (29,800 residents) between 2020 and 2050 (see **Figure 3-7**). Over the same 30-year period, the DOF projects that the total population of the Bay Area will grow modestly by 5.2 percent and that the State of California's population will grow by 3.2 percent.

These growth projections, which are based on official 2024 population estimates, reflect several years of outmigration between 2020 and 2024 from both Santa Clara County and the Bay Area region as a whole following the onset of the COVID-19 pandemic. The DOF projects that Santa Clara County will return to its 2020 pre-pandemic population by 2030, and that the Bay Area will return to its 2020 population in the mid-2030s. The projections indicate that the DOF expects the population of Santa Clara County to plateau and possibly begin declining in the 2040s, while the Bay Area population is expected to continue growing. Compared to Plan Bay Area 2050+ projections, the DOF projections suggest a more moderate pace of growth for Los Altos over the General Plan period.

Figure 3-7: Projected Population Change, 2020-2050



Note: Population projections use 2024 Baseline (Vintage 2025), and incorporate the latest historical population data available as of July 2024.

Source: California Department of Finance; BAE, 2026

The DOF also reports county-level population projections by age group through 2040, as shown in **Figure 3-8** for Santa Clara County and the Bay Area. The age distribution projections follow existing aging trends in the region, where the share of younger residents is decreasing and the share of older residents is increasing. Between 2020 and 2040, the share of residents under the age of 18 is expected to decrease in Santa Clara County (from approximately 418,000 residents to 283,000 residents) and the Bay Area (from 1.6 million residents to 1.2 million residents). More generally, the DOF projects that the total number of residents under the age of 55 will decrease by roughly 15 percent between 2020 and 2040 in Santa Clara County and the Bay Area, with decreases in each age cohort under 55, aside from a slight increase in the number of residents ages 18 to 24.

In contrast, the population of residents ages 55 and older is expected to increase by 50 percent in Santa Clara County and 41 percent in the Bay Area. Most of this older population growth is projected in the 65 and over age cohort; the share of residents ages 65 and over is projected to increase by 86 percent in Santa Clara County (from 264,000 residents to 492,000 residents) and increase by 69 percent in the Bay Area (from 1.2 million residents to 2.0 million residents). These demographic shifts could have broad implications for Los Altos over the General Plan Update planning period, potentially including reduced school enrollment, increased demand for senior housing and housing for smaller households, evolving local retail preferences, and demand for City services for older residents.

Figure 3-8: Projected Population by Age, 2020-2040



Note: Bay Area represents the nine-county Bay Area Region.

Source: California Department of Finance; BAE, 2026

Suitability of Focus Areas for New Development

This section details the suitability of each of the five General Plan Update Focus Areas for new development of the following land uses: multifamily residential development (for-sale and rental), retail, and office. As described in the real estate market summary section of this chapter, Los Altos has a limited inventory of industrial/flex and research and development (R&D) properties, and these uses are unlikely to be feasible in Los Altos during the General Plan period due to a lack of large available sites, incompatibility with existing uses, and competition from higher-value land uses.

FOCUS AREA 1: EL CAMINO REAL CORRIDOR

The El Camino Real corridor in Los Altos is on the northern edge of the city, on the border with Mountain View. This focus area has experienced an uptick in new multifamily residential development (for-sale and rental) in recent years, including 484 units across six properties in various stages of the development pipeline. The focus area is also home to four of the city's top ten employers (Toyota Research Institute, Whole Foods Market, Sutter Health/Palo Alto Medical Foundation, and Adobe Animal Hospital). Due to the corridor's relative accessibility and proximity to Caltrain and major employment centers, this focus area is an ideal location for new multifamily residential development and is one of the most attractive locations in Los Altos for new office development. In addition, this focus area includes some of the larger potential opportunity sites in Los Altos, making it one of the more feasible locations within Los Altos for larger-scale development projects. However, the area has few sites that are large enough to accommodate major new office developments or large-format retail development. Major office developments in Silicon Valley typically exceed 50,000 square feet and require parcels of at least three to five acres to accommodate building footprint and parking, while big-box retail redevelopment typically requires at least five acres. As a result, new development opportunities are likely to consist primarily of small to medium-sized infill projects. New office or residential projects may be able to support ground floor retail space, though there may be challenges competing with the shopping center across El Camino Real in Mountain View and with Downtown Los Altos.

FOCUS AREA 2: DOWNTOWN LOS ALTOS

Downtown Los Altos is the heart of the city, with traditional storefront retail along Main and State streets and a mix of multifamily residential and local-serving office uses. This focus area has seen a number of recent condominium and townhome developments in recent years, including one recently completed 26-unit development and 174 units across seven properties in various stages of the development pipeline. Going forward, the Downtown Los Altos focus area will continue to be an attractive location for multifamily residential development due to the retail and lifestyle amenities that the area provides. The focus area may also be a viable location for additional office/medical office space, with a primary focus on local-serving office uses, as well as ground floor retail in new residential buildings. New development is likely to consist largely of smaller-scale infill development due a lack of large vacant sites, with the possible exception of City-owned parking lots, which could provide opportunities for one or more medium-scale infill projects.





FOCUS AREA 3: LOYOLA CORNERS

Loyola Corners is an area along Foothill Expressway with a mix of residential and commercial uses that includes one of the city's top ten employers (Los Altos Sub-Acute & Rehabilitation Center). Compared to the El Camino Real corridor and Downtown Los Altos, this focus area has experienced relatively limited new development in recent years, though there are two residential properties totaling 21 units in the development pipeline. The Loyola Corners neighborhood presents a unique placemaking opportunity to create a slightly denser, more walkable district in the central section of the city. Possible strategies include facilitating additional multifamily residential development, supporting and expanding the existing medical office cluster, and implementing targeted public realm improvements such as enhanced streetscapes, new public outdoor seating and dining areas, and the potential pedestrianization of B Street to strengthen the area's neighborhood character and functionality. Across uses, new development may be limited to relatively small-scale infill opportunities due to a lack of large available site and the high value of existing uses, which are generally well-tenanted. Development of larger projects would likely require the acquisition and redevelopment of relatively high-value properties and would require increases in allowable residential densities or development intensities to enable projects that are large enough to support redevelopment costs.

FOCUS AREA 4: LUCKY SHOPPING CENTER AND ADJACENT PROPERTIES

The shopping center anchored by Lucky grocery store is located in the southern portion of Los Altos along Foothill Expressway. Existing uses are primarily commercial and include local-serving personal and professional services and several medical offices, surrounded by single-family residential. Within the focus area, the primary opportunity sites are well suited to new multifamily residential development due to their relatively large footprints, particularly the site of the existing Lucky supermarket. The Lucky supermarket site could potentially accommodate new development on the existing parking lot, with the existing store remaining in place. However, this strategy would present challenges in terms of maintaining the visibility of, and convenient access to, the existing supermarket from Foothill Expressway. Alternatively, development on the site could include demolition of the existing supermarket, with the possibility of a new supermarket as part of the development and reconfiguration of the site. The viability of this option would depend in part on the property owner's willingness to pursue redevelopment in favor of retaining the existing income-producing use on the site. Other factors affecting the viability of redevelopment include the length of the lease held by the existing supermarket and the terms under which any long-term lease could be renegotiated.





FOCUS AREA 5: FOOTHILL CROSSING SHOPPING CENTER

The Foothill Crossing shopping center is located in the southernmost portion of Los Altos, partially within the City of Cupertino. The shopping center is anchored by a Trader Joe's grocery store, with additional tenants including a hardware store, bank, and other local-serving uses. Given its location within the city and the broader submarket, this Focus Area is generally well positioned to support local-serving retail and residential development. However, accommodating new development would likely require construction on existing parking areas or partial demolition and redevelopment of the current shopping center. As the shopping center is currently well-tenanted, either approach will likely present feasibility and timing challenges, at least in the short- to medium-term.



Residential Real Estate Market Summary

This section provides an overview of the residential market in Los Altos and the Regional Sub-market (Los Altos, Los Altos Hills, Cupertino, Mountain View, Palo Alto, and Sunnyvale), as well as Santa Clara County and the Bay Area Region where appropriate. This information provides insight into potential opportunities and challenges for residential development in Los Altos during the General Plan planning period. The analysis draws on data from the U.S. Census Bureau, Redfin, CoStar, and the City's development pipeline.

HOUSING UNIT CHARACTERISTICS

The housing inventory in Los Altos is distinct from that of the surrounding Regional Submarket, with a significantly higher concentration of single-family homes. As shown below in **Table 3-11**, approximately 87 percent of housing units in Los Altos are single-family homes, compared to 55 percent in the Regional Submarket and 62 percent in the Bay Area overall. Within the single-family category, attached units such as townhomes account for a smaller share in Los Altos (five percent) than in the Regional Submarket (ten percent) or the Bay Area (nine percent).

Table 3-11: Housing Unit Characteristics

TYPE OF RESIDENCE	CITY OF LOS ALTOS		REGIONAL SUBMARKET (A)		BAY AREA (B)	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
Single Family Housing Units	**10,081**	**86.8%**	**91,757**	**54.9%**	**1,838,281**	**61.6%**
Single Family Detached	9,448	81.3%	74,811	44.8%	1,559,879	52.2%
Single Family Attached	633	5.4%	16,946	10.1%	278,402	9.3%
Multifamily Housing Units	**1,528**	**13.1%**	**70,472**	**42.2%**	**1,088,960**	**36.5%**
Multifamily 2 units	57	0.5%	2,370	1.4%	94,057	3.2%
Multifamily 3-19 units	539	4.6%	31,191	18.7%	493,127	16.5%
Multifamily 20-49 units	368	3.2%	13,531	8.1%	170,713	5.7%
Multifamily 50+ units	564	4.9%	23,380	14.0%	331,063	11.1%
Mobile Home/Other (c)	**11**	**0.1%**	**4,844**	**2.9%**	**58,614**	**2.0%**
Total Housing Units	**11,620**	**100.0%**	**167,073**	**100.0%**	**2,985,855**	**100.0%**

Notes:
(a) Regional Submarket includes the cities of Los Altos, Los Altos Hills, Cupertino, Mountain View, Palo Alto, and Sunnyvale.
(b) Bay Area represents the nine-county Bay Area region.
(c) Includes boats, RVs, vans, or any other non-traditional residences.

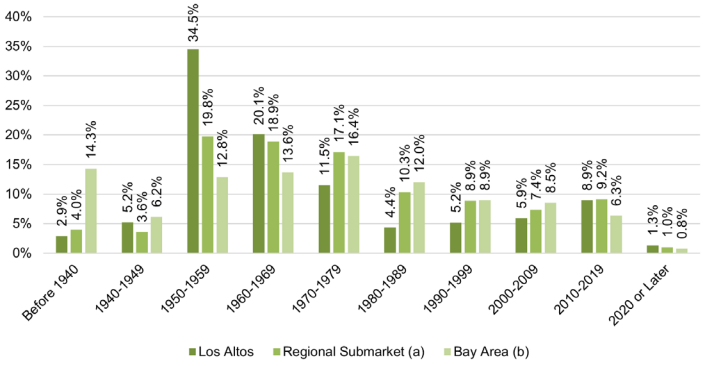
Source: U.S. Census Bureau, American Community Survey 2023 five-year sample period, Table B25024; BAE, 2026.

Multifamily housing represents a comparatively small portion of the city's housing stock, accounting for 13 percent of total units, compared to 42 percent in the Regional Submarket and 37 percent in the Bay Area overall. The data is consistent with the city's high rate of homeownership and underscore the limited presence of higher-density residential development in Los Altos.

More than half of the housing units in Los Altos were built in the 1950s and 1960s, following the City's incorporation in 1952. Since the 1970s, residential development in the city has mostly slowed, though there was an uptick in new development beginning in the 2010s. As shown in **Figure 3-9** below, approximately 35 percent of the housing stock in Los Altos was built in the 1950s, with an additional 20 percent of units built in the 1960s, outpacing new development in both the Regional Submarket and Bay Area during those decades.

Between 1970 and 2009, residential development in Los Altos lagged behind that of the Regional Submarket and the Bay Area, with a smaller proportion of housing units constructed in each of those decades. Since 2010, however, the pace of new residential development in Los Altos has been generally comparable to that in the Regional Submarket and has exceeded the pace of residential development across the Bay Area overall.

Figure 3-9: Housing Units by Year Built, 2023



Note:
(a) Regional Submarket includes the cities of Los Altos, Los Altos Hills, Cupertino, Mountain View, Palo Alto, and Sunnyvale.
(b) Bay Area represents the nine-county Bay Area region.

Source: U.S. Census Bureau, American Community Survey 2023 five-year sample period, Table B25024; BAE, 2025.

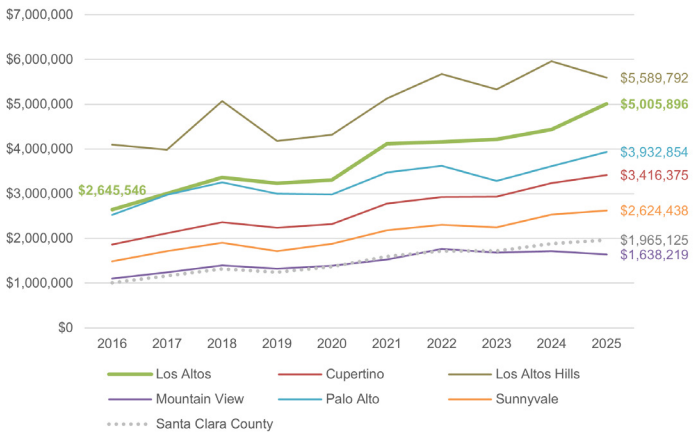
Residential vacancy rates provide a measure of the health of an area's housing market, reflecting the balance between housing supply and demand. Between 2010 and 2023, the housing unit vacancy rate increased slightly across the Regional Submarket, including in Los Altos, although overall vacancy rates remain relatively low. As shown in **Table 3-12**, the reported housing unit vacancy rate in Los Altos increased from 4.1 percent to 7.4 percent over this period. However, the number of vacant units that were available for sale or rent in Los Altos was notably low in both 2010 and 2023, indicating a tight housing market with few available units. The majority of vacant units in Los Altos fall within the "Other Vacant" category, which includes units undergoing renovation, used for storage, or vacant for reasons not otherwise specified.

FOR SALE HOUSING MARKET

Single-Family Residential Market

Median single-family home prices throughout Santa Clara County have increased substantially over the past decade, with Los Altos consistently ranking among the highest-priced markets in the Regional Submarket. As shown in **Figure 3-10**, the median sale price for a single-family home in Los Altos increased from approximately $2.65 million in 2016 to just over $5.0 million in 2025, representing growth of roughly 89 percent over the ten-year period.

Figure 3-10: Median Sale Price, Single-Family Homes, 2016-2025



Source: Redfin Data Center; BAE, 2026.

Table 3-12: Vacancy Status, 2010 – 2023

	2010		2023		CHANGE, 2010-2023	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
City of Los Altos						
Occupied units	10,745	95.9%	10,756	92.6%	11	0.1%
Vacant units	459	4.1%	864	7.4%	405	88.2%
For rent	92	0.8%	37	0.3%	(55)	-59.8%
For sale only	15	0.1%	56	0.5%	41	273.3%
Sold, not occupied	68	0.6%	89	0.8%	21	30.9%
Rented, not occupied	42	0.4%	84	0.7%	42	100.0%
Seasonal, rec, or occasional use	96	0.9%	153	1.3%	57	59.4%
For migrant workers	0	0.0%	0	0.0%	0	n/a
Other Vacant	146	1.3%	445	3.8%	299	204.8%
Total Housing Units	**11,204**	**100.0%**	**11,620**	**100.0%**	**416**	**3.7%**
Regional Submarket (a)						
Occupied units	145,589	95.1%	154,697	92.6%	9,108	6.3%
Vacant units	7,531	4.9%	12,376	7.4%	4,845	64.3%
For rent	3,312	2.2%	5,150	3.1%	1,838	55.5%
For sale only	320	0.2%	1,551	0.9%	1,231	384.7%
Sold, not occupied	904	0.6%	796	0.5%	(108)	-11.9%
Rented, not occupied	370	0.2%	454	0.3%	84	22.7%
Seasonal, rec, or occasional use	1,081	0.7%	1,408	0.8%	327	30.2%
For migrant workers	13	0.0%	25	0.0%	12	92.3%
Other Vacant	1,531	1.0%	2,992	1.8%	1,461	95.4%
Total Housing Units	**153,120**	**100.0%**	**167,073**	**100.0%**	**13,953**	**9.1%**
Bay Area (b)						
Occupied units	2,608,023	93.6%	2,785,482	93.3%	177,459	6.8%
Vacant units	177,925	6.4%	200,373	6.7%	22,448	12.6%
For rent	67,844	2.4%	64,899	2.2%	(2,945)	-4.3%
For sale only	4,208	0.2%	11,215	0.4%	7,007	166.5%
Sold, not occupied	26,803	1.0%	11,544	0.4%	(15,259)	-56.9%
Rented, not occupied	6,654	0.2%	13,574	0.5%	6,920	104.0%
Seasonal, rec, or occasional use	29,223	1.0%	36,601	1.2%	7,378	25.2%
For migrant workers	204	0.0%	259	0.0%	55	27.0%
Other Vacant	42,989	1.5%	62,281	2.1%	19,292	44.9%
Total Housing Units	**2,785,948**	**100.0%**	**2,985,855**	**100.0%**	**199,907**	**7.2%**

Notes:
(a) Bay Area represents the nine-county Bay Area region.
(b) Totals may not match totals in other tables due to independent rounding.

Sources: U.S. Census Bureau, 2010 Decennial Census, Tables H1 & H5; American Community Survey 2023 five-year sample period, Tables B25002 & B25004; BAE, 2026.

While Los Altos Hills remains the highest-priced market in the Regional Submarket, Los Altos has consistently ranked among the most expensive jurisdictions and has generally exceeded median prices in Cupertino, Mountain View, Sunnyvale, and Santa Clara County overall, and in recent years has tracked above Palo Alto. In 2025, median prices were approximately $3.4 million in Cupertino, $3.9 million in Palo Alto, $2.6 million in Sunnyvale, $1.6 million in Mountain View, and $2.0 million countywide.

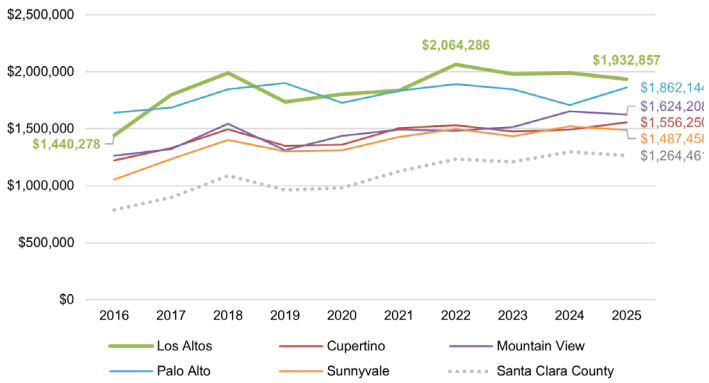
Across all jurisdictions in the Regional Submarket, prices increased sharply during the COVID-19 pandemic, a period of historically low mortgage interest rates and elevated housing demand nationally. Following interest rate increases in early 2022, sale price growth began to slow in 2022 and 2023, in line with regional trends. Despite rising interest rates, in the past several years sale prices have continued to climb, with Los Altos remaining near the top of the market within an already high-cost regional housing market, demonstrating strong demand for housing in Los Altos. The data is consistent with the city's high income levels and indicate a shortage of lower-cost housing options in Los Altos.

Townhome and Condominium Residential Market

Relative to the single-family market, sale price growth for townhomes in Los Altos has been more moderate over the past decade. Between 2016 and 2025, the median sale price for townhomes in Los Altos increased by approximately 34 percent, compared to roughly 89 percent for single-family homes. As shown in **Figure 3-11**, in 2025 the median townhome sale price in Los Altos was approximately $1.93 million, higher than Cupertino ($1.56 million), Mountain View ($1.62 million), Sunnyvale ($1.49 million), and Santa Clara County overall ($1.26 million). The median townhome sale price in Los Altos was also slightly higher than in Palo Alto in 2025 ($1.86 million), though townhome sale prices in Los Altos and Palo Alto have often been comparable over the past ten years.

While townhomes in Los Altos command generally higher prices than other Regional Submarket cities, sales volume data indicate that townhomes represent a relatively small portion of the local housing market. On average, there were approximately 14 townhome sales annually in Los Altos over the past decade, compared to 30 in Palo Alto, 60 in Cupertino, 159 in Mountain View, and 201 in Sunnyvale. The comparatively limited number of annual transactions in Los Altos (and to a lesser extent Palo Alto) reflects the limited townhome inventory in the city, consistent with the housing unit characteristics data presented above. This relative difference in townhome inventory, coupled with community desirability, likely contributes to the higher sales prices in Los Altos and Palo Alto.

Figure 3-11: Median Sale Price, Townhomes, 2016-2025



Source: Redfin Data Center; BAE, 2026.

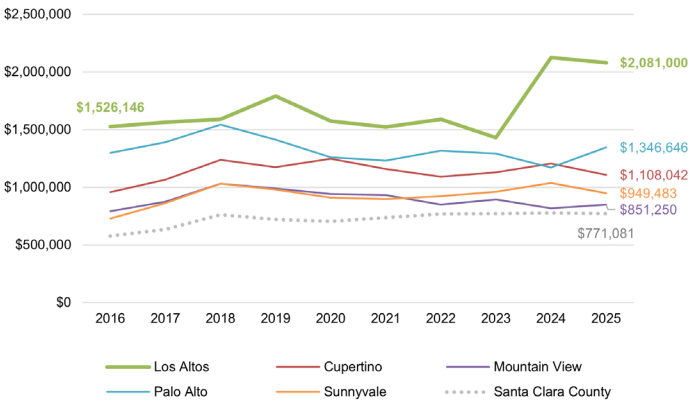
Median condominium sale prices in the Regional Submarket, including Los Altos, have fluctuated more than either the single-family or townhome markets over the past decade, as shown in **Figure 3-12**. While the median condominium sale price in Los Altos increased from $1.5 million in 2016 to $2.1 million in 2025 (36 percent growth), almost all of that growth occurred in 2024 and 2025. Between 2016 and 2023, the median sale price for condominiums in Los Altos declined from $1.5 million to $1.4 million (six percent decrease), with moderate fluctuations in the intervening years.

The significant increase in condominium median sale prices in Los Altos over the past two years was likely driven in part by newly built condominium developments in Downtown Los Altos, where sales prices for some units exceeded $4 million. Within a relatively small market such as Los Altos, the delivery of new high-priced units can substantially influence median sale prices. These trends reflect strong demand for new for-sale housing in the city. Elevated condominium values also have implications for rental housing production: because high sales prices

can support greater land values, condominium developers may be able to outbid multifamily rental developers for infill opportunity sites. As a result, market-rate rental development can face competitive challenges in securing sites, particularly in prime locations.

Several other jurisdictions in the Regional Submarket experienced more moderate increases in median condominium sale prices over the past decade, with prices increasing by four percent in Palo Alto, seven percent in Mountain View, 16 percent in Cupertino, and 30 percent in Sunnyvale. Over the same period, median condominium sale prices countywide increased by 34 percent. Overall, while longer-term growth in condominium sales prices has been more variable than in the single-family or townhome markets, condominiums in Los Altos command consistently higher prices than the rest of the Regional Submarket and Santa Clara County. Similar to trends in single-family home sale prices, the data demonstrates strong demand for housing in Los Altos. At the same time, the data underscores the limited availability of housing affordable to moderate- and lower-income households. Although condominiums typically represent a comparatively more attainable homeownership option, the median sale price in Los Altos has remained at approximately $1.5 million or higher for the past decade, placing even this form of homeownership beyond reach for many households.

Figure 3-12: Median Sale Price, Condominiums, 2016-2025



Source: Redfin Data Center; BAE, 2026.

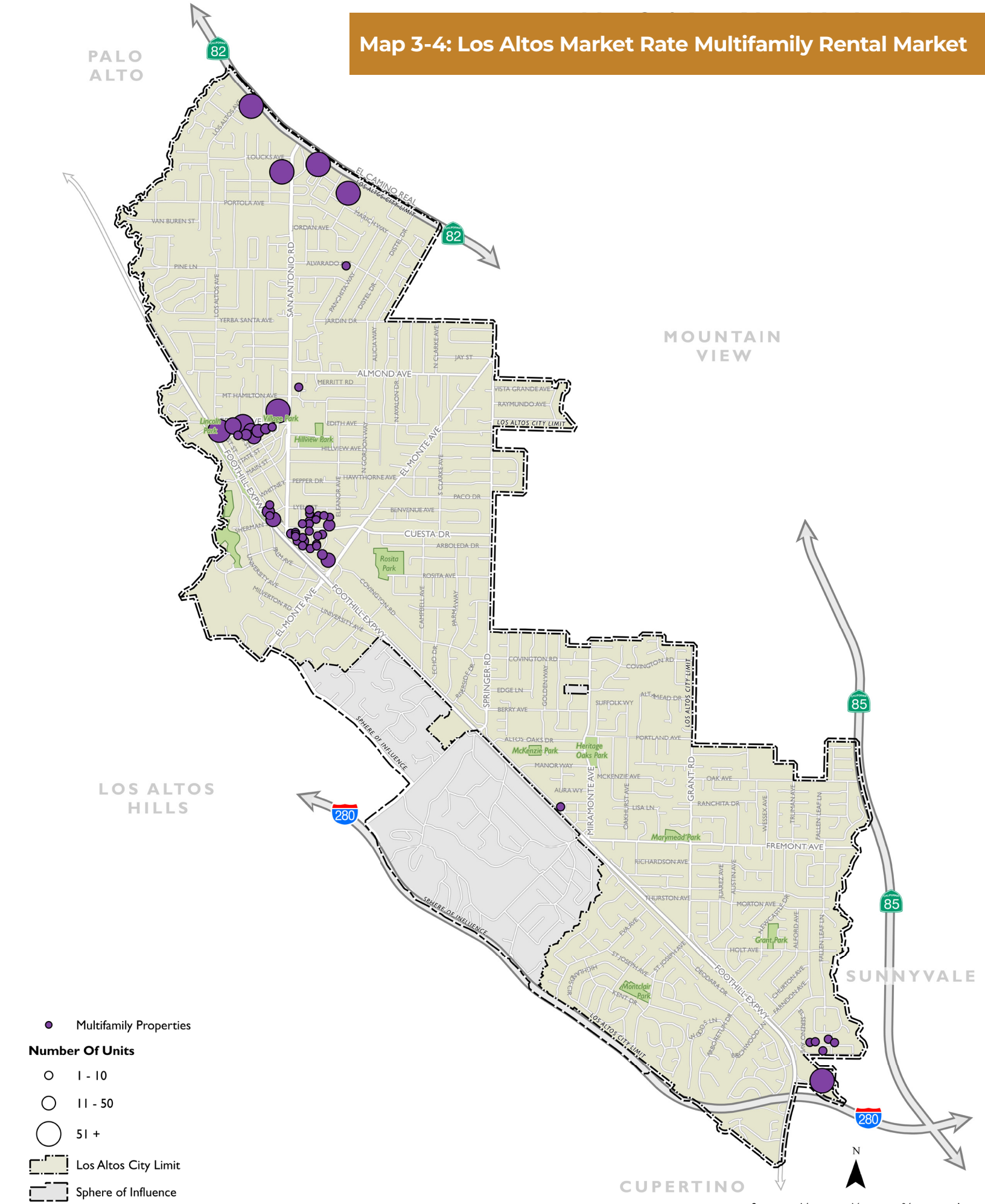
MARKET RATE MULTIFAMILY RENTAL MARKET

Most of Los Altos is characterized by single-family residential development, with the city's multi-family rental inventory concentrated in a few distinct areas, as shown in **Map 3-4**. Many of the largest multifamily developments are located along and near El Camino Real, close to the city's border with Mountain View. Additional clusters of rental housing are situated just north of Downtown and to the southeast of Downtown. A smaller concentration is located at the southern edge of the city, including a larger property adjacent to the Foothill Crossing shopping center.

Los Altos has a small multifamily rental market within the Regional Submarket and has seen limited new development of this type over the past decade. As noted in the previous subsection, limited multifamily rental development in Los Altos is likely due in part to competition for multi-family sites from condominium developers, who can outbid multifamily rental developers due to the high value of condominium units in Los Altos. As shown in **Table 3-13**, data from CoStar indicate that there are approximately 1,180 market rate multifamily rental units in c Los Altos, making up just two percent of all market rate multifamily rental units in the Submarket (67,500) as of the end of 2025. Between 2016 and 2025, there were 62 market-rate multifamily rental units built in Los Altos, accounting for less than one percent of market-rate multifamily rental units built in the Regional Submarket during this period.

Both Los Altos and the Regional Submarket as a whole have relatively low market rate multifamily rental vacancy rates, at 4.5 percent in Los Altos and 4.2 percent in the Regional Submarket as of the end of 2025. A multifamily rental vacancy rate of five percent is typically considered standard for a healthy rental housing market. While there has been limited market rate multifamily rental development over the past decade in Los Altos, there has been a recent uptick in development activity. According to CoStar, as of the end of 2025 there was one development with 172 market-rate multifamily rental units and 24 for-sale townhomes under construction in the city, which is roughly three times the number of multifamily rental units that were built over the preceding ten years. These units represent over 40 percent of all market rate multifamily

Map 3-4: Los Altos Market Rate Multifamily Rental Market



- Multifamily Properties

Number Of Units

- 1 - 10
- 11 - 50
- 51 +
- Los Altos City Limit
- Sphere of Influence
- Park

Note: Data represents market rate and mixed-income multifamily rental properties as tracked by CoStar.

Data Source: Sources: CoStar, Dyett & Bhatia; BAE, 2026.

Table 3-13: Market Rate Multifamily Market Summary by Unit Type, Q4 2025

CITY OF LOS ALTOS	STUDIO	1BR	2BR	3BR	4BR	ALL UNITS
Inventory, Q4 2025 (a)						
Inventory (units)	242	456	399	78	1	1,176
% of Units	20.6%	38.8%	33.9%	6.6%	0.1%	100.0%
Occupied Units	51	161	206	28	1	446
Vacant Units	2	8	9	1	0	21
Vacany Rate	3.8%	4.7%	4.2%	3.4%	0.0%	4.5%
Avg. Asking Rents, YoY						
Avg. Asking Rent, Q4 2024	$2,091	$2,843	$3,343	$3,621	--	$3,091
Avg. Asking Rent, Q4 2025	$2,193	$2,929	$3,455	$3,917	--	$3,200
% Change, Q4 2024 – Q4 2025	4.9%	3.0%	3.4%	8.2%	--	3.5%
New Deliveries, Past 10 years						
New Deliveries, Q1 2016 – Q4 2025	1	4	43	14	0	62
% of Units	1.6%	6.5%	69.4%	22.6%	0.0%	100.0%
Under Construction						
Under Construction Units, Q4 2025	0	196	0	0	0	196
% of Units	8.9%	87.1%	4.0%	0.0%	0.0%	100.0%
REGIONAL SUBMARKET (B)						
Inventory, Q4 2025 (a)						
Inventory (units)	15,821	25,424	22,939	3,051	234	67,469
% of Units	23.4%	37.7%	34.0%	4.5%	0.3%	100.0%
Occupied Units	11,872	22,955	19,242	2,249	75	56,393
Vacant Units	464	1,093	843	82	2	2,484
Vacany Rate	3.8%	4.5%	4.2%	3.5%	2.6%	4.2%
Avg. Asking Rents, YoY						
Avg. Asking Rent, Q4 2024	$2,582	$2,946	$3,713	$4,475	$4,075	$3,282
Avg. Asking Rent, Q4 2025	$2,665	$3,081	$3,883	$4,740	$4,220	$3,432
% Change, Q4 2024 – Q4 2025	3.2%	4.6%	4.6%	5.9%	3.6%	4.6%
New Deliveries, Past 10 years						
New Deliveries, Q1 2016 – Q4 2025	1,544	4,557	3,361	822	143	10,427
% of Units	14.8%	43.7%	32.2%	7.9%	1.4%	100.0%
Under Construction						
Under Construction Units, Q4 2025	121	257	69	0	0	447
% of Units	28.7%	55.5%	15.8%	0.0%	0.0%	100.0%

Notes:
(a) Data represents market rate and mixed-income multifamily rental properties as tracked by CoStar.
(b) Regional Submarket includes the cities of Los Altos, Los Altos Hills, Cupertino, Mountain View, Palo Alto, and Sunnyvale.
Data excludes the Los Altos Gardens II rental condominium property at 960 N San Antonio Road because this property is an outlier with significantly higher rents (average rent of $10,400 per unit) compared to other properties in Los Altos. Due to the small size of the Los Altos inventory, inclusion of this property would skew the figures shown in the table.

Source: CoStar; BAE, 2026.

rental units under construction in the Regional Submarket. For more information on the under-construction properties, refer to the Major Residential Development Pipeline section of this report.

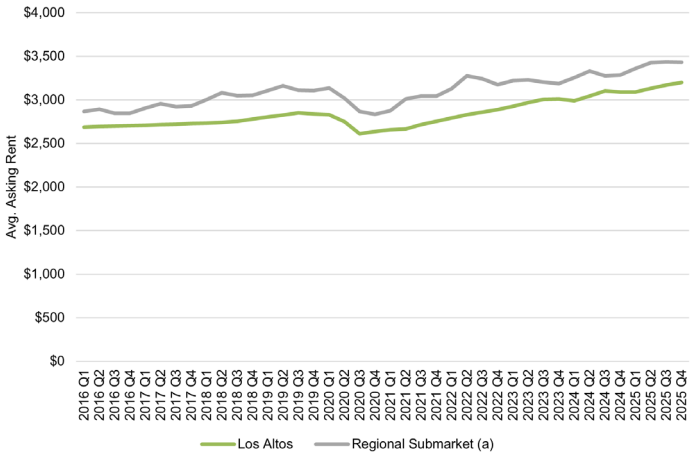
Over the past ten years, average asking rents in Los Altos have been slightly lower than those in the Regional Submarket as a whole (see **Figure 3-13**), likely reflecting the relatively limited and older multifamily rental inventory in the city. Average rental rates have generally increased year over year in both Los Altos and the Regional Submarket between 2016 and 2025, with an 18 percent increase in the city and a 21 percent increase in the Submarket.

Over the same time period, the vacancy rate for market rate multifamily rental properties in Los Altos has generally been equivalent to or lower than that of the Submarket, typically remaining at or below five percent, suggesting a stable rental market within the city with strong demand for multifamily rental units (**see Figure 3-14**). Vacancy rates for both Los Altos and the Regional Submarket peaked in 2020 during the COVID-19 pandemic at 9.0 percent in Los Altos and 11.5 percent in the Submarket but quickly returned to pre-pandemic levels in by the end of 2021.

The Regional Submarket has seen significant new market rate multifamily development over the past decade, with approximately 10,400 new units built between 2016 and 2025 (see F**igure 3-15**). Less than one percent of this new supply was located in Los Altos, where two projects totaling 62 units were completed during the same period. Within the Regional Submarket development intensity fluctuated over the past ten years, peaking in 2022 with nearly 1,700 new units delivered. Although new deliveries declined in 2023 relative to prior years, construction activity remained elevated, with nearly 2,900 additional units delivered in 2024 and 2025, indicating continued developer interest in rental housing in the Regional Submarket.



Figure 3-13: Market Rate Multifamily Rent Trends, Q1 2016 - Q4 2025



Note: Data represents market rate and mixed-income multifamily rental properties as tracked by CoStar.
(a) Regional Submarket includes the cities of Los Altos, Los Altos Hills, Cupertino, Mountain View, Palo Alto, and Sunnyvale.

Source: CoStar; BAE, 2026.

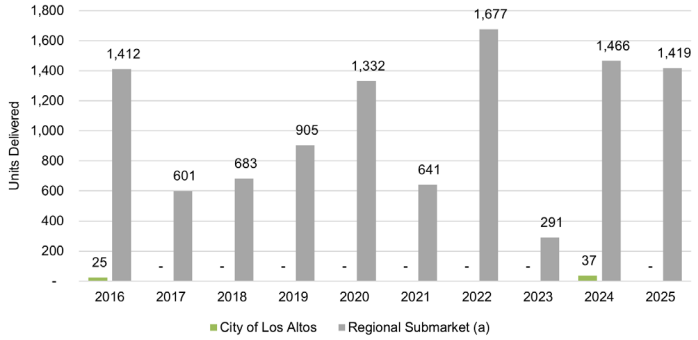
Figure 3-14: Market Rate Multifamily Vacany Rate Trends, Q1 2016 - Q4 2025



Note: Data represents market rate and mixed-income multifamily rental properties as tracked by CoStar.
(a) Regional Submarket includes the cities of Los Altos, Los Altos Hills, Cupertino, Mountain View, Palo Alto, and Sunnyvale.

Source: Redfin Data Center; BAE, 2026.

Figure 3-15: Market Rate Multifamily Rental Delivery Trends, 2016 - 2025



Note: Data represents market rate and mixed-income multifamily rental properties as tracked by CoStar.
(a) Regional Submarket includes the cities of Los Altos, Los Altos Hills, Cupertino, Mountain View, Palo Alto, and Sunnyvale.

Source: Redfin Data Center; BAE, 2026.

MAJOR RESIDENTIAL DEVELOPMENT PIPELINE

Los Altos has experienced an uptick in new development over the past several years, particularly in the for-sale townhouse and condominium product types. The following section details the recently completed, under construction, and planned and proposed residential developments in the city since 2019. As shown below in **Table 3-14**, there are a total of 718 units in various stages of the development pipeline, including 336 units currently under construction, an additional 245 units already approved, and 122 units under planning review. The data below does not include new single-family homes or accessory dwelling units (ADUs).

As shown in **Map 3-5**, the majority of new development has been concentrated along the El Camino Real corridor and in Downtown Los Altos. The project numbering on the map below corresponds to the project descriptions following the map.

Under Construction

There are six residential properties currently under construction in Los Altos:

1. **440-450 First Street** is a 26-unit luxury condominium development in downtown Los Altos that was completed in 2024. The property includes 10,000 square feet of ground floor commercial space.

2. **140 Lyell Street** is a five-unit townhome development just outside of downtown Los Altos to the west, completed in 2024.

3. **5150 El Camino Real** is a 196-unit property on the northern edge of Los Altos, on the border with Mountain View. The property includes a mix of rental apartments (172 units) and for-sale townhomes (24 units). According to CoStar, construction is expected to be completed in mid to late 2026.

4. **330 Distel Circle** is a 90-unit affordable housing property just off of El Camino Real on the city's northern edge. The property is Los Altos' first 100 percent deed-restricted affordable housing development and is intended for households earning 30 to 80 percent of the area median income (AMI). According to the Developer's website, the project is expected to complete construction and begin leasing in January 2027.

5. **40 Main Street** is a 15-unit luxury condominium development in downtown Los Altos, with plans for approximately 3,500 square feet of ground floor commercial space. Demolition of the previous office building on site began in July 2025, with building permits issued in August 2025.

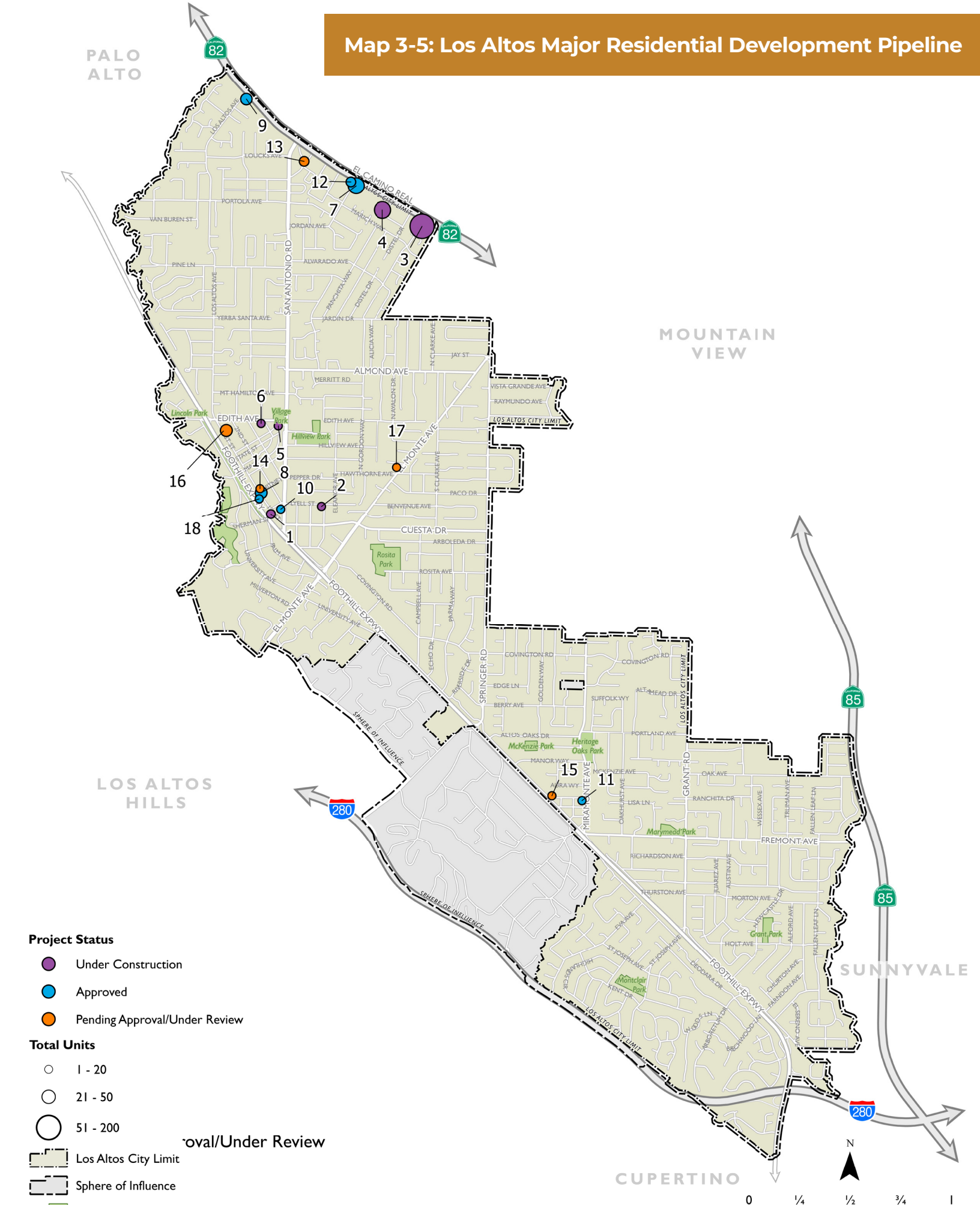
Table 3-14: Major Residential Developments Summary, 2019 to Present

STATUS	PROPERTIES	TOTAL UNITS (A)	NET NEW UNITS (A)
Recently completed	0	0	0
Under Construction	6	336	335
Approved	6	245	245
Under Review	5	122	120
Expired	1	15	15
Total	**18**	**718**	**715**

Notes: (a) Table does not include individual single-family homes or accessory dwelling units.
(b) Expired units are included under Approved category in Chapter 2: Land Use and Development Trends; Table 2-4: Major Recent Development Projects

Source: City of Los Altos; BAE, 2026.

Map 3-5: Los Altos Major Residential Development Pipeline



Data Source: : City of Los Altos; Dyett & Bhatia; BAE, 2026

6. **14 Fourth Street** is a four-unit townhome development in downtown Los Altos. Building permits for the property were approved in May 2023, and one of the townhome units has been listed for sale as of February 2026.

Approved

There are six residential properties that have been approved but have not yet applied for and/or been issued building permits:

7. **4894 El Camino Real** is an 85-unit multifamily project on the northern edge of the city. Once built, the property will be the tallest residential building in Los Altos, at eight stories tall, and will include ten below-market rate units.

8. **355 First Street** is a 49-unit condominium project in downtown Los Altos. The project was approved in June 2022 and has received an entitlement extension, with no building permits yet issued.

9. **4350 El Camino Real** is a 47-unit condominium project on the northern edge of Los Altos. Project plans include 40 market-rate units and seven below-market rate units. The development was approved in September 2022 and has received several entitlement extensions, with no building permits yet issued.

10. **420 South San Antonio Road** is a 20-unit condominium development in downtown Los Altos. Project plans include three below-market rate units and approximately 1,500 square feet of ground floor commercial space. The development was approved in January 2025, with no building permits yet issued.

11. **996 Loraine Avenue** is a 12-unit multifamily development in the Loyola Corners neighborhood, with approximately 1,000 square feet of ground floor commercial space. The developer has divided the property into condominium lots, but has not yet announced whether the project will be for sale or for rent. The project was approved in November 2025 but has not yet submitted building permit applications.

12. **966 Sherwood Avenue** is a 33-unit proposed townhome development on Sherwood Avenue near the intersection of El Camino Real and North San Antonio Road. The existing uses onsite are a fast food restaurant and one single-family home.

Under Review

There are five residential projects currently under Planning Commission review in Los Altos:

13. **4896 El Camino Real** is a 33-unit mixed-use development with plans for approximately 16,100 square feet of commercial space on the city's border with Mountain View. Previous plans for the site had been primarily office-focused, with 45,000 square feet of office space.

14. **349 First Street** is a 20-unit proposed condominium development in downtown Los Altos, near the sites of recently completed and under construction condominium properties. The six-story project would replace an existing two-story commercial property.

15. **901 Fremont Avenue** is a proposed nine-unit for-sale townhome development in the Loyola Corners neighborhood. The development would replace an existing one-story commercial building.

16. **95 First Street** is a proposed 51-unit for-sale development in downtown Los Altos. The project would replace an existing two-story office building.

17. **244 South El Monte Avenue** is a proposed development that would replace one existing single-family home with eight detached single-family homes. The project is not located in any of the Focus Areas for the General Plan Update.

Expired

There is one residential development project that was approved, but the entitlement expired:

18. **376 First Street** was a 15-unit condominium development in downtown Los Altos, near other recently completed and under construction condominium developments. The project was approved in April 2022, but never moved forward with filing for building permits.

SUMMARY RESIDENTIAL MARKET CONDITIONS AND IMPLICATIONS FOR THE GENERAL PLAN UPDATE

The residential market in Los Altos is characterized by strong demand, exceptionally high housing costs, and a housing stock that is heavily oriented toward single-family, owner-occupied homes. Demographic and economic conditions, including high household incomes, high educational attainment, and a large share of family households, continue to support sustained demand for housing, particularly for ownership-oriented products. At the same time, limited housing production over several decades has contributed to escalating prices across all for-sale housing types, with single-family home values

among the highest in the region and even condominiums and townhomes priced beyond the reach of many moderate-income households. The city's older and higher-income demographic profile, combined with modest labor force growth and an increasing share of older adults not participating in the labor force, suggests that future housing demand will increasingly include smaller households, seniors, and downsizing households, along-side continued demand from families.

The rental housing market in Los Altos remains small and constrained relative to the Regional Submarket, with limited recent production and a predominantly older multifamily inventory. Low vacancy rates and steadily rising rents indicate strong demand for rental housing, yet the city has captured only a minimal share of regional multifamily development over the past decade. Competition from high-value condominium development further limits the feasibility of new market-rate rental projects, reinforcing the shortage of rental housing options for early-career professionals, service workers, and households that rely on rental housing for affordability. These conditions underscore the importance of policies that support a broader range of housing types, including multifamily rental housing and deed-restricted affordable housing, to better align housing supply with the needs of the local workforce and evolving household demographics.

From a General Plan perspective, the city's Focus Areas represent the primary opportunity to meaningfully expand housing supply while maintaining compatibility with surrounding neighborhoods. The El Camino Real corridor and Downtown Los Altos are particularly well positioned to accommodate higher-density multifamily development due to their access to regional transportation, proximity to employment centers, and existing patterns of mixed-use development. Loyola Corners and the larger shopping center sites also present opportunities for incremental residential growth through carefully designed infill and mixed-use projects. Collectively, these market conditions support a General Plan Update that emphasizes targeted increases in residential density within Focus Areas, prioritizes multifamily housing as a means of improving affordability by design, and facilitates the production of below-market-rate housing to meet RHNA obligations and respond to long-term demographic and economic trends.

Retail Real Estate Market Summary

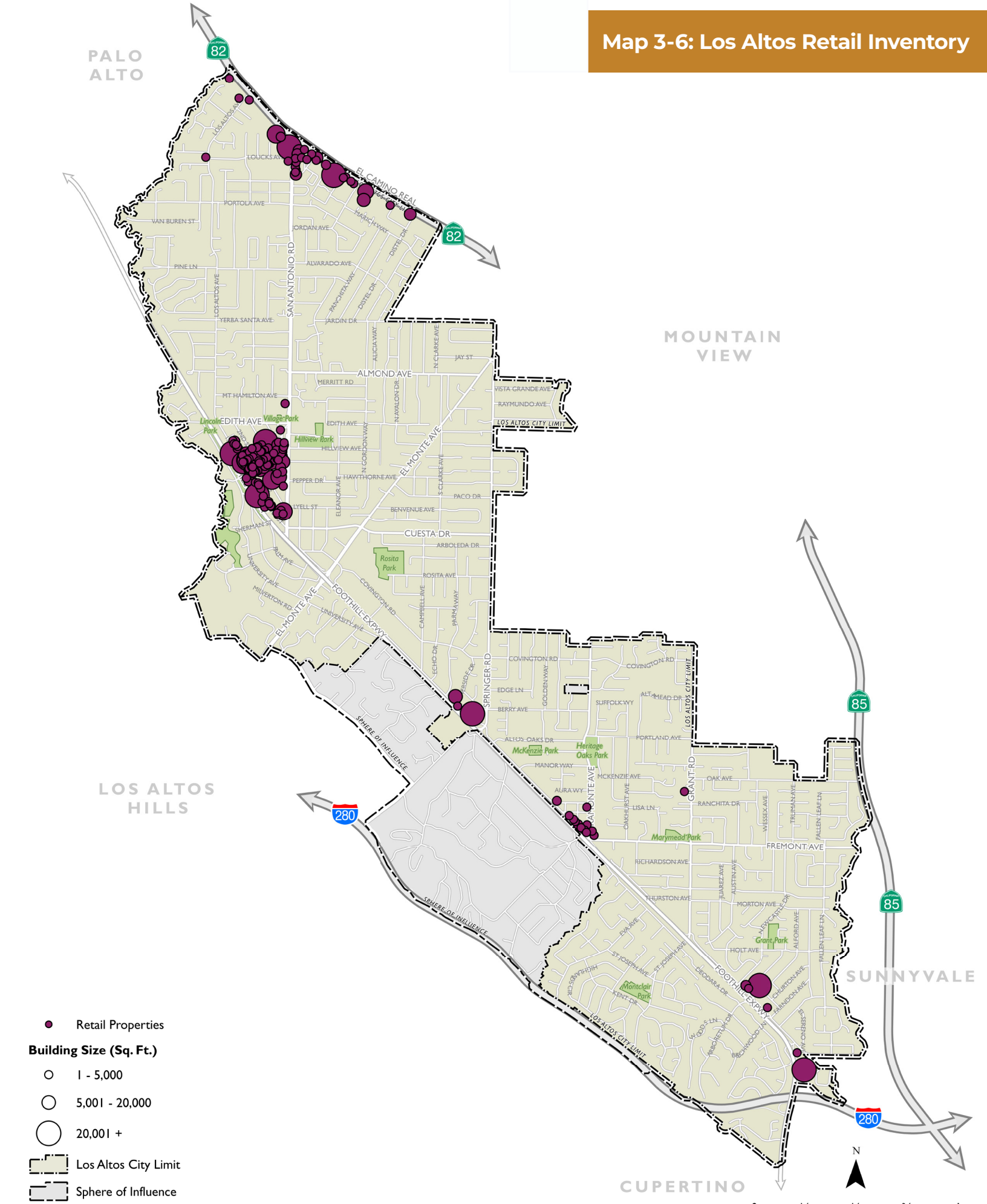
This section provides an overview of the retail market in Los Altos and the broader Regional Submarket (Los Altos, Los Altos Hills, Cupertino, Mountain View, Palo Alto, and Sunnyvale). This information provides insight into potential opportunities and challenges for the City to consider during the General Plan Update planning process. The analysis draws on data from CoStar, the California Department of Tax and Fee Administration, and the city's development pipeline.

RETAIL CONTEXT

Los Altos' retail inventory is organized into several primary clusters: the El Camino Real corridor, Downtown Los Altos, Loyola Corners, and three neighborhood shopping centers along Foothill Expressway, as shown in **Map 3-6**. Downtown Los Altos and the El Camino Real corridor together account for a substantial share of the city's total retail inventory, while the remaining areas function as smaller nodes. Downtown offers a vibrant, pedestrian-oriented retail environment, whereas retail along El Camino Real is more automobile-oriented and characterized by a mix of stand-alone stores and restaurants and small retail centers. Loyola Corners provides a smaller-scale, pedestrian-focused retail node. The remaining retail nodes along Foothill Expressway consist primarily of neighborhood shopping centers anchored by grocery stores. Overall, the city's retail areas are active and well-tenanted, featuring a diverse mix of restaurants, cafés, traditional retail, and service-oriented uses such as dry cleaners, salons, and bicycle repair shops. Grocery stores are distributed throughout these retail nodes and include Safeway, Lucky, Trader Joe's, Whole Foods, and Andronico's Community Market.



Map 3-6: Los Altos Retail Inventory



Source: CoStar, Dyett & Bhatia; BAE, 2026

RETAIL INVENTORY, ABSORPTION, AND VACANCY

Retail trends in Los Altos reflect a strong and primarily local-serving market, with both traditional storefront retail in the city's downtown and larger shopping centers. According to CoStar, the city's retail inventory consists of approximately 1.1 million square feet of retail space, representing approximately eight percent of the Regional Submarket's total inventory (see **Table 3-15**).

As of the end of 2025, the reported retail vacancy rate in Los Altos was relatively low at 4.2 percent, compared to 3.7 percent in the Regional Submarket. Nearly half of the vacant retail space in Los Altos is in just one property: the Foothill Crossing shopping center, where a 22,000 square foot Rite Aid closed in October 2025 after the company filed for bankruptcy and shuttered all stores. The closing and related retail vacancy are not reflective of Los Altos local market conditions, though there may be challenges with leasing a space of that size. Excluding the Rite Aid space from the retail inventory, the retail vacancy rate in Los Altos would be just 2.3 percent, in line with the historical vacancy rates. Retail spaces in Los Altos command significantly higher rents than those in the Regional Submarket as a whole. As of the end of 2025, the average asking rent per square foot per year in Los Altos was approximately $50, compared to $40 in the Submarket, representing a 25 percent premium. Asking rents in both Los Altos and the Regional Submarket as a whole declined slightly year-over-year between the fourth quarter of 2024 and the fourth quarter of 2025 but overall remain strong.

Over the past ten years, there has been limited new retail space added to Los Altos' inventory. Los Altos added just 8,000 new square feet of retail space representing less than one percent of the total inventory, while the Regional Submarket added over half a million new square feet of retail space representing four percent of the total inventory. According to available CoStar data, there is one 85,000 square foot retail property under construction in Los Altos at 5158 West El Camino Real. This property represents all new retail space under construction in the Regional Submarket.

Table 3-15: Retail Market Summary, Q4 2025

RETAIL	CITY OF LOS ALTOS	REGIONAL SUBMARKET (A)
Inventory, Q4 2025		
Inventory (sf)	1,136,203	14,624,224
Inventory (% of Submarket)	7.8%	100.0%
Vacant Stock (sf)	48,112	536,178
Vacany Rate	4.2%	3.7%
Avg. Asking Rents, YoY		
Avg. Asking Rent, Q4 2024	$52.05	$45.09
Avg. Asking Rent, Q4 2025	$49.59	$39.93
% Change, Q4 2024 – Q4 2025	-4.7%	-11.4%
Net Absorption		
Net Absorption (sf), Q1 2016-Q4 2025	(25,340)	(918,808)
Net Absorption (sf), Q1 - Q4 2025	(3,904)	(51,388)
New Deliveries, Past 10 years		
New Deliveries (sf), Q1 2016 - Q4 2025	8,000	550,716
New Deliveries (% of Submarket)	1.5%	100.0%
Under Construction		
Under Construction (sf), Q4 2025	85,000	85,000
Under Construction (% of Submarket)	100.0%	100.0%

Notes:
(a) Regional Submarket includes the cities of Los Altos, Los Altos Hills, Cupertino, Mountain View, Palo Alto, and Sunnyvale.

Source: CoStar; BAE, 2026.

Over the past decade, Los Altos has generally outperformed the broader Regional Submarket, with similar or higher rents and lower retail vacancy. As shown in **Figure 3-16**, average asking rents in Los Altos have been on par with or above those of the Regional Submarket since 2016, with a growing rent premium for Los Altos from mid-2023 to the present. Historically, Los Altos has had significantly lower retail vacancy rates than the Regional Submarket, hovering at or below two percent between 2016 and early 2024, as shown in **Figure 3-17**. Even after the onset of the COVID-19 pandemic, a period of challenging retail market conditions nationwide, the Regional Submarket maintained relatively low retail vacancy rates, reflecting overall market resilience. Within this context, Los Altos performed particularly well, with little to no change in retail vacancy. The relative strength of the Los Altos retail market during this period is likely because the city is not a major employment center and its retail base is therefore less dependent on a daily workforce. By contrast, retail districts in other submarket cities that rely more heavily on office workers experienced greater vacancy impacts as remote work became more prevalent. Beginning in 2024, the retail vacancy rate in Los Altos began to climb slightly, driven by store closings including the Rite Aid at Foothill Crossing. Despite this vacancy rate increase in the past two years, Los Altos' retail market remains robust overall.

The retail absorption trends shown in **Figure 3-18** and **Figure 3-19** underscore the stability of Los Altos' retail market. Though net absorption has been modestly negative over the past several years, the absorption trends are generally consistent with normal business openings and closings, rather than a declining retail market. As noted above, the COVID-19 pandemic did not have a major impact on retail in Los Altos, likely due to Los Altos' position as a primarily residential community that does not rely heavily on worker spending. By comparison, retail in the Regional Submarket seems to have been more impacted by pandemic-related retail vacancy in 2020 and 2021, though the retail market appears to have mostly recovered.

Figure 3-16: Rental Rent Trends, Q1 2016 - Q4 2025

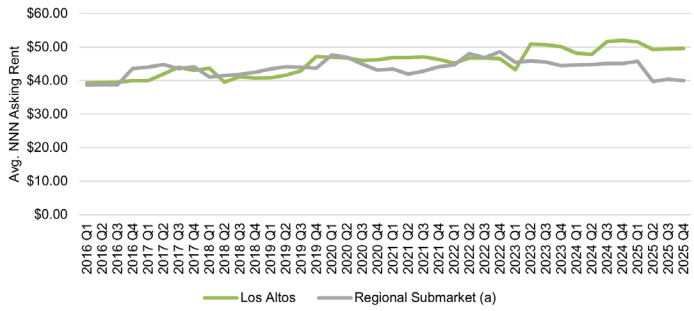
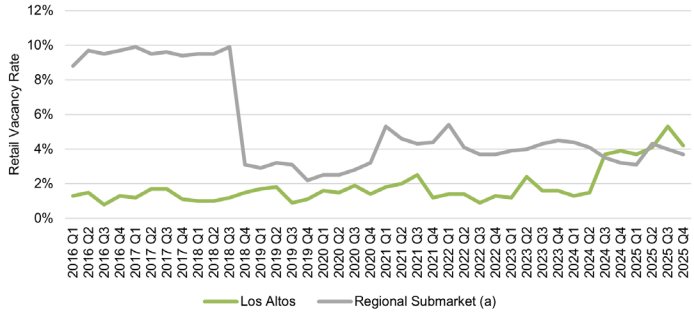


Figure 3-17: Rental Vacancy Trends, Q1 2016 - Q4 2025



Note: (a) Regional Submarket includes the cities of Los Altos, Los Altos Hills, Cupertino, Mountain View, Palo Alto, and Sunnyvale. The elevated vacancy rate in the Regional Submarket from 2016 to 2018 was driven by the closing of the Vallco Shopping Mall in Cupertino, which was held vacant for redevelopment before being demolished in 2018.

Source: CoStar; BAE, 2026.

Figure 3-18: Retail Net Absorption Trends, City of Los Altos, 2016 - 2025

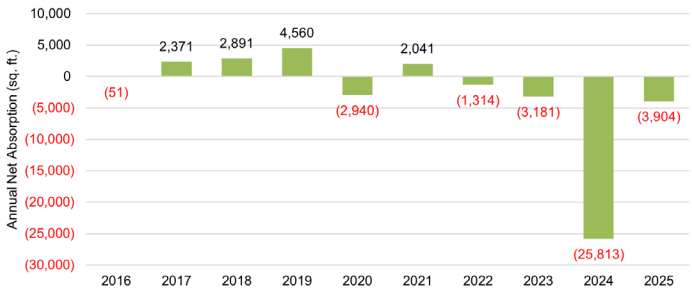
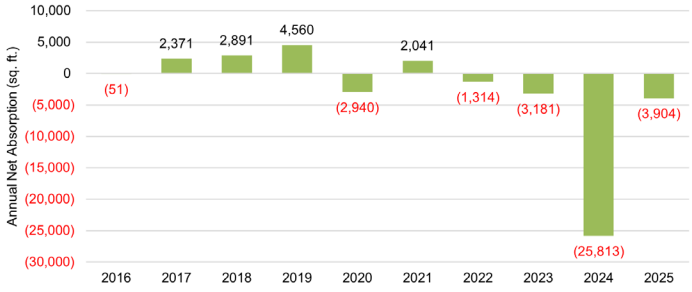


Figure 3-19: Retail Net Absorption Trends, Regional Submarket[(a)], 2016 – 2025



Note: (a) Regional Submarket includes the cities of Los Altos, Los Altos Hills, Cupertino, Mountain View, Palo Alto, and Sunnyvale.

Source: CoStar; BAE, 2026.

RETAIL SALES AND LEAKAGE

This section evaluates retail sales trends in Los Altos and presents the results of a retail leakage analysis to assess the performance of the city's major retail sectors. The primary data source for retail expenditures in California is the taxable sales information published by the California Department of Tax and Fee Administration (CDTFA), which provides quarterly and annual sales data by major store category at the city and county levels. Although the data captures most retail activity, certain items, such as many food products and prescription medicines, are exempt from sales tax and therefore not fully reflected. To develop a more comprehensive estimate of total retail sales, the analysis adjusts 2024 CDTFA data for Los Altos to account for nontaxable categories using information from the 2022 Economic Census. Specifically, the Economic Census was used to estimate nontaxable sales as a share of total sales based on a comparison with 2022 statewide CDTFA data, resulting in a more complete baseline for the leakage analysis.

The first step in the analysis compares Los Altos' per capita taxable sales to those of Santa Clara County to evaluate the relative strength of the city's sales tax–generating base. Per capita retail sales are an indicator of a jurisdiction's ability to attract and retain shoppers: higher per capita sales relative to a broader benchmark suggest that a city is drawing spending from outside its boundaries, while lower levels indicate that residents are making purchases elsewhere. This comparison is particularly relevant for a high-income community such as Los Altos, where per capita spending would be expected to meet or exceed countywide averages. In 2024, taxable retail sales in Los Altos totaled $6,793 per capita, compared to $15,625 per capita in Santa Clara County (**Table 3-16**). Los Altos fell below countywide per-capita sales levels across retail categories, with the exception of food and beverage stores.

The next step in the analysis incorporates both taxable and nontaxable transactions to estimate total retail sales. Including these adjustments, total retail sales in Los Altos are estimated at approximately $10,400 per capita, compared to approximately $20,600 per capita countywide (**Table 3-17**), yielding similar conclusions. By sales volume, the largest categories in Los Altos are food and beverage stores and food services and drinking places, which together account for roughly 70 percent of retail sales in the city, compared to approximately 30 percent countywide.

Table 3-16: Taxable Retail Sales Per Capita by Category, 2024

RETAIL CATEGORY	CITY OF LOS ALTOS		SANTA CLARA COUNTY	
	TAXABLE SALES PER CAPITA (A)	% OF TOTAL SALES	TAXABLE SALES PER CAPITA (A)	% OF TOTAL SALES
Home Furnishings and Appliance Stores	$151	2.2%	$1,265	8.1%
Building Material and Garden Equipment and Supplies Dealers	$226	3.3%	$1,068	6.8%
Food and Beverage Stores	$1,223	18.0%	$733	4.7%
Gasoline Stations	$1,077	15.9%	$1,181	7.6%
Clothing and Clothing Accessory Stores	$315	4.6%	$1,230	7.9%
Food Services and Drinking Places	$2,860	42.1%	$3,414	21.8%
Other Retail Group (b)	$940	13.8%	$6,735	43.1%
Total Taxable Sales	**$6,793**	**100.0%**	**$15,625**	**100.0%**

Notes:
(a) Taxable sales per capita calculated based on total taxable sales divided by population. Population estimates for 2024 are from the CA State Dept. of Finance.
(b) Other retail group includes sales in the motor vehicle and parts dealers and general merchandise store categories. City data for these two categories were unavailable due to confidentiality rules that suppress data when there are four or fewer outlets or when sales in a category are dominated by one store.

Source: CA State Dept. of Finance; CA Dept. of Tax and Fee Administration; BAE, 2026.

Table 3-16: Taxable Retail Sales Per Capita by Category, 2024

RETAIL CATEGORY	CITY OF LOS ALTOS		SANTA CLARA COUNTY	
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Total Taxable Sales	**$6,793**	**100.0%**	**$15,625**	**100.0%**

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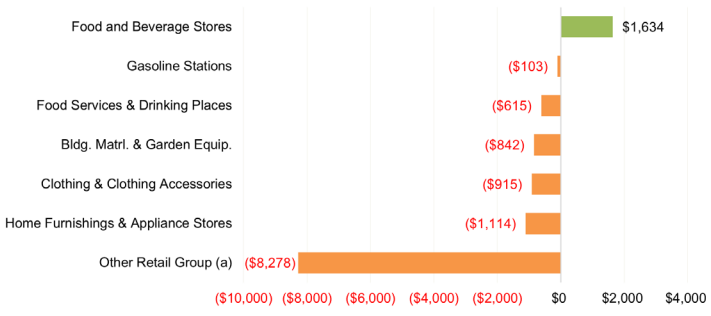
(b) Other retail group includes sales in the motor vehicle and parts dealers and general merchandise store categories. City data for these two categories were unavailable due to confidentiality rules that suppress data when there are four or fewer outlets or when sales in a category are dominated by one store.

Source: CA State Dept. of Finance; CA Dept. of Tax and Fee Administration; BAE, 2026.

Figure 3-20 and **Table 3-18** present these findings as a retail "leakage" and "injection" analysis, comparing actual sales in Los Altos to the level of spending that would be expected based on resident demand, using Santa Clara County as the benchmark. Because the county includes a broad range of retail offerings, it is assumed that overall retail supply and demand are generally in balance at that scale. When actual sales fall below expected levels, spending is considered to be "leaking" out of the city; when sales exceed expected levels, the city is experiencing a retail "injection," indicating that it is attracting spending from outside its boundaries.

Figure 3-20: Annual Per Capita Retail Sales Leakages and Injections by Category



Note: (a) Other retail group includes sales in the motor vehicle and parts dealers and general merchandise store categories. City data for these two categories were unavailable due to confidentiality rules that suppress data when there are four or fewer outlets or when sales in a category are dominated by one store.

Source: CA State Dept. of Finance; CA Dept. of Tax and Fee Administration; U.S. Census Bureau, 2022 Economic Census; BAE,

As summarized in **Figure 3-20** and **Table 3-18**, Los Altos exhibits net retail leakage in nearly all major categories. The only category showing a net injection is food and beverage stores, reflecting the city's concentration of grocery stores and strong local spending in this category. In total, leaking categories represent approximately $374 million in annual sales leakage, while food and beverage stores generate an estimated $51 million in annual sales injections.

Overall, the results indicate that Los Altos captures a below-average share of per capita retail spending compared to Santa Clara County. Given the city's high household incomes, this pattern likely reflects a limited supply of retail space and variety, rather than insufficient local consumer demand. At the same time, retail leakage does not necessarily imply that all leaked sales can or should be recaptured locally. The city's predominantly residential character, relatively small size, and lack of large vacant sites constrain its ability to support the full range of retail uses, particularly large-format establishments. In

addition, established regional retail destinations in neighboring communities may continue to capture certain categories of spending. Nevertheless, opportunities may exist to expand smaller-format, neighborhood-serving retail, such as additional food services and drinking places or clothing and clothing accessories establishments, within existing commercial nodes.

The findings also suggest that the city's existing retail base is generally stable and supported by a strong local customer base, consistent with the retail real estate market conditions described earlier in this chapter. To the extent that the city is able to retain and modestly expand its retail offerings over the General Plan period, the retail sector will continue to contribute to fiscal sustainability. Sales tax revenues account for approximately six percent of General Fund revenues as of FY 2025/26, a modest but meaningful source of funding. Accommodating strategically located retail space within established commercial areas may allow Los Altos to capture a greater share of resident spending while reinforcing the vitality of its commercial districts.

SUMMARY OF RETAIL MARKET CONDITIONS AND IMPLICATIONS FOR THE GENERAL PLAN UPDATE

Los Altos' retail market is stable, well-tenanted, and primarily local-serving, reflecting the city's predominantly residential character and high-income population. Retail inventory is concentrated in established nodes Downtown, along the El Camino Real corridor, and in Loyola Corners and neighborhood shopping centers along Foothill Expressway and is anchored by grocery stores and

Table 3-18: Taxable Retail Sales Per Capita by Category, 2024

RETAIL CATEGORY	BASELINE PER CAPITA RETAIL SALES		2024 TOTAL ANNUAL RETAIL SALES IN $000 (B)		2024 TOTAL INJECTION/ (LEAKAGE) IN $000	2024 PER CAPITA INJECTION/ (LEAKAGE)	INJECTION/ LEAKAGE AS % OF POTENTIAL SALES
	EST. SALES IN CITY	EST RESIDENT EXPENDITURES (A)	EST. SALES IN CITY	EST RESIDENT EXPENDITURES (A)			
Home Furnishings and Appliance Stores	$151	$1,265	$4,760	$39,890	($35,131)	($1,114)	-88%
Building Material and Garden Equipment and Supplies Dealers	$226	$1,068	$7,125	$33,663	($26,538)	($842)	-79%
Food and Beverage Stores	$4,077	$2,443	$128,525	$77,008	$51,517	$1,634	67%
Gasoline Stations	$1,077	$1,181	$33,965	$37,220	($3,255)	($103)	-9%
Clothing and Clothing Accessory Stores	$315	$1,230	$9,938	$38,779	($28,841)	($915)	-74%
Food Services and Drinking Places	$3,178	$3,793	$100,166	$119,563	($19,397)	($615)	-16%
Other Retail Group (c)	$1,343	$9,621	$42,345	$303,278	($260,934)	($8,278)	-86%
Total Retail and Food	**$10,368**	**$20,601**	**$326,822**	**$649,402**	**($322,579)**	**($10,233)**	**-50%**

Notes:
(a) Equal to Santa Clara County sales per capita.
(b) Total sales = baseline sales per capita multiplied by population. Sales are shown in $000.
2024 Los Altos population: 31,523
(c) Other retail group includes sales in the motor vehicle and parts dealers and general merchandise store categories. City data for these two categories were unavailable due to confidentiality rules that suppress data when there are four or fewer outlets or when sales in a category are dominated by one store.

Source: California Development Department; BAE, 2026.

restaurants that cater to daily needs. Vacancy remains low, rents command a premium over the Regional Submarket, and absorption trends indicate normal business turnover rather than structural weakness. Unlike office-oriented districts elsewhere in the region, Los Altos' retail base proved resilient during the COVID-19 pandemic, likely because it depends more on resident spending than on commuter or office-worker demand. Limited new retail construction over the past decade further underscores a constrained but stable market environment.

Retail sales data indicate that, despite strong household incomes, Los Altos captures a below-average share of per capita retail spending relative to Santa Clara County, with net retail leakage in most categories except food and beverage stores. Given the city's demographic profile, with high-income households, a large share of families, and an aging population, this leakage appears to reflect limited retail space and variety rather than insufficient purchasing power. At the same time, the city's small size, lack of large development sites, and proximity to major retail destinations in neighboring communities limit its ability to recapture all leaked sales, particularly in large-format or destination retail categories. Opportunities are more likely to exist in smaller-format, neighborhood-serving retail that reinforce existing commercial nodes and align with local demand, such as additional dining, specialty food, apparel, and service uses.

From a General Plan perspective, the Focus Areas provide the most logical locations for modest retail expansion and reinvestment. Downtown and the El Camino Real corridor are best positioned to support additional ground-floor retail integrated with new multifamily development, strengthening mixed use environments and enhancing walkability. Loyola Corners and the Foothill Expressway shopping centers present opportunities for targeted revitalization, adaptive reuse of underperforming spaces, and incremental infill, particularly where residential intensification may increase nearby customer bases. Overall, the retail market does not suggest a need for substantial new retail acreage, but rather a strategy focused on maintaining high occupancy, supporting small-scale additions within mixed use projects, and reinforcing the vitality and fiscal contribution of existing commercial districts over the General Plan period.

Office Real Estate Market Summary

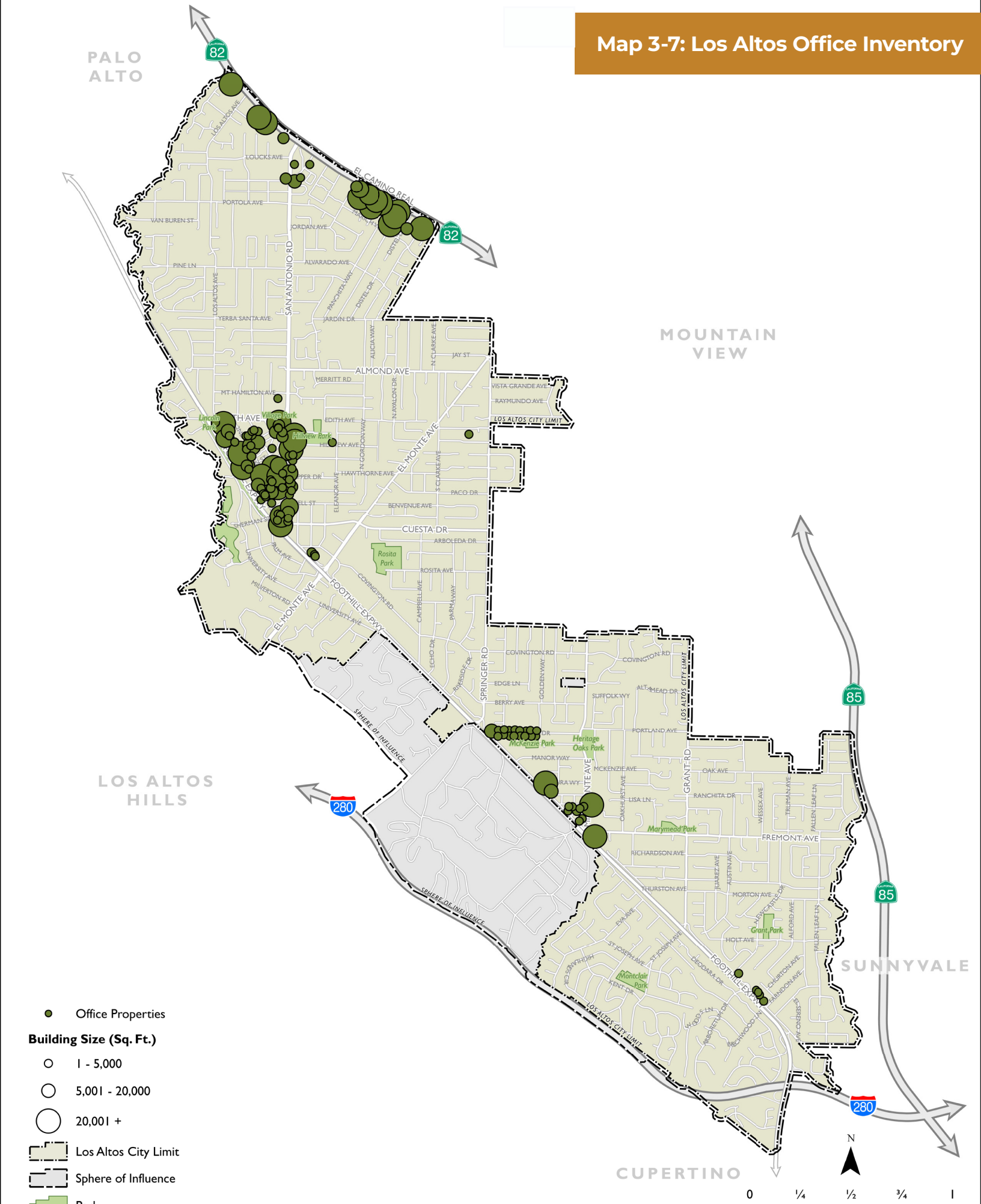
This section provides an overview of the overall office market in Los Altos and the broader Regional Submarket (Los Altos, Los Altos Hills, Cupertino, Mountain View, Palo Alto, and Sunnyvale) and includes a targeted analysis of the medical office market. This information provides insight into potential opportunities and challenges for the City to consider during the General Plan Update planning process. The analysis draws on data from CoStar.

OFFICE CONTEXT

Los Altos' office inventory is concentrated along El Camino Retail, in Downtown and Loyola Corners, and directly south of the Lucky anchored retail center on Foothill Expressway, as shown in **Map 3-7**. In addition to traditional office tenants, the office mix includes a number of local-serving office uses such as medical providers (discussed in more detail in the following subsection), financial services firms, real estate offices, and tax preparation. According to CoStar, the office inventory consists of relatively small properties, with all office properties totaling less than 100,000 square feet and most office properties measuring less than 10,000 square feet. The inventory is also notable for its building class composition: Class B space accounts for approximately 52 percent of total office inventory in Los Altos, while Class A space accounts for only about nine percent, a significantly lower Class A share than the Regional Submarket, where the Class A and Class B inventory are roughly equal in size.



Map 3-7: Los Altos Office Inventory



Data Source: CoStar, Dyett & Bhatia; BAE, 2026

OFFICE INVENTORY, ABSORPTION, AND VACANCY

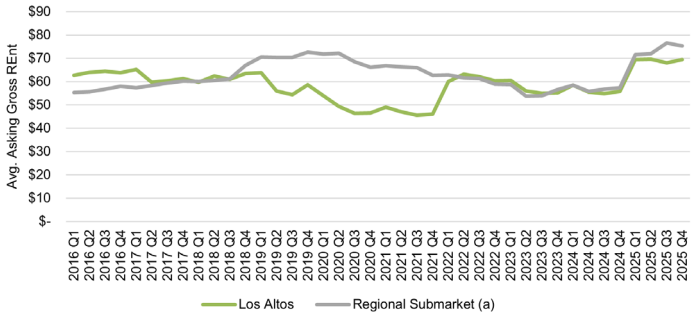
Office market trends in Los Altos reflect both its position within the strong Silicon Valley market and its relative disadvantages, including limited direct access to Caltrain and distance from major tech campuses and a shortage of available sites for large-scale office development. According to CoStar, the city's office inventory consists of approximately 1.4 million square feet of office space, representing about two percent of the Regional Submarket's total inventory. Vacancy rates are elevated in both Los Altos and the broader submarket at approximately 12 percent and 14 percent, respectively. Despite these higher vacancy levels, office rents remain strong. As of the fourth quarter of 2025, average asking rents in Los Altos were approximately $69 per square foot per year, below the Regional Submarket average of $75 per square foot per year. CoStar reports no office space currently under construction in Los Altos, compared to approximately 1.5 million square feet underway elsewhere in the Regional Submarket. Between the first quarter of 2016 and the fourth quarter of 2025, the Regional Submarket delivered 17.9 million square feet of new office space, equating to almost one third of the total inventory in the Submarket, while new office deliveries in Los Altos totaled a modest 18,300 square feet.

Los Altos' office market, though strong overall, has generally lagged performance in the broader Regional Submarket. As shown in **Figure 3-21**, office rents in Los Altos remained relatively stable from 2016 through 2018, declined slightly in 2019, and then fell more sharply following the onset of the COVID-19 pandemic in 2020. In contrast, office rents in the Regional Submarket increased steadily between 2016 and 2019 and declined only after the start of the pandemic. Since that time, rents in both Los Altos and the Regional Submarket have recovered and, as of the fourth quarter of 2025, exceed pre-pandemic levels.

As shown in **Figure 3-22**, office vacancy rates in Los Altos fluctuated between 2016 and 2019 before increasing to approximately 11 percent in 2020 and remaining in the 12 to 13 percent range over the following four years. As of the fourth quarter of 2025, vacancy rates in Los Altos were approximately 11 percent. Vacancy rates in the Regional Submarket increased more consistently over time, with sharper increases beginning in 2020. However, these increases coincided with substantial construction of new office inventory, with absorption lagging new deliveries, as shown in **Table 3-19**. Elevated vacancy rates in the Regional Submarket therefore largely reflect the continued lease-up of recently delivered space, while vacancy in Los Altos, where little new office development occurred during this period, primarily reflects the vacating of previously occupied space.

The office absorption trends shown in **Figure 3-23** and **Figure 3-24** are consistent with the vacancy patterns described above. As shown in **Figure 3-23**, Los Altos experienced positive net absorption between 2016 and 2018, indicating that more office space was newly occupied than vacated during this period. In 2019, the city's office market shifted to negative net absorption, a

Figure 3-21: Office Rent Trends, Q1 2016 – Q4 2025



Note: (a) Regional Submarket includes the cities of Los Altos, Los Altos Hills, Cupertino, Mountain View, Palo Alto, and Sunnyvale.

Source: CoStar; BAE, 2026.

Figure 3-22: Office Vacancy Rate Trends, Q1 2016 – Q4 2025



Note: (a) Regional Submarket includes the cities of Los Altos, Los Altos Hills, Cupertino, Mountain View, Palo Alto, and Sunnyvale.

Source: CoStar; BAE, 2026.

trend that persisted through 2024, reflecting continued net vacating of office space. In 2025, Los Altos recorded a modest return to positive net absorption.

In contrast, the Regional Submarket recorded positive net absorption in most years between 2016 and 2025 (see **Figure 3-24**), resulting in overall net positive absorption over the period. This pattern indicates that newly constructed office space in the Submarket has generally been absorbed over time, although at a slower pace than the delivery of new inventory.



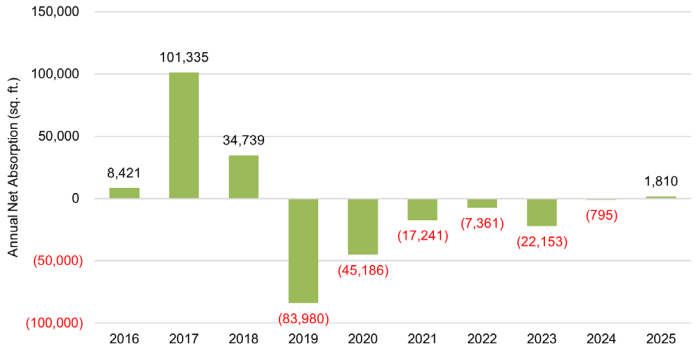
Table 3-19: Office Market Summary, Q4 2025

OFFICE	CITY OF LOS ALTOS	REGIONAL SUBMARKET (A)
Inventory, Q4 2025		
Inventory (sf)	1,366,135	61,129,722
Inventory (% of Submarket)	2.2%	100.0%
Occupied Stock (sf)	1,209,545	52,651,753
Vacant Stock (sf)	156,590	8,477,969
Vacany Rate	11.5%	13.9%
Building Class		
Class A Office (sf)	117,263	29,805,201
Class B Office (sf)	709,455	25,309,156
Class C Office (sf)	539,417	6,010,858
Avg. Asking Gross Rents, YoY		
Avg. Asking Rent (psf), Q4 2024	$55.82	$57.33
Avg. Asking Rent (psf), Q4 2025	$69.40	$75.34
% Change, Q4 2024 – Q4 2025	24.3%	31.4%
Net Absorption		
Net Absorption (sf), Q1 2016-Q4 2025	(30,411)	9,472,529
Net Absorption (sf), Q1 - Q4 2025	1,810	299,581
New Deliveries, Past 10 years		
New Deliveries (sf), Q1 2016 - Q4 2025	18,300	17,859,889
New Deliveries (% of Submarket)	0.1%	100.0%
Under Construction		
Under Construction (sf), Q4 2025	0	1,540,633
Under Construction (% of Submarket)	0.0%	100.0%

Notes:
(a) Regional Submarket includes the cities of Los Altos, Los Altos Hills, Cupertino, Mountain View, Palo Alto, and Sunnyvale.

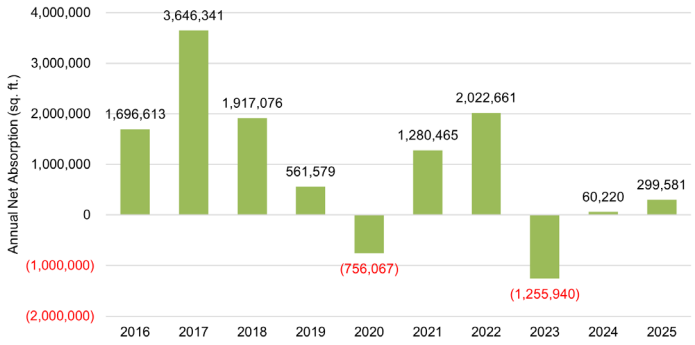
Source: CoStar; BAE, 2026.

Figure 3-23: Office Net Absorption Trends, City of Los Altos, 2016 – 2025



Source: CoStar; BAE, 2026.

Figure 3-24: Office Net Absorption Trends, Regional Submarket(a), 2016 – 2025



Note: (a) Regional Submarket includes the cities of Los Altos, Los Altos Hills, Cupertino, Mountain View, Palo Alto, and Sunnyvale.

Source: CoStar; BAE, 2026.



MEDICAL OFFICE MARKET

This subsection provides an overview of the medical office market in Los Altos, which is a subset of the office market described above. As shown in **Map 3-8**, Los Altos has a medical office cluster located north of the Loyola Corners focus area on Altos Oaks Drive, comprised of an estimated 14 individual single-story medical office buildings averaging approximately 4,000 square feet each. The city's larger medical office buildings are located primarily along El Camino Real, with some remaining medical office located Downtown, in Loyola Corners, and along Foothill Expressway south of Loyola Corners. Los Altos has a sizable medical office inventory that outperforms both the broader Regional Submarket medical office market and the city's overall office market, indicating strong and sustained demand for medical office space. As shown in **Table 3-20**, medical office space in Los Altos accounts for approximately 10 percent of the Regional Submarket's medical office inventory, even though the city represents only about two percent of the Submarket's total office inventory. Medical office properties in Los Altos also achieve higher rents than the Regional Submarket overall, while maintaining a comparable vacancy rate. However, no new medical office space was delivered in Los Altos between 2016 and 2025, and only limited new deliveries occurred in the Regional Submarket during the same period.

Medical office trends indicate that medical office space in Los Altos has consistently achieved higher average rents while generally maintaining vacancy rates that are comparable to those among medical office space in the Regional Submarket overall, as shown in **Figure 3-25** and **Figure 3-26**. However, the medical office market in both Los Altos and the Regional Submarket have experienced increases in vacancy rates over the past several years, beginning in 2020.

SUMMARY OF OFFICE MARKET CONDITIONS AND IMPLICATIONS FOR THE GENERAL PLAN UPDATE

Los Altos' office market is modest in scale, locally oriented, and structurally different from much of the broader Silicon Valley office market. The city's office inventory is small and concentrated in Downtown, along El Camino Real,

Map 3-8: Los Altos Medical Office Inventory

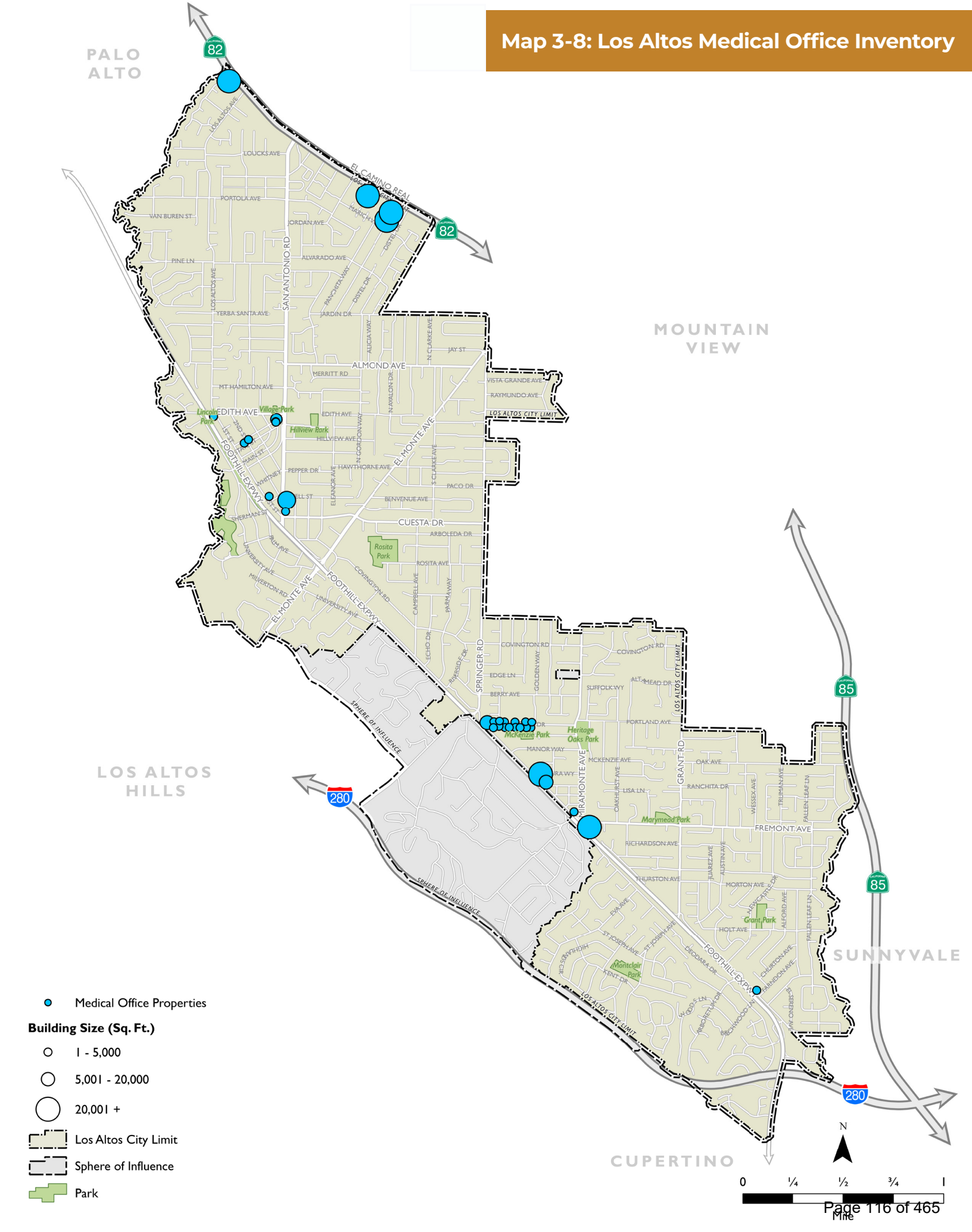


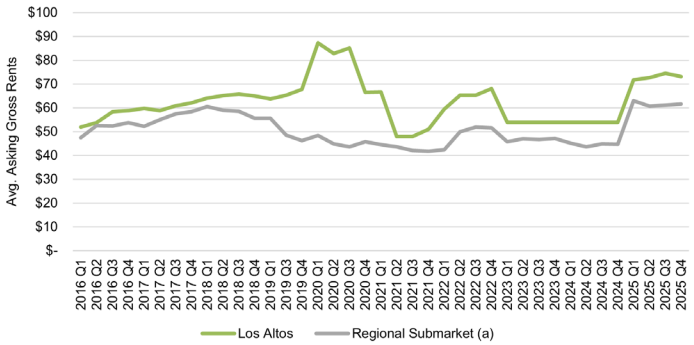
Table 3-20: Medical Office Market Summary, Q4 2025

MEDICAL OFFICE	CITY OF LOS ALTOS	REGIONAL SUBMARKET (A)
Inventory, Q4 2025		
Inventory (sf)	275,919	2,745,260
Inventory (% of Submarket)	10.1%	100.0%
Occupied Stock (sf)	255,308	2,527,934
Vacant Stock (sf)	20,611	217,326
Vacany Rate	7.5%	7.9%
Building Class		
Class A Office (sf)	0	241,676
Class B Office (sf)	155,816	1,760,316
Class C Office (sf)	120,103	743,268
Avg. Asking Gross Rents, YoY		
Avg. Asking Rent (psf), Q4 2024	$54.00	$44.65
Avg. Asking Rent (psf), Q4 2025	$73.11	$61.59
% Change, Q4 2024 – Q4 2025	35.4%	37.9%
Net Absorption		
Net Absorption (sf), Q1 2016-Q4 2025	(14,551)	(74,191)
Net Absorption (sf), Q1 - Q4 2025	3,771	(9,069)
New Deliveries, Past 10 years		
New Deliveries (sf), Q1 2016 - Q4 2025	0	88,033
New Deliveries (% of Submarket)	0.0%	100.0%
Under Construction		
Under Construction (sf), Q4 2025	0	0
Under Construction (% of Submarket)	--	--

Notes:
(a) Regional Submarket includes the cities of Los Altos, Los Altos Hills, Cupertino, Mountain View, Palo Alto, and Sunnyvale.

Source: CoStar; BAE, 2026.

Figure 3-25: Medical Office Rent Trends, Q1 2016 – Q4 2025



Note: (a) Regional Submarket includes the cities of Los Altos, Los Altos Hills, Cupertino, Mountain View, Palo Alto, and Sunnyvale.

Source: CoStar; BAE, 2026.

Figure 3-26: Medical Office Vacancy Rate Trends, Q1 2016 – Q4 2025



Note: (a) Regional Submarket includes the cities of Los Altos, Los Altos Hills, Cupertino, Mountain View, Palo Alto, and Sunnyvale.

Source: CoStar; BAE, 2026.

Loyola Corners, and near Foothill Expressway, with buildings generally under 10,000 square feet and no properties exceeding 100,000 square feet. While office rents remain relatively strong and have recovered to above pre-pandemic levels, vacancy rates are elevated and absorption trends indicate that Los Altos experienced sustained net office space vacating between 2019 and 2024, with only a modest rebound in 2025. Unlike the broader Regional Submarket, where higher vacancy is largely attributable to the lease-up of significant new construction, vacancy in Los Altos reflects limited demand growth and the departure of existing tenants rather than oversupply from new development.

The building class composition of Los Altos' office inventory presents an additional structural challenge. With Class B space accounting for more than half of the city's office inventory and Class A space representing less than ten percent, Los Altos is more exposed than the broader Regional Submarket to the "flight to quality" dynamic that has characterized office markets in the post-pandemic period, in which office tenants are increasingly seeking newer, higher-amenity Class A space. In a market with already-elevated vacancy rates, this dynamic can result in chronic underperformance of Class B and Class C space even as Class A space remains competitive. For Los Altos, where virtually no new Class A office development has occurred in the past decade and none is currently planned, the risk is that a portion of the existing Class B inventory may face sustained or worsening vacancy over the General Plan horizon. This in turn creates redevelopment pressure: Class B office buildings with persistent vacancies, particularly smaller and older properties, may become viable candidates for conversion or replacement rather than continued operation as conventional office space. General Plan policies should anticipate interest from property owners and developers in conversion of a portion of the City's Class B inventory to uses that have demonstrated stronger performance in Los Altos, such as residential, medical office, or mixed-use.

These trends suggest that Los Altos is not positioned to compete for large-scale, corporate office users, particularly given its limited access to regional transit, distance from major tech campuses, and lack of large development sites. Instead, the city's office market continues to function primarily as a provider of small-scale, professional and local-serving office space. From a General Plan perspective, this indicates limited justification for expanding office-only land use designations or planning for significant new office growth. Policies that prioritize flexibility, such as allowing office uses as part of an overall mixed-use development pattern in commercial nodes, would better reflect market realities.

In contrast to the broader office market, medical office space represents a clear area of strength and stability for Los Altos. The city captures a disproportionately large share of the Regional Submarket's medical office inventory, achieves higher rents, and maintains vacancy rates com-parable to or better than regional averages. Demand for medical office space appears sustained by local and regional healthcare needs, the city's aging population and high incomes, and the attractiveness of Los Altos as a location for outpatient and specialty care. For the General Plan Update, these conditions support policies that protect and allow for the continued operation and modernization of medical office clusters, particularly in Loyola Corners and along El Camino Real. Allowing medical office as part of mixed-use development, rather than assuming broad office expansion, would align land use policy with demonstrated demand and long-term demographic trends.

Industrial/Flex and R&D Real Estate Market Summary

This section provides an overview of the overall industrial/flex and specialty research and development (R&D) market in the Los Altos Regional Submarket (Los Altos, Los Altos Hills, Cupertino, Mountain View, Palo Alto, and Sunnyvale). The analysis draws on data from CoStar, which categorizes R&D space as a subcategory of industrial/flex space. CoStar shows only one small industrial/flex property in Los Altos, which functionally operates as a retail space on El Camino Real. Therefore, this section does not provide data on the industrial/flex or R&D markets within Los Altos itself.

Table 3-21: Industrial/Flex Market Summary, Regional Submarket[a], Q4 2025

MEDICAL OFFICE	INDUSTRIAL/ FLEX	R&D[B]
Inventory, Q4 2025		
Inventory (sf)	37,109,906	18,595,416
Occupied Stock (sf)	34,128,824	16,216,482
Vacant Stock (sf)	2,981,082	2,378,934
Vacany Rate	8.0%	12.8%
Avg. Asking Gross Rents, YoY		
Avg. Asking Rent (psf), Q4 2024	$42.61	$45.51
Avg. Asking Rent (psf), Q4 2025	$40.53	$44.65
% Change, Q4 2024 – Q4 2025	-4.9%	-1.9%
Net Absorption		
Net Absorption (sf), Q1 2016-Q4 2025	(5,249,247)	(1,903,371)
Net Absorption (sf), Q1 - Q4 2025	(71,321)	(87,069)
New Deliveries, Past 10 years		
New Deliveries (sf), Q1 2016 - Q4 2025	1,515,186	1,469,474
New Deliveries (% of Submarket)	4.1%	7.9%
Under Construction		
Under Construction (sf), Q4 2025	1,428,368	1,027,000
Under Construction (% of Submarket)	3.8%	5.2%

Notes:
(a) Regional Submarket includes the cities of Los Altos, Los Altos Hills, Cupertino, Mountain View, Palo Alto, and Sunnyvale.
(b) The "Industrial/Flex" data presented above includes all "R&D" properties, which is a "secondary type" within Flex in CoStar.

Source: CoStar; BAE, 2026.

INDUSTRIAL/FLEX AND R&D INVENTORY, ABSORPTION, AND VACANCY

The inventory of industrial/flex space in the Regional Submarket has declined over the past decade, including a reduction in R&D space, due in part to the redevelopment of these properties for office, residential, and other higher-value uses. As shown in **Table 3-21**, the Regional Submarket experienced significant negative net absorption of industrial/flex and R&D space between 2016 and 2025, alongside declining rental rates and relatively elevated vacancy levels. Despite these trends, approximately 1.5 million square feet of industrial/flex space was delivered during this period, with an additional 1.4 million square feet under construction as of the fourth quarter of 2025. Nearly all of the recently delivered and under construction space falls within the R&D sub-category.

Collectively, these trends point to an industrial/flex and R&D market in transition, shaped by softening demand and increasing competition for sites from higher-value land uses. At the same time, the continued delivery of new space suggests there may be ongoing demand for a limited amount of new construction, particularly space designed to meet contemporary R&D and flex requirements that are underrepresented in the existing inventory. In Los Altos, the market for industrial/flex and R&D uses is likely to remain constrained, in part due to the limited availability of sites capable of accommodating the large building footprints typically associated with these uses.

SUMMARY OF INDUSTRIAL/FLEX AND R&D MARKET CONDITIONS AND IMPLICATIONS FOR THE GENERAL PLAN UPDATE

Industrial/flex and R&D space plays a limited role in Los Altos itself, where CoStar identifies only a single small industrial/flex property that functions more like retail space. At the Regional Submarket level, however, industrial/flex and R&D space has undergone a notable transition over the past decade. Inventory has declined as older facilities have been redeveloped for office, residential, and other higher-value uses, contributing to negative net absorption, softening rents, and elevated vacancy levels between 2016 and 2025. Despite these trends, new construction has continued, indicating selective demand for modern facilities that can accommodate contemporary research, lab, and flexible production needs.

For the General Plan Update, these conditions suggest that industrial/flex and R&D uses are unlikely to represent a meaningful growth sector within Los Altos, given the city's limited sup-ply of suitable sites and the large building footprints typically required for such development. Instead, the city is more likely to continue functioning as part of a broader regional ecosystem, where R&D activity concentrates in neighboring jurisdictions with larger parcels, stronger freeway access, and established innovation clusters. General Plan policies should therefore be realistic about Los Altos' capacity to attract these uses at scale.





Key Findings and Implications

- **Residential Demand.** The market for residential development in Los Altos is strong across all focus areas, supported by a robust regional economy, high household incomes, and the city's continued attractiveness as a family-oriented community. The aging population is generating increased interest in smaller units and senior-oriented housing, while high prices and limited affordability leave substantial unmet demand among lower-income house-holds and early-career professionals. The rental market in particular is undersupplied, with low vacancy rates and rising rents signaling sustained demand. However, high land and construction costs, coupled with competition from ownership housing, present on-going feasibility challenges for new market-rate multifamily rental production. All five focus areas are well-suited for new residential development, with El Camino Real, Downtown, and Loyola Corners representing the strongest opportunities. While demand for residential development would also be strong in the Lucky Shopping Center and Foothill Crossing Shopping Center Focus Areas (Focus Areas Four and Five), the presence of existing high-value uses in the two shopping centers may limit development potential.

- **Retail Demand.** The retail market in Los Altos is stable and well-performing, with low vacancy rates, strong rents, and a high-income resident base that supports spending on local goods and services. Retail leakage analysis suggests that opportunities exist to capture additional spending, particularly in food service and specialty retail categories, though the city's limited land supply and small parcel sizes constrain the scale of new retail development. The focus for new retail should be on smaller-format, neighborhood-serving uses and ground floor retail in mixed use projects, rather than large-format or destination retail. Downtown Los Altos represents the strongest location for new retail investment, followed by El Camino Real as part of mixed use development. Among the remaining focus areas, Loyola Corners presents a moderate opportunity for small-format retail as part of placemaking-oriented infill development, while the Lucky Supermarket and Foothill Crossing shopping centers offer near-term opportunities to retenant existing vacant spaces, with the potential for additional retail as part of any larger redevelopment of those sites.

- **Office Demand.** The general office market in Los Altos is modest in scale, locally oriented, and faces structural headwinds that limit its growth potential. The city's limited direct access to Caltrain, distance from major tech campuses and regional employment hubs, and lack of large development sites position it poorly to compete for the corporate and technologysector tenants that drive demand elsewhere in the Regional

Submarket. These locational disadvantages are reflected in the city's office inventory itself, which is heavily weighted toward smaller, older Class B and Class C buildings. In the post-pandemic period, this Class B-heavy inventory is increasingly exposed to the 'flight to quality' dynamic, contributing to the sustained net vacating of office space the city experienced between 2019 and 2024. Some properties with persistent vacancies may be better candidates for conversion or redevelopment than for continued operation as conventional office. The General Plan should provide land use flexibility that allows office-to-other-use transitions where appropriate, rather than expanding office-only designations. Within this context, El Camino Real and Downtown represent the strongest locations for small-scale office or mixed use office development, given their relative accessibility and existing commercial character, while Loyola Corners offers more limited opportunity focused primarily on local-serving uses and expansion of the existing medical office cluster. The Lucky Supermarket and Foothill Crossing focus areas are the least well-suited for new office development, where residential and retail uses are likely to represent higher and better uses given site characteristics and surrounding land use patterns.

- **Medical Office Demand.** Medical office is a clear area of relative strength within Los Altos' commercial real estate market. The city captures a disproportionately large share of the Regional Submarket's medical office inventory, achieves above-average rents, and maintains vacancy rates comparable to the broader submarket. Demand is supported by the city's aging population, high household incomes, and an established base of healthcare providers. The absence of new medical office deliveries since 2016 may indicate constrained land supply rather than weak demand, suggesting that opportunities may exist to expand the inventory if suitable sites and policy frameworks can be identified. El Camino Real and Loyola Corners represent the strongest locations for potential medical office growth: El Camino Real offers larger building footprints, strong visibility, and proximity to existing healthcare providers such as Sutter Health/Palo Alto Medical Foundation, while Loyola Corners is home to the city's most established medical office cluster and may have capacity for additional infill development or modernization of existing facilities. Downtown presents a more modest opportunity, better suited to smaller individual practices that benefit from proximity to retail and services. The Lucky Supermarket and Foothill Crossing focus areas have more limited potential for medical office, though both shopping centers could provide opportunities to retenant spaces with medical or health-related uses where building configurations are suitable.

- **Industrial/Flex and R&D Demand.** Industrial/flex and R&D uses are not expected to represent a meaningful growth sector in Los Altos during the General Plan period. The city has virtually no existing inventory in these categories, lacks the large parcel sizes and freeway access typically required for such development, and faces competition from established innovation clusters in neighboring jurisdictions. General Plan policies should be realistic about the city's limited capacity to attract these uses and focus instead on supporting the commercial and residential uses for which Los Altos is better positioned.





4

TRANSPORTATION

This chapter describes existing transportation conditions in the City of Los Altos including the street system, bicycle and pedestrian facilities, and transit network, and summarizes how residents, employees, and visitors travel within the community. It evaluates key factors that influence travel behavior such as regional commute connections and the availability and quality of bicycle and pedestrian facilities.

Understanding current travel demand, mode choice, and system performance provides a foundation for the General Plan Update by identifying existing opportunities and constraints and informing future policies and investments to support safe, efficient, and sustainable mobility.

Mobility and Transportation Context

EXISTING TRAVEL CHARACTERISTICS

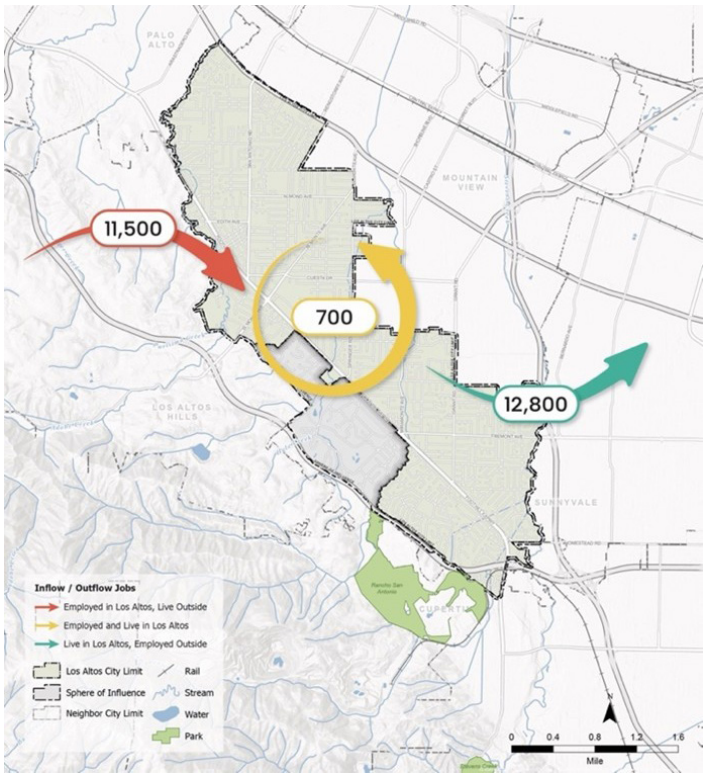
Travel characteristics—such as how people travel around Los Altos, why they travel, where they go, and the modes they use—help inform transportation decisions and identify opportunities to improve mobility, safety, and access for all users. Understanding these patterns also supports the City's broader goal of developing a transportation system that not only operates efficiently but also reduces emissions and supports decarbonization. Travel behavior can be evaluated using US Census data and the Longitudinal Employer-Household Dynamics (LEHD) survey which describe local population and workforce characteristics, commute patterns, and travel flows to and from the city.

Travel behavior accounts for all trips, including work trips, recreational trips, errands and shopping trips, and trips to meet friends or enjoy activities. Work commute trips tend to be concentrated in morning and afternoon periods and contribute to peak period congestion on roadways. Based on 2024 Census data, approximately 13,400 residents in the City of Los Altos are employed, which corresponds to 54 percent of the population 16 years or older. Non-work trips including trips to school, shopping and errands, or for recreational purposes such as visiting parks and open spaces tend to be more evenly distributed across time and can vary widely in length and start/end points. While non-work trips make up a considerable share of overall trips in Los Altos, the data is more varied and less documented.

Inflow/ Outflow of Jobs

Figure 4-1 shows the inflow and outflow of workers. Inflow includes people who are employed in Los Altos but live outside of the area, and outflow includes those that live in Los Altos but are employed outside of the area. As shown in **Figure 4-1**, the number of commuters entering and exiting the City of Los Altos for work is generally balanced. According to LEHD[1] data from 2023, 11,500 people commute into Los Altos for work, 700 residents live and work within the City, and 12,800 people living in Los Altos commute to jobs outside the city.

Figure 4-1: Inflow/Outflow of Jobs

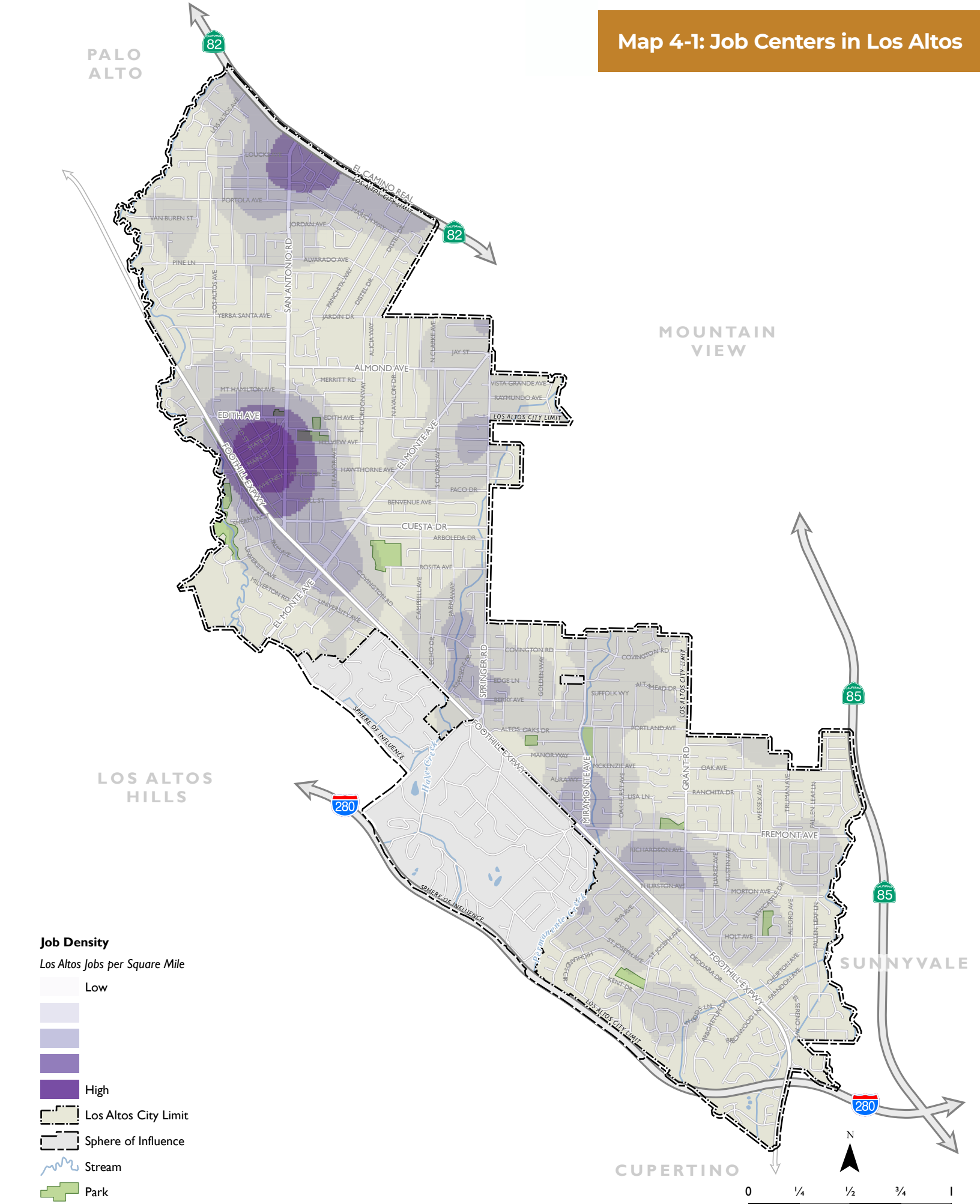


Job Concentration

Map 4-1 shows the concentration of jobs in Los Altos. The highest concentration of jobs is within Los Altos' downtown; however, there are pockets of jobs near Covington Elementary School and at the northern City border along San Antonio Road. Nearly 94 percent of the Los Altos workforce resides outside of the City limits, with workers commuting primarily from other Santa Clara County communities, including San Jose (18.4 percent), Mountain View (6.5 percent), and Sunnyvale (5.8 percent). Many people employed in Los Altos work in sectors such as healthcare, education, and retail/service with salaries that make it challenging to find housing in Los Altos, given the high cost of housing and the relative lack of smaller housing types that may be more affordable based on size.

1 US Census Bureau, On the Map, 2023 Inflow/Outflow Analysis.

Map 4-1: Job Centers in Los Altos



Job Density

Los Altos Jobs per Square Mile

- Low
- High
- Los Altos City Limit
- Sphere of Influence
- Stream
- Park

N

0 ¼ ½ ¾ 1 Mile

Data Source: US Census, Longitudinal Employer-Household Dynamics (LEHD); City of Los Altos, 2025; Santa Clara County GIS, 2025; Dyett & Bhatia, 2025

Commute Distance and Travel Time

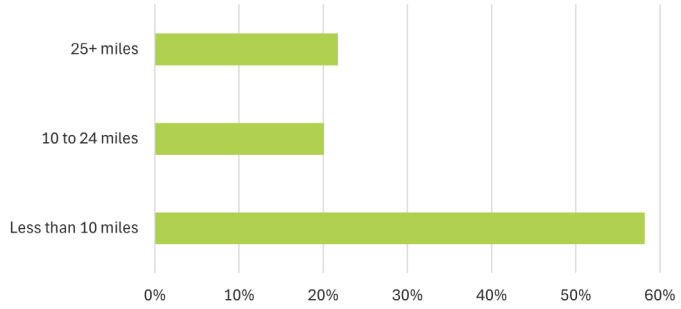
Commute distance is measured by the length of travel from Los Altos residents' homes to their places of work. Commute travel time is the time it takes residents to commute to and from their home to work. Understanding commute distances and travel time helps to support the jobs housing balance and provides insight into how this dynamic affects overall vehicle miles traveled (VMT)[2] and the City's sustainability goals. Commute patterns can inform key decisions as part of the General Plan update process including land use decisions such as where to focus housing, transit, and infrastructure investments.

Nearly 60 percent of employed Los Altos residents commute fewer than 10 miles to their job as shown in **Figure 4-2**. This accounts for people commuting to job centers in Los Altos as well as other cities within 10 miles, which includes most of Santa Clara County: 11 percent of all workers living in Los Altos work in San Jose, 10 percent work in Mountain View, 8 percent work in Sunnyvale, 8 percent work in Palo Alto, 6 percent work in Santa Clara City, 5 percent work in Los Altos, 4 percent work in Cupertino, and 4 percent work in Menlo Park.

Approximately 20 percent of employed residents commute between 10 and 24 miles to work, while about 22 percent of employed residents commute more than 25 miles—this accounts for people who work in San Francisco and Oakland/East Bay. Although these groups represent a smaller portion of total trips, long commute distances may have an outsized effect on citywide VMT.

2 Vehicle miles traveled (VMT) measures the total amount of driving that occurs over a given period of time by summing the miles traveled by all vehicles. It is used to understand how land use and transportation systems influence travel behavior, emissions, and overall transportation impacts.

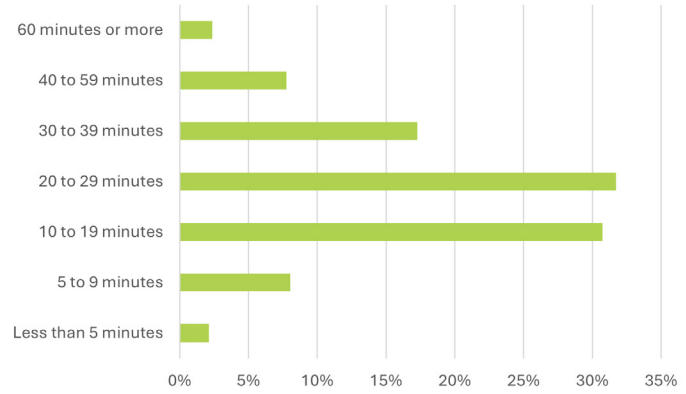
Figure 4-2: Commute Distance



Source: LEHD, 2023.

Los Altos residents experience relatively short commute travel times compared to the region, reflecting the city's proximity to major regional job centers. The average commute time is 22 minutes, shorter than the County average of 26 minutes and the statewide average of 28 minutes. Additionally, as shown in **Figure 4-3**, about 70 percent of all employed residents commute less than 30 minutes to their job. This pattern suggests that Los Altos offers convenient access to nearby job centers, helping to make it an attractive place to live.

Figure 4-3: Commute Time for Los Altos Residents



Source: US Census Bureau, 2024 ACS 5-Year Estimate, Table B08303.

Commuter Mode Share

Mode share refers to the different ways people travel such as walking, biking, riding transit, or driving. While commute trips represent a small share of all daily trips, they are often the most consistently measured. Non-commute trips such as shopping, school, recreation, or errands make up a significant portion of travel and tend to have a higher share of walking and other active modes. Commute mode choice for Los Altos residents is available from US Census data. **Table 4-1** describes commuter mode choice between 2010 and 2024, providing insight into commute patterns over time including before, during, and after the COVID-19 pandemic. The 2024 mode share is shown in **Figure 4-4**.

Driving alone is the predominant mode of commute travel for Los Altos residents and visitors. In 2024, approximately 51 percent of employed Los Altos residents drove alone to work[3]. Over the last decade, the drive alone rate has

3 US Census Bureau, 2024 5-Year Estimate, Table B08301

Table 4-1: Los Altos Commute Mode Share Distribution Over Time

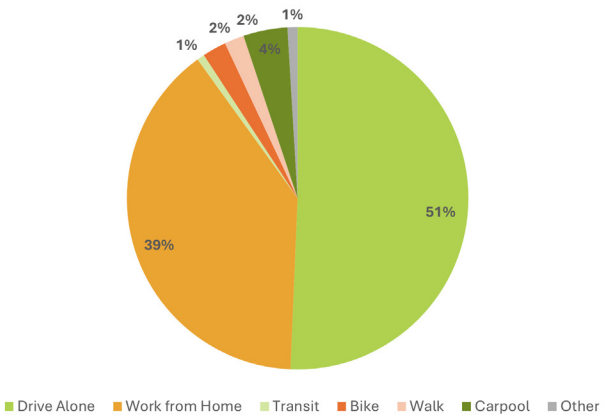
	2010	2015	2020	2024
Population	28,400	30,000	30,900	30,700
Drive Alone	80%	78%	72%	51%
Carpool	4%	5%	6%	4%
Walk	1%	3%	1%	2%
Bike	1%	3%	2%	2%
Transit	0%	3%	2%	1%
Work from Home	12%	8%	17%	39%
Other[1]	1%	0%	0%	1%

Notes:
1. "Other" includes taxicab, motorcycle, or other means.

Source: US Census Bureau, 2024 ACS 5-Year Estimate, Table B08301; US Census Bureau, 2020 ACS 5-Year Estimate, Table B08301; US Census Bureau, 2015 ACS 5-Year Estimate, Table B08301; US Census Bureau, 2010 ACS 5-Year Estimate, Table B08301; US Census Bureau.

decreased by about 20 percentage points. This is likely due to the COVID-19 pandemic remote work trend. After 2020, the work from home rate in Los Altos increased about 20 percentage points to 39 percent in 2024. Following similar post-pandemic trends, the share of transit riders dropped slightly to 1 percent. This is consistent with countywide trends. Carpool, walk, and bike rates have remained relatively consistent over the past 15 years, but collectively made up less than 10 percent of all commuters in 2024. Infrastructure changes that improve the safety and connectivity of pedestrian and bicycle facilities could help promote active transportation use.

Figure 4-4: Los Altos Commute Mode Share, 2024



Note: * Other includes taxicab, motorcycle, or other means.

Source: US Census Bureau, 2024 ACS 5-Year Estimate, Table B08301.

Vehicle Ownership

Vehicle ownership is a key indicator of travel behavior. Households with access to one or more vehicles are likely to rely on driving for daily trips and commuting. Households with limited or no vehicle access are more dependent on walking, biking, and riding transit. Vehicle ownership rates in Los Altos are slightly higher than Santa Clara County and statewide rates, as shown in **Table 4-2**. The percentage of residents with no vehicle access is only 3 percent, about half the countywide or statewide average. Three out of four homes (76 percent) in Los Altos own two or more vehicles. While vehicle ownership is high, providing convenient options to driving, including safer and more connected bicycle and pedestrian facilities and shared ride options, can provide more equitable access and encourage reduced vehicle dependence, helping the City to meet its sustainability and community health goals.



Table 4-2: Vehicle Ownership in Los Altos and Surrounding Areas

	NO VEHICLE AVAILABLE	1 VEHICLE AVAILABLE	2 VEHICLES AVAILABLE	3+ VEHICLES AVAILABLE
Los Altos	3%	21%	47%	29%
Santa Clara County	6%	31%	39%	24%
California	7%	31%	36%	26%

Source: US Census Bureau, 2024 ACS 5-Year Estimate, Table B08201.

Vehicle Miles Travelled

Vehicle miles traveled (VMT) measures the number of miles traveled during a specified time period within a specific region. Cities with greater accessibility to key destinations and job centers tend to generate less VMT on a per service population (service population is resident population plus employment) or per household basis compared to locations further away from job centers. After adjusting for commute distances—all other factors being equal—VMT can also act as a reliable proxy to evaluate whether residents use local services or travel farther for those services.

Table 4-3 shows two types of VMT in Los Altos, Santa Clara County, and the state. VMT is typically reported as a daily average and is a required performance measure for environmental review. VMT per resident refers to all vehicle trips that start or end back at the driver's residence including trips to and from work, shopping, and recreation as illustrated in **Figure 4-5**. VMT per employee refers to vehicle trips directly between home and work as illustrated in **Figure 4-6**. If a trip home from work includes stopping at the grocery store, it is no longer considered VMT per employee. Los Altos' VMT rates, as shown in **Table 4-3**, are slightly lower than the countywide and statewide rates, implying fewer or shorter vehicle trips in Los Altos.

The City of Los Altos adopted a *Vehicle Miles Traveled Policy* in 2023 through Resolution 2023-08. The guidelines outline CEQA project screening criteria, thresholds of significance, and mitigation of significant impacts. The CEQA thresholds of significance for residential and office land use projects are 15 percent below the Bay Area average VMT per capita and 15 percent below the Los Altos citywide average VMT per employee.

Table 4-3: 2022 VMT Per Capita[1]

LOCATION	VMT PER RESIDENT[1]	VMT PER EMPLOYEE[2]
City of Los Altos	18.1	13.1
Santa Clara County	18.9	15.5
California	21.1	15.1

Notes:
1. Home-based daily VMT per resident.
2. Home-based daily work VMT per employee.

Source: VMTIndex, Fehr & Peers, 2022.

Figure 4-5: VMT per Resident



Figure 4-6: VMT per Employee

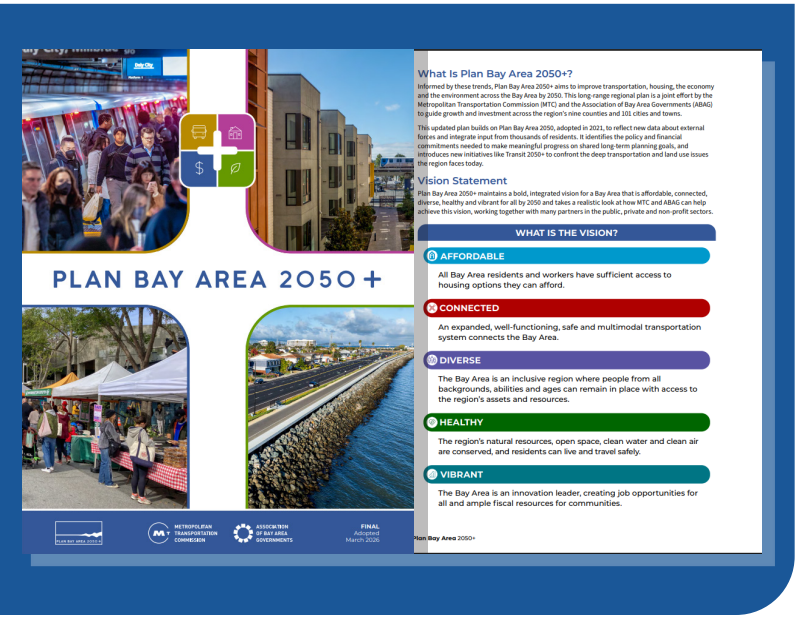


TRANSPORTATION PLANNING FRAMEWORK

Multiple agencies oversee the planning, development, operation, and funding of Los Altos' transportation network. Both regional and local plans affect transportation in Los Altos.

Regional Transportation Planning

Regionally, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) jointly serve as the metropolitan planning organization for the nine Bay Area counties. ABAG is responsible for developing housing, population, and employment forecasts for the region and MTC leads transportation planning and funding. *Plan Bay Area 2050*, adopted 2021, is the Bay Area's long-range plan for housing, transportation, economic development, and environmental resilience. Plan Bay Area 2050 also serves as the region's Sustainable Communities Strategy, required by many state funding programs. *Plan Bay Area 2050+* serves as the limited and focused update to the long-range plan to better reflect recent growth patterns in the Bay Area accounting for post-COVID-19 commute behaviors and changes in the transit funding landscape. Both documents are intended to improve mobility, increase housing affordability, advance equity, enhance climate resilience, and achieve regional greenhouse gas emissions reduction targets. The Valley Transportation Authority (VTA) is Santa Clara County's congestion management agency. The VTA Board of Directors adopted the *Valley Transportation Plan 2050 (VTP 2050)*, Santa Clara County's long-range transportation plan. VTP 2050 establishes goals, policies, and investment priorities to guide transportation improvements through the year 2050, with an emphasis on improving mobility and safety, supporting economic vitality, reducing greenhouse gas emissions, and promoting a more sustainable, multimodal transportation system for Santa Clara County.



Citywide Transportation Planning

Locally, the City of Los Altos has several plans that guide transportation. The Los Altos General Plan was last comprehensively updated in November 2002. The General Plan establishes goals and policies for future development in Los Altos. It supports multimodal transportation, environmental stewardship, and neighborhood compatibility, providing a framework for future planning decisions and anticipated growth in Los Altos. The Circulation Element guides the development of the circulation system and identifies improvements for all transportation modes. In addition to State requirements, Los Altos maintains a goal of protecting the quiet and safe character of its neighborhood streetscape.

The City adopted its Complete Streets Master Plan (2022) to improve walking and biking while committing to the City's Complete Streets Policy. Complete streets are designed to promote safe use and support access for all users regardless of age, ability, or mode of travel. The City's policy commits Los Altos to providing and maintaining complete streets. The plan identifies bicycle and pedestrian network improvements and recommends programs that would encourage bicycling in Los Altos. The Complete Streets Master Plan includes a Safe Routes to School Plan to improve the walking and biking environment to and from schools. The City has made progress implementing improvements from the Safe Routes to School Plan that have increased access to schools and key open space destinations including Rancho San Antonio County Park.



Additionally, the City's Downtown Vision Plan (2018) provides the Los Altos community with a vision for the future of the downtown triangle to guide growth and development over the next 20 years. It acts as the guiding document for future development of the downtown area, maintaining the community's history, values, and desired intensity of development while allowing for incremental change intended to facilitate a unique, vibrant village that exemplifies the exceptional character and qualities of Los Altos. To help achieve this, the plan emphasizes the creation of a more walkable and accessible downtown by improving pedestrian and bicycle connectivity, enhancing safety, and supporting multimodal circulation to strengthen downtown vitality and access for all users.

VTA also developed a Countywide Local Roads Safety Plan (LRSP) for Los Altos in 2022. The plan is a localized data-driven traffic safety plan that provides opportunities to address unique highway safety needs and reduce the number of killed and severe injuries (KSI) collisions. The LRSP creates a framework to systematically identify and analyze traffic safety-related issues and trends and recommend safety projects and countermeasures at the two high-injury intersections and street segments in the city.

Existing Transportation System

This section summarizes the existing transportation system in Los Altos, including street classifications, vehicle facilities, the bicycle and pedestrian network, public transit services, parking, and major infrastructure projects that will inform General Plan update discussions concerning traffic and circulation.

STREET SYSTEM

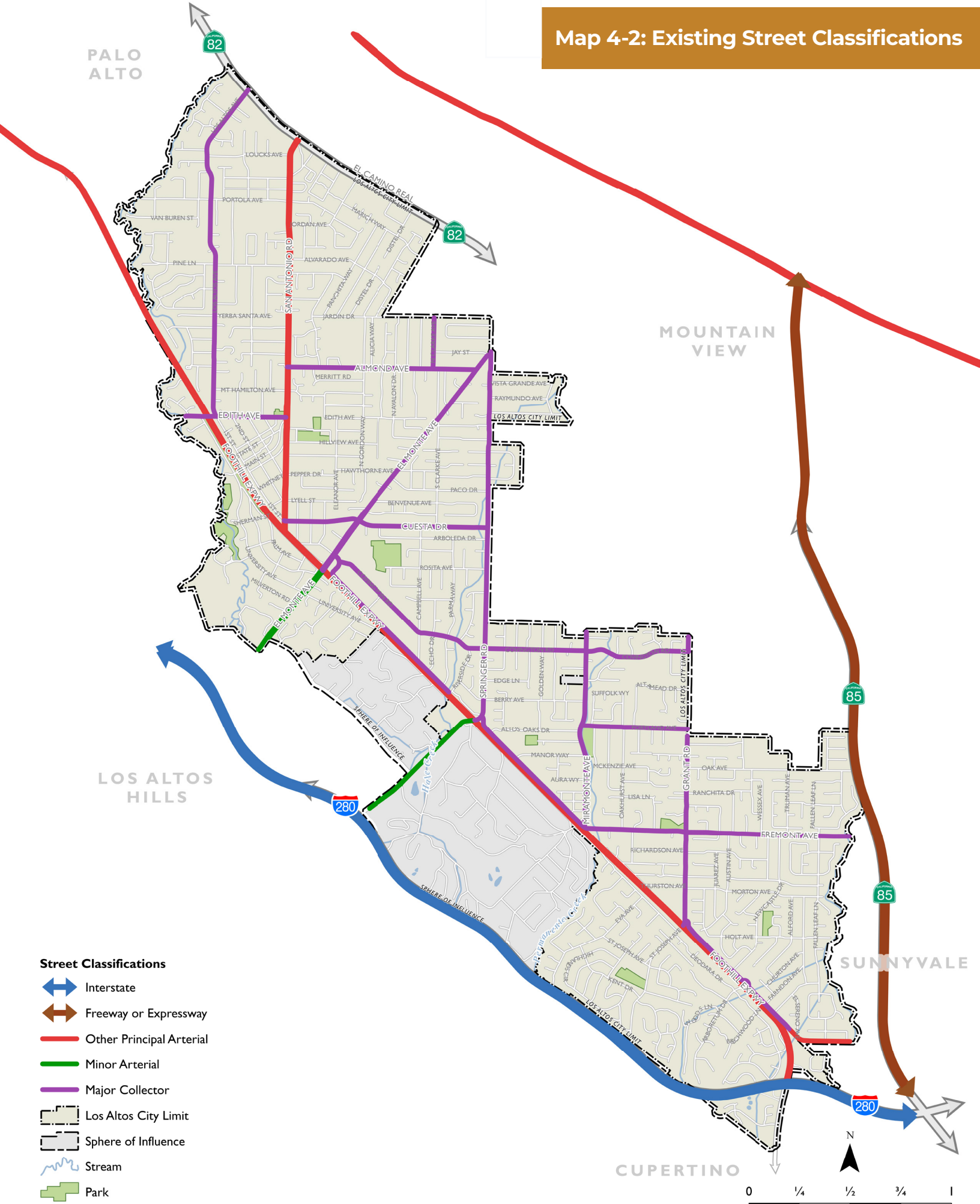
The City of Los Altos is connected to the regional transportation network by State Route (SR) 85, SR-82, Foothill Expressway, and Interstate 280 (I-280), while local roadways provide access to and from destinations within the city. Street classifications establish how different streets function within the regional and local transportation system and provide context about where to prioritize certain travel modes.

Street Classifications

Functional street classification refers to the organization of streets into a hierarchy based on the type and character of transportation service they provide. The Caltrans California Road System Functional Classifications are primarily developed to identify regional connectors and develop a statewide network and designate seven categories of classification: Interstate, other freeway or expressway, other principal arterial, minor arterial, major collector, minor collector, and local as shown on **Map 4-2**. Caltrans determines functional classification based on regional connectivity, function, the level of access, and traffic volumes.

At the city-level, the functional classifications are useful to align with state and federal funding applications; however, this categorization method can de-emphasize multimodal planning processes at the local street level. The functional classification system is often considered a vehicle-centric method of planning and does not typically consider travel characteristics and multimodal priorities. At the city level, the Caltrans classifications can conflict with state and regional policies that require cities to plan for complete streets and address the needs of all street

Map 4-2: Existing Street Classifications



Street Classifications

- Interstate
- Freeway or Expressway
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Los Altos City Limit
- Sphere of Influence
- Stream
- Park

Data Source: City of Los Altos, 2025; Santa Clara County GIS, 2025; Dyett & Bhatia, 2025

users[4]; consequently, many cities are shifting away from only relying on Caltrans classifications and are adopting context-sensitive street categorizations that supplement Caltrans classifications.

This approach would align with how Los Altos has historically approached street classifications. The previous General Plan also established its own classification system that varied from the Caltrans designations to better serve local travel patterns and users. **Table 4-4** shows how the classifications vary on different streets in the city.

Since the previous General Plan, new state and regional efforts have provided additional guidance on how to plan multimodal streets. Because streets often serve multiple functions, defining street "typologies" beyond existing functional classifications could better support a multimodal transportation network, assist in implementing complete streets, and generally match the street with the context of the land use environment. This framework organizes streets into modal layers, where each layer prioritizes a specific travel mode (e.g., walking, biking, transit, auto, freight).Instead of trying to accommodate every mode on every street, through this approach, a mode priority could be assigned to streets based on context and network function, creating continuous and connected routes for each mode. Such a "layered network" approach identifies preferred travel modes (auto, pedestrian, bicycle, and/or transit) for each street. Non-preferred travel modes are accommodated, but their service is not prioritized. As part of the General Plan Update, the City may wish to consider adopting a layered network approach for local planning while maintaining the Caltrans classifications at the state level.

4 California Assembly Bill 1358 require circulation elements to plan multimodal networks and California Senate Bill 932 requires circulation elements to incorporate the Safe System Approach which requires planning for all users with the goal of improving road safety and reducing traffic related severe and fatal collisions. Caltrans Design Information Bulletin 94 and Main Street Guidance provide additional policy and design guidance on how to plan for all street users.

Existing Street Network

The following section describes the city roadways, truck routes, state routes, and expressways in the City of Los Altos.

City Roadways

City roadways provide local and regional access and serve local destinations. Some of the key city roadways in Los Altos are described below including the street's Caltrans classification, posted speed, vehicle volume, and land use context.

Table 4-4: Street Classification Comparison

STREET NAME	CALTRANS CLASSIFICATION	2005 LOS ALTOS GENERAL PLAN STREET CATEGORY
Los Altos Avenue	Major Collector	Local Collector
El Monte Avenue	Major Collector, minor collector	Collector, local collector
Edith Avenue	Major Collector	Collector
San Antonio Road	Principal Arterial	Arterial
Almond Avenue	Major Collector	Collector
Cuesta Drive	Major Collector	Collector
Covington Road	Major Collector	Local Collector
Springer Road	Major Collector	Collector
Miramonte Avenue	Major Collector	Collector
Magdalena	Mino Arterial	Arterial
Fremont Avenue	Major Collector	Collector
Homestead Road	Principal Arterial	Arterial
Foothill Expressway	Principal Arterial	Expressway

Source: VMTIndex, Fehr & Peers, 2022.

- **San Antonio Road** is a four-lane north-south principal arterial that connects Los Altos with Mountain View and Palo Alto. It extends north from Foothill Expressway to US 101. San Antonio Road forms the eastern boundary of the downtown area. The posted speed limit is 35 mph, and the average daily traffic is generally between 16,000 and 20,000 vehicles.
- **Homestead Road** is an east–west, four-lane principal arterial that provides countywide access. Homestead Road forms part of the southern boundary of Los Altos. It connects with Foothill Expressway and SR 85, and Cupertino and Sunnyvale to the east. The posted speed limit is 35 mph. The average daily traffic is generally around 13,000 vehicles.
- **Magdalena Avenue** is an east–west, two-lane minor arterial that connects residential neighborhoods in south Los Altos to Foothill Expressway and Interstate 280 to the west. The posted speed limit is 25 to 35 mph. The average daily traffic is 12,000 vehicles.
- **El Monte Avenue** is an east–west, four-lane major collector street extending across central Los Altos. It connects residential neighborhoods and intersects with key north–south streets, including Foothill Expressway. The posted speed limit is 25 mph. The average daily traffic varies between 7,000 vehicles north of Los Altos to 25,000 vehicles south of Foothill Expressway.
- **Grant Road** is a north–south, two-lane major collector street located along the southern portion of Los Altos. It continues north to Mountain View and provides access to Foothill Expressway in the south. The posted speed limit is 35 mph. The average daily traffic is typically around 13,000 vehicles. South of Foothill Expressway, Grant Road is a lower volume street with average daily traffic around 3,000 vehicles.



- **Miramonte Avenue** is an east–west, two-lane major collector street connecting Downtown Los Altos with Foothill Expressway and nearby residential neighborhoods to the north. The posted speed limit ranges from 25 to 35 mph. The average daily traffic is generally around 6,000 vehicles.
- **Fremont Avenue** is an east-west, two-lane major collector street running through central Los Altos. It connects residential neighborhoods to Downtown Los Altos. The posted speed limit ranges from 25 to 30 mph. The average daily traffic is generally between 2,000 and 7,000 vehicles.
- **Los Altos Avenue** is a north-south, two-lane major collector street that runs parallel to San Antonio Road to Downtown Los Altos. It connects to El Camino Real to the north and to Edith Avenue to the south. The posted speed limit is 25 mph. The average daily traffic is generally around 4,000 vehicles.

Truck Routes

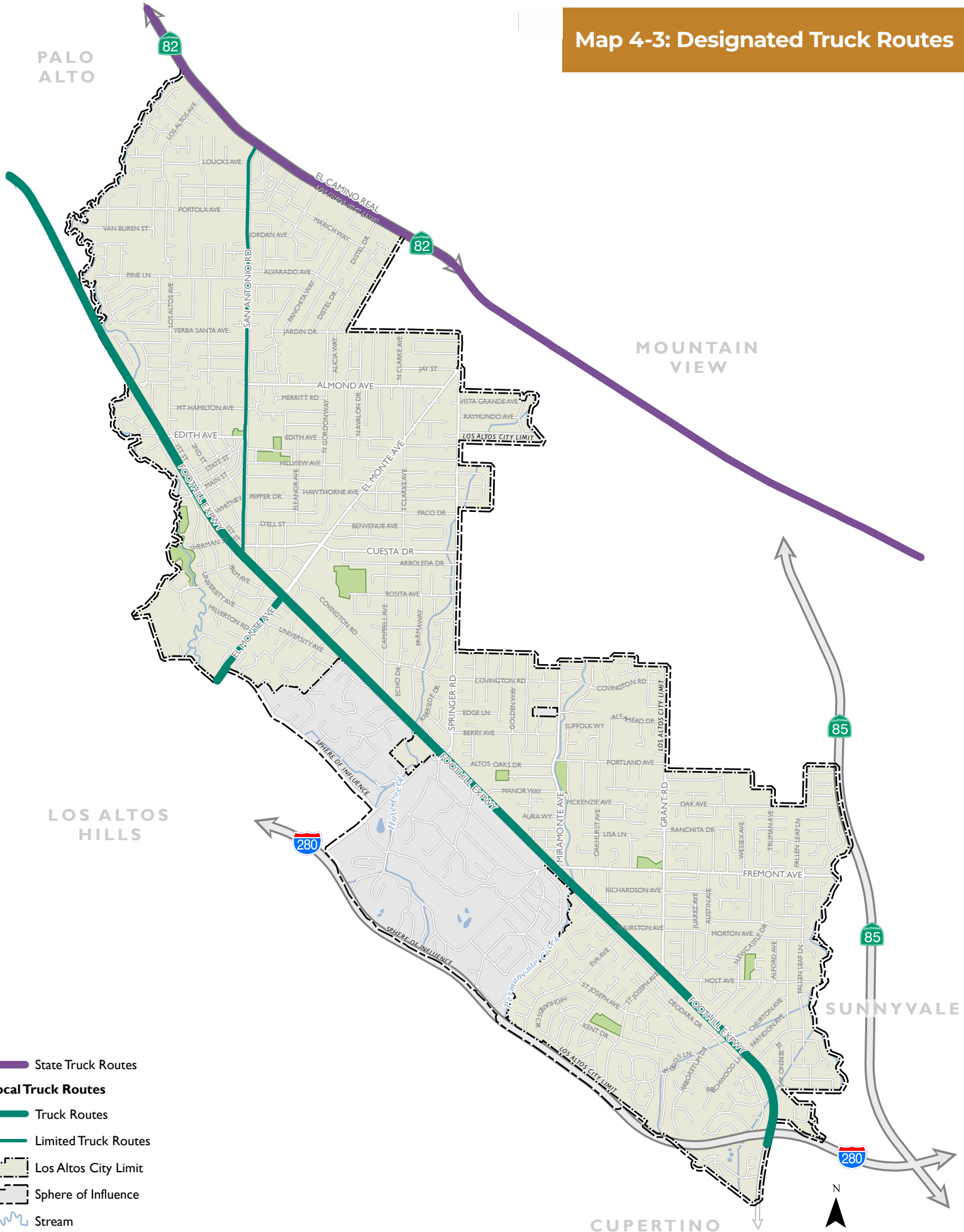
The City has designated truck routes as shown on **Map 4-3**. Foothill Expressway and El Monte Avenue south of Foothill Expressway as designated as truck routes to be used by all trucks transiting through Los Altos for destinations outside the city. San Antonio Road between Foothill Expressway and El Camino Real is designated as a limited truck route for trucks making deliveries within the City limit. All truck traffic in Los Altos is required to use only designated truck routes or limited truck routes except as required to access a destination within City limit via the shortest and most direct route possible. Additionally, El Camino Real is a State-designated regional truck route. There is an opportunity to update truck routes as part of the General Plan process to better align with street use and land use context and further shift truck traffic away from residential neighborhoods and off streets where many people walk and bike.

Freeways

Freeways are grade separated high-speed facilities that provide connections throughout the state.

Interstate 280 (I-280) is a north–south interstate that skirts the southwestern edge of Los Altos. It provides regional connectivity between Santa Clara County and San Mateo County, linking Los Altos to San Jose to the east and the peninsula to the north. The posted speed limit is 65 mph.

Map 4-3: Designated Truck Routes



Data Source: City of Los Altos, 2025; Santa Clara County GIS, 2025; Dyett & Bhatia, 2025

State Routes

State routes (SR) are local streets and regional highways owned and operated by Caltrans that provide connection throughout the state. There are two State routes that run through or connect to Los Altos.

- **SR-85** is a freeway located east of Los Altos. While SR 85 does not pass directly through the City, it provides regional access to nearby communities including Sunnyvale, Cupertino, and Mountain View. The highway is grade separated and accessible via ramps at Fremont Avenue. The posted speed limit is 65 mph.
- **SR-82**, also known as El Camino Real, connects the City with Mountain View to the north and Palo Alto to the east and south with a posted speed limit of 35 mph.

Expressways

Expressways are county-owned and operated and provide regional access throughout the county. These streets typically have four to six lanes and prioritize vehicle movement over local access.

- **Foothill Expressway**, a principal arterial, serves as a primary connection between Los Altos and the communities of Cupertino, Los Altos Hills, and Palo Alto. Foothill Expressway extends north to Stanford University and south to Interstate 280. Within Los Altos, Foothill Expressway forms the southern/western boundary of the downtown area. The posted speed limit is 45 mph, and the average daily traffic is generally between 18,000 and 20,000 vehicles.

Street Evaluation Metrics

This section discusses two metrics for evaluating street conditions in Los Altos. These metrics describe vehicle demand and operations on key street segments but do not consider multimodal conditions. When evaluating transportation, additional metrics such as travel time or level of traffic stress should be considered in addition to the metrics below to develop a comprehensive understanding of multimodal operations and safety.

Traffic Volumes

Traffic counts were collected over a typical three-day midweek period in January 2026. Counts were collected near key destinations including shopping centers and schools on all collector and arterial streets. The average daily traffic is described in **Table 4-5**. On arterials, the average daily traffic generally ranges from 16,000 to 25,000 vehicles. On collectors, the average daily traffic ranges from 3,000 in residential areas to 6,000 vehicles near retail centers.

Vehicle Level of Service

Level of service (LOS) measures street performance by evaluating the flow of traffic and is based on factors such as speed, travel time, delay, and freedom to maneuver. LOS does not consider conditions experienced by non-drivers or other street characteristics such as safety or comfort. As a result, it should not be the only metric used to understand street conditions and additional criteria are needed to address other important factors such as safety, walkability, and livability.

LOS is reported in six ratings from LOS A, which reflects free-flow conditions where there is very little interaction among vehicles, to LOS F, where traffic is slow-moving due to an excess number of vehicles. LOS E represents "at-capacity" operations. When traffic volumes exceed capacity on a street segment, vehicles may experience slower speeds and can be characterized as forced flow conditions; these operations are designated as LOS F. The typical application of LOS is to measure the average amount of delay experienced by drivers along a street or at an intersection during the most congested time of day and to assign a grade from LOS A to LOS F. Traditionally, LOS only considers delay experienced by drivers and does not account for how traffic speeds and congestion affect travelers using other modes like transit, walking and biking.

Table 4-5 shows daily traffic volumes and LOS for key street segments in Los Altos. Street segment LOS is measured based on average daily traffic volume, type of street, number of lanes, and other street characteristics. The 2002 General Plan establishes a standard of LOS D or better for roadways in Los Altos. As shown on Table 4, many streets operate at LOS B, which exceeds the established standard. Fremont Avenue between Fallen Leaf Lane to Belleville Way is currently operating at LOS E, which is below the current standard. To better capture the different types of street users, some cities such as Pasadena, South San Francisco, and San Carlos have shifted away from primarily using LOS to evaluate street conditions. As part of the General Plan Update, the City may consider revising its LOS criteria to better reflect the City's multimodal priorities. Based on the data collected, no streets in Los Altos currently appear to operate at LOS F.

Table 4-5: Daily Traffic Volumes and Level of Service on Select Streets

STREET NAME	CROSS STREET (TO/FROM)	AVERAGE WEEKDAY TRAFFIC VOLUME	LEVEL OF SERVICE (LOS)
Almond Avenue	Frederick Court to Gordon Way	6,300	B
Campbell Avenue	Arboleda Drive to Rosita Avenue	1,300	B
Covington Road	Springer Road to Spencer Way	5,600	C
Foothill Expressway	Miguel Avenue to Brucito Avenue	19,700	D
Foothill Expressway	Shasta Street to Main Street	18,800	D
Fremont Avenue	Manor Way to Dolores Avenue	2,000	B
Fremont Avenue	Fallen Leaf Lane to Belleville Way	21,100	E
Fremont Avenue	Kensington Avenue to Lisa Lane	7,000	B
Grant Road	Garthwick Drive to Fremont Avenue	12,700	D
Grant Road	Newcastle Drive to Farndon Avenue	3,100	C
Homestead Road	FCSC Driveway to Fallen Leaf Lane	12,600	D
Los Altos Avenue	Langton Avenue to Santa Rita Court	4,000	B
Magdelena Avenue	Country Club Drive to Magdelena Court	11,500	B
Miramonte Avenue	Clinton Road to Manor Way	6,200	B
N El Monte Avenue	Higgins Avenue to S Clark Avenue	7,100	B
N San Antonio Road	Loucks Avenue to Sherwood Avenue	19,800	D
Portland Avenue	Concord Avenue to Sunrise Court	2,700	C
S El Monte Avenue	Woodstock Lane to Bay Tree Lane	25,400	D
S San Antonio Road	Edith Avenue to Hillview Avenue	15,600	B
W Edith Avenue	Hampton Court to Oak Steet	6,000	B
W Portola Avenue	Mercedes Avenue to Pleasant Way	2,100	C
El Camino Real	Los Altos Square to Los Altos Square	24,700	B
Springer Road	Berry Avenue to Magdelena Avenue	8,700	B
Main Street	2nd Street to 3rd Street	3,500	C

Source: Fehr & Peers, 2026.



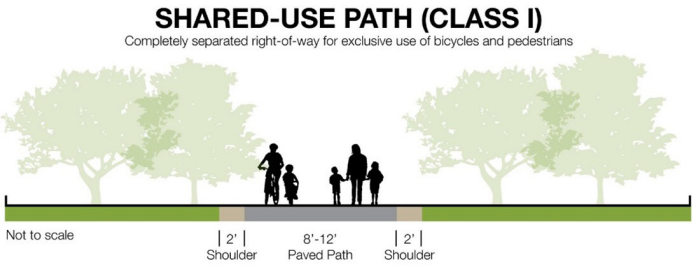


BICYCLE AND PEDESTRIAN NETWORK (EXISTING/ PLANNED)

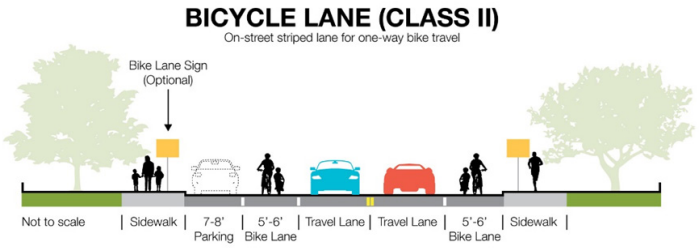
Bicycle Facilties

The four classes of bicycle facilities in Los Altos are described in the Complete Streets Master Plan (2022). These descriptions are based on California Department of Transportation (Caltrans) classifications of bikeways from California Assembly Bill 1193 and the Highway Design Manual (Chapter 1000: Bikeway Planning and Design). Each bikeway class is intended to provide bicyclists with enhanced riding conditions. Bikeways offer various levels of separation from traffic based on traffic volume and speed, among other factors. In addition to serving bicycle riders, bikeways are also commonly used by electric bike riders and electric scooters. The four bikeway types and appropriate contexts for each are presented below.

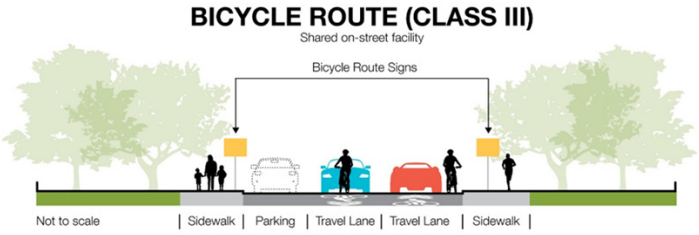
Class I Bikeways (Shared Use Paths): Shared-use paths, sometimes referred to as multi-use paths, provide completely separate right-of-way and are designated for the exclusive use of people walking and riding bicycles with minimal street crossings. In general, shared-use paths are sited along corridors not served by streets or where sufficient right-of-way exists to allow them to be constructed away from the influence of vehicles. Class I Bikeways can also offer opportunities not provided by the street system by serving recreational areas and/or desirable commuter routes.



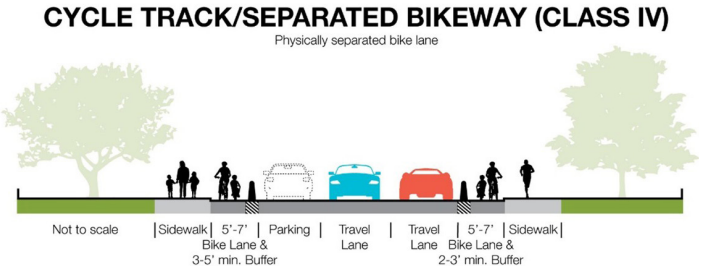
Class II Bikeways (On-Street Bike Lanes): Bike lanes provide a striped lane, pavement markings, and signage for one-way bike travel on a street or highway. Bicycle lanes are typically five feet wide, although wider lanes are desirable on streets with high traffic volumes and/or high travel speeds. Bike lanes may be enhanced with painted buffers between vehicle lanes and/or parking, and green paint at conflict zones (such as driveways or intersections).



Class III Bikeways (Bike Routes): Bike routes may be identified on a local residential or collector street when the travel lane is wide enough and the traffic volume is low enough to allow both bicyclists and vehicles to share a lane and/or to provide continuity to a bikeway network. Shared-use arrows or "sharrows" are common striping treatments for bike routes.



Class IV Bikeways (Separated Bikeways): Separated bikeways, also referred to as cycle tracks or protected bikeways, are bikeways for the exclusive use of bicycles which are physically separated from vehicle traffic. Separated bikeways were adopted by Caltrans in 2015 and expanded through updated guidelines in Design Information Bulletin 89 (2018). Types of separation may include, but are not limited to grade separation, flexible posts, physical barriers, or on-street parking.



Under California Law, bicyclists are allowed to use all streets in California unless posted otherwise. Therefore, even for streets without designated (or planned) bikeways, a majority are open for bicycling.

Map 4-4 shows the existing and planned bicycle network in Los Altos. While there are many bicycle facilities in the City, the network is disconnected in many places, which can make it difficult to travel in the City using the existing bike network. Many Class I separated bicycle facilities in are short segments, often less than a block, and do not currently function well as a connected bicycle network. Furthermore, some existing bicycle facilities are missing signs or lack striping, and do not currently meet the standards of the bikeway classification attributed to them. The City is working to improve substandard existing facilities and enhance connectivity of the network through the Annual Streets Plans.

Los Altos also has multi-use trails that serve recreational travel and provide connections to parks and open space. These trails include the Redwood Grove Nature Preserve trails and Rancho San Antonio County Park trails[5]. Trails offer separated pedestrian and bicycle facilities that provide options for recreational biking or walking.

Los Altos has a strong foundation of bicycle facilities; many streets provide some level of bicycle accommodation, indicating the existing and potential demand for bicycling. Although many Los Altos streets have bicycle facilities, the segments are often short or disconnected, creating gaps in the network that make it difficult to travel comfortably or efficiently by bicycle. High vehicle traffic volumes and speeds on many key corridors can further reduce comfort, particularly for less confident bicyclists. This can be particularly noticeable when facilities are narrow and do not provide comfortable space for bicyclists. In addition, limited bicycle wayfinding (signs and maps) can make navigating the network challenging.

Recent City efforts including the Complete Streets Master Plan (2022) aim to address these needs by proposing additional facilities that close critical gaps, upgrade facilities to provide more separation from vehicles, and build a more connective and intuitive network. The planned bike facilities are shown in **Map 4-4**. While many existing gaps in the network are proposed to be bridged by bike routes, these facilities typically lack physical separation from vehicles and may offer lower levels of comfort and safety for users. Providing more physical separation between bicyclists and vehicles improves comfort which can encourage mode shift to bicycling and help achieve the active transportation targets in the CAAP. The proposed improvements represent an important step toward addressing these gaps and enhancing the overall safety and connectivity of the bicycle network. Additional recommendations from the Complete Streets Master Plan include support amenities such as wayfinding signage, bicycle parking, pedestrian and bicycle detection at signals, and additional pavement markings.

Existing Pedestrian Facilities

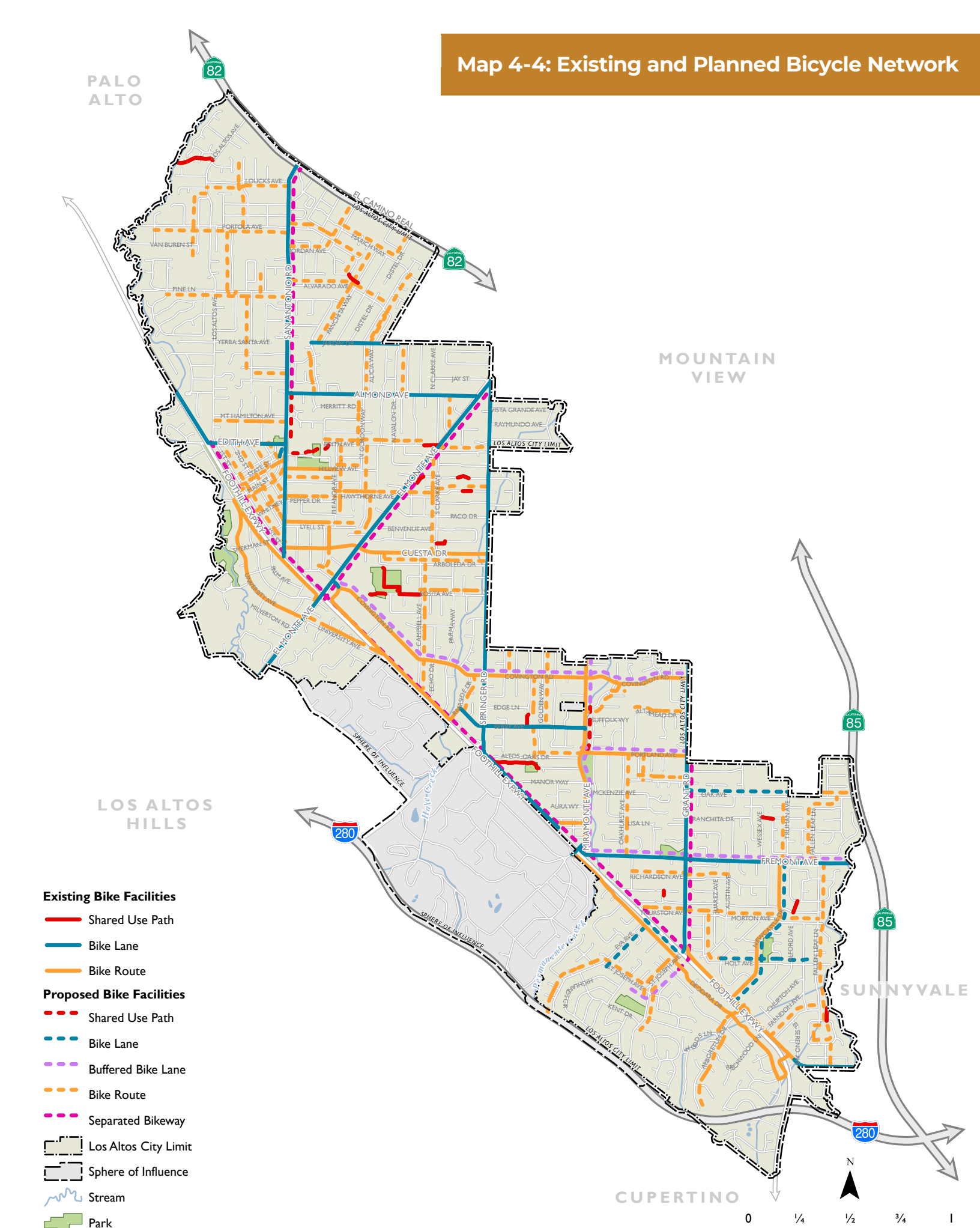
Walking plays a central role in shaping healthy, connected, and vibrant communities. By bringing people into shared public spaces, it fosters everyday social interactions that build trust, familiarity, and a sense of belonging. At the same time, it supports public health by integrating physical activity into daily routines, improving both physical and mental well-being. Walkable environments also strengthen the local economy by generating foot traffic that benefits small businesses and activates commercial areas, like Downtown Los Altos. Beyond these social and economic benefits, walking reduces reliance on cars, helping to lower emissions and congestion while supporting more sustainable transportation systems. Ultimately, communities designed for walking tend to be safer, more attractive, and more human-scaled—making walkability a key ingredient in overall quality of life.

Pedestrian facilities consist of sidewalks, crosswalks, and street furniture (e.g., benches, landscaping, shade, lighting). Sidewalks provide designated spaces for pedestrians separated from vehicle traffic, while crosswalks provide marked locations for pedestrians to safely cross streets.



5 Biking is not allowed at Redwood Grove and is limited to Rancho San Antonio County Park.

Map 4-4: Existing and Planned Bicycle Network



Data Source: City of Los Altos, 2025; Santa Clara County GIS, 2025; Dyett & Bhatia, 2025

Sidewalks

Sidewalk continuity is an important element of pedestrian comfort. Dedicated sidewalk space fosters a sense of community and generates activity and should be present in areas where numerous people walk such as downtown, near retail centers, and surrounding schools.

While sidewalks are present downtown and near most retail areas and schools in Los Altos, it can be more challenging to access these areas as pedestrians due to a lack of sidewalks in the surrounding areas. Providing sidewalks and pedestrian scaled lighting on key streets within the city can help to support pedestrian access to destinations like downtown, retail centers, and schools. Most residential streets have lower vehicle volumes and speeds and may require few pedestrian facilities. Many residential streets currently lack formal sidewalks or only provide wide shoulders in line with desired community aesthetics. Sidewalk width in the City typically varies between 4–10 feet; downtown sidewalks are much wider, ranging from 10–14 feet. With the inclusion of typical sidewalk features such as trees, signs, and lights, sidewalks widths may be insufficient for those with impaired mobility. The American with Disabilities Act (ADA) (1990) requires a minimum width of 3 feet for walking surfaces.

Crosswalks

Crosswalks dedicate pedestrian space within intersections and increase pedestrian visibility. Most major street intersections are marked with crosswalks; however, they vary in the level of visibility provided. Crosswalks with higher visibility have been found to make drivers more likely to yield to pedestrians. Crosswalks with two transverse lines that run the length of the crosswalk are less visible to drivers. Crosswalks with bold lines perpendicular to the length of the crosswalk are known as high-visibility or continental crosswalks and are more visible to drivers. In some areas, such as downtown, intersections have decorative crosswalks marked with colors or patterns such as a brick coloring. The Complete Streets Master Plan includes crosswalk recommendations at many intersections as well as additional intersection improvements that help to increase pedestrian visibility, shorten crossing distances, and reduce conflicts between pedestrians and vehicles. Additionally, the City's Safe Routes to School maps call out marked crosswalks along suggested walking routes.

TRANSIT NETWORK

Public transportation is an important part of the transportation system. Transit expands mobility options for residents that may not be able to afford or operate another means of travel. As shown on **Map 4-5**, the transit options in Los Altos consist of local bus service, but there are regional connections to commuter rail and light rail services.

Bus

A wildfire is defined as an unplanned and unwanted The Valley Transportation Authority (VTA) provides bus service in Los Altos. **Table 4-6** shows the routes in Los Altos.

The highest ridership routes are Route 22 (380 boardings and 330 alightings daily) and Route 522 (300 boardings and 310 alightings daily). Boardings refer to passengers getting on the bus and alightings refer to passengers getting off the bus. The top three highest ridership stops are shown in **Table 4-7**. These stops provide access to key destinations including shopping centers and schools and are along high frequency routes.

Regional Service

VTA also provides light rail service throughout Santa Clara County, although no light rail lines pass through Los Altos. VTA's Orange Line can be accessed at the Downtown Mountain View Transit Center, approximately three miles from Downtown Los Altos. Caltrain commuter rail service provides regional rail connections between Gilroy and San Francisco. The closest Caltrain stations to Los Altos are the San Antonio Station in Palo Alto (two miles from Downtown Los Altos) and the Mountain View Station (about three miles from Downtown Los Altos), located near Castro Street at the Downtown Mountain View Transit Center.

Mountain View provides two shuttle services that run through Mountain View with limited stops near Los Altos. MVgo, a free shuttle service provided by the Mountain View Transportation Management Association, connects the Mountain View Transit Center to various locations in Mountain View. Routes C and D are accessible from the intersection of El Camino Real and San Antonio Road in Los Altos. The Mountain View Community Shuttle is a free shuttle service also provided by the Mountain View

Table 4-6: Valley Transportation Authority (VTA) Bus Service

ROUTE	FROM	VIA	DESTINATION	WEEKDAYS		WEEKENDS		AVERAGE RIDERSHIP (BOARDING AND ALIGHTING)
				OPERATING HOURS	HEADWAY (HOURS)	OPERATING HOURS	HEADWAY (HOURS)	
22	Palo Alto Transit Center	El Camino Real	Eastridge Transit Center	4:20 AM – 3:00 AM	15 min	4:30 AM – 3:15 AM	15 min	700
40	Foothill College	San Antonio Road	Mountain View Transit Center	6:20 AM -10:50 PM	20-30 min	8:20 AM – 7:20 PM	30-40 min	380
51	West Valley College	Grant Road	Moffett Field	5:50 AM – 8:00 PM	30 min	N/A	N/A	80
52	Foothill College	El Monte Avenue	Mountain View Transit Cente	7:10 AM – 7:30 PM	20-30 min	N/A	N/A	70
522	Palo Alto Transit Center	El Camino Real	Eastridge Transit Center	4:30 AM – 11:45 PM	15 min	6:00 AM – 11:45 PM	20 min	610

Source: US Census Bureau, 2024 ACS 5-Year Estimate, Table B08201.

Table 4-7: VTA Bus Stops with the Highest Daily Ridership

BUS STOP	BOARDINGS[1]	ALIGHTINGS[1]
El Camino Real & Showers Drive	370	190
El Camino Real and San Antonio Road	50	120
San Antonio Road & Almond Avenue	50	5

Notes:
1. Rounded to nearest 5.

Source: VTA, October 2024.

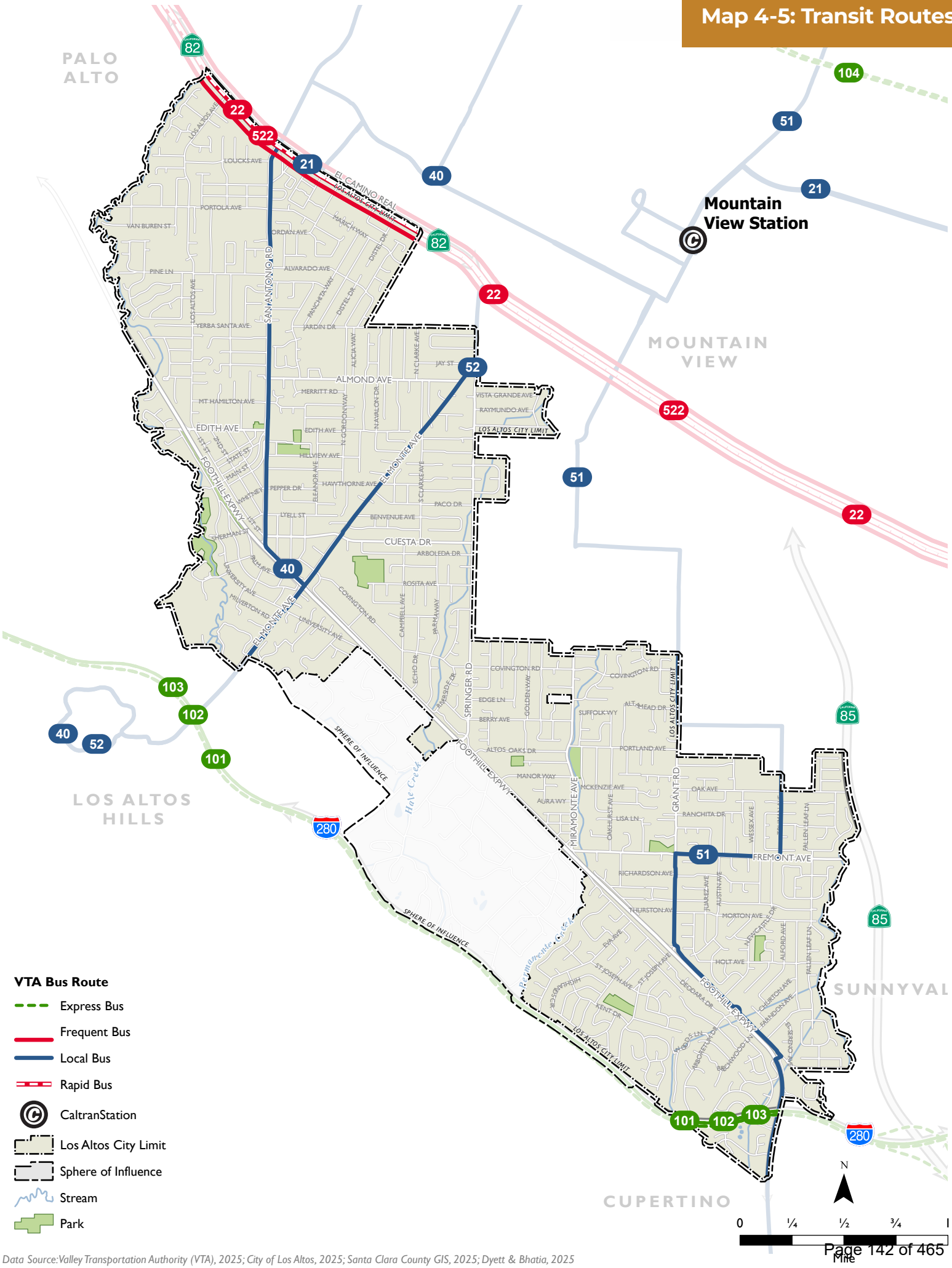
Transportation Management Association and the City of Mountain View to connect community members to various destinations in Mountain View. The shuttle is accessible from the intersection of Grant Road and Cuesta Drive in Mountain View just outside of Los Altos.

Planned Transit Service

The City of Los Altos Climate Action and Adaptation Plan recommends considering feasibility of an electric shuttle program for cross-town traffic that services several key commercial areas. The potential electric shuttle program would help reduce single-occupancy vehicle trips and provide additional transit service in the City but does not currently have funding or plans for implementation.



Map 4-5: Transit Routes



Data Source:Valley Transportation Authority (VTA), 2025; City of Los Altos, 2025; Santa Clara County GIS, 2025; Dyett & Bhatia, 2025

DOWNTOWN PARKING

Parking plays an important role in how people experience Downtown Los Altos. It provides access to local restaurants, shops, and community spaces. While convenient parking can reduce stress for drivers, an abundance of parking can result in underutilization of public space and indicate an area is over-prioritizing vehicle storage over uses that better support vibrant communities such as pedestrian spaces and quality public space. Parking in Downtown Los Altos includes on-street and off-street spaces and there are generally enough spaces to meet demand. To encourage turnover, many parking spaces downtown are time limited but remain free to use.

In 2025, Los Altos adopted the Downtown Los Altos Parking Strategy, a framework to manage parking in the downtown core. The parking strategy evaluates existing parking supply, demand, and utilization, and identifies policies and implementation actions to improve parking availability, increase turnover, and enhance access for all users. The parking strategies range from short-term to long-term and include improvements such as bicycle parking and shared parking. According to the Strategy, current vehicle parking supply in Downtown Los Altos is about 2,500 spaces. Of those spaces, about 400 are on-street spaces, 1,300 are off-street, and 800 are private off-street spaces. Generally, the downtown average daily occupancy rate is 54–60 percent during weekdays, implying that the supply is sufficient to meet demand.



To help increase turnover, many downtown parking spaces have time limits: 60 percent of the on street spaces have a two-hour time limit, while 79 percent of the off-street spaces have a three-hour time limit. Currently, public parking is free downtown, but the Downtown Los Altos Parking Strategy proposes to amend the zoning code to establish a parking district and introduce parking in lieu fees. A parking district would establish a defined area (downtown) where parking requirements are addressed collectively, allowing the City to manage parking supply within the downtown areas as a whole rather than at specific buildings. This could be supplemented with an in-lieu fee program which allow developers to pay a fee instead of providing on-site parking. Fees collected could be used to fund public structured parking facilities downtown or other parking management strategies.

PLANNED TRANSPORTATION INFRASTRUCTURE PROJECTS

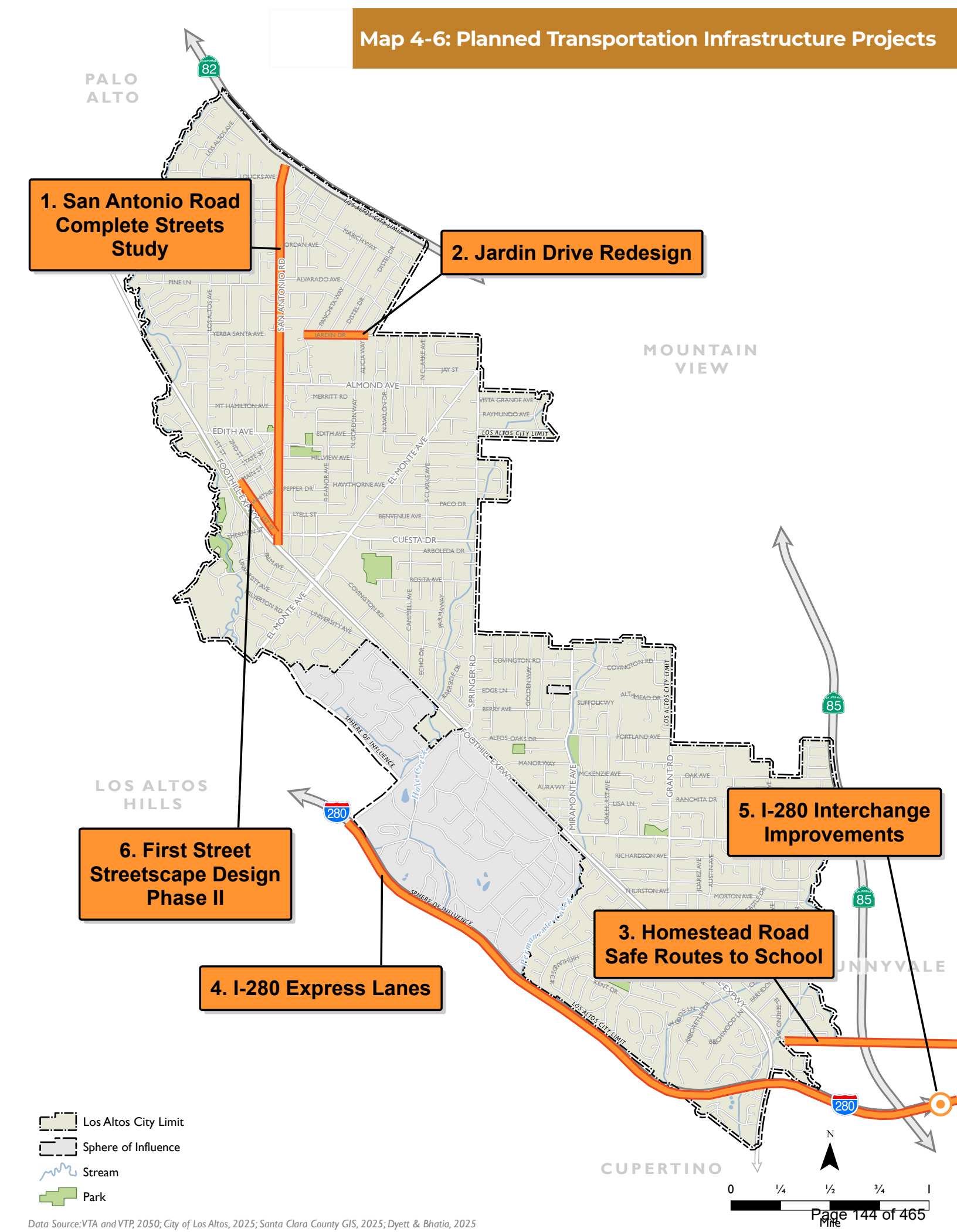
The City has proposed several transportation infrastructure projects aimed at improving safety, connectivity, and multimodal transportation as shown on **Map 4-6**.

Bicycle and Pedestrian Projects

The following is a summary of planned and funded bicycle and pedestrian improvement projects:

- The City recently received a $7 million dollar grant to redesign San Antionio Road incorporating Complete Streets elements. The project scope includes protected bikeways, narrowed vehicle lanes, and other Complete Streets elements that would extend between El Camino Real and Foothill Expressway. The grant was accepted in 2024, and the project is expected to begin design in 2026.
    - The City's Complete Streets Master Plan recommends high priority bicycle network improvements including Class IV bike lanes on North San Antonio Road and Foothill Expressway and a Class I bike lane on San Antonio Road.
- The City recently completed construction on a complete street project on Jardin Drive. The redesign included new buffered bike lanes, high-visibility crosswalks, and skipped bike striping through intersections.
- The City's Capital Improvement & Major Maintenance Program proposed the First Street Streetscape Design Phase II between San Antonio Road and Main Street to

Map 4-6: Planned Transportation Infrastructure Projects



Data Source: VTA and VTP, 2050; City of Los Altos, 2025; Santa Clara County GIS, 2025; Dyett & Bhatia, 2025

develop a streetscape plan and design guidelines for improving public infrastructure and public access and bicycle and pedestrian safety. The CIMMP also proposes a citywide traffic survey to determine speed limits.

- VTA is planning the Homestead Road Safe Routes to School project, which would implement a comprehensive set of bicycle and pedestrian safety improvements along approximately 1.5 miles of Homestead Road within Los Altos, Sunnyvale, and Cupertino. The project is intended to improve access and safety for students walking and biking to nearby schools and proposed improvements include sidewalk widening and gap closures, ADA compliant curb ramps, high visibility crosswalks, intersection reconfigurations to shorten crossing distances, upgraded bicycle facilities such as separated bikeways and shared use paths, and traffic signal modifications to improve bicycle and pedestrian operations.
- The County of Santa Clara is conducting the Foothill Expressway Multimodal Feasibility Study to evaluate alternatives to improve walking and biking along and across Foothill Expressway from Sand Hill Road to Cristo Rey Drive. The study began in Spring of 2025 and is expected to be completed around Summer/Fall 2026.

Safety Assessment

Transportation safety is fundamental to community well-being and quality of life in Los Altos. Evaluating collision history is a helpful first step in identifying safety concerns in Los Altos and developing solutions to address them.

COLLISION SUMMARY

The Federal Highway Administration adopted the Safe System Approach which is a holistic framework for addressing traffic safety. The Safe System Approach recognizes human mistakes are inevitable and focuses on designing the transportation system to prevent those mistakes from resulting in death or serious injury. California Senate Bill 932 requires General Plans to incorporate the Safe System Approach.

The California Highway Patrol (CHP) Statewide Integrated Traffic Records System (SWITRS) contains a record of all collisions causing damage or injury in the state as reported by local law enforcement agencies. A traffic collision is considered to be any event where a vehicle strikes any object while moving, whether the object is another car, a pedestrian, or something fixed in place (such as a light post). A high-level review of SWITRS data on injury collisions in Los Altos was conducted using data from UC Berkeley's Transportation Injury Mapping System (TIMS), which includes georeferenced versions of SWITRS data. For more detail, the VTA Local Road Safety Plan (LRSP) provides a more in-depth safety assessment.

Based on the past five years of available TIMS data (2019 through 2023), there were a total of 315 collisions reported in Los Altos during this time excluding most freeways. Of the 315 collisions that occurred, 11 percent (34) resulted in someone being killed or severely injured (KSI). The total collisions in Los Altos have decreased slightly compared to the LRSP which represents collision data from 2015 to 2019. The LRSP reported a total of 367 collisions and 22 KSIs (6 percent).

The total number of collisions and KSI collision in Los Altos is consistent with trends in similar sized nearby cities. Compared to cities with similar characteristics, Los Altos falls in the middle range for KSI collisions but ranks slightly higher in terms of total collisions. Over the five-year period, Los Altos recorded fewer collisions than Menlo Park but higher than all other comparison cities as shown in **Table 4-8**.



Table 4-8: Collision Comparison

CITY	TOTAL POPULATION[1]	TOTAL COLLISIONS	TOTAL COLLISIONS PER CAPITA	KSI COLLISIONS	KSI PER CAPITA
Los Altos	13,000	315	2%	34	0.26%
Menlo Park	33,000	771	2%	47	0.14%
Orinda	19,000	255	1%	40	0.21%
Piedmont	11,000	46	0%	2	0.02%
Capitola	10,000	103	1%	16	0.16%
Hillsborough	11,000	50	0%	8	0.07%
Los Altos Hills	8,000	120	2%	28	0.35%

Source: TIMS, 2019 – 2023; Fehr & Peers, 2026.

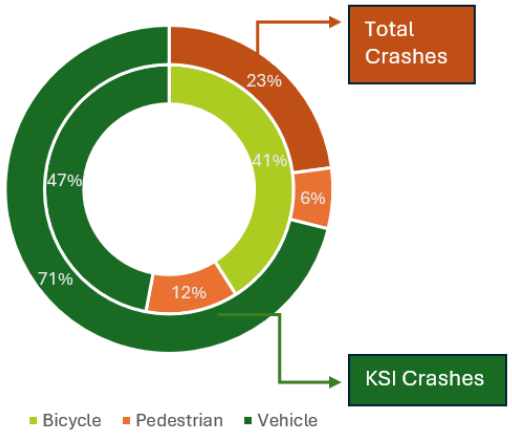
Improving transportation safety is essential to not only reduce KSIs but to ensure everyone can travel on streets comfortably and safely, consistent with the Safe System Approach. The City of Los Altos has made efforts to reduce crashes on Los Altos streets through the Complete Streets Master Plan and the Downtown Vision Plan. The LRSP identifies the high-injury network (HIN) shown on **Map 4-7**. The HIN highlights streets and intersections with high concentrations of KSI crashes based on TIMS data from 2015 to 2019, providing a foundation to prioritize safety goals to reduce KSI outcomes. The LRSP establishes a framework to systematically identify and analyze traffic safety-related issues and trends, while recommending safety projects and countermeasures.

Map 4-7 also shows the collisions in Los Altos between 2019 through 2023, based on TIMS data. The corridors with high concentrations of KSIs are Foothill Expressway, Fremont Avenue, San Antonio Road, Edith Avenue, El Camino Real, and Main Street. The intersections with high KSI concentrations are Foothill Expressway and Edith Avenue, Fremont Avenue and Truman Avenue, First Street and Main Street, and San Antonio Road and El Camino Real, four of the five HIN intersections. Springer Road and Foothill Expressway also have a high concentration of KSI collisions. The corridors and intersections with high KSI concentrations tend to be along streets with many lanes and high speeds. Many of these streets and intersections lack adequate bicycle and pedestrian infrastructure.

As travel behaviors change over time and improvements from previous planning efforts are implemented, the high collision locations may change. While many HIN corridors and intersections align with areas that have a higher density of collisions, there are some HIN corridors, such as Covington Road and Grant Road, where the latest TIMS data does not reflect the HIN conditions. The General Plan Update presents an opportunity to re-evaluate and update HIN locations based on the latest conditions. The HIN is an important tool that can help focus roadway safety improvement efforts and it is a required component of the General Plan Circulation Element. Pedestrians and bicyclists were involved in 67 percent (2 out of 3) of collisions that resulted in a fatality and 52 percent (16 out of 31) of collisions that resulted in a severe injury, despite representing only 29 percent (90) of all collisions. Pedestrian and bicycle collisions as a proportion of total collisions are shown in **Figure 4-7**.

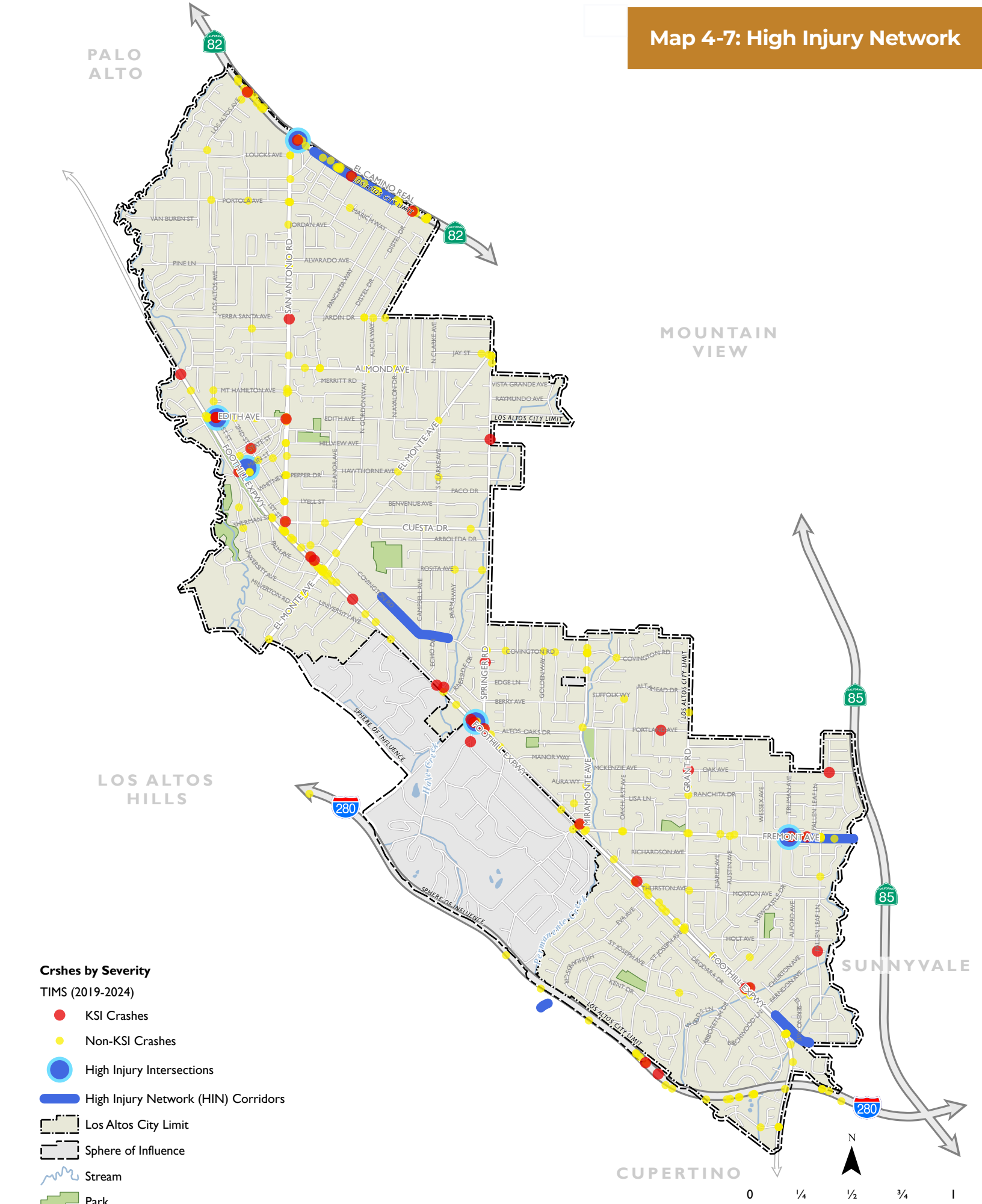
The top five primary collision factors - factors that led to the collision - for KSIs are vehicles speeding (29 percent), drivers on the wrong side of the road (25 percent), drivers

Figure 4-7: Pedestrian and Bicycle Collisions as a Proportion of Total Collisions



Source: TIMS, 2019-2023.

Map 4-7: High Injury Network



Crshes by Severity

TIMS (2019-2024)

- KSI Crashes
- Non-KSI Crashes
- High Injury Intersections
- High Injury Network (HIN) Corridors
- Los Altos City Limit
- Sphere of Influence
- Stream
- Park

Data Source:TIMS (2019-2024);VTA Local Road Safety Plan (2022; City of Los Altos, 2025; Santa Clara County GIS, 2025; Dyett & Bhatia, 2025

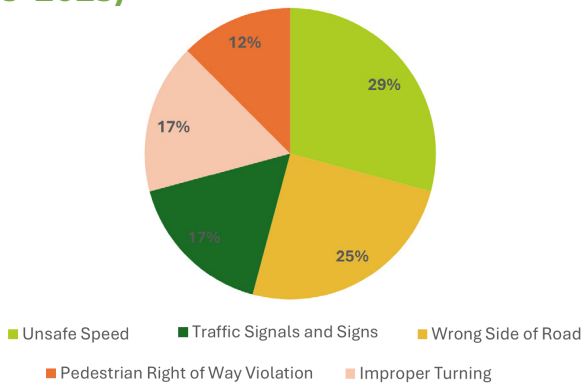
not following traffic signals and signs (17 percent), improper turning[6] (17 percent), and drivers failing to yield to pedestrians (12 percent). While these factors are recorded as driver behaviors, the latest safety guidance from the Federal Highway Administration, consistent with the Safe System Approach, recommends shifting focus to street design conditions as a way to help influence driver behavior in addition to safety education for all road users. For example, street design improvements that help to slow speeds (medians, narrower lanes, curb extensions, and speed humps) and separate users (sidewalks and separated bike facilities, high-visibility crosswalks, and intersection controls) can help to address these behaviors. **Figure 4-8** shows the primary collision factors for KSIs.

NEIGHBORHOOD TRAFFIC MANAGEMENT

Neighborhood traffic management refers to traffic measures aimed at reducing vehicle speeds and cut-through volumes on neighborhood streets to help improve safety. Traffic calming measures include road narrowing and turn restrictions. The City recently completed the Cuesta Drive Traffic Calming Plan. As part of this plan, the City installed vertical posts, speed tables, a stop sign, and speed feedback signs on Cuesta Drive to help slow vehicle speeds.

6 Improper turning refers to a driver making a turn that is unsafe or violates a traffic law.

Figure 4-8: Top 5 Primary Collision Factors by Collision Severity in Los Altos (2019-2023)



Note: Improper turning refers to a driver making a turn that is unsafe or violates a traffic law. Pedestrian Right of way violation refers to a driver failing to yield to a pedestrian who has the legal right of way at a crossing.

Source: TIMS, 2019-2023.

Regulatory Framework

The following State laws have implications for the General Plan Update. Related requirements will need to be addressed in updating the Plan.

- **Assembly Bill 32 (Global Warming Solutions Act); 2006** – requires the California Air Resources Board (CARB) to develop regulations that reduce greenhouse gas emissions to 1990 levels by 2020.
- **Assembly Bill 1358 (California Complete Streets Act); 2008** – requires the circulation element of the General Plan to address the transportation system from a multimodal perspective. In 2022, Los Altos adopted a Complete Streets Master Plan which addresses this requirement and can be references in the General Plan.
- **Senate Bill 375 (Sustainable Communities and Climate Protection Act); 2008** – aims to reduce the number and length of vehicle commuting trips, helping to meet statewide targets for reducing greenhouse gas emissions set by AB 32. In the nine county San Francisco Bay Area, SB 375 and AB32 are implemented through Plan Bay Area 2050+, described above, which seeks to integrate land use and transportation planning to further climate and sustainability goals.
- **Senate Bill 743 (SB 743); 2013** – requires cities to adopt vehicle miles traveled (VMT) guidelines and evaluate VMT as part of the CEQA process. Los Altos adopted a VMT policy in 2023 to guide how transportation impacts are analyzed and mitigated.
- **Senate Bill 932 (Circulation Element Update); 2020** – requires that General Plan Circulation Elements incorporate the Federal Highway Administration (FHWA) Safe Systems Approach, a holistic roadway safety framework aimed at eliminating fatal and serious injuries by anticipating human mistakes and designing systems to accommodate them.
- **Assembly Bill 130 and Senate Bill 131; 2023** – introduces changes to the California Environmental Quality Act (CEQA) aimed at streamlining housing development and reducing barriers to project approval.

Other Transportation Considerations

EMERGING TECHNOLOGIES

Electric Vehicles

Electric vehicles have gained popularity in the last decade, supported by regulation and incentives at both the State and local levels. In 2025, Santa Clara County saw nearly 409,000 new electric vehicles on the road according to the California Energy Commission. To support the growth in electric vehicle ownership, the City of Los Altos offers a network of charging facilities as shown in **Map 4-8**. Charging facilities are equally distributed throughout the City and provided at most schools.

The Los Altos Climate Action and Adaptation Plan (CAAP) (2022) has a target to electrify 80 percent of all light duty vehicles by 2035. To support this transition, the City plans to accelerate community-wide electric vehicle supply equipment. As part of this effort, Los Altos aims to adopt an electric vehicle supply equipment master plan to identify new charging facilities to ensure citywide access. The CAAP also includes recommendations to develop an electric shuttle program for cross-town traffic as an alternative to single-occupancy vehicle trips.



Shared Micromobility

Shared micromobility is a fleet of lightweight micromobility vehicles (scooters or bikes) available in the public realm that can be rented (often through a smartphone app) typically used to serve first and last mile connections or short trip distances. In the South Bay Area, the City of San José provides bikeshare operated through MTC's BayWheels program. They also allow shared electric scooters through a partnership with Lime. Mountain View and Palo Alto are currently evaluating the feasibility of a shared micromobility program. The CAAP proposes an evaluation of shared micromobility feasibility in Los Altos.

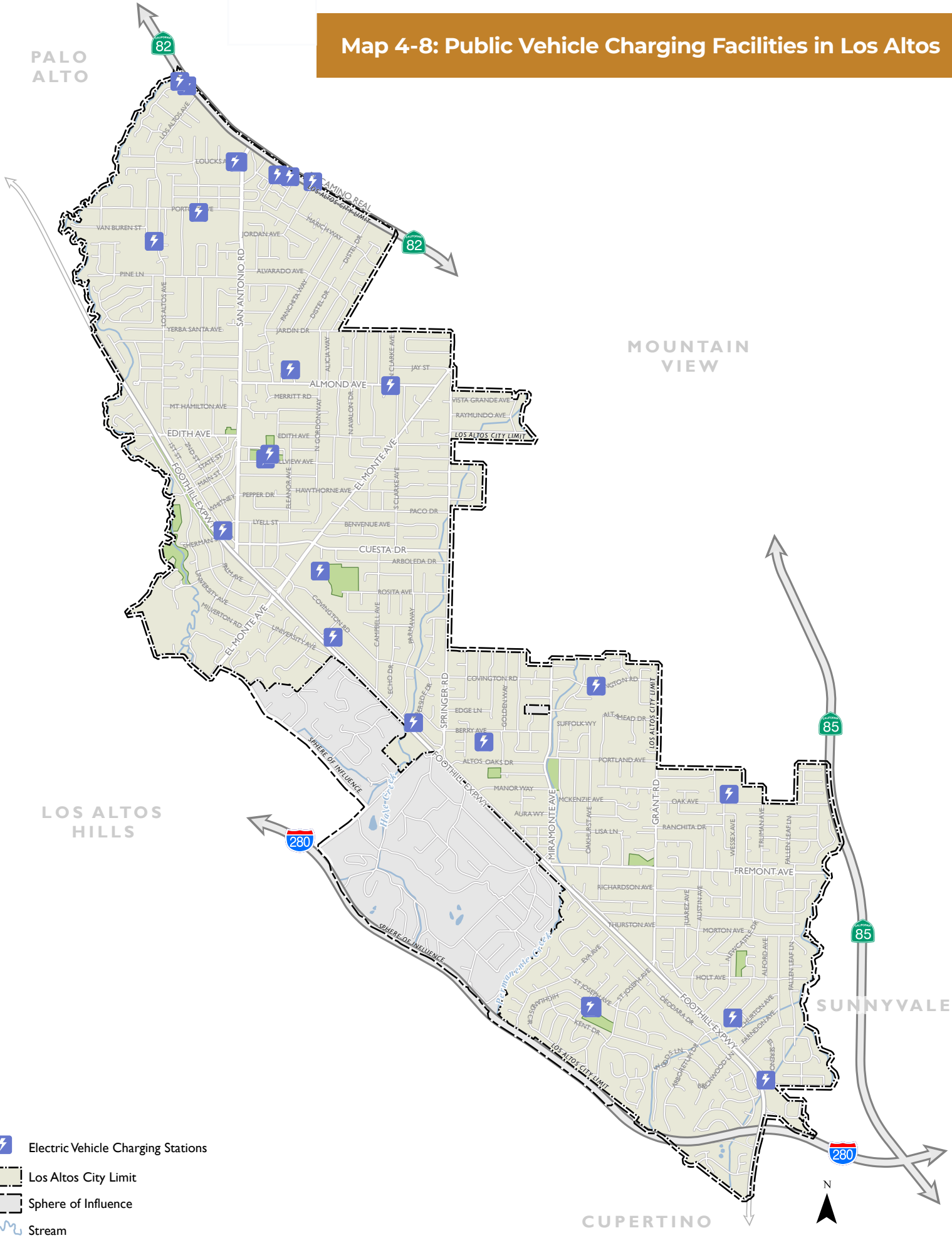
Transportation Network Companies

Transportation network companies (TNCs), also known as rideshare or ridehail companies such as Lyft and Uber, are businesses that provide prearranged transportation services through a digital platform like a smartphone app. Transportation network companies have been prevalent in Los Altos and provide an alternative to private vehicle ownership and for residents who may not be able to drive. They also provide a convenient option for getting around town that does not require parking space at the destination. As TNCs play a larger role in the transportation network, they influence travel behavior and provide new challenges such as curb management.

Food delivery companies like DoorDash and Uber Eats, while not TNCs, provide a similar type of on-demand service focused on delivery that has grown in popularity since the COVID-19 pandemic. Delivery activity from services such as Amazon and Instacart has also increased. Some cities are also beginning to pilot emerging delivery methods, including sidewalk delivery robots and drone delivery, although Los Altos is not yet among them. Delivery services provide time savings and convenience for Los Altos residents and may reduce the number of private vehicle trips taken for shopping and dining and reduce the need for parking in commercial areas; however, the continued growth of delivery services may increase the total number of vehicles on local roadways and result in curbside loading activity in commercial areas, creating new challenges related to curb management and street operations. The General Plan update should consider and seek to address these opportunities and challenges.



Map 4-8: Public Vehicle Charging Facilities in Los Altos



Data Source: U.S. Department of Energy's National Renewable Energy Lab (NREL), 2025; City of Los Altos, 2025; Santa Clara County GIS, 2025; Dyett & Bhatia, 2025

Drone Delivery

Drone delivery is a method of transporting deliveries, typically lightweight items, via electric drones that follow a preprogrammed flight path. Drone delivery exists as a pilot program in Sunnyvale and Mountain View, delivering small, packaged food items. While drone delivery is not currently operating in Los Altos, its future adoption could change how goods move through the transportation network by shifting deliveries away from local streets.

Autonomous Vehicles

Autonomous vehicle services are expanding across the Bay Area. In March 2025, Waymo, the autonomous vehicle ridehail company, expanded its service to select customers in Los Altos, Mountain View, Palo Alto, and Sunnyvale. Waymo has since expanded service across the Peninsula as well. Tesla robotaxi is available as a pilot with a safety driver and operates as a ridehailing service. The service is currently focused in Austin, Texas but may expand to other areas in the future. Other autonomous vehicle companies such as Zoox are likely to introduce operations to Los Altos in the future. The growing presence of autonomous vehicles may affect transit ridership and reliance on ridehail companies.

Additionally, the emergence of autonomous delivery services has the potential to influence delivery travel patterns and place new demands on curbside management. Autonomous delivery vehicles have been tested in Los Altos, but they are not currently operating as a publicly available delivery service. Larger delivery vehicles including autonomous trucks may become more prevalent in coming years as well, which could affect regional goods movement and safety on major corridors.

Emerging aircraft technology that allows an aircraft to take off and land vertically – known as vertical take-off and landing vehicles (VTOL) has the potential to change regional transportation patterns in the future. The introduction of VTOLs raise planning considerations for land use, airspace, and safety. Los Altos does not currently have VTOL services. The update of the General Plan may provide a framework for the future of autonomous and VTOL vehicles and services in Los Altos as they grow in popularity.

Intelligent Transportation Systems (ITS)

Intelligent transportation systems (ITS) can help improve safety and mobility through the integration of technology and transportation infrastructure. ITS encompasses a wide range of technology including electronic toll collection, bicycle detection, ramp metering, red-light cameras, traffic signal coordination, and transit signal priority.

In recent years Los Altos has made investments in intelligent transportation systems to enhance signals, efficiency, and management. In 2015, City Council approved a project to update signal phasing and timing at San Antonio Road and Cuesta Drive/First Street to meet Santa Clara County signal standards. The signal upgrades also include bicycle detection. Continued evaluation and application of emerging technologies can help optimize the efficiency and performance of the transportation system in Los Altos, potentially offering safer, more convenient trips for residents and operational cost savings for the City.

TRANSPORTATION FUNDING SOURCES

Transportation funding typically comes from a combination of local, regional, State, and federal funding sources including general fund revenue, grants, development impact fees, and taxes. While many of these sources are formulaic, the City can also access funding for select projects through competitive grants. Some grants consider diversity and equity factors of which Los Altos may be less competitive. Los Altos has a Capital Improvement & Major Maintenance Program (CIMMP) that addresses the City's infrastructure needs with a focus on public safety, transportation, street maintenance, parks, sewer, and technology. The CIMMP plans to fund the First Street Streetscape Design Phase II project, which includes a streetscape plan and guidelines to enhance bike and pedestrian safety and a citywide traffic survey. The City has a traffic impact fee to fund transportation infrastructure to serve new development.

Santa Clara County voters approved Measure B in 2016. The sales tax measure, administered by VTA, is a 30-year sales tax to fund transit, highways, expressways, and active transportation in the county. VTA allocates a portion of Measure B revenue to every jurisdiction in the county based on population size, including Los Altos. Funding can be used for local streets and roads, bicycle and pedestrian infrastructure, transit operations, highway interchanges, and county expressways.



Key Findings and Planning Considerations

Based on the analysis of existing transportation conditions, safety assessment, and other considerations in Los Altos, the following opportunities may help improve transportation in Los Altos as the City undertakes its General Plan update.

- **Commute Patterns.** Nearly 60 percent of employed Los Altos residents commute fewer than 10 miles to their job, and the average commute time is 22 minutes, shorter than the county and statewide averages. This indicates that Los Altos offers convenient access to nearby job centers, helping to making it an attractive place to live. Most employed residents in Los Altos commute to jobs in other communities, while most people who work in Los Altos commute from other jurisdictions. Approximately half of all people who work in Los Altos are employed in the professional/business service, education/health, and retail sectors. Workforce housing strategies should consider the needs of these groups, as providing more housing locally could help ease peak hour congestion in Los Altos, among other benefits.

- **Existing Travel Characteristics.** Private vehicles are the primary mode of transport in Los Altos, as in communities throughout the South Bay. Commute patterns, the existing land use mix, and the availability of transit service all contribute to this. Nevertheless, VMT rates are lower than in many neighboring communities and parks, schools, and commercial areas in Los Altos since all are located within easy access of residential neighborhoods, which presents opportunities to expand the share of local trips made on foot, by bicycle or through shared modes of transit. In turn, this could help reduce congestion, air pollution, and GHG emissions while also encouraging active, healthy lifestyles.

- **Vehicle Miles Traveled Policy.** The City adopted a Vehicle Miles Traveled Policy in 2023, establishing the following thresholds of significance: residential projects - 15 percent below the Bay Area average VMT per capita; office projects - 15 percent below the Los Altos citywide average VMT per employee. These thresholds are used for the purpose of determining environmental impacts from proposed new development projects. The General Plan Update process provides an opportunity to build on this framework by exploring strategies to reduce VMT such as encouraging density and implementing additional transportation demand management strategies.

- **Street Classification System.** The 2002 General Plan established a street classification system that organizes roadways into a hierarchy based on function and capacity. This approach tends to prioritize the automobile and may not fully reflect the use of other modes of travel in Los Altos. Through the General Plan Update, the City may wish to consider adopting a layered network approach that organizes streets into

mode-priority networks, rather than expecting every street to serve all users equally well. Under a layered network approach, neighborhood streets might prioritize walking and biking, while downtown streets might prioritize pedestrians, and major roadways might prioritize vehicles and transit movement. The result would create continuous, low-stress routes for each mode and improve safety by reducing modal conflicts.

- **Walking Access to Key Destinations.** Downtown Los Altos is characterized by a highly walkable street grid that contributes to its unique character. While downtown and other commercial centers are located within easy walking distance of residential neighborhoods, accessing these destinations on foot from surrounding neighborhoods is not always easy, particularly at night because adjacent neighborhood streets lack sidewalks and lighting. The General Plan Update presents an opportunity to identify pedestrian routes to commercial areas from surrounding neighborhoods and explore strategies that could enhance connectivity and safety, such as introducing sidewalks and pedestrian-scale lighting on certain key routes.

- **Bicycle and Pedestrian Facilities.** Los Altos has a strong foundation of bicycle facilities, although the existing network is fragmented and many routes lack sufficient separation from traffic, which reduces comfort and usability—especially on high-speed corridors. The 2022 Complete Streets Master Plan aims to address these gaps by improving connectivity, enhancing safety, and expanding facilities. Complementary improvements to further support a more functional and user-friendly system are also proposed, including wayfinding signage, bicycle parking, and signal detection. The General Plan Update process is an opportunity to identify implementation priorities for improvements and/or to refine recommendations with a view to strengthening connections between key destinations in Los Altos.

- **Safety.** Safety can be a concern for some road users in Los Altos. Collisions resulting in a person killed or severely injured (KSIs) make up 11 percent of all collisions citywide. Pedestrians and bicyclists are overrepresented in KSI collisions highlighting the vulnerability of these users. There is an opportunity to further prioritize the safety of all road users but especially people walking and biking in Los Altos. Improvements to address safety and reduce collisions should be Safe System Approach consistent and address infrastructure and land use considerations in addition to educational programs. The City's high-injury network of streets and intersections where KSIs are concentrated helps to identify priority locations for safety improvements. However, this network, developed in 2022, no longer reflects the latest collision patterns. The General Plan Update presents an opportunity to align this network with the latest safety trends.

- **Ridehailing and Delivery Services**. Ridehailing services like Uber, Lyft, and Waymo provide convenient options for getting around town that do not require parking space at the destination. Delivery services like DoorDash and Uber Eats provide time savings and convenience for Los Altos residents and may reduce the number of private vehicle trips taken for shopping and dining and reduce the need for parking in commercial areas. However, the continued growth of these services may increase the total number of vehicles on local roadways and result in curbside loading activity in commercial areas, creating new challenges related to curb management and street operations. The General Plan update should consider and seek to address these opportunities and challenges.

- **Intelligent Transportation Systems.** Los Altos is investing in intelligent transportation systems improvements to enhance signals, efficiency, and management. Continued evaluation and application of emerging technologies can help optimize the efficiency and performance of the transportation system in Los Altos, potentially offering safer, more convenient trips for residents and operational cost savings for the City.



5

PARKS AND PUBLIC SERVICES

This chapter summarizes existing conditions and issues relevant to key public services, including parks, recreation, trails, and open space in the Planning Area. It also describes community services and programs, schools, libraries, and police and fire protection services. A summary of findings and implications is provided at the end of the chapter.

Parks and Recreation

The City of Los Altos Parks & Recreation department offers a variety of parks, open space, trails, and recreational facilities for the community. Additionally, the city borders regional parks and open space, including the Midpeninsula Open Space District, that expand the broad range of recreational opportunities available in the Los Altos area. This section discusses distribution and accessibility of these community resources, as well as planned projects and funding for expansion of the park system.

PARKS

Existing Parks and Parkland Classifications

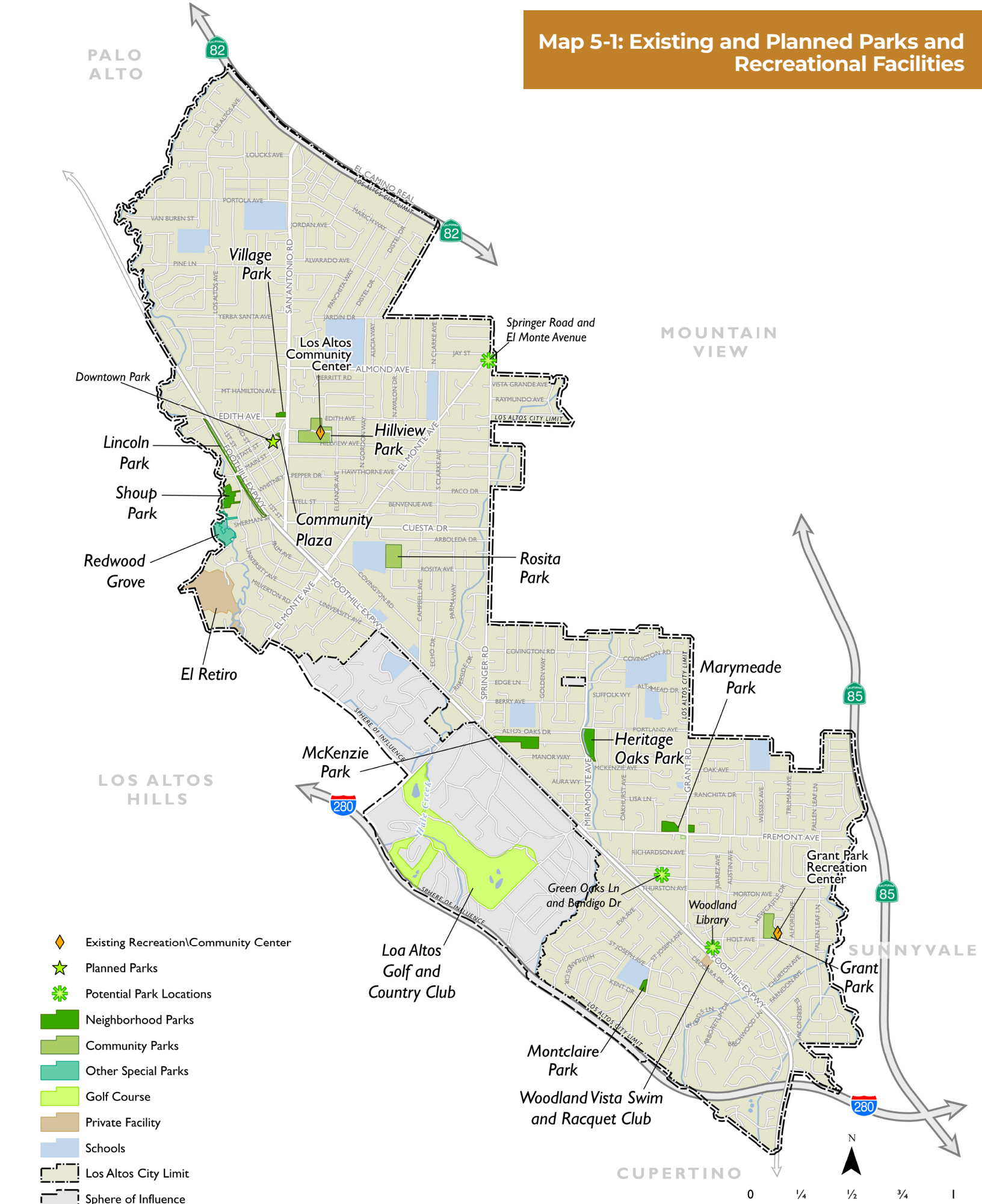
The City of Los Altos provides a total of 13 parks and recreational facilities: three community parks, eight neighborhood parks, one nature preserve, and one public multiuse trail, which all contribute to the 44.95 acres of parks and recreational facilities, as shown in **Map 5-1** and summarized in **Table 5-1**. The five categories of parks defined by the City are as follows:

- **Neighborhood Parks** serve as social and recreational focal points for neighborhoods, as they provide green space and social opportunities. As such, the majority of parks within Los Altos can be defined as neighborhood parks. Neighborhood parks include play areas, picnic areas and natural turf areas or fields that provide space for both active and passive recreation (programmed and non-programmed). They may also contain recreation facilities. These types of parks may provide restrooms, but typically in connection with a "destination facility," such as an athletic field, playground or picnic area. Although accessible by bicycle and on foot, neighborhood parks also require on-site dedicated parking areas. It should be noted that Shoup Park is an exception in this category, with characteristics of a community park (see description below). In addition to the amenities listed above, Shoup Park houses the Garden House facility and the Patriot Corner picnic area, which is the largest reservable picnic area that the city permits and serves the entire Los Altos community.
- **Community Parks** are larger than a neighborhood park and provide both active and passive recreational opportunities. Community parks accommodate large group activities and organized sports play. They often house specialized recreation programs; contain facilities; and provide space for public gatherings, special events and large-scale community interaction. Generous onsite parking and public restrooms are typical for community parks, making them family-friendly facilities, such as Hillview Park.
- A **Pocket Park** is a small, urban neighborhood park bounded by buildings, typically created on left over portions of land. Pocket parks may also be open space.
- A **Nature Preserve** is a protected area established to safeguard or retain wildlife, flora, fauna or features of geological, historical or other special interest. These areas are "reserved" from development and managed for conservation and provide special opportunities for study or research. Nature preserves may be designated by government agencies or by private landowners, such as charities or research institutions. Nature preserves fall into different International Union for Conservation of Nature and Natural Resources categories depending on local protection laws.





Map 5-1: Existing and Planned Parks and Recreational Facilities



Data Source: City of Los Altos, 2025; Santa Clara County GIS, 2025; Dyett & Bhatia, 2025

Table 5-1: Summary of Existing Parks and Amenities

PARK OR FACILITY	ACRES	AMENITIES
Neighborhood Parks	**22.37**	
Shop Park	3.95	Play areas, picnic tables, barbeques, paved loop, walking paths, natural turf area, restrooms, public art, dedicated parking areas
Village Park	0.78	Walking paths, benches, picnic table, barbeques, natural turf area, drinking fountain, public art
Heritage Oaks Park	5.33	Play areas with sandpit, picnic tables, barbeques, natural turf area, restrooms, public art
Lincoln Park	4.44	Walking paths, benches, picnic tables, Gazebo, public art
Marymeade Park	2.47	Three lighted tennis courts, play areas, picnic tables, barbeques, natural turf area, drinking fountain, restrooms
McKenzie Park	4.30	Two lighted tennis courts, play areas with sandpit, picnic tables, benches, barbeques, natural turf area, drinking fountain, restrooms, public art, dedicated parking areas
Montclaire Park	1.10	Two lighted tennis courts, play areas, picnic tables, benches, barbeques
Community Parks	**16.13**	
Grant Park	4.50	Basketball court, large multi-purpose turf field, play areas with sandpit, climbing boulder, walking paths, picnic tables, barbeques, bike racks, drinking fountains, public restrooms, meeting rooms, multipurpose room, public art
Rosita Park	5.00	Baseball and soccer fields, three tennis courts, play areas, walking paths, restroom, concession stand
Hillview Park	6.63	Baseball and soccer fields, bocce ball courts, play areas, exercise area, picnic tables, restrooms, public art, dedicated parking areas
Pocket Park	**0.16**	
Community Plaza	0.16	Seating areas, small bandstand with artificial turf
Nature Preserve	**6.12**	
Redwood Grove	6.12	Natural trails, walking paths, boardwalk, picnic tables, observation decks, temporary restrooms
Multiuse Trails		
Hetch Hetchy Trail	0.17	Trail, bike path
Planned Facilities		
Downtown Park	TBD	Conceptual design is currently underway for a new Downtown park, plaza or common facility that will replace the surface parking lot along Plaza South, with parking thoughtfully reconsidered to support continued access and downtown vitality.
Total	**45.45**	

Source: City of Los Altos, Parks Plan, 2012

- **Open Space** refers to undeveloped land or water. It may be specifically established as open space by zoning regulations or occur naturally due to lack of development and may include greenbelts. Zoned open space offers many public benefits including resource conservation, water supply protection and enhanced property values. It may also be used to conserve historic, cultural or natural resources and to protect scenic vistas. Large open space areas also provide multi-generational recreational opportunities (ex. Intersection of Springer Road and El Monte Avenue). Open space can also include pocket parks. Some open space areas have minor improvements such as on-site parking and public restrooms to accommodate users.
- **Trails** are pathways or routes designed for non-automobile traffic. Trails may be segregated into specific activity types such as walking and biking. Exercise trails often feature exercise stations on regular intervals. Some trails allow pedestrian access (shortcuts) between streets, neighborhoods and schools. Trails may be publicly owned or established through easements, such as the Hetch Hetchy Right-of-Way, a 0.17-acre strip of land with a walking and bicycle path owned by the San Francisco Public Utilities Commission but maintained by the City.

Section 66477 of the Government Code provides local jurisdictions with the authority to acquire park land in association with new land divisions. Commonly referred to as the Quimby Act, this provision of state law allows a city, by ordinance, to require the dedication of land, payment of an in-lieu fee, or a combination of both, for park and recreational purposes as a condition on approving a subdivision map. Chapter 13.24 of the Los Altos Municipal Code requires the dedication of land and/or the payment of in lieu fees for the purpose of providing park and recreational facilities as a condition of approval of a final subdivision or parcel map. Park-in-lieu fees go into a fund which the City uses as needed to construct park facilities to serve the subdivision.

In Chapter 13.24(C) of the Municipal Code, the City has established a standard of 3.0 acres of parkland per thousand residents, calculated on the basis of City-owned parkland. With a total of 45.45 acres of existing parkland and a population of approximately 30,698 residents, the City is currently providing 1.48 acres of parkland per thousand residents, below the established standard. An additional 46.8 acres of public parkland would be needed to meet the established standard of 3.0 acres per thousand residents based on current population. Two new City parks are planned: a 0.5-acre pocket park at 647 N. San Antonio Road and a Downtown Park on Parking Plazas 1, 2, and 3 now in the conceptual design phase. These new facilities will help address the deficit of public parkland; however, additional facilities and strategies will be needed to meet the needs of existing and future residents.

Additionally, the 2002 General Plan Open Space Element calls for the City to explore joint use of school facilities to augment open space and recreational opportunities available to residents. The City currently has joint use agreements for two City gyms on school district properties. These are Egan Gym at Egan Middle School Campus and Blach Gym at Blach Middle School. Students have access to the facilities during school hours and is accessible by the general public from 6pm onwards on weekdays and throughout the weekends. The Los Altos Golf and Country Club is a private members club in the SOI that offers amenities to members, including a golf course, swimming pool, tennis courts, state-of-the-art fitness center, and social and dining events.

Los Altos Parks Plan

The Los Altos Parks Plan, adopted in 2012, is designed to guide the development, enhancement, and maintenance of the City of Los Altos' park system over a 20 to 30-year horizon. It serves as a strategic roadmap for the City Council and staff, assessing the current state of the city's 13 parks and facilities and outlining a vision to ensure they continue to meet the community's needs as Los Altos grows. Goals for the plans include increase the amount of total parkland, creation of new walking pathways and trails, and restoration and preservation of creek banks in City parks, as shown on **Table 5-2**. An update draft Parks Plan is anticipated under the direction of the Parks, Arts, Recreation, and Cultural Commission.

The 2012 Parks Plan identifies several City-owned parcels that are not fit for development and are classified as open space. The larger parcels are at Woodland Library, Springer Road and El Monte Avenue, Green Oaks Lane and Bendigo Drive, and Heritage Oaks Park. The Parks Plan identifies these spaces as potential sites for neighborhood park development and expansion. These locations are also shown on **Map 5-1**. Given that there is very little vacant

land in Los Altos, identifying locations for new parks is a challenge. The Parks Plan also suggests property acquisitions through easements land gifts, and development agreements with redevelopment project proponents as potential strategies for increasing parkland.

ACCESS TO PARKS AND RECREATIONAL FACILITIES

Another measure of access to parks is walkability, or how long it would take to get to a park on foot from home. **Map 5-2** shows access to parks on foot, accounting for the actual path of travel along existing streets and around existing development. The analysis reveals that only about a half of all residential neighborhoods are within a five-to-ten-minute walking distance of a park. Parks with the best access on foot tend to be clustered in the neighborhoods around Downtown and in the south, where existing City parks are located. Residential areas without a park within a 5- to 10-minute walk from home tend to be neighborhoods toward the periphery of the city; however, there are recreational facilities at Los Altos High School, Egan Junior High School, and Santa Rita Elementary School that are accessible to residents in these areas. Furthermore, some Los Altos neighborhoods are also within a five- to ten-minute walk to Rancho San Antonio County Park. Joint use agreements that permit community use of school facilities after hours can be a strategy for increasing access to parks and recreational facilities for neighborhood residents.

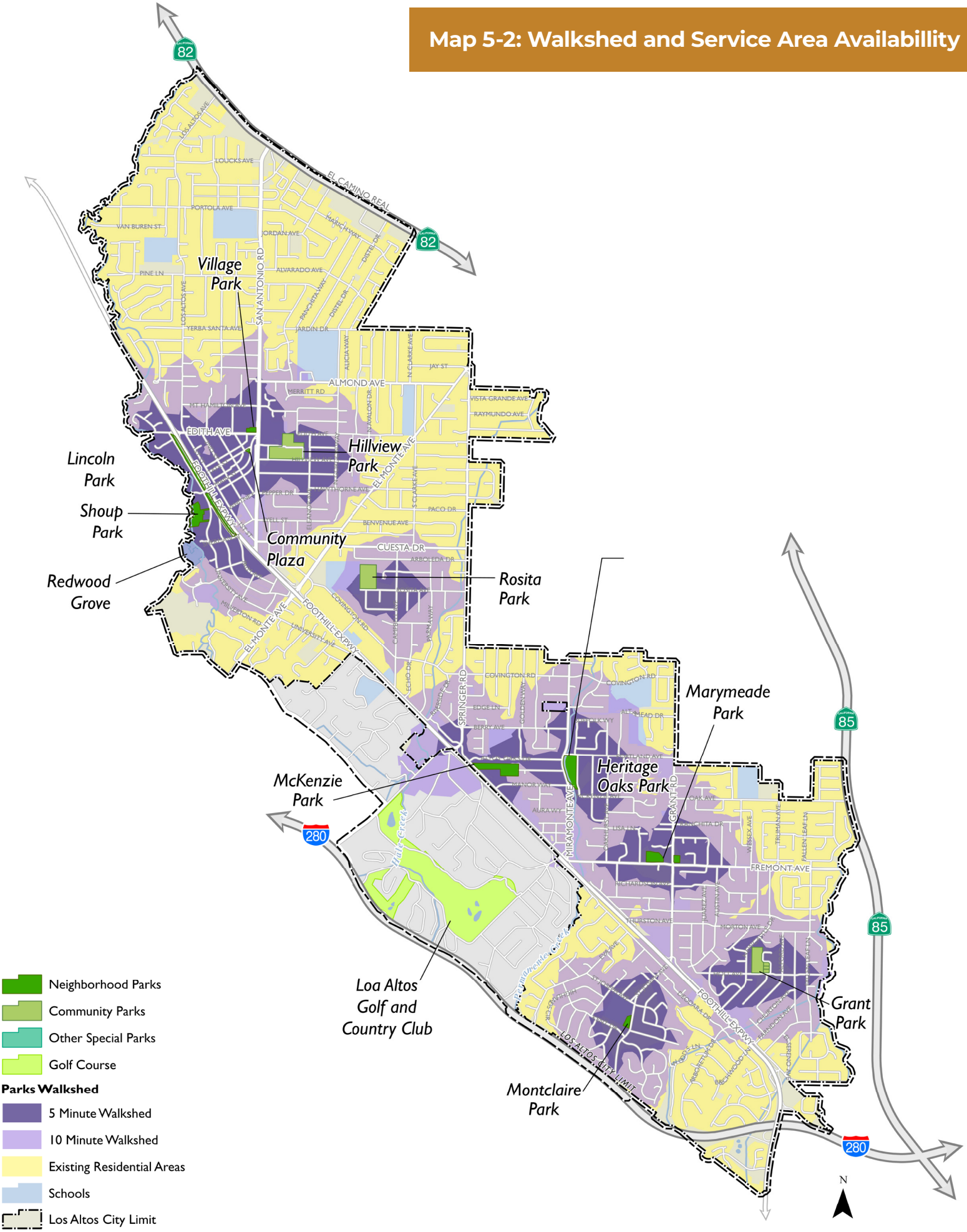
Parking at parks can also determine access at parks and recreational facilities. Various parks in Los Altos have accessible parking on site, though some facilities are lacking. Hillview Park, Shoup Park, and McKenzie Park have dedicated parking lots with ample parking. Heritage Oaks Park has sufficient parking for day-to-day use but may have insufficient parking for larger community events. On-street parking can be found along both sections of Lincoln Park, while the south end adjoins a parking lot. Marymeade Park provides parking, though it is adjacent to the tennis courts rather than the play areas and open space. There is no parking within Redwood Grove, but parking is available along University Avenue.

Table 8-2: Los Altos Parks Plan Citywide Goals

CITYWIDE GOAL	RECOMMENDATIONS
Park Acreage	• Maintain current parks as dedicated parkland • Provide 60 acres of parkland citywide • Provide a park in north Los Altos • Look for opportunities to expand existing parks, where feasible • Continue to require park in-lieu payments for new developments
Walking Paths/ Trails	• Maintain current pathways in good condition and repair as needed • Consider pathways when designing new parks or renovation of current parks • Support the completion of the Stevens Creek Trail
Field Space	• Work with the school districts to provide a single entity in charge of scheduling and maintenance of fields
Creeks in Parks	• Continue habitat rehabilitation and creek bank restoration in Redwood Grove • Begin efforts to preserve creek banks in Shoup and Heritage Oaks Parks
Other Open Space	• Look for opportunities to acquire open space parcels as properties subdivide • Remain cognizant of the agreement for the Open Space Easement on the El Retiro property

Source: Los Altos Parks Plan, 2012.

Map 5-2: Walkshed and Service Area Availabillity



Notes:
Parks walkshed areas and service areas are drawn for existing neighborhood, and community parks only.

Data Source: City of Los Altos, 2025; Santa Clara County GIS, 2025; Dyett & Bhatia, 2025

MAINTENANCE

The Los Altos Maintenance Services Division of the Parks & Recreation department is responsible for the maintenance of the City's parks, buildings, bridges, streets, traffic signals, wastewater collection, and storm drain systems. Specifically for parks and recreation facilities, the Division has established park service levels that meet or exceed industry standards of care, aesthetics and appearance. Operations include general maintenance, turf management, irrigation, lighting, custodial, and landscaping. Proper park maintenance extends the life of park and recreational facilities, while enhancing visitor safety and ensuring a high-quality public experience. About 25 per-cent of the Maintenance Services budget is dedicated to park maintenance[1].

FUNDING

As noted above, the City has enacted an ordinance requiring new development to dedicate land or pay fees to help ensure sufficient parkland to meet the established standard of 3 acres per thousand residents. As residential development occurs, parks are provided by the developer, or a contribution is made to a fund which the City uses as needed to construct park facilities to meet demand from new residents. The Parks Plan also identifies other potential sources to fund park acquisition and improvement projects, including grant funding opportunities and bond and tax measures. Continuing to keep parks safe and attractive to residents is equally important as providing an adequate number of parks. The City funds operation and maintenance of parks and recreational facilities through General Fund money and fee-based programming for certain activities. Volunteer initiatives and sponsorship opportunities are additional avenues that can help to offset operations and maintenance costs.

REGIONAL OPEN SPACE AND TRAILS

Residents are able to access several areas of significant open space within a few miles of Los Altos City limits, as shown on **Map 5-3**. The 289-acre Rancho San Antonio County Park borders Los Altos to the west. The County Park is conjoined with the 3,988-acre Rancho San Antonio Open Space Preserve further to the west. Both facilities are managed by the Midpeninsula Regional Open Space District, featuring meadows, creeks, wildlife, hiking trails and passive open space.

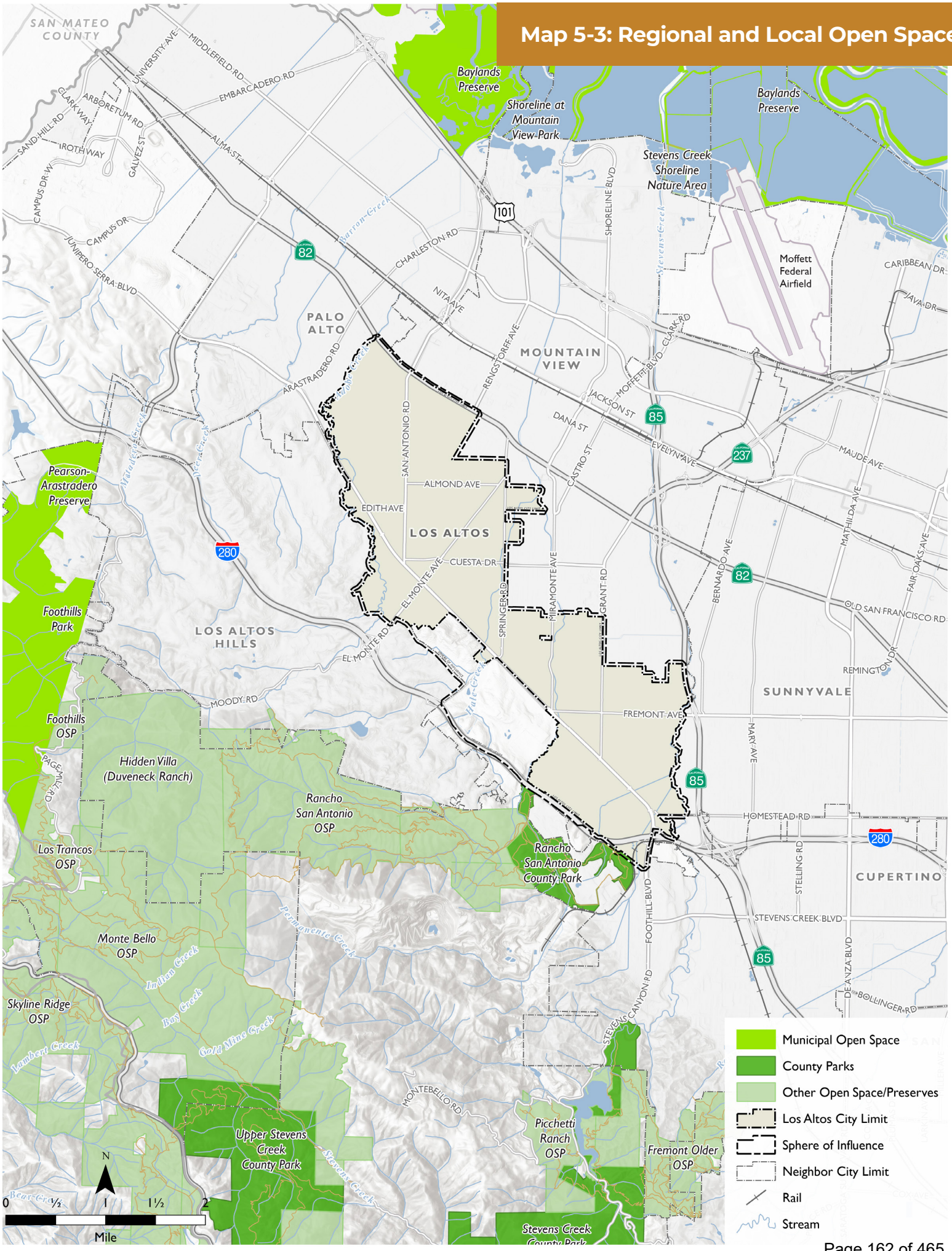
Based on input from the Midpeninsula Regional Open Space District, the feasibility of a free/low-cost shuttle service program between Los Altos and Rancho San Antonio County Park was evaluated to address ongoing parking and congestion issues. These efforts were voted out by the District's Board of Directors, efforts have shifted to focus instead on implementing a permanent carpool parking area. However, seeing that the City envisions a cross-town Electric Shuttle (In Chapter 4: Transportation), there is a potential to partner with the District to connect residents and visitors of Los Altos to regional parks and open space such as Rancho San Antonio County Park.

The Duveneck Windmill Pasture is a 761-acre area located within the Rancho San Antonio Open Space Preserve that can be accessed by trails. Pearson-Arastradero Preserve is a mixture of rolling grassland and evergreen forest, located in neighboring City of Palo Alto. The Pearson-Arastradero Preserve has roughly 10 miles of trails, hiking, bicycling, and horseback riding. The Preserve also features the Arastradero Lake, open all year to fishing. To the east of Los Altos on the shoreline of the San Francisco Bay is the Baylands Nature Preserve, the largest tract of undisturbed marshland remaining in the Bay. Fifteen miles of multi-use trails provide access to a unique mixture of tidal and freshwater habitats. The Preserve encompasses 1,940 acres in both Palo Alto and East Palo Alto, and is owned by the City of Palo Alto. It is an important habitat for migratory shorebirds and is considered one of the best birdwatching spots on the West Coast.



1 City of Los Altos, May 2012. Los Altos Parks Plan. Available: https://www.losaltosca.gov/DocumentCenter/View/1552/Los-Altos-Parks-Plan-PDF. Accessed: February 18, 2026.

Map 5-3: Regional and Local Open Space



Data Source: City of Los Altos, 2025; Santa Clara County GIS, 2025; Dyett & Bhatia, 2025

Local Serving Recreational Trails and Facilities

Hiking and walking are the premier outdoor activities for Los Altos residents, with 96 percent of respondents labeling them as "very" or "somewhat important," according to the 2012 Parks Plan. This high level of interest underscores a significant demand for accessible trails. Walking trails exist within the following parks: Rosita, Shoup, Lincoln, and Redwood Grove Parks, as well as the Hetch Hetchy Right-of-Way. The Parks Plan identified both the upkeep of these assets and the development of new trail opportunities as priorities to pursue. Additionally, there is an opportunity for a joint and collaborative venture with the cities of Cupertino, Mountain View and Sunnyvale to create a trail along Stevens Creek for recreational use for all residents within Santa Clara County.

OTHER RELEVANT PLANS AND INITIATIVES

Los Altos Age-Friendly Action Plan

The Los Altos Age-Friendly Action Plan (2025–2028) is a strategic roadmap designed to enhance the quality of life for older residents by aligning city policies with the World Health Organization's "Age-Friendly" framework[2]. The action plan includes goals, strategies, steps to accomplish goals, and partners accountable for the goals in relation to the eight domains categorized under the World Health Organization.

For parks, recreational facilities, and open space, the plan prioritizes "Domain 1: Outdoor Spaces and Buildings," which focuses on creating accessible, safe, and inviting physical environments that encourage active aging and social connectivity. Key objectives include ensuring that green spaces are spacious and well-maintained with ample comfortable seating, improving walkability through even sidewalks and better lighting, and enhancing the accessibility of public buildings. By integrating these physical improvements with the City's Adult 50+ Program, the Age-Friendly Action Plan seeks to transform local parks and facilities into vital hubs for physical activity and social engagement, ultimately combating isolation and promoting the long-term mental and physical well-being of the Los Altos community.

Parks, Arts, Recreation, and Cultural Commission

The Parks, Arts, Recreation, & Cultural (PARC) Commission advises the City Council in all matters pertaining to parks, public recreation, and cultural arts. It works with all other governmental agencies and civic groups in the advancement of sound Parks and Recreational planning and programming. The Commission also makes budget recommendations to the Council regarding the same topics. The Parks, Arts, Recreation, & Cultural Commission work plan outlined goals for 2025 that were approved on February 18, 2025 and further updated on August 19, 2025[3]. The goals include: increasing engagement with the community to solicit feedback on PARC contributions, increasing use of City parks, and working to ensure the City maintains high quality parks and facilities. The work plan details goals, objectives, projects for the year, as well as the anticipated completion date and assignment of commission member(s).

Public Safety Facilities and Services

Law enforcement services are provided by the Los Altos Police department (Los Altos PD), while the City currently contracts with the Santa Clara County Central Fire Protection District for fire protection services within the municipal boundaries. This section discusses staffing, facilities and equipment, and community programs provided in Los Altos.

2 City of Los Altos, 2024. Los Altos Age-Friendly Action Plan. Available: https://www.losaltosca.gov/DocumentCenter/View/1908/Age-Friendly-Action-Plan?bidId=. Accessed: February 6, 2026.

3 City of Los Altos, August 2025. Parks, Arts, Recreation, & Cultural Commission 2025 Work Plan. Available: https://www.losaltosca.gov/DocumentCenter/View/2117/PARC-Work-Plan-Approved-021825. Accessed: February 6, 2026.

POLICE SERVICE

Services and Staffing

Los Altos PD provides a full range of law enforcement and police protection services, which include the following: response to emergency and non-emergency calls for service; proactive identification of criminal activity, traffic safety, parking enforcement, investigation of crime and prosecution of criminals, 911 call taking and emergency dispatch services, training of personnel, crime prevention and community outreach, maintenance of records, property and evidence control and emergency preparedness. The Los Altos PD is organized into three primary divisions that manage the city's public safety infrastructure: Support Services, Operations, and Administration, which are further organized into other subdivisions. The Support Services Division houses the 911 Communications, Records, Property and Evidence, and Technology subdivisions. The Operations Division is comprised of Patrol, Traffic, Investigations, Crime Prevention, Canine, and SWAT. The Department is comprised of 32 sworn patrol officers, two reserve officers, and 15 professional civilian staff[4].

Facilities and Equipment

Los Altos PD is headquartered at 1 North San Antonio Road, in the northern portion of the city, as seen on **Map 5-4**. Los Altos PD plans to use a City-owned facility at 999 Fremont Avenue, which is currently vacant, as a substation with a few interior upgrades that will allow officers better access to the south side of the city[5]. Funding for the upgrades is identified in the City's Capital Improvement and Major Maintenance Program (CIMMP) for the fiscal years 2024 to 2029.

The City of Los Altos is currently addressing critical infrastructure needs for its public service facilities, specifically the police station at 1 North San Antonio Road, and the city's two fire-houses, as part of its 2024-2025 Strategic Goals. A focused facility condition assessment, initiated in 2016, revealed significant structural and operational deficiencies in the existing police station at the Civic Center. Funding options under consideration include a voter-approved tax or loans.

Technology

Los Altos PD is increasingly making use of technology to assist with crime prevention and enforcement. For example, the department uses automated license plate recognition (ALPR) technology to provide the vehicle and license plate evidence needed to help solve crimes. Los Altos PD has established a partnership with Flock Safety to install 15 fixed ALPR cameras in strategic locations around Los Altos, allowing cameras to capture a vehicle's specific characteristics, including body type, make, color, and more. Los Altos PD also uses Unmanned Aircraft Systems, or drones, as a strategic tool to enhance public safety and protect property in situations where traditional resources are less effective. To address privacy concerns, the program operates under strict adherence to Federal Aviation Administration (FAA) regulations, constitutional rights, and comprehensive department policies. All department operators are FAA Part 107 certified and have completed specialized training through the California Commission on Peace Officer Standards and Training. The City maintains transparency by providing public access to recent flight data and logs, ensuring the community remains informed about how this technology is deployed within the city.

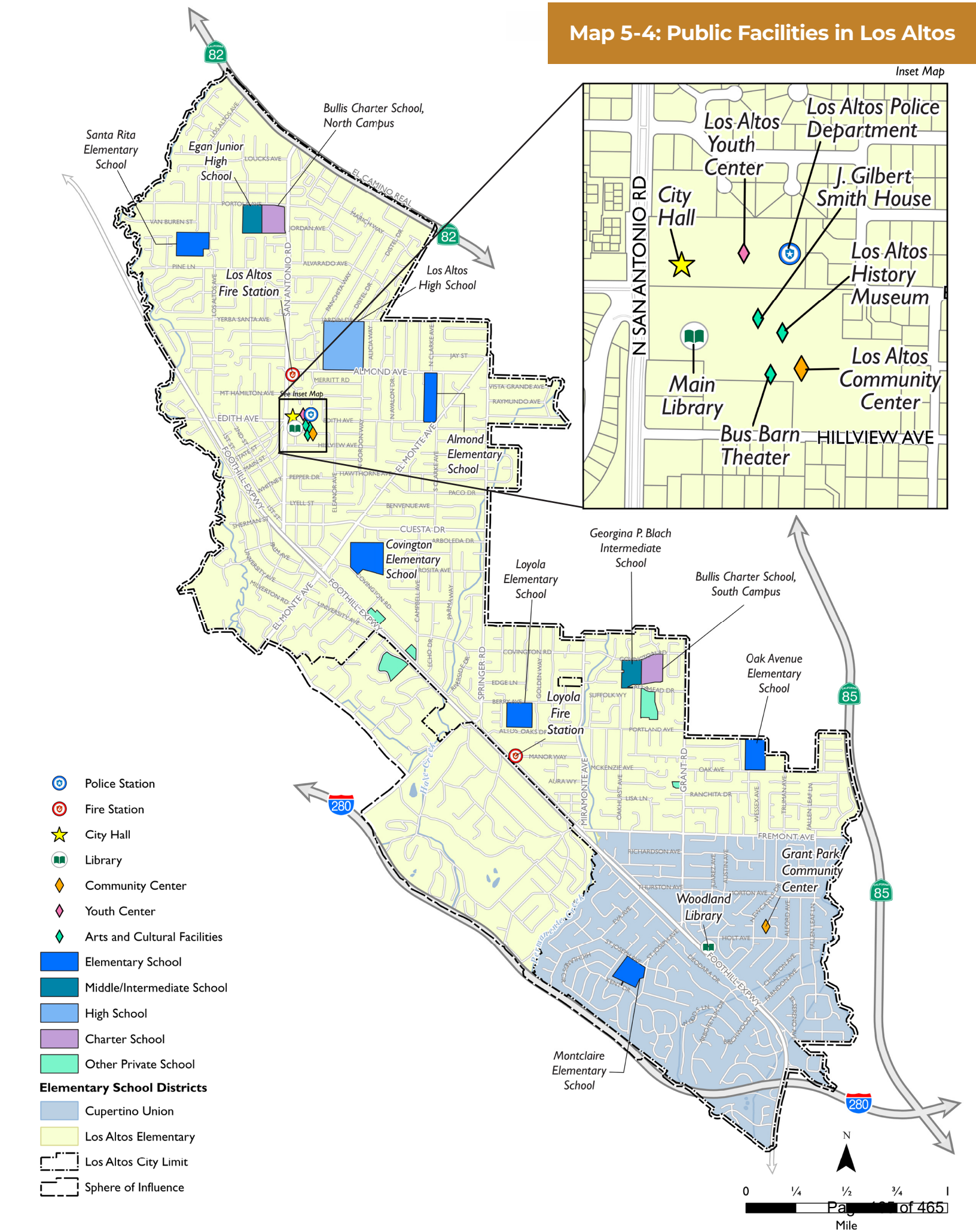




4 City of Los Altos, 2026. Frequently Asked Questions: Police-Administration. How many officers do you have? Available: https://www.losaltosca.gov/m/faq?cat=30#question-176. Accessed: February 3, 2026.

5 City of Los Altos, 2025. Operating Budget FY 2025-26 & Capital Improvement & Major Maintenance Program FY 2026-30. Available: https://www.losaltosca.gov/ArchiveCenter/ViewFile/Item/1792. Accessed: February 3, 2026

Map 5-4: Public Facilities in Los Altos



Response

During fiscal year 2024-2025, the Los Altos PD received approximately 36 calls per day for a total of 13,122 calls for the year. On average, Los Altos PD responded to calls within 10 minutes and 50 seconds during the fiscal year. **Table 5-3** below shows service call numbers, response times, and 911 call answer times for the past three fiscal years as reported in the City's CIMMP FY 2026-2030. There are no strictly enforced national standards for police response times in the United States. Repose time targets are typically set by local jurisdictions based on resources, geography, and call volume. Generally, emergency 911 response times average 8–12 minutes, though urban areas often aim for under 10 minutes.

Community Programs

Los Altos PD prioritizes community safety through a variety of proactive, community-based crime prevention programs and services designed to empower residents and deter criminal activity. At the heart of these efforts is the Neighborhood Watch program, which fosters a partnership between the police and the community by encouraging neighbors to look out for one another and report suspicious activity to enhance the security of their local blocks. Each group has a block captain to connect neighbors to the Police Department and share information on crime trends and prevention tips. For residents seeking a more personalized assessment of their property, the department offers a Home Security Inspection program. By submitting an online request form, homeowners can have a trained officer evaluate their residence and provide professional recommendations on improving physical security, such as lighting, locks, and landscaping. Further, Los Altos PD is dedicated to public education and offers group presentations on nearly any safety-related topic, allowing schools, businesses, and community organizations to request tailored informational sessions that address their specific concerns and promote a culture of vigilance throughout the city.

FIRE AND EMERGENCY MEDICAL SERVICES

The City of Los Altos currently contracts with the Santa Clara County Central Fire Protection District (County Fire) for fire and emergency medical services within the City boundaries. County Fire provides emergency response to over 244,000 residents in the communities of Campbell, Cupertino, Los Altos, Los Altos Hills, Los Gatos, Monte Sereno, Redwood Estates, Saratoga, San Martin and adjacent unincorporated areas, covering a service area of 423 square miles[6]. Key services include emergency medical services, fire suppression and rescue, hazardous materials, fire prevention and education, and emergency management.

The current fire protection contract is expected to expire in December 2026. As of June 2025, the City is currently in discussion with County Fire to evaluate options that better align with its fiscal priorities and meet community expectations for reliable, high-quality emergency services. This includes re-evaluating the structure, cost, and long-term sustainability of the current fire protection contract, as

6 Santa Clara County Fire Department, 2025. SCCFD Overview. Available: https://www.sccfd.org/about-sccfd/sccfd-overview/. Accessed: February 4. 2026.

Table 5-3: Los Altos PDD Program Performance Measurements from FY2022-2025

ACTIVITY	MEASUREMENT METHOD	FY 2022-23	FY 2023-24	FY 2024-25
Service Calls	Quantity	14,176	11,635	13,122
Response Times	Time	7 minutes, 36 seconds	8 minutes, 16 seconds	10 minutes, 50 seconds[1]
911 Call Answer Time within 10 seconds	Percentage	96.04%	96.15%	96.46%

Notes:
1. As noted in the CIMMP, the formula used to calculate response time was changed. Had the previous calculation was used, the response time would have been five minutes and two seconds.

Source: City of Los Altos, 2025. Operating Budget FY 2025-26 & Capital Improvement & Major Maintenance Program FY 2026-30.

well as exploring potential governance alternatives such as annexation into the County Fire protection district. These negotiations may result in a change of service levels and facilities maintenance available to the city. It would require new collaboration efforts between the two entities to ensure improvements in service reliability and emergency preparedness.

Staffing and Response

County Fire employs over 330 fire prevention, suppression, investigation, administration, and maintenance personnel. County Fire's daily 24-hour emergency response staffing is comprised of 79 firefighters[7]. The department's structure is composed of eight distinct divisions: Operations, Fire Prevention, Training, Administration and Planning, Support Services, Business Services, Personnel Services, and Information Technology.

In 2024, County Fire responded to a total of 22,437 service calls, where 63 percent (14,136 calls) were for emergency medical services, 20 percent (4,460 calls) were for customer service calls, 7 percent (1,594 calls) were for fire alarm calls, and 3 percent (608 calls) were for fires[8]. Further, County Fire has been a Commission on Fire Accreditation International (CFAI) accredited organization for over 20 years. Performance measures and statistics for 2024 are summarized in **Table 5-4**. In 2024, County Fire met baseline performance for the time of first unit to arrive at a moderate risk fire incident for both urban settings (7:40) by 2 minutes and 41 seconds and rural settings (10:40) by 2 minutes and 45 seconds, as well as the containment of fire to room of origin 50 percent of time, and maintenance of a fund reserve balance of at least 15 percent.

Facilities

County Fire currently operates 19 fire stations throughout their service area; two stations are within City of Los Altos, as shown **Map 5-4**. **Table 5-5** lists the address of each station and the equipment housed.

County Fire is an all-hazard fire department capable of

7 Ibid.

8 Santa Clara County Fire Department, 2024. 2024 Annual Report. Available: https://www.sccfd.org/wp-content/uploads/2025/03/2024.3.24_SCCFD_Annual-Report_FINAL-WEB.pdf. Accessed: February 4, 2026.

Table 5-4: County Fire 2024 Performance Measures

PERFORMANCE INDICATORS	MEASUREMENT
Average time for a unit to arrive at a moderate risk emergency medical services (EMS) incident (urban/rural)	4:39/6:20
Average time for the first unit to arrive at a moderate risk fire incident: 7:40/10:40 (urban/rural)	4:59/7:55
Average turnout time for an urgent emergency medical services (EMS) incident	1:16
Average turnout time for an urgent fire incident	1:27
Contain fire to room of origin: 50% of the time	63%
Maintain a fund reserve balance: 10-15%	29%

Source: SCCFD 2024 Annual Report.

Table 5-5: County Fire Stations, Locations, and Equipment

STATION	LOCATION	EQUIPMENT	SIZE
Los Altos Fire Station	10 Almond Ave, Los Altos, 94022	On Duty Staffing: 3 Personnel, Engine 75 (3), Engine 675 (Select Call), Engine 175 (Reserve), 1929 Model A (Antique)	9,350 sq. ft., 3-bay double-deep, drive-through apparatus bay
Loyola Fire Station	765 Fremont Ave, Los Altos, CA 94024	On Duty Staffing: 3 Personnel, Engine 76 (3), Engine 176 (Reserve)	2,400 sq. ft., 2-bay, single-deep, drive- through apparatus

Source: Santa Clara County Fire Department, 2026. Facilities and Fire Stations. Available: https://www.sccfd.org/about-sccfd/facilities-and-fire-stations/. Accessed: February 4, 2026.

responding to fires, medical emergencies, hazardous materials incidents, and technical rescues. The department responds with 38 frontline fire apparatus and 4 command vehicles from 19 fire stations. In addition to typical fire engines, firefighters can deploy a number of specialty vehicles including nine wildland fire engines, three aerial trucks, three rescue vehicles, three command vehicles, one 2,500-gallon water tender, one Type 1 Hazardous Materials Response Team, and one Type 1 Urban Search and Rescue company. As discussed above, the City of Los Altos is currently addressing critical infrastructure needs for its public service facilities, specifically the city's two fire station, as part of its 2024-2025 Strategic Goals. A focused facility condition assessment was done in 2016 and revealed that the Almond Avenue Fire Station structure was in "poor to fair" condition, with the most critical deficiency being its failure to meet modern seismic safety standards for an essential services facility. Funding options under consideration include a voter-approved tax or loans.

Community Programs and Volunteers

The Santa Clara County Fire Department offers a robust suite of Community Education Programs designed to enhance public safety and emergency preparedness for residents. Their Adult and Senior Safety Programs provide specialized training for residents aged 50 and older, featuring courses such as Crime Prevention & Home Fire Safety, which addresses identity theft and personal security, and a Fall Prevention Program developed in partnership with Stanford Health Care to help seniors identify home hazards and maintain wellness. For younger residents, the SafeSitter Babysitting Training targets students ages 12 to 15, equipping them with essential childcare skills, business ethics, and life-saving techniques, including Hands-Only CPR and AED use, to ensure they are prepared to stay home alone or care for younger children. The Department's comprehensive School Programs span all educational levels, ranging from interactive preschool visits that introduce fire engine operations to ages 3-6, to high school presentations focused on career exploration in the fire service and specialized Cooking Safety classes that teach students how to recognize kitchen hazards and operate portable fire extinguishers. Managed by the Community Education Office, these initiatives emphasize the department's motto of Courtesy and Service by providing vital resources and training that foster a culture of safety and resilience throughout the community. County Fire provides emergency response and non-emergency response volunteer opportunities for those seeking a career in the fire service. The Volunteer programs provide practical experience through regular training, ride-a-longs and participation in organized public education activities.





Schools

Los Altos schools are a community asset, recognized for their well-rounded educational programs that emphasize high achievement, college and career readiness, and supporting learning environments along with robust extracurricular activities. In 2023, the estimated student-aged population in Los Altos was 8,087, comprising approximately a 26.4 percent of the total citywide population. There are four public school districts serving Los Altos (Los Altos School District, Cupertino Union School District, Mountain View Los Altos High School District, and Fremont Union High School District) with ten public schools in the city. **Table 5-6** summarizes enrollment trends at public schools in the Planning Area since 2020. This section discusses enrollment, facilities, funding, and programs of schools in and near the Planning Area.



Table 5-6: Public School District Enrollment Trends by School in Los Altos

SCHOOL NAME	GRADES SERVED	ENROLLMENT					CAPACITY
		2020-21	2021-22	2022-23	2023-24	2024-25	
Los Altos School District							
Oak Avenue Elementary	K-6	295	313	332	328	334	297
Loyola Elementary	K-6	300	303	334	351	367	468
Springer Elementary	K-6	346	388	335	365	365	486
Covington Elementary	K-6	370	446	441	404	404	573
Almond Elementary	K-6	323	359	353	354	354	315
Santa Rita Elementary	K-6	219	377	385	326	326	411
Georgina P. Blach Junior High	7-8	423	418	416	399	388	714
Egan Junior High	7-8	546	493	497	517	517	594
Total	--	**2,822**	**3,097**	**3,093**	**3,065**	**3,055**	**3,858**
Cupertino Unified Elementary School District							
Montclaire Elementary	TK-5	410	388	382	406	442	625
Total	--	**410**	**388**	**382**	**406**	**442**	**625**
Mountain View-Los Altos Union High School District							
Los Altos High School	9-12	2,209	2,136	2,141	2,114	2,170	2,229
Total	--	**2,209**	**2,136**	**2,141**	**2,114**	**2,170**	**2,229**

Source: DataQuest. 2025. Enrollment by Grade. Los Altos Elementary Report (43-69518), Cupertino Union Report (43-69419), and Los Altos High Report (43-69609-4334116). Available: https://dq.cde.ca.gov/dataquest/dqcensus/EnrGrdYears.aspx?cds=00&agglevel=state&year=2024-25. Accessed: February 6, 2026

LOS ALTOS SCHOOL DISTRICT

Service Area and Enrollment

Los Altos School District (LASD) is a public school serving the cities of Los Altos, Los Altos Hills, Mountain View, and Palo Alto. LASD offers Transitional Kindergarten through sixth grade education across seven elementary schools and two junior high schools serving grades seven and eighth. As shown in **Map 5-4**, LASD serves a majority of the City of Los Altos except for the part of the city south of Fremont Avenue and west of Permanente Creek, which is served by Cupertino Union School District, further discussed below. As shown **Table 5-6**, enrollment at LASD schools has remained steady since 2021-2022, though there was a slight uptick of enrollment in students from 2020-2021 to 2021-2022 following the Covid-19 pandemic. Most LASD schools are under their allotted capacity, except Oak Avenue Elementary and Almond Elementary.

Facilities and Funding

LASD is a community funded school district that relies on local funding sources, including donations, parcel taxes and bond measures. As such, LASD received very little State aid under the Local Control Accountability Plan (LCAP) or Local Control Funding Formula (LCFF)[9]. During the 2023-2024, LASD engaged in a comprehensive facilities master planning process to assess site-specific infrastructure needs and long-term improvement priorities. The draft Facilities Plan and recommendations were presented to the Board of Trustees on July 29, 2024, in order to gather feedback about priority projects[10].

In the spring of 2026, the Board of Trustees will identify the initial priority projects to move forward, with a strong focus on school modernization while also constructing a new school at the San Antonio campus in Mountain View. It is anticipated that the Board will prioritize a phased approach, upgrading two to three schools each summer to ensure steady progress across all campuses. With more than $800 million in identified facilities needs and a $350 million bond, the District will be able to complete significant modernization projects. LASD also anticipates pursuing future bond measures to continue upgrading the public school facilities in alignment with neighboring school districts. Dedicated bond dollars will allow the district to invest in modernized classrooms, updated technologies, and upgraded learning environments for all students. The campus modernization at all schools in Los Altos will likely include HVAC (heating, ventilation, and air conditioning) and fire alarm upgrades, classroom audio visual (AV) technology, LED lighting and daylight controls, exterior paint, and roofing. In parallel, LASD continues to utilize routine restricted and deferred maintenance funds to ensure that current facilities remain clean, safe, and in good repair throughout the year.

MOUNTAIN VIEW-LOS ALTOS UNION HIGH SCHOOL DISTRICT

Service Area and Enrollment

The Mountain View-Los Altos Union High School District (MVLA) serves an area that encompasses portions of Mountain View, Los Altos, and Los Altos Hills. Its boundaries are roughly contiguous with those of its two feeder elementary districts, the Mountain View Whisman School District and the Los Altos School District (LASD). In addition to these jurisdictions, the MVLA's service area includes portions of unincorporated Santa Clara County and certain residential pockets that may share postal addresses with neighboring cities but fall within the district's legal tax and attendance boundaries. The district operates two high schools, Mountain View and Los Altos, which draw students from across these jurisdictions to provide education for grades nine through 12. Overall, enrollment at Los Altos High School, the only high school within the Los Altos City limit, has remained steady since 2020-2021 as shown **Table 5-6**, although there was a slight decrease of students from 2020-2021 to 2021-2022 following the Covid-19 pandemic.

9 Los Altos School District, 2026. 2025-26 Local Control and Accountability Plan (LCAP). Available: https://www.lasdschools.org/133338_3. Accessed: February 9, 2026.

10 Los Altos School District, 2024. Board of Trustees Meeting Facilities Master Plan Update. Available: https://simbli.eboardsolutions.com/meetings/TempFolder/Meetings/Presentation%20-%20Facilities%20Master%20Plan%20Update_859328p3gwp41opamnh0f03gcxuswq.pdf. Accessed: February 23, 2026.

Facilities and Funding

In 2017-18, MVLA completed a comprehensive Facilities Master Plan to address facilities' needs and sustained enrollment growth in the school district[11]. Through this process, the MVLA Board of Trustees unanimously voted to place a $295 million bond measure on the June 5, 2018 ballot. As a result, Measure E was passed. This local source of funding aimed to combat growing enrollment in the district and upgrade aging classrooms, labs and school facilities. Following Measure E's approval, MVLA identified priority school upgrades relying heavily on community recommendations outlined in the Facilities Master Plan. Projects were divided into three phases. Phase I included new classroom buildings and STEM labs at each campus to accommodate enrollment and support the latest 21st-century instructional methods, along with urgent repairs to existing facilities, which were completed in Summer 2021. Completed Phase II projects include: construction of student services buildings at both high schools, completion of auxiliary gymnasiums at both high schools, and construction of new classrooms and labs for Freestyle Academy. Phase III projects that are currently underway include: modernization of existing libraries, upgraded cafeterias, expansion of existing classrooms and labs that are currently undersized to support modern learning and increase capacity of music and arts programs.

CUPERTINO UNION ELEMENTARY SCHOOL DISTRICT

Service Area and Enrollment Trends

The Cupertino Union School District (CUSD) serves a large area in the heart of Santa Clara County, encompassing the entire city of Cupertino and significant portions of Sunnyvale, San Jose, Saratoga, Santa Clara, and Los Altos. As an elementary school district, it provides public education for students in Transitional Kindergarten through eighth grade, after which students typically matriculate into the Fremont Union High School District. Within Los Altos, CUSD specifically serves the eastern neighborhood surrounding Montclaire Elementary School, while most of Los Altos is served by the Los Altos School District (LASD), as shown on **Map 5-4**. Enrollment at Montclaire Elementary School, the only CUSD school within the Los Altos city limit, has fluctuated the past five years as shown on **Table 5-6**. There was a steady decrease after 2020-2021, though the number of enrolled students has since increased in the 2023-24 school year.

Facilities and Funding

CUSD is a community-funded school district, also known as a basic aid district, that relies on local funding sources, including donations, parcel taxes and bond measures. In 2020, CUSD developed a Facilities Master Plan to align the District's physical infrastructure with its long-term educational goals over the next ten to 20 years. The outcome of the process was a comprehensive tool kit for decision-making that identified over $1 billion in district-wide facility needs, providing the basis for future bond measures, such as Measure H and later Measure Z, and ensuring that investments directly support student achievement and future learning environments. Specifically for Montclaire Elementary School in Los Altos, the Facilities Master Plan identifies several infrastructure needs based on site visits and interviews. The specific physical requirements and recommended improvements identified for Montclaire Elementary School include site and field upgrades like improvement of drainage, infrastructure modernization like replacement of aging portable classrooms with permanent construction, circulation and parking improvements like reconfiguring the parking lot to improve traffic flow, and update technology infrastructure.

FREMONT UNION HIGH SCHOOL DISTRICT

Service Area and Enrollment Trends

The Fremont Union High School District (FUHSD) serves nearly all Sunnyvale and Cupertino, as well as West San Jose and portions of Santa Clara and Saratoga. While most of the City of Los Altos fall under a different high school district, MVLA, FUHSD's Homestead High School – located in Cupertino – also serves southern Los Altos. There are no FUHSD schools within Los Altos City limits.

11 MVLA, 2026. Measure E Bond. Available: https://www.mvla.net/Departments/Business-Services/District-Bonds/Measure-E-Bond/index.html. Accessed: February 9, 2026.

Libraries

The Santa Clara County Library District (SCCLD) is a public library system that has served the Santa Clara County region since 1914. The District is governed by a Joint Powers Authority and provides comprehensive library services to approximately 460,000 residents across a 1,046-square-mile service area, specifically covering the cities of Campbell, Cupertino, Gilroy, Los Altos, Los Altos Hills, Milpitas, Monte Sereno, Morgan Hill, and Saratoga, as well as all unincorporated areas of Santa Clara County. The SCCLD operates through seven major community libraries, one branch library, and a mobile fleet of bookmobiles and outreach vehicles.

As illustrated in **Map 5-4**, there are two SCCLD library branches within Los Altos: Los Altos Library (13 S San Antonio Road) and Woodland Branch (1975 Grant Avenue). The Los Altos Branch location is near the center of the city near Downtown, and the Woodland Branch is located in southern Los Altos serving residents in southern Los Altos. The Los Altos Library provides services and programs furthering educational development and cultural vitality of patrons of all ages and backgrounds in the Los Altos area. The Woodland Library is the branch location of the Los Altos Library. Both the Los Altos and Woodland Libraries provide programs for all ages, such as monthly book clubs, toddler storytime, family dance parties, and English as a Second Language (ESL) classes. The Los Altos Library includes a community meeting room with a capacity of up to 100 people, a dedicated children's and teen spaces, an extensive collection of over two million books, movies, non-English language collections, as well as public-use computers and technology equipment. The Woodland Library branch offers the same equipment and collection as the Los Altos Library, with the exception of the community meeting room. The Los Altos branch is the second oldest and the second smallest of the seven SCCLD branches, yet the second busiest in the number of visitors[12].



The Library Commission serves as the primary bridge between the Los Altos City Council, the Los Altos Hills Town Council, and the Santa Clara County Library District. Additionally, the Commission coordinates with community organizations that provide essential funding, such as the North County Library Authority, the Los Altos Library Endowment, and the Friends of the Los Altos Library. The Library Commission outlines goals for each year in a dedicated work plan. The work plan details goals, projects for the year, status, and assignment of commission members. The most recent work plan for 2026 includes goals to improve infrastructure, improve services, increase awareness, and enhance partnerships[13]. Projects for the year include: improvements to the main library building to maximize the limited space and develop enclosed areas for private study and meetings; research new services, programs, and events for the library; and exploration of targeted outreach to seniors, youth, and general public that are in line with the County Library Strategic Plan.

Additionally, the Los Altos Library Endowment invests in improving the library's physical spaces to create welcoming places for the community to learn, gather, and connect. The Endowment was created 25 years ago to support a library that meets the needs of everyone in the Los Altos community. It grew out of a 1990 community campaign focused on enhancing and expanding library resources for local residents. The Endowment is investing in two projects (one at each library), in Los Altos to elevate the library experience for all. The new Orchard View Courtyard at the Los Altos Library will offer an outdoor gathering space with heritage orchard views and room for seating for up to 125 people. The Woodland Branch Terrace at the Woodland Library will offer an outdoor space with seating areas, tables, umbrellas, open play surfaces for games, and an educational space to learn about native habitats.

12 Los Altos Town Crier, 2025. Whose Library is it Anyway? Available: https://www.losaltosonline.com/opinion/whose-library-is-it-anyway/article_b1a85183-d642-4432-b6a3-7316be699a81.html. Accessed: February 23, 2026.

13 City of Los Altos, 2026. 2026 Los Altos Library Commission Work Plan. Available: https://www.losaltosca.gov/DocumentCenter/View/2413/2026-Library-Commission-Work-Plan-2-10-26. Accessed: February 24, 2026.

Community Centers

Los Altos Community Center

The Los Altos Community Center is a 24,500 square foot center that opened in October 2021 and features a dedicated space for seniors, teens, and preschool-age programs, and indoor and outdoor gathering spaces to accommodate rentals, programs, classes, and events. It is located at 97 Hillview Avenue near the Los Altos Library and Los Altos Police department adjacent to Downtown. Amenities in this state-of-the-art facility include a large multipurpose room for events; various smaller multipurpose rooms for meetings, seminars, and activities; rooms with flat screen monitors, presentation boards, sound systems with microphones (wired and wireless) and assisted-listening devices; an all-electric, commercial kitchen; and a designated arts and crafts room.

Grant Park Community Center

The Grant Park Community Center is a multi-use facility that can be used for meetings, trainings, gatherings, and special events. The center is located at 1575 Holt Ave in southern Los Altos within Grant Park. Amenities include a large multipurpose room for events that features a kitchen with an electric stove and oven, refrigerator, and a small freezer; a stage; classrooms with sinks and counter space; and rooms equipped with whiteboards.



Cultural Facilities and Organizations

Los Altos also has an array of arts and cultural programming, offered through City-sponsored programs and the activities of non-profit groups.

Los Altos Stage Company

The Los Altos Stage Company (LASC) is a neighborhood playhouse celebrating American theater, operating with strong community support and initial funding from The David and Lucile Packard Foundation and the Los Altos Community Foundation. Each season, the LASC seeks to balance works that entertain, engage, provoke and inspire the audience and community. Leveraging the special nature of its intimate 99-seat theater, the Los Altos Stage Company plays an essential role in the community by creating and presenting live theater in Los Altos, serving as a cultural hub for local residents, and inspiring a passion for the performing arts in current and future generations. Since its inception, the Los Altos Stage Company has produced more than 100 productions that included hundreds of artists and volunteers with various levels of theatrical experience.

Public Art Program

The City of Los Altos Public Art Program, overseen by the Parks, Arts, Recreation, & Cultural Commission, is dedicated to enhancing the community's cultural and aesthetic landscape through a diverse collection of over 25 permanent and temporary sculptures. A cornerstone of the initiative is the "Art Without Walls" program, which creates an outdoor gallery by rotating loaned works from artists into public spaces like parks and business districts for two-year exhibitions.



Arts Los Altos

Arts Los Altos is a volunteerled non-profit organization dedicated to enriching the cultural and economic vitality of Downtown Los Altos through the installation of curated public art. Founded in 2020, Arts Los Altos focuses on implementing murals, sculptures, and innovative augmented reality experiences primarily on private property. By partnering directly with local businesses, property owners, and artists, Arts Los Altos works to quickly transform urban spaces into vibrant, accessible galleries. Their work fosters social connections, celebrates local history, and seeks to establish the downtown area as an artistic hub that inspires imagination and supports local commerce.



Cultural/Festive Programming

The City of Los Altos offers cultural and festive programming designed to foster community engagement and celebrate local heritage. The Los Altos Parks & Recreation department hosts numerous annual events, including the Spring Egg Hunt, Family Fun Days, Glorious 4th, Summer Concert Series, and Open House, which showcase the city's inclusive recreational activities. Major festive highlights include: the Annual Los Altos Arts & Wine Festival and the seasonal Farmers' Market hosted by the Los Altos Village Association, and Fine Art in the Park hosted by the Rotary Club, all of which draw many residents and visitors to the Downtown area. Cultural enrichment is further provided through the Los Altos History Museum, which offers rotating exhibits such as the "10,000 Memories: Partition of India and Pakistan" and other local history displays.







Key Findings and Planning Considerations

- **Regional Open Space.** There is a wealth of regional open space surrounding Los Altos and residents enjoy easy access to over 10,000 acres of dedicated open space preserves immediately bordering or within a few miles of the City limit. Regional facilities feature meadows, creeks, wildlife, hiking trails and passive open space. Major facilities include: Rancho San Antonio County Park & Open Space Preserve (~3,988 acres); Monte Bello Open Space Preserve (3,436 acres); Windy Hill Open Space Preserve (1,414 acres); Bear Creek Redwoods Open Space Preserve (1,430 acres); Foothills Preserve (212 acres); and Byrne Preserve (~75+ acres). Much of this open space is managed by the Midpeninsula Regional Open Space District (Midpen).

- **Local Parks.** Within Los Altos, residents also enjoy access to 13 public parks offering an array of amenities, from play areas, picnic tables, barbeques, and walking paths to ball fields, tennis courts, bocce ball courts, and nature trails.

- **Parkland Ratio.** The City has established a standard of 3.0 acres of parkland per thousand residents. With a total of 45.45 acres of existing parkland and a population of approximately 30,698 residents, the City is currently providing 1.48 acres of parkland per thousand residents, below the established standard. An additional 46.8 acres of public parkland would be needed to meet the established standard. Two new parks are planned in the north of the city, which will help address the deficit of public parkland; however, additional facilities and strategies will be needed to meet the needs of existing and future residents.

- **Access to Parks.** Parks are generally well distributed throughout the city, although there are currently no parks north of Mount Hamilton Avenue. Approximately half of residential neighborhoods in the city have a park within a 5-to 10-minute walk from home. Parks with the best access on foot tend to be clustered in the neighborhoods around Downtown and in the south, while neighborhoods closer to the periphery tend not to have a park within easy walking distance.

- **Parks Acquisition and Improvements.** The City has enacted an ordinance requiring new development to dedicate land or pay fees to help ensure sufficient parkland to meet the established standard of 3 acres per thousand residents. As residential development occurs, parks are provided by the developer, or a contribution is made to a fund which the City uses as needed to construct park facilities to meet demand from new residents. The 2012 Parks Plan also identifies other potential sources to fund park acquisition and improvement projects, including grant funding opportunities and bond and tax measures.

- **Potential Park Locations.** Given that there is very little vacant land in Los Altos, identifying locations for new parks is a challenge. The 2012 Parks Plan identifies four City-owned properties as potential locations for new parks. The Parks Plan also suggests property acquisitions through easements, land gifts, and development agreements with redevelopment project proponents as potential strategies for increasing parkland. The General Plan Update represents an opportunity to explore strategies for increasing public parkland in Los Altos to meet the needs of current and future residents.

- **Operation and Maintenance Funding.** The City funds operation and maintenance of parks and recreational facilities through General Fund monies and fee-based programming for certain activities. Volunteer initiatives and sponsorship opportunities are additional avenues that can help offset operational and maintenance costs.

- **Trails.** A survey conducted for the 2012 Parks Plan found that Los Altos residents place a high priority on outdoor activities like hiking and walking. The Plan identifies additional opportunities for trails in and around Los Altos, including a potential trail along Stevens Creek to be developed in coordination with Cities of Cupertino, Mountain View and Sunnyvale.

- **Public Safety Facilities.** The City of Los Altos is currently addressing critical infrastructure needs for its public safety facilities as part of its 2024-2025 Strategic Goals, including the police station at 1 North San Antonio Road and the city's two firehouses. A focused facility condition assessment found significant structural and operational deficiencies in the existing police station at the Civic Center. Funding options under consideration include a voter-approved tax or loans.

- **Public Schools.** Los Altos schools are a community asset, recognized for their well-rounded educational programs that emphasize high achievement, college and career readiness, and supporting learning environments along with robust extracurricular activities. The community is served by four public school districts, although only three have schools in Los Altos. Within the last 10 years, all four districts have completed Facilities Master Plans and are implementing strategies to fund and provide facilities to meet the needs of current and future students. There are ten public schools in the city; almost all currently operate below capacity. Elementary schools have seen a modest increase in enrollment since 2020, while there has been a modest decrease in enrollment at Los Altos High over the same period.

- **Libraries.** There are two Santa Clara County Library District branches in Los Altos: the Los Altos Library in the north and the Woodland Branch in the south. Both are cultural and community hubs offering a range of facilities and services to residents. Library facilities and services are supported with investments by the Los Altos Library Endowment, which grew out of a community campaign 25 years ago.

- **Community Centers.** The City operates two community centers: Grant Park Community Center, a multi-use facility in the south of the city, and the newly constructed, state-of-the-art Los Altos Community Center that is part of the civic center complex off North San Antonio Road.

- **Arts and Cultural Programming.** Los Altos has an array of arts and cultural programming, offered through City-sponsored programs and the activities of non-profit groups that meets the diverse needs of the community. These include the City's Public Art Program, cultural and special event programming, as well as programming and activities offered by non-profit groups, including the Los Altos Stage Company and Arts Los Altos.



6

COMMUNITY HEALTH AND ENVIRONMENTAL JUSTICE

Community health refers to the physical, mental, and social well-being of a community's population and populations within a larger community. It is shaped by a wide range of factors, including access to health care, prevalence of chronic health issues, and socioeconomic conditions. Public policies, community programs, and the quality of the built environment all play key roles in supporting healthier communities. New State law also requires that strategies to promote environmental justice, and address pollution exposure and negative health impacts from neighborhood conditions be incorporated into the General Plan. At the root, public health and environmental justice are closely related, as both seek to address social, environmental, and health inequalities that disproportionately affect vulnerable populations. This report has been prepared to document current trends and conditions

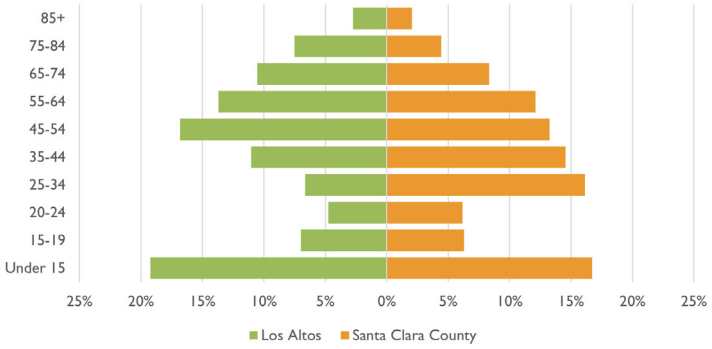
related to public health and environmental justice in Los Altos in order to characterize key issues and inform the development of policies and programs for the General Plan Update.

Community Profile

Before diving into health data, looking at the broader profile of the community through education, income, and household characteristics can provide context for possible health focus areas. These socioeconomic factors influence access to healthcare, the impact of and ability to manage chronic disease, and life expectancy – higher levels of income and education have been linked to higher life expectancy than those with lower levels of income and education. Below is a Los Altos' community profile summary.

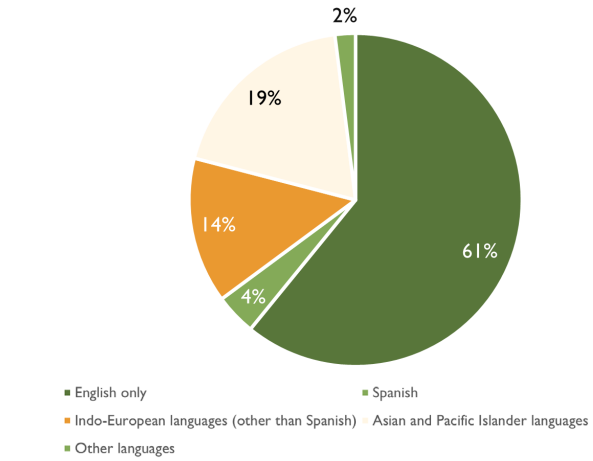
The City of Los Altos is home to nearly 31,000 people. It's largely a community of families with kids, although older adults make up a growing share of the population. Compared to Santa Clara County overall, Los Altos has more children and teens, more adults aged 45 and up, and fewer young professionals in their 20s and 30s (see **Figure 6-1**). Just over one in five residents is 65 or older, with notable concentrations of senior living in the north-west and southwest parts of the city as shown on **Map 6-1**. The population is mostly White and Asian, and a little over a third of residents were born outside the United States. It's a multilingual community, too—more than a third of households speak a language other than English at home, especially Asian and Pacific Island languages and other Indo-European languages (see **Figure 6-2**). More than 80 percent of residents own their homes, but households are relatively small, averaging around three people. About three-quarters of households are couples, and the next most common household type (though much smaller in number) is women-led households without a spouse or partner. The community is also highly educated, with most adults holding a bachelor's degree or higher. With a median household income above $250,000 and very low poverty rates, Los Altos is an affluent community.

Figure 6-1: Age Distribution, Los Altos and Santa Clara County



Source: American Community Survey, 2024 5-Year Estimates, Table S0101.

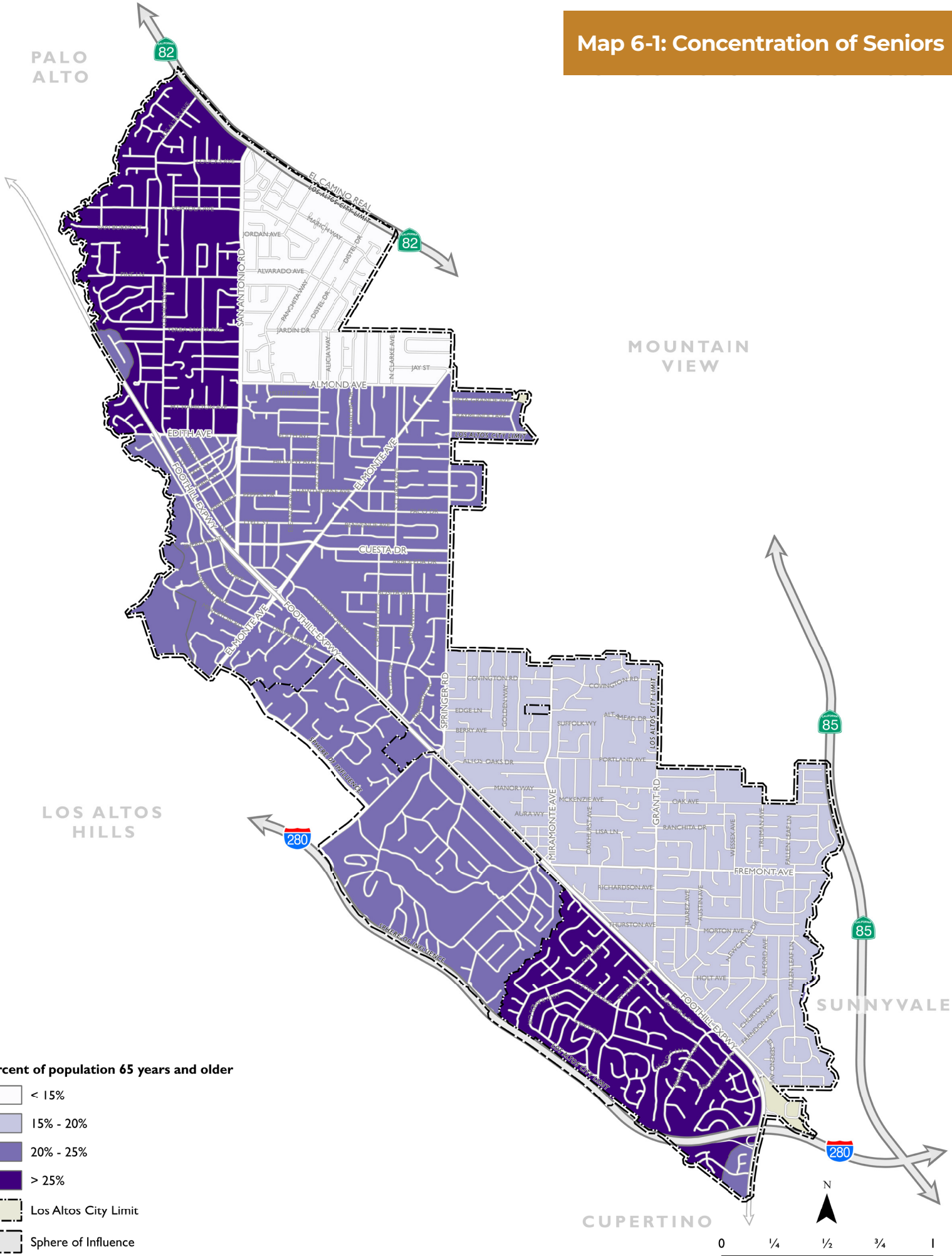
Figure 6-2: Language Spoken at Home, Population Five Years and Older



Source: American Community Survey, 2024 5-Year Estimates. Table DP02.



Map 6-1: Concentration of Seniors



Environmental Justice and Disadvantaged Communities

WHAT IS ENVIRONMENTAL JUSTICE?

Environmental justice is the idea that all people have the right to live and thrive in safe and healthy environments. Throughout California and beyond, low-income communities and communities of color have historically experienced discrimination, negligence, and political and economic disempowerment, with the result that today, these groups struggle with both a disproportionate burden of pollution and health impacts as well as disproportionate social and economic disadvantages such as poverty or housing instability. This situation is considered environmental injustice, and it contributes to health disparities (e.g., disproportionate rates of asthma, lead poisoning, and obesity) among populations of different races, ethnicities, and socioeconomic status. Environmental justice aims to reduce and eliminate the pollution burdens for populations and communities experiencing the adverse effects of that pollution, so that the pollution-related health risks are not disproportionately borne by disadvantaged communities. Environmental justice provides a specific lens through which to advance equity and protect human health.



DEFINING DISADVANTAGED COMMUNITIES

California state law (Senate Bill 1000, the Planning for Healthy Communities Act) requires cities that have areas within their city experiencing disproportionate levels of pollution, socioeconomic stress, historic disinvestment, and adverse health outcomes to address environmental justice in General Plans. For this purpose, these areas are considered Disadvantaged Communities (DACs).

DACs are identified through the California Environmental Protection Agency (CalEPA)'s CalEnviroScreen, a geographic and methodology-based tool that identifies areas most affected by sources of pollution and where people are often especially vulnerable to pollution's effects. CalEnviroScreen uses data on 23 indicators of pollution, environmental quality, and socioeconomic and public health conditions, which are categorized into two main groups of indicators: pollution burden and population characteristics. An overall score combines these two groups and is calculated for each of the state's 9,107 census tracts. Census tracts are then ranked against other tracts in the state so that different communities can be compared; an area with a high score is one that experiences a much higher burden than areas with low scores. Under SB 535, a DAC is defined as an area scoring in the top 25 percent (75th – 100th percentile) of all California census tracts for pollution burden and socioeconomic factors as measured in CalEnviroScreen, but this designation follows a separate process and can include tracts that lack an overall score due to data gaps but have especially high pollution burden, tracts that have recently improved scores but were previously designated as a DAC to account for the historic burden, as well as areas under control of federally recognized Tribes. For this report, the definition of a tract in the top 25 percent is considered to be a DAC.

Los Altos does not have any designated DACs and in fact all tracts in the city score below the sixth percentile, meaning they have better conditions than 94 percent of tracts in the rest of California. Elsewhere in Santa Clara County there are 18 tracts designated as DACs, concentrated largely in San Jose and Gilroy. Santa Clara DACs tend to have significantly lower median incomes and significantly higher shares of non-White residents than Los Altos.

Community Health Assessment

METHODOLOGY AND DATA SOURCES

This section presents a series of indicators used to characterize existing conditions related to community health in Los Altos. It relies on both qualitative themes and more specific measurable data points. The El Camino Healthcare District and Kaiser Community Health Needs Assessments provide brief overviews of issues and disparities affecting the region. This qualitative data is complemented with tract and city-level data from the Centers for Disease Control PLACES Project, American Community Survey, CalEnviroScreen, California Department of Public Health, Healthy Places Index, Santa Clara County Public Health Department, and UCLA Center for Health Policy Research's California Health Interview Survey. Sources were selected that provided available data at the city and/or tract-level and reflected recent conditions. These criteria resulted in excluding some middle school and high school student data that were over ten years old and were only available at the county and school district level, which combined several cities.

Regional Sources

El Camino Healthcare District Community Health Needs Assessment

El Camino Healthcare District (also known as El Camino Health) is a local agency that seeks to establish, maintain and operate, or provide assistance to health facilities or services for the benefit of residents in Mountain View, Los Altos, Los Altos Hills, Sunnyvale, and a portion of Cupertino. El Camino Health prepares a Community Health Needs Assessment (CHNA) every three years with coordination from nonprofit hospitals, public health departments, and other local organizations to evaluate overall health status, needs, and priorities of residents in their coverage area. The CHNA is used to meet federal and State requirements, guide strategic planning, and inform the development of implementation strategies that member organizations will use to direct resources and programs where they are most needed.

The 2025 CHNA was based on community feedback and secondary data, which identified five significant health needs:

1. Healthcare access and delivery
2. Behavioral health (including domestic violence and trauma)
3. Diabetes and obesity
4. Chronic conditions (besides diabetes and obesity)
5. Economic stability (including food insecurity, housing, and homelessness).

Kaiser Permanente Santa Clara Medical Center Community Health Needs Assessment

Similar to El Camino Health, Kaiser Permanente Santa Clara Medical Center produces a CHNA every three years with collaboration from hospitals, local agencies, and community organizations and secondary data to identify and prioritize significant community health needs. Kaiser defines health needs as a health outcome or the related social, economic, and environmental conditions that contribute to health outcomes. Prioritization depended on the severity and magnitude of the need, the community's importance of the issue, and any health disparities associated with the need. Kaiser Permanente's 2025 CHNA identified the following significant health needs in the Santa Clara service area, which covers San Jose, Mountain View, Milpitas, and smaller cities, including Los Altos:

1. Housing
2. Mental and behavioral health
3. Access to care
4. Income and employment
5. Family and social support

Kaiser Permanente and El Camino Health's CHNAs each identified mental and behavioral health as the second priority health need, respectively, as well as healthcare access and economic factors, including housing and income, as important health needs.

INDICATORS AND FINDINGS

The CHNAs described above provide overarching themes of health needs in Santa Clara County. Los Altos is a small city within the region and may have different needs or priorities found at its smaller scale. Data for the City of Los Altos is presented in **Tables 6-1A** and **6-1B**, with tract-level data in **Tables 6-2A** and **6-2B**, and highlights conditions affecting the community as a whole. This is supplemented with data for Santa Clara County as a whole and four peer cities (Campbell, Los Altos Hills, Los Gatos, and Saratoga) for comparison. The cities were selected based on size and socioeconomic characteristics such as racial/ethnic characteristics, and/or median household income that were similar to Los Altos. Color coding illustrates indicators where Los Altos is worse off or better than the County and peer cities.

Indicators across four broad categories were gathered at the tract-level and the most recent available data. These categories include:

- **Health outcomes:** This category tells us whether a community is healthy based on recorded health issues. It includes life expectancy and chronic health conditions such as diabetes, obesity, depression, high blood pressure, and asthma.
- **Access to healthcare services:** Access to healthcare is an important indicator of community health because it determines whether people can obtain timely, appropriate, and effective medical services to prevent, diagnose, and treat health conditions. Dental care, routine checkups, and the percentage of people lacking health insurance are key indicators in this category.
- **Health behaviors:** Physical inactivity, binge drinking, sugar drink consumption, and cigarette smoking are key indicators presented for this category. These reflect the daily actions and lifestyle patterns that may most directly influence an individual's health and well-being.
- **Natural and built environment:** Natural and built environment indicators include aspects of the environment that have positive impacts on health, such as tree canopy, access to healthy food, and active commuting; and aspects that have negative impacts on health, such as pollution exposure. These are important determinants of community health and environmental justice as they shape the physical spaces where people live, work, and play—directly influencing their behaviors, safety, and overall well-being. It is also important as it is an aspect of community health that planning can directly influence.

Health Outcomes

Overall, Los Altos residents tend to have better health outcomes than residents of Santa Clara County as a whole and similar health outcomes to residents of peer communities. Los Altos residents live two years more than residents of Santa Clara County (see **Table 7-1A**), with an average life expectancy of 84 years compared to 82 years. This is also higher than peer cities Los Gatos and Campbell (both 81 years), yet lower than Saratoga and Los Altos Hills (85 and 88 years, respectively). An analysis of chronic health indicators from **Table 7-1A** shows that Los Altos residents experience lower rates of adult obesity (19.7 versus 21.9 percent), diabetes (9.5 versus 10.5 percent), and depression (17.7 versus 17.8 percent) compared to the county as a whole and perform similarly compared to peer cities on these indicators. However, Los Altos residents generally experience higher rates of asthma, high blood pressure, and coronary heart disease than Santa Clara County as a whole, although these rates are also comparable to those of peer cities. **Table 7-2A** shows the tract-level data. These results suggest potential areas of focus for community health initiatives in Los Altos.





Table 6-1A: Community Health Indicators, Peer Cities Comparison - Health Outcomes and Access to Care

	HEALTH OUTCOMES						ACCESS TO CARE			
	ASTHMA (%)[1]	CORONARY HEART DISEASE (%) [1]	DEPRESSION (%) [1]	DIABETES (%) [1]	HIGH BLOOD PRESSURE (%) [1]	LIFE EXPECTANCY (YEARS)[2]	OBESITY (%) [1]	DENTAL CARE (%) [1]	ROUTINE CHECKUP (%) [1]	UNINSURED <65 Y.O. (%) [1]
City of Los Altos	8.0	5.0	17.7	9.5	29.8	84	19.7	79.2	76.9	2.5
Peer Cities										
Campbell	8.9	4.4	20.8	9.2	26.8	81	24.0	69.9	71.4	5.7
Los Altos Hills	8.0	5.7	17.4	10.8	32.3	88	19.5	79.4	78.3	2.5
Los Gatos	8.9	5.1	20.4	9.2	29.8	81	22.8	77.7	75.5	3.3
Saratoga	7.3	5.2	15.3	11.1	31.0	85	17.6	79.4	78.3	2.6
Santa Clara County	7.9	4.5	17.8	10.5	27.0	82	21.9	66.9	71.2	6.8

Notes: All values except for life expectancy are the crude prevalence values. All data is for adults. Indicators color-coded in green indicate that Los Altos performs the same or better than the county and three or all peer cities; Indicators in pink indicate that Los Altos performs the same or better than the county but worse than two or more peer cities; indicators in orange indicate that Los Altos performs the same or better than three or all peer cities but worse than the county.

Source: 1. Centers for Disease Control, PLACES Project. Data from 2023, 1-year modeled crude prevalence estimate. 2. Santa Clara County Public Health Department. Life expectancy data from 2016 and 2018.

Table 6-1B: Community Health Indicators, Peer Cities Comparison - Health Behaviors and Natural Built Environment

	HEALTH BEHAVIORS				NATURAL BUILT ENVIRONMENT						
	BINGE DRINKING (%)[1]	CIGARETTE SMOKING (%)[1]	PHYSICAL INACTIVITY (%)[1]	SUGAR DRINK CONSUMPTION (%)[2]	ACTIVE COMMUTING (%)[3]	HEALTHY FOOD ACCESS (%)[4]	POLLUTION EXPOSURE (PERCENTILE)[5]	CHILDREN'S LEAD RISK (PERCENTILE)[5]	DIESEL PARTICULATE MATTER (PERCENTILE)[5]	TRAFFIC IMPACTS (PERCENTILE)[5]	TREE CANOPY (PERCENTILE)[6]
City of Los Altos	12.2	5.1	15.7	5.6	4.2	64.3	21.5	36.7	37.8	51.7	74.3
Peer Cities											
Campbell	14.9	8.4	19.5	7.3	2.2	17.0	43.9	50.9	61.2	61.2	55.4
Los Altos Hills	11.4	5.0	16.5	6.0	4.1	0.0	19.4	63.2	90.9	90.9	87.4
Los Gatos	13.9	6.5	16.5	7.3	2.8	40.7	39.0	42.4	47.5	47.5	75.7
Saratoga	10.1	5.1	17.7	6.5	1.2	50.0	27.7	22.0	17.6	17.6	73.8
Santa Clara County	12.9	8.1	22.2	8.7	3.5	19.3	41.6	49.6	56.9	56.9	41.1

Notes: All health behavior data is for adults. Indicators color-coded in green indicate that Los Altos performs the same or better than the County and three or all peer cities; Indicators in pink indicate that Los Altos performs the same or better than the county but worse than two or more peer cities..

Sources: 1. Centers for Disease Control, PLACES Project. Data from 2023, 1-year modeled crude prevalence estimate. 2. UCLA Center for Health Policy Research. AskCHIS Neighborhood Edition. Data from 2021-2022. 3. American Community Survey, 2024 5 Year Estimates. Table S0801. 4. California Department of Public Health, Modified Retail Food Environment Indicator, 2022. The data source is ESRI's Business Analyst database (2022), and the methodology is from the Centers for Disease Control and Prevention. 5. Office of Environmental Health Hazard Assessment. 2026. CalEnviroScreen Draft 5.0. Scores averaged to get city-level data by Dyett & Bhatia staff. 6. California Healthy Places Index 3.0. Data from California Department of Public Health / National Land Cover Database, 2011.

Table 6-2A: Community Health Indicators, Census Tract Comparison - Health Outcomes and Access to Care

	HEALTH OUTCOMES						ACCESS TO CARE			
	ASTHMA (%)[1]	CORONARY HEART DISEASE (%) [1]	DEPRESSION (%) [1]	DIABETES (%) [1]	HIGH BLOOD PRESSURE (%) [1]	LIFE EXPECTANCY (YEARS)[2]	OBESITY (%) [1]	DENTAL CARE (%) [1]	ROUTINE CHECKUP (%) [1]	UNINSURED <65 Y.O. (%) [1]
Los Altos (average)	8.0	5.0	17.7	9.5	29.8	84	19.7	79.2	76.9	2.5
Tract 5105.00	8.0	6.1	17.3	10.6	33.3	87	19.8	79.9	78.8	2.6
Tract 5104.00	7.8	4.0	17.5	8.4	26.3	86	19.0	78.6	75.0	2.4
Tract 5103.00	8.2	4.9	18.2	9.2	29.8	89	20.3	80.4	77.3	2.4
Tract 5102.00	8.1	4.7	18.0	9.3	29.2	84	19.9	78.9	76.5	2.5
Tract 5100.01	7.9	4.7	17.3	9.3	29.4	85	19.0	79.0	77.2	2.2
Tract 5100.02	7.9	4.5	17.4	9.2	28.6	85	19.4	79.9	76.5	2.4
Tract 5101.00	8.3	5.9	18.1	11.1	32.9	85	21.0	78.5	78.0	2.8
Santa Clara County	7.9	4.5	17.8	10.5	27.0	82	21.9	66.9	71.2	6.8

Notes: All data is for adults. A value of 0 does not necessarily mean the issue is non-existent, in some cases it may represent a lack of available data. Indicators that are worse than both the city and the county averages are highlighted in orange.

Source: 1. Centers for Disease Control, PLACES Project. Data from 2023, 1-year modeled crude prevalence estimate. 2. Santa Clara County Public Health Department. Life expectancy data from 2016 and 2018.

Table 6-2B: Community Health Indicators, Census Tract Comparison - Health Behaviors and Natural Built Environment

	HEALTH BEHAVIORS				NATURAL BUILT ENVIRONMENT						
	BINGE DRINKING (%)[1]	CIGARETTE SMOKING (%)[1]	PHYSICAL INACTIVITY (%)[1]	SUGAR DRINK CONSUMPTION (%)[2]	ACTIVE COMMUTING (%)[3]	HEALTHY FOOD ACCESS (%)[4]	POLLUTION EXPOSURE (PERCENTILE)[5]	CHILDREN'S LEAD RISK (PERCENTILE)[5]	DIESEL PARTICULATE MATTER (PERCENTILE)[5]	TRAFFIC IMPACTS (PERCENTILE)[5]	TREE CANOPY (PERCENTILE)[6]
Los Altos (average)	12.2	5.1	15.7	5.6	4.2	4.3	21.5	36.7	37.8	51.7	74.3
Tract 5105.00	10.9	5.2	17.4	5.1	3.7	66.7	13.5	22.3	23.1	50.3	86.0
Tract 5104.00	13.2	4.8	14.3	5.7	4.6	20.0	31.2	26.9	59.5	52.7	81.0
Tract 5103.00	12.4	4.7	14.8	5.4	6.9	100.0	22.0	33.0	32.7	36.5	89.7
Tract 5102.00	12.7	5.4	15.4	5.8	3.4	100.0	19.2	37.4	24.7	28.4	90.3
Tract 5100.01	12.2	4.7	15.0	5.6	4.1	0.0	29.8	42.8	23.2	68.6	83.7
Tract 5100.02	12.6	4.9	14.8	6.0	4.7	100.0	13.2	49.3	34.0	34.6	85.9
Tract 5101.00	11.3	6.0	17.9	5.8	1.2	0.0	21.8	45.5	67.3	90.7	92.3
Santa Clara County	12.9	8.1	22.2	8.7	3.5	19.3	36.8	41.6	49.6	56.9	41.1

Notes: All health behavior data is for adults. Indicators that are worse than both the city and the county averages are highlighted in orange.

Sources: 1. Centers for Disease Control, PLACES Project. Data from 2023, 1-year modeled crude prevalence estimate. 2. UCLA Center for Health Policy Research. AskCHIS Neighborhood Edition. Data from 2021-2022. 3. American Community Survey, 2024 5 Year Estimates. Table S0801. 4. California Department of Public Health, Modified Retail Food Environment Indicator, 2022. The data source is ESRI's Business Analyst database (2022), and the methodology is from the Centers for Disease Control and Prevention. 5. Office of Environmental Health Hazard Assessment. 2026. CalEnviroScreen Draft 5.0. Scores averaged to get city-level data by Dyett & Bhatia staff. 6. California Healthy Places Index 3.0. Data from California Department of Public Health/National Land Cover Database, 2011.

Access to Healthcare

Overall, Los Altos residents tend to have better health outcomes than residents of Santa Clara County as a whole and similar health outcomes to residents of peer communities. Los Altos residents live two years more than residents of Santa Clara County (see **Table 6-1A**), with an average life expectancy of 84 years compared to 82 years. This is also higher than peer cities Los Gatos and Campbell (both 81 years), yet lower than Saratoga and Los Altos Hills (85 and 88 years, respectively). An analysis of chronic health indicators from **Table 6-1A** shows that Los Altos residents experience lower rates of adult obesity (19.7 versus 21.9 percent), diabetes (9.5 versus 10.5 percent), and depression (17.7 versus 17.8 percent) compared to the county as a whole and perform similarly compared to peer cities on these indicators. However, Los Altos residents generally experience higher rates of asthma, high blood pressure, and coronary heart disease than Santa Clara County as a whole, although these rates are also comparable to those of peer cities. **Table 6-2A** shows the tract-level data. These results suggest potential areas of focus for community health initiatives in Los Altos.



Health Behaviors

Healthy behaviors, such as being physically active, eating fewer processed foods, and avoiding smoking can improve one's health. Conversely, unhealthy behaviors, like being physically inactive, eating processed foods, smoking, and drinking alcohol heavily can negatively impact one's health. Los Altos residents generally make healthier choices and engage in unhealthy behaviors less than Santa Clara County as a whole and peer cities (**Table 6-1B**). For example, on average Los Altos residents aged 18 and older tend to be more physically active than the county as a whole and peer cities, and they tend to drink fewer sugary beverages by comparison as well. Rates of binge drinking alcohol in Los Altos (12.2 percent) are similar to peer communities (ranging from 10.1 to 14.9 percent) and slightly lower than the county (12.9 percent). Only 5.1 percent of Los Altos residents smoke cigarettes regularly, which is less than the county as a whole (8.1 percent smoke cigarettes regularly) and peer cities (5.0 to 8.4 percent smoke cigarettes regularly). **Table 6-2B** shows tract-level data. Indicators show that all tracts in Los Altos are lower than county averages except for one tract with a slightly higher rate of binge drinking and one tract with limited access to healthy food. Nevertheless, encouraging physical activity and healthy lifestyles are an important part of an overall community health strategy for residents of all ages, helping youth development, independent living and aging in place for seniors, and reduction of chronic health conditions.



Natural and Built Environment

The natural and built environment around us contributes not only to quality of life but also has an important influence on our health. Access to healthy foods, having street trees to provide heat mitigation through shade and cooling during extreme heat, and having safe and convenient access to bike and pedestrian facilities are important aspects of the built environment that support community health. Los Altos has greater access to healthy food than the county as a whole and peer cities (see **Table 6-2A**). Almost two-thirds (64.3 percent) of retailers, such as supermarkets, fruit and vegetable stands, and warehouse stores in the city offer healthy foods (e.g., fruits and vegetables, whole and nutritionally-dense foods) compared to 19.3 percent in Santa Clara County. Tree canopy coverage in Los Altos is similar to peer cities and higher than the county as a whole. In fact, tree canopy coverage in Los Altos is better than in three-quarters of communities elsewhere in California based on California Healthy Places Index data. The Los Altos Climate Action and Adaptation Plan identified extreme heat as a primary risk in Los Altos, so tree canopy is a critical tool for climate adaptation in the city. Los Altos residents also tend to walk and bicycle to work and school more (4.2 percent) than residents in peer cities (1.2 to 4.1 percent) and Santa Clara County (3.5 percent).

The natural and built environment can also be a source of exposure to pollution and hazards, which can negatively impact health. The pollution exposure indicator in the tables above combines many factors in the environment that can negatively impact health: exposure to air pollution, drinking water contaminants, traffic pollution, and risk of lead exposure; and locations of toxic chemicals, like hazardous waste and solid waste facilities. The data shows that Los Altos residents are exposed to less pollution and toxins than most communities in California, ranking in the 22nd percentile (i.e. less exposed than 78 percent of California's other communities). By comparison, the county's average tract ranks in the 37th percentile in the state. The indicators represent proximity to pollution sources, but not necessarily the presence of harmful risk. For example, the primary source of air pollution in the city is vehicle and truck traffic on major regional roadways, including I-280 and Foothill Expressway; however, trees and vegetation help to disperse harmful pollutants and contemporary building materials protect residents from exposure. Serious health risk results from prolonged exposure to high levels of air pollution over decades. Similarly, gas stations have underground storage tanks and dry cleaners store hazardous chemicals for use in their operations; however, compliance with federal, State and local regulations regarding the handling and storage of these materials helps effectively manage the risk of exposure. Overall, the results in **Table 6-2B** suggest that Los Altos is not overly burdened by pollution. However, indoor air quality is a growing public health concern, as pollution from gas stove combustion has been linked to increased respiratory issues such as asthma, a health concern in Los Altos. While indoor air quality varies greatly within buildings and community-level data is not available, it may be a focus the City may want to incorporate, in addition to other natural and built environment factors, into strategies for raising public awareness of risks and actions that can be taken to reduce them in the General Plan.





Current Health Initiatives

Community health has been a long-standing priority in Los Altos, with local organizations such as El Camino Healthcare District established as far back as 1956. A wide range of organizations in Los Altos and Santa Clara County collaborate to promote health and well-being in the community. Key entities leading these efforts include the City of Los Altos, Cities Association of Santa Clara County, Pacific Clinics, Santa Clara County Public Health Department, Mountain View-Los Altos High School and Los Altos School District, El Camino Healthcare District, Community Services Agency, and Stanford Children's Health; details are provided below. Together, they work to ensure a comprehensive, community-wide approach to improving health outcomes and overall quality of life in Los Altos.

AGE-FRIENDLY LOS ALTOS

Los Altos has a long history of planning for the needs of older adults, having established its Senior Program in 1976, now known as the Adult 50+ Program. Los Altos and neighboring Los Altos Hills were the first cities in California to be recognized as an Age-Friendly City by the World Health Organization (WHO) in November 2011. More recently, Los Altos also received the Age-Friendly City designation from the American Association of Retired Persons (AARP), a WHO designee, on May 14, 2024. These distinctions highlight the City's dedication to creating an inclusive and supportive environment for all ages. The Adult 50+ Program offers various activities and services such as bridge, cultural exchange programs, excursions and events, community luncheon programs, RideCare program, and a wide array of services, some free of charge, while others are fee-based. These programs provide social and mental stimulation for older adults, while the cultural exchange programs promote diversity and inclusivity. Older adults make up a significant and growing share of the population in Los Altos, so continuing these programs is integral to supporting a healthy aging community.

Los Altos Age-Friendly City Action Plan

In 2024, the City of Los Altos prepared a 2025-2028 Age-Friendly City Action Plan as a roadmap to enhance quality of life and promote wellness for everyone in the community, especially for those over fifty. The Action Plan is a living document with goals informed by input from community seniors. Community input identified five top priority areas to address in achieving an age-friendly community: transportation, aging in place, updating the senior center, staying physically and mentally active, and meeting emergency preparedness needs. These priorities are essential to support seniors' ability to "age in place" and continue to lead healthy and happy lives. Aging in place allows seniors to live independently longer in a familiar community, reducing isolation and delaying the need for institutional care. This focus on aging in place reflects the fact that 92 percent of respondents to a survey that informed the Action Plan consider aging in place "very important." City planning and actions can support aging in place through a senior-centered approach to public transportation routes and schedules, traffic calming measures, and information on affordable housing opportunities and trusted home repair providers, all of which are described as strategies in the Action Plan.

MENTAL HEALTH INITIATIVES

There is a growing awareness of mental health as an important component of community health. A range of organizations and programs support mental health in Los Altos and Santa Clara County, as described below. Kaiser's 2025 CHNA identified mental and behavioral health as the second-highest priority in the Santa Clara service area, as needs have increased due to isolation during the COVID-19 pandemic and ongoing stressors like the high cost of living. El Camino Healthcare District's 2025 CHNA identified behavioral health (including mental health) as the second-highest priority, citing mental healthcare access for youth especially as poor compared to State and neighboring San Mateo County and seeing increases in feelings of loneliness and isolation among community members of all ages, including older adults and youth. Santa Clara County's 2025 Children's Data Book revealed that 34 percent of high schoolers in Santa Clara County reported feeling sad or hopeless and 30 percent had distressing thoughts. New data shows that climate change is a growing source of distress and anxiety, especially among youth. Los Altos and the surrounding area have mental health services and initiatives for children, youth, families, and adults.

Cities Association of Santa Clara County

The Cities Association of Santa Clara County has a Mental Health Awareness Initiative, which is a coordinated effort

among several Santa Clara County cities and includes consistent messaging and destigmatizing and encouraging signage for cities to display, which Los Altos has participated in. The initiative highlights key support phone numbers and local behavioral health services. These services include support for young people ages 12 to 25 and destigmatizing mental health support on school campuses.

Clinical Mental Health Services

Affordable mental health care has been provided in Los Altos and northern Santa Clara County since 1973, originally by the Community Health Awareness Council and now Pacific Clinics. Community-based mental health and substance use services will continue to be provided, and support services have been expanded for children, youth, families, and adults in Los Altos. Pacific Clinics also partners with schools to provide on-campus support, described below.

School-based Mental Health Resources

El Camino Healthcare District identifies many crucial social issues as having roots in adolescence, the driving force behind their substantial investment in school-based mental health programs throughout Santa Clara County. Through collaborations with both Los Altos and Mountain View-Los Altos High School Districts, El Camino Healthcare District, along with Pacific Clinics, Stanford Children's Health, and Santa Clara Behavioral Health Services, partner to provide school-based mental health support through on-campus wellness centers. Every school in Los Altos School District has a school psychologist and therapists to provide counseling and mental health services. Mountain View-Los Altos High School and Los Altos School District participate in the Schools for Suicide Prevention Partnership with Santa Clara County Behavioral Services, which provides suicide prevention training to school staff. These services bring mental health awareness directly to students in the classroom, a critical avenue for early intervention as youth are a key population experiencing mental health issues in Santa Clara County.

COMMUNITY HEALTHCARE SERVICES

Los Altos, a community with a higher proportion of both youth and older adults than Santa Clara County, has community healthcare services supporting those groups. The two services described below are supported by the El Camino Healthcare District's Community Benefit Grant Funding, which funds nonprofits and public organizations serving residents within the El Camino Healthcare District for services addressing the five health needs identified through the 2025 CHNA.

Community Services Agency

The nonprofit Community Services Agency (CSA) has provided vital social services for residents of Mountain View since 1957 and Los Altos and Los Altos Hills since 1982. The CSA serves individuals and families on low or fixed incomes, as well as those who are experiencing homelessness and seniors (60 years and older). The organization offers support to low-income families or those at risk of losing their housing through emergency financial assistance for rent and utilities, back-to-school gift cards, a holiday gift drive, and fee waivers for Mountain View Parks & Recreation programs. They offer people who are experiencing homelessness with assistance to secure benefits and health services, financial assistance, and information on affordable housing. Low-income individuals can also access the CSA's food pantry and take nutrition education workshops. CSA also provides numerous services for seniors. Social workers provide support to seniors who live independently, such as support for chronic health conditions and assistance with transportation and shopping. Seniors can also enjoy a free, nutritious lunch five days a week, accompanied by educational classes and social activities through their Senior Nutrition Program at the Mountain View Senior Center. These programs support the basic needs of low-income families as well as seniors, which are foundational to health and well-being.

Stanford Medicine Children's Health Teen Health Van at Los Altos High School

The Stanford Medicine Children's Health Teen Health Van is a mobile clinic operating out of Stanford Medicine Children's Health. It offers free health services to uninsured and underinsured youth, ages 12 to 25, with recurring site visits at Los Altos High School, among other high schools in the area. It offers mental health services, family planning options and testing, substance use and nutrition counseling, wellness groups, and routine care, such as physical exams, vaccinations, medications, and acute illness and injury care.



Key Findings and Planning Considerations

- **Overall Community Health.** Los Altos residents generally experience better health out-comes than residents of Santa Clara County as a whole and similar health outcomes to com-parable cities, including higher life expectancy and lower rates of adult obesity, diabetes, and depression than the county. Access to routine and preventive healthcare is also comparatively high, and overall rates of residents without health insurance are low.

- **Older Adults.** Seniors are a significant and growing share of Los Altos' population. They live throughout the city but are concentrated in the northernmost and southernmost tracts. Los Altos has already taken important actions to address seniors' needs by developing an Age-Friendly City Action Plan to foster an age-friendly Los Altos that is supportive of aging in place. Implementing strategies from the Age-Friendly City Action Plan and integrating the Action Plan's goals into General Plan policies with consideration for areas with a high concentration of seniors is important to continue the City's supportive planning for the large and growing share of senior residents.

- **Other Findings.** Los Altos residents generally experience higher rates of asthma, coronary heart disease, and high blood pressure than Santa Clara County as a whole. While physical activity and healthful behaviors are already prevalent in Los Altos compared to the County and peer cities, continuing to promote healthy lifestyles can help prevent and reduce chronic health issues such as heart disease and high blood pressure, making them an important part of an overall community health strategy and can be a focus for community health initiatives.

- **Environmental Justice.** There are no census tracts in Los Altos classified as DACs, where residents experience disproportionate exposure to pollution and adverse health outcomes. While social and economic factors - such as unemployment, access to broadband, and poverty levels - can affect community health, these factors do not appear to be a significant determining factor for health in Los Altos. However, those who work in Los Altos, such as in service, construction, and landscaping industries, may live in DACs outside of the city, yet spend a significant amount of time in Los Altos. The General Plan can help ensure that the City's health policies protect everyone who lives and works in the city.



- **Focus on Community Health.** Community health has been a long-standing priority in Los Altos and Santa Clara County. Locally, the El Camino Healthcare District and Community Services Agency specialize in a wide range of high-quality, direct client services and supportive programs serving the continuum of health care, including transitional care services, case management, chronic disease management, and educational resources for adults, the elderly, and youth. These providers are an asset for the community, using a systematic yet community-oriented approach by providing mobile care and assistance.

- **Mental Health Prioritization**. There is a growing awareness of mental health as an important component of community health, and there are several initiatives and programs in place to address it and support Los Altos residents. Community-based mental and behavioral health services, government awareness initiatives in the region, and funding for on-campus resources continue to support youth, families, and adults in Los Altos.



7

ENVIRONMENTAL RESOURCES

This chapter summarizes existing conditions and issues relevant to the environment in the Planning area. It also describes air quality; biological resources; hydrology, flooding and watersheds; hazards and hazardous materials; geology and soils; noise; and wildfire. A summary of findings and implications is provided at the end of the chapter.

Air Quality

EXISTING CONDITIONS

Bay Area Air Quality Management District

The City of Los Altos is located within the San Francisco Bay Area Air Basin (Basin), which is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). The 5,600-square-mile Basin encompasses the nine counties that surround the San Francisco Bay, including all of Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara, and Napa counties; the southwestern portion of Solano County; and the southern portion of Sonoma County. The Basin is designated as in attainment or unclassifiable attainment for all federal air quality standards except 8-hour ozone and 2.5-micron particulate matter (PM2.5) standards, for which it is classified as nonattainment, largely due to exposure of vehicle emissions. At the State level, the Basin is designated as in nonattainment for the 8-hour ozone and PM2.5 and additionally is in nonattainment of state 10-micron particulate matter (PM10) standards, also due primarily to vehicle emissions.

Regional Climate and Meteorology

The Planning Area sits within the Peninsula subregion of the San Francisco Bay Area Air Basin, an area stretching from northwest San Jose to the Golden Gate Bridge. The Santa Cruz Mountains bisect the Peninsula subregion, creating a climatic divide where the coastal side stays foggy while the southeast remains warmer and clearer. This mountain ridgeline prevents the cooling marine layer and cleansing winds from reaching the interior, leading to more stagnant air patterns on the eastern side. Consequently, the southeastern Peninsula faces the highest air pollution potential because it traps heavy emissions from vehicles and industry without the benefit of natural coastal ventilation. As noted in Chapter 6, Community Health and Environmental Justice, the primary source of air pollution in the City is vehicle and truck traffic on major regional roadways, including I-280 and Foothill Expressway; however, trees and vegetation help to disperse harmful pollutants and contemporary building materials protect residents from exposure.

Biological Resources

EXISTING CONDITIONS

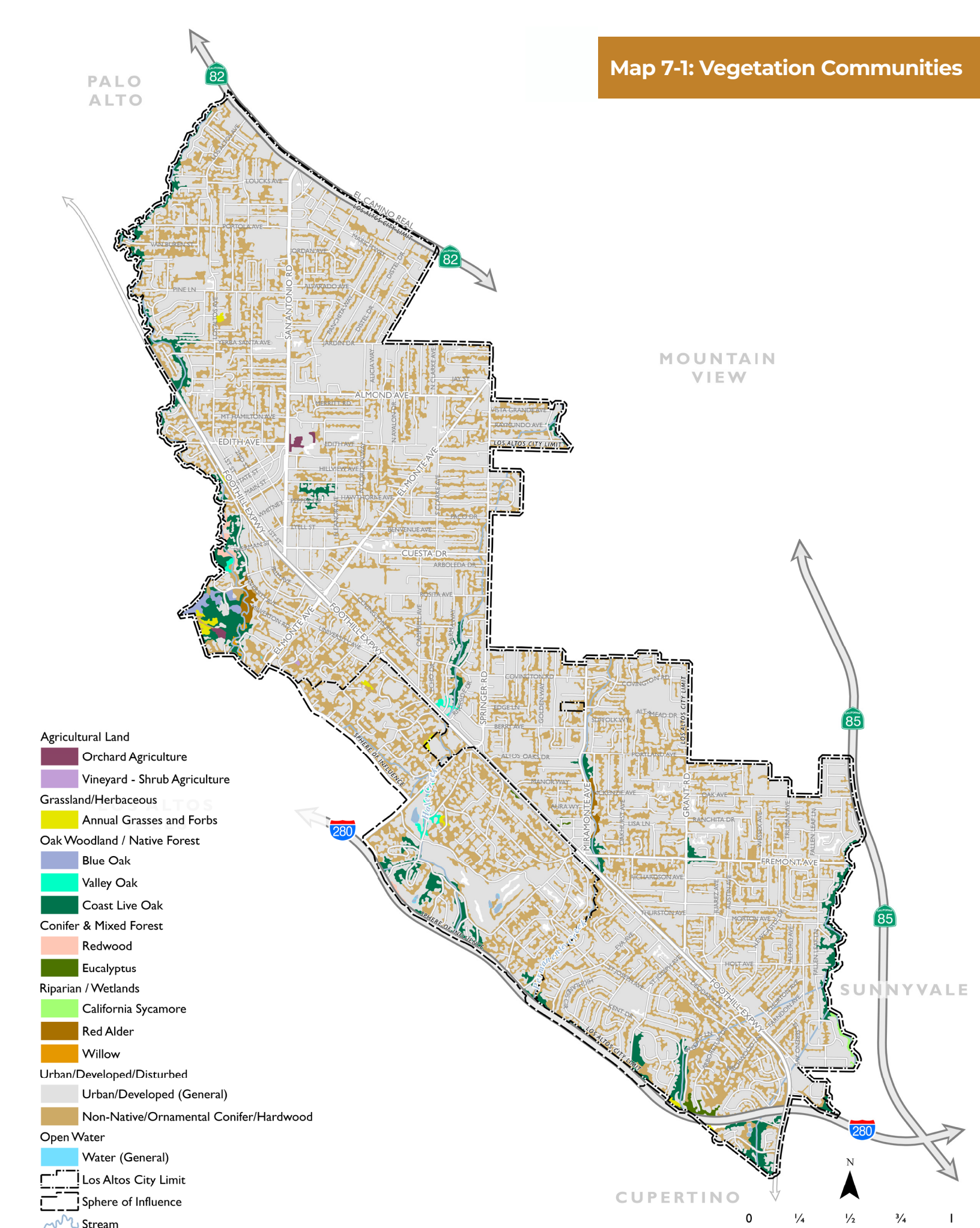
The City encompasses a mix of developed urban land, natural open space, surface water within creeks, vegetation, and remaining orchards. Biological resources of the planning area can be characterized by an established urban forest and riparian corridors in a largely built-out suburban residential landscape.

Vegetation Communities

Though Los Altos and its immediate surroundings are mostly urbanized, significant vegetation communities and biological resource consisting of riparian corridors and tree groves exist along creek corridors and within the Redwood Grove Nature Preserve, as shown in **Map 8-1**. These areas provide habitat for a variety of animal species. Mature trees are also scattered throughout the city's residential neighborhoods, parks, and school sites. Further, Los Altos was historically an agricultural community. While not naturally occurring, the few small remaining orchards provide open space resources and a historical connection for the community. Vegetation communities and land cover types within the planning area, including the Sphere of Influence, are shown in **Table 7-1**.



Map 7-1: Vegetation Communities



Data Source: Santa Clara and Santa Cruz Counties Vegetation, California Department of Fish and Wildlife; Santa Clara County GIS, 2025; Dyett & Bhatia, 2025

Table 7-1: Vegetation Communities and Land Cover Types within the Planning Area

VEGETATION COMMUNITY AND LAND COVER TYPE	ACREAGE
Agricultural Lands	
Orchard agriculture	4.1
Vineyard – shrub agriculture	0.3
Grassland (Herbaceous, non-woody vegetation)	
Annual grasses and forbs	8.1
Oak Woodland/ Native Forest (Tree-dominated, mostly native upland vegetation)	
Blue oak woodland	7.6
Coast live oak woodland	159.3
Valley oak woodland	9.5
Conifer & Mixed Forest (Tall, closed-canopy forests)	
Redwood	5.3
Eucalyptus (non-native but forest-structured)	8.4
Riparian / Wetlands (Vegetation associated with streams, rivers, and wet soils)	
Willow	2.4
California sycamore	3.3
Red alder	13.2
Developed / Urban Land (Built or heavily modified areas)	
Urban / developed	3,185.0
Non-native / ornamental conifer / hardwood (typically landscaped urban/ suburban trees)	1,371.4
Open Water (Non-vegetated aquatic areas)	
Water	2.7
Not Available	24.6
Total	**4,805.2**

Special-Status Plant Species

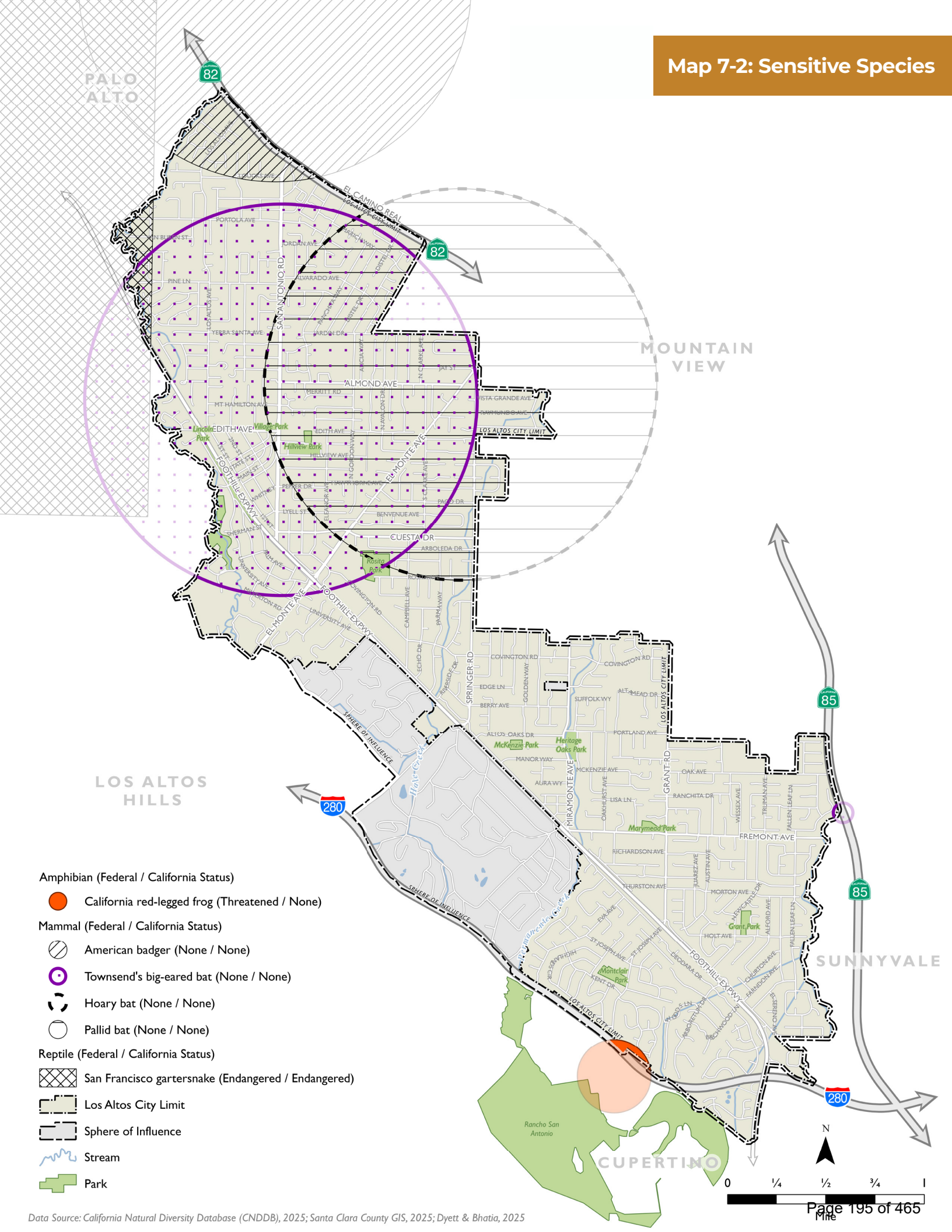
Plant species are considered sensitive or "special status" species if they are (1) listed by State or federal agencies as threatened or endangered or are proposed for listing[1]; (2) included on California Native Plant Society (CNPS) California Rare Plant Ranks 1, 2, 3, or 4; or (3) considered rare, endangered, or threatened by local conservation organizations or specialists. There are no identified sensitive plant species within Los Altos.

Special-Status Wildlife Species

Wildlife species are considered sensitive or "special status" if they are (1) listed by State or federal agencies as threatened or endangered or are proposed for listing or (2) considered rare, endangered, or threatened by California Department of Fish and Wildlife (CDFW) or local conservation organizations or specialists. A total of six sensitive wildlife species have been recorded in the vicinity of Los Altos, which include the San Francisco garter snake (Thamnophis sirtalis tetrataenia), Pallid bat (Antrozous pallidus), Hoary bat (Lasiurus cinereus), Townsend's bigeared bat (Corynorhinus townsendii), American badger (Taxidea taxus), and Santa Ana sucker (Catastomus santaanae). **Table 7-2** indicates the sensitivity status of each wildlife species that has been recorded in the vicinity of Los Altos. **Map 7-2** presents the locations of U.S Fish and Wildlife Service (USFWS) listed wildlife points, as well as the locations of CNDDB species records with an accuracy of at least 0.2 mile or better.

1 CDFW, Special Animals List, Periodic Publication, July 2022c; CDFW, State & Federally Listed Endangered & Threatened Animals of California, July 2022d.

Map 7-2: Sensitive Species



Data Source: California Natural Diversity Database (CNDDB), 2025; Santa Clara County GIS, 2025; Dyett & Bhatia, 2025

Table 7-2: Sensitive Wildlife Species within Los Altos

SPECIES NAME	COMMON NAME	FEDERAL	STATE
Reptiles			
Thamnophis sirtalis tetrataenia	San Francisco garter snake	E	E; FP
Mammals			
Antrozous pallidus	Pallid bat	--	SSC
Lasiurus cinereus	Hoary bat	--	--
Corynorhinus townsendii	Townsend's big-eared bat	--	SSC
Taxidea taxus	American badger	--	SSC
Amphibians			
Catastomus santaanae	Santa Ana sucker	FT	--

Notes:
E = Endangered; FP = California fully protected species; SSC = CDFW Species of Special Concern; T = Threatened

Source: California Natural Diversity Database, California Department of Fish and Wildlife (CDFW), January 2026.

Cultural Resources

EXISTING CONDITIONS

Tribal cultural resources within the Los Altos are intertwined with the region's natural landscape, particularly its network of waterways. Historically, indigenous settlements and resource gathering sites were established in close proximity to creeks and streams, such as Adobe Creek, Stevens Creek, and Permanente Creek, which provided essential water, food, and transportation routes. These riparian corridors remain highly sensitive areas where evidence of ancestral activity is most likely to be encountered. According to documentation from the Native American Heritage Commission (NAHC), there are nine tribes identified within Santa Clara County and the surrounding planning area that maintain cultural affiliations with these lands. Recognizing these resources is vital to preserving the heritage of the tribal people who have stewarded this land and continue to provide contemporary guidance on the protection of their ancestral sites. These tribes include: Amah Mutsun Tribal Band, Amah Mutsun Tribal Band of Mission San Juan Bautista, Costanoan Rumsen Carmel Tribe, Indian Canyon Mutsun Band of Costanoan, Muwekma Ohlone Tribe of the SF Bay Area, Northern Valley Yokut / Ohlone, Tamien Nation, The Ohlone Indian Tribe, and Wuksachi Indian Tribe/Eshom Valley Band.

Geology and Seismicity

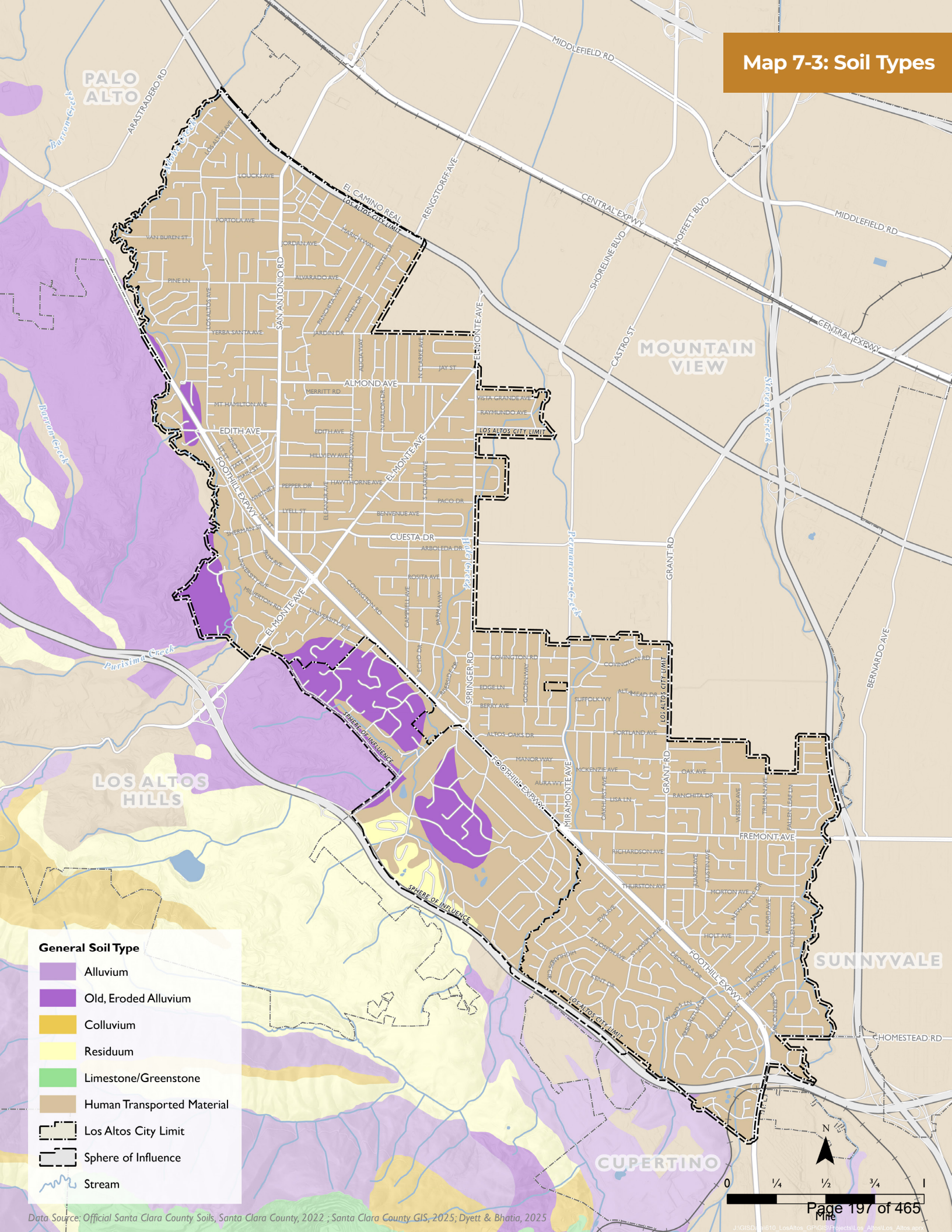
EXISTING CONDITIONS

Due to its proximity to active faults, the City of Los Altos is vulnerable to both primary and secondary earthquake hazards. Primary hazards result directly from earth movement and include ground shaking, rupture, displacement, and shifts in elevation like subsidence or uplift. These initial events can then trigger secondary hazards, ranging from ground failures like liquefaction and landslides to water-related threats such as tsunamis and dam failures, as well as indirect risks like fires and sympathetic fault movement.

SOILS

The Planning Area sits on deep alluvial soils of the Santa Clara Valley floor. These soils, consisting of silt, clay, sand, and gravel deposits, can extend to a depth of 4,000 to 5,000 feet throughout most of the city. The geology of the planning area may be susceptible to expansive soils due to groundwater. The city is within the Santa Clara Valley, which is characterized by high groundwater levels and potentially high clay content. **Map 7-3** shows that majority of soil throughout the Planning Area is human transported material and eroded alluvium, meaning there may be swelling potential within these soils. Expansive soils have not been well documented throughout the city, but the potential for expansive soils exists throughout the area where the Santa Clara Valley contains groundwater and soil conditions that are conducive.

Map 7-3: Soil Types



Data Source: Official Santa Clara County Soils, Santa Clara County, 2022 ; Santa Clara County GIS, 2025; Dyett & Bhatia, 2025

SEISMIC CONDITIONS

Surface Rupture/ Seismology

Earthquakes resulting from fault movement can result in surface rupture along an active or potentially active fault. The risk of seismic hazards within the planning area is based on the approximate location of earthquake faults within and outside the region. Seismic activity in the area poses a significant risk, as an earthquake or fault rupture could lead to injuries and substantial property damage. In addition to the initial shaking, hazards such as aftershocks, fires, landslides, dam failure, and liquefaction may further threaten public health and safety. California contains numerous active faults, reflecting its overall seismicity. Los Altos lies within a State-designated Alquist-Priolo Earthquake Fault Zone, where state law prohibits construction of buildings intended for human occupancy directly atop active fault traces. The nearest Holocene-active fault (a fault that has had surface displacement within the last 11,700 years) is the San Andreas Fault, which runs to the west of the city. Other faults in and around the city include the Monte Vista fault, along with several older, pre-Holocene fault systems, as shown in **Map 7-4**.

Ground Shaking

Ground shaking is the effect of surface motion generated by an earthquake that results in the vast majority of damage during seismic events. Given the city's proximity to active faults in the region, seismic ground shaking could damage buildings and cause objects to fall, creating hazards to life and property.[2] Because Los Altos is in an earthquake prone area of Northern California, and due to the close proximity to the San Andreas fault, seismic shaking would most likely be felt throughout the city. The effects of significant ground shaking would be most severe in areas with steep slopes, weak soils, and vulnerable structures. In a probable earthquake scenario, the majority of one- and two-story wood structures in the planning area would not sustain serious damage. Older, unreinforced masonry buildings in the downtown area that were built prior to improved building codes may be subject to severe damage or collapse in the event of an earthquake.

2 City of Los Altos, 2025. Safety Element. Available: https://www.losaltosca.gov/DocumentCenter/View/1766/Los-Altos-Safety-Element?bidId=. Accessed: January 15, 2026.



Liquefaction

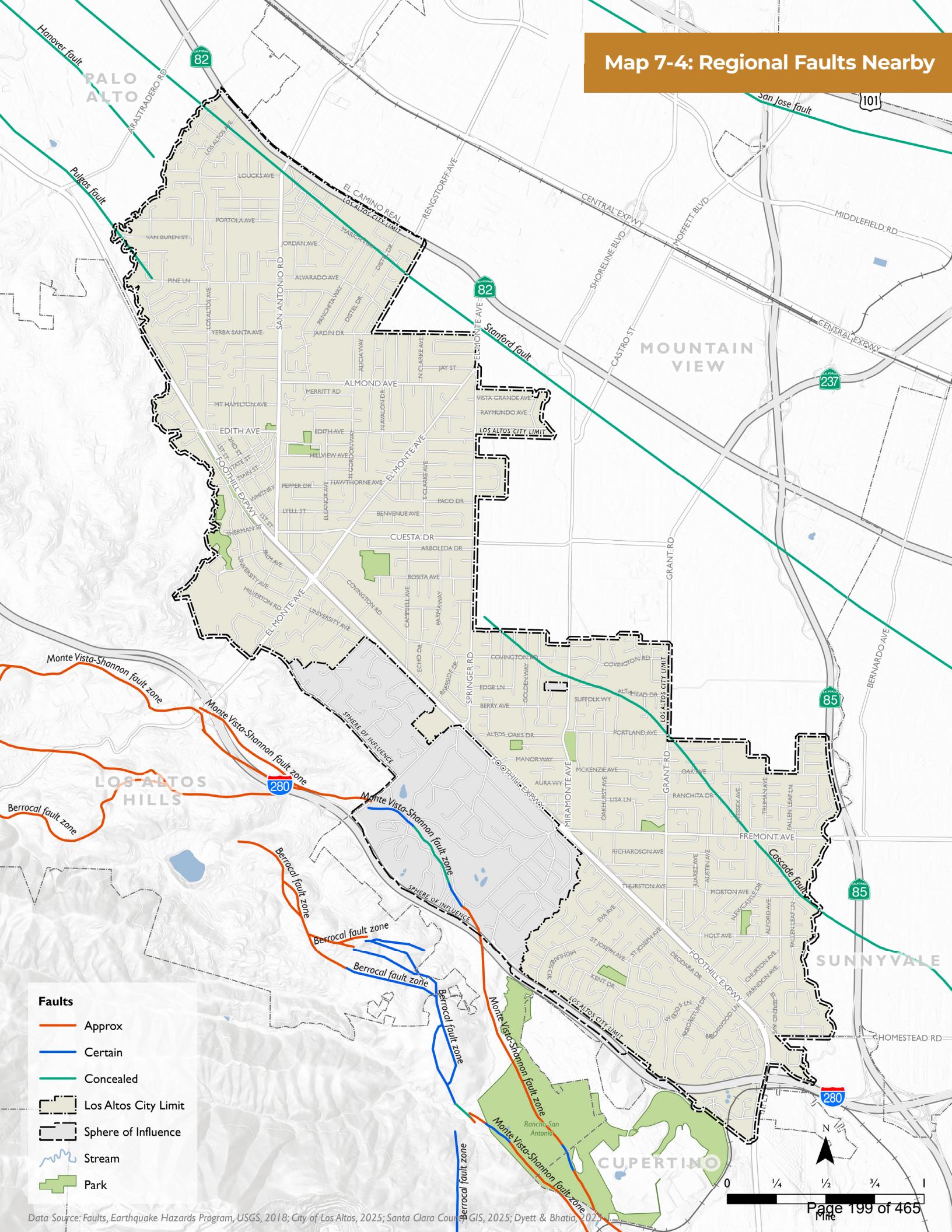
Liquefaction is a seismic phenomenon in which loose, saturated, granular soils behave similarly to a fluid when subject to high intensity ground shaking. Liquefaction occurs when three general conditions exist: (1) shallow groundwater; (2) low density noncohesive (granular) soils; and (3) high intensity ground motion. Areas surrounding Adobe Creek, Hale Creek, Permanente Creek, and Stevens Creek are areas of potential liquefaction, as shown on **Map 7-5**. The City has adopted the California Building Code (CBC), which outlines standards for seismic design, foundations and drainage, and requires that geotechnical engineering studies be undertaken for any development in areas where potentially serious geologic risks exist.

Landslides

Landslides occur when masses of rock, earth, or debris move down a slope, including rock falls, deep failure of slopes, and shallow debris flows. Landslides are influenced by human irrigation of slopes, mining activity, and by natural factors such as precipitation, geology/soil types, surface/subsurface flow of water, and topography. Frequently, they may be triggered by other hazards such as floods and earthquakes. Areas with steep or unstable slopes have the highest landslide risk in Los Altos. Landslides are also likely on hillsides where rock strata parallel surface slopes, high clay content absorbs excess water, displacement fractures a fault zone, or erosion or human activity removes a slope's base. Landslides are unlikely on slopes under 15 percent. Slopes of 15 percent or more are isolated to Los Altos' southwest, as shown on **Map 7-6**[3]. While no recent landslides have occurred in the planning area, development on such slopes should be carefully reviewed to mitigate risks.

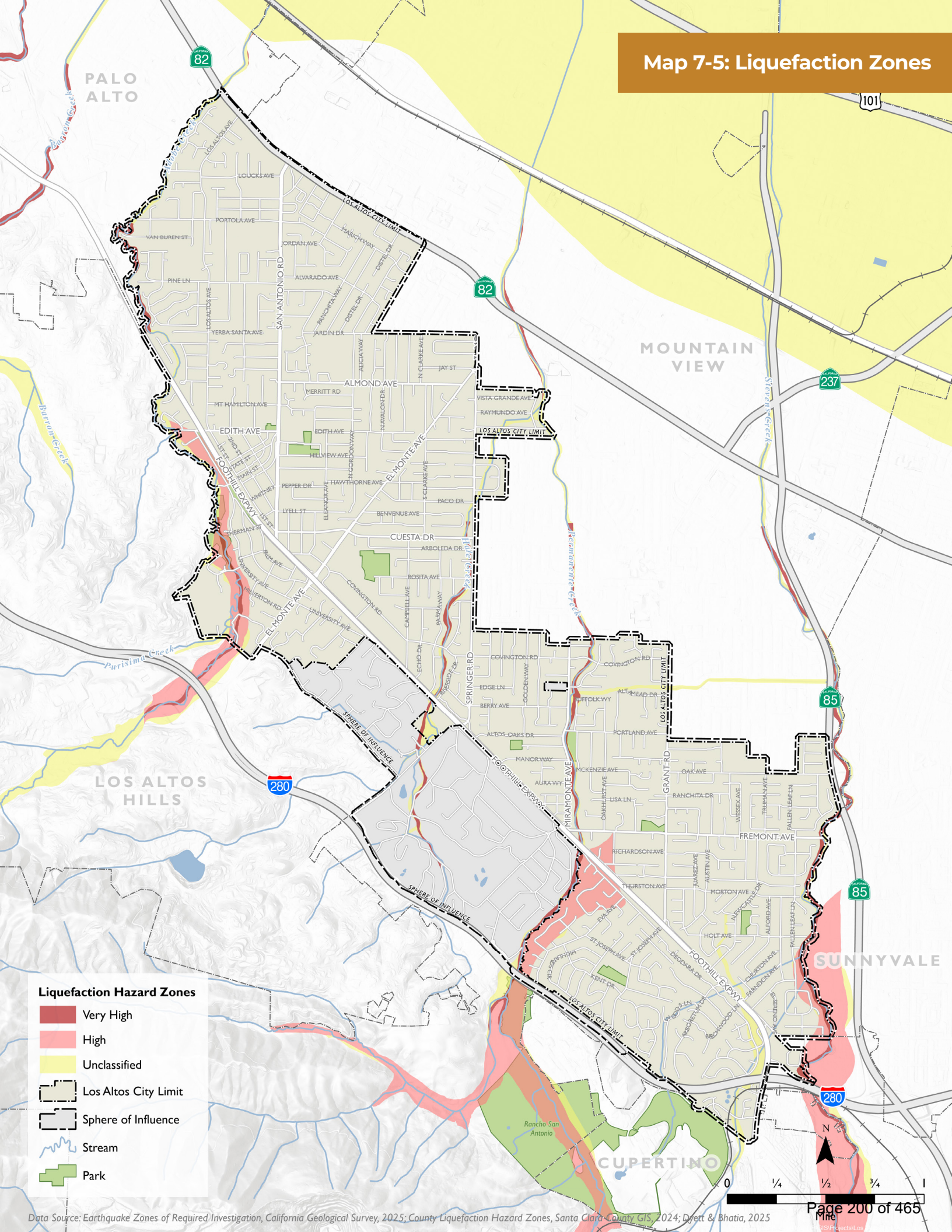
3 City of Los Altos, 2025. Safety Element. Available: https://www.losaltosca.gov/DocumentCenter/View/1766/Los-Altos-Safety-Element?bidId=. Accessed: January 15, 2026.

Map 7-4: Regional Faults Nearby



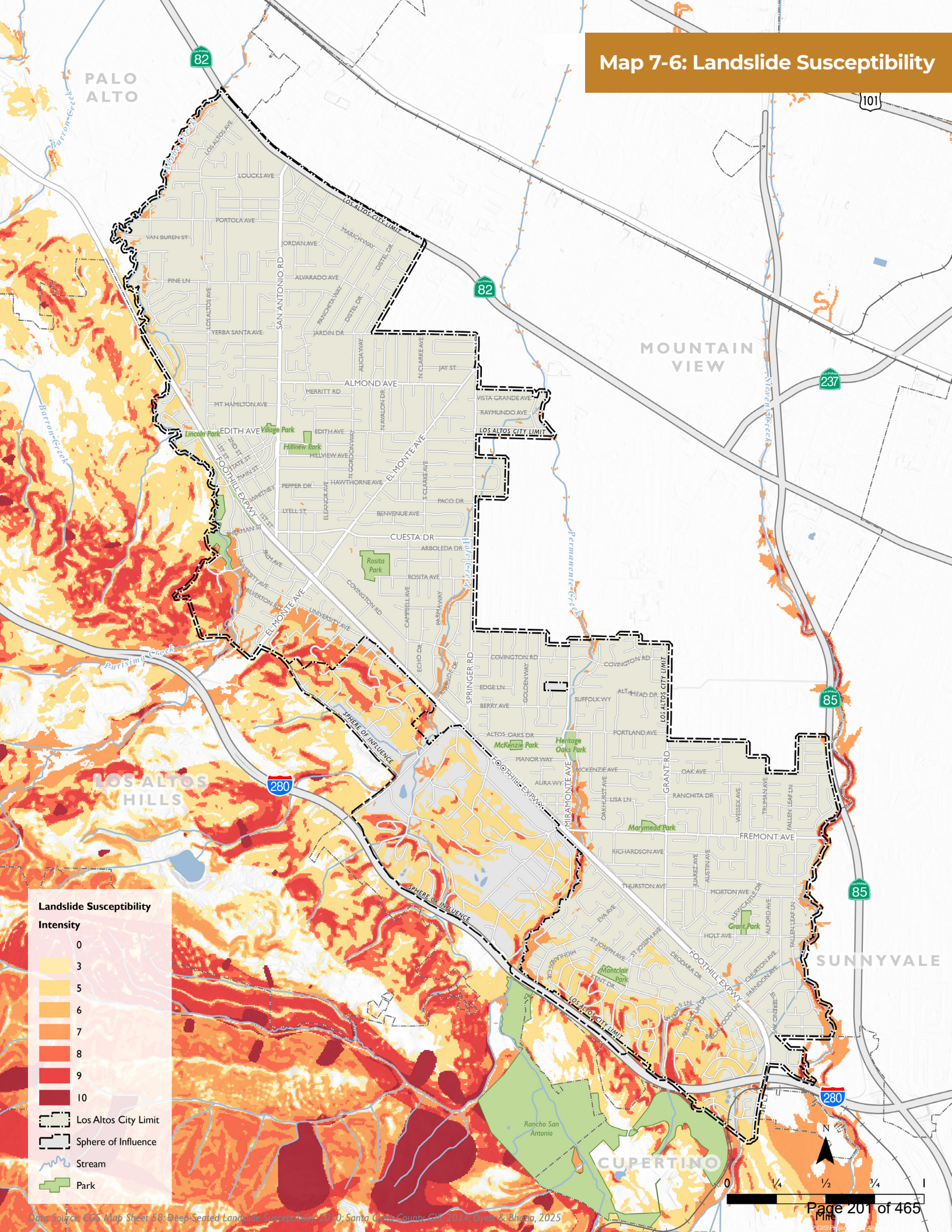
Data Source: Faults, Earthquake Hazards Program, USGS, 2018; City of Los Altos, 2025; Santa Clara County GIS, 2025; Dyett & Bhatia, 2025

Map 7-5: Liquefaction Zones



Data Source: Earthquake Zones of Required Investigation, California Geological Survey, 2025; County Liquefaction Hazard Zones, Santa Clara County GIS, 2024; Dyett & Bhatia, 2025

Map 7-6: Landslide Susceptibility



Data Source: CGS Map Sheet 58: Deep-Seated Landslide Susceptibility, 2010; Santa Clara County GIS, 2025; Dyett & Bhatia, 2025

Hazards and Hazardous Materials

EXISTING CONDITIONS

Certain natural conditions and human activities in Los Altos create risks to individuals and properties within the community. Hazards of potential concern in the planning area include flooding, fires, and urban pollutants (e.g., fertilizers, pesticides, herbicides, and other hazardous materials)..

Hazardous Materials

A hazardous material is any substance that may be explosive, flammable, poisonous, corrosive, radioactive, reactive, or any combination thereof, because of its quantity, concentration, or characteristics. Hazardous materials require special care in handling due to the hazards they pose to public health, safety, and the environment. Potential hazards associated with hazardous materials include fires, explosions, and leaks. Releases of hazardous materials can be damaging when they occur in highly populated areas or along transportation routes.



Hazardous Materials Sites

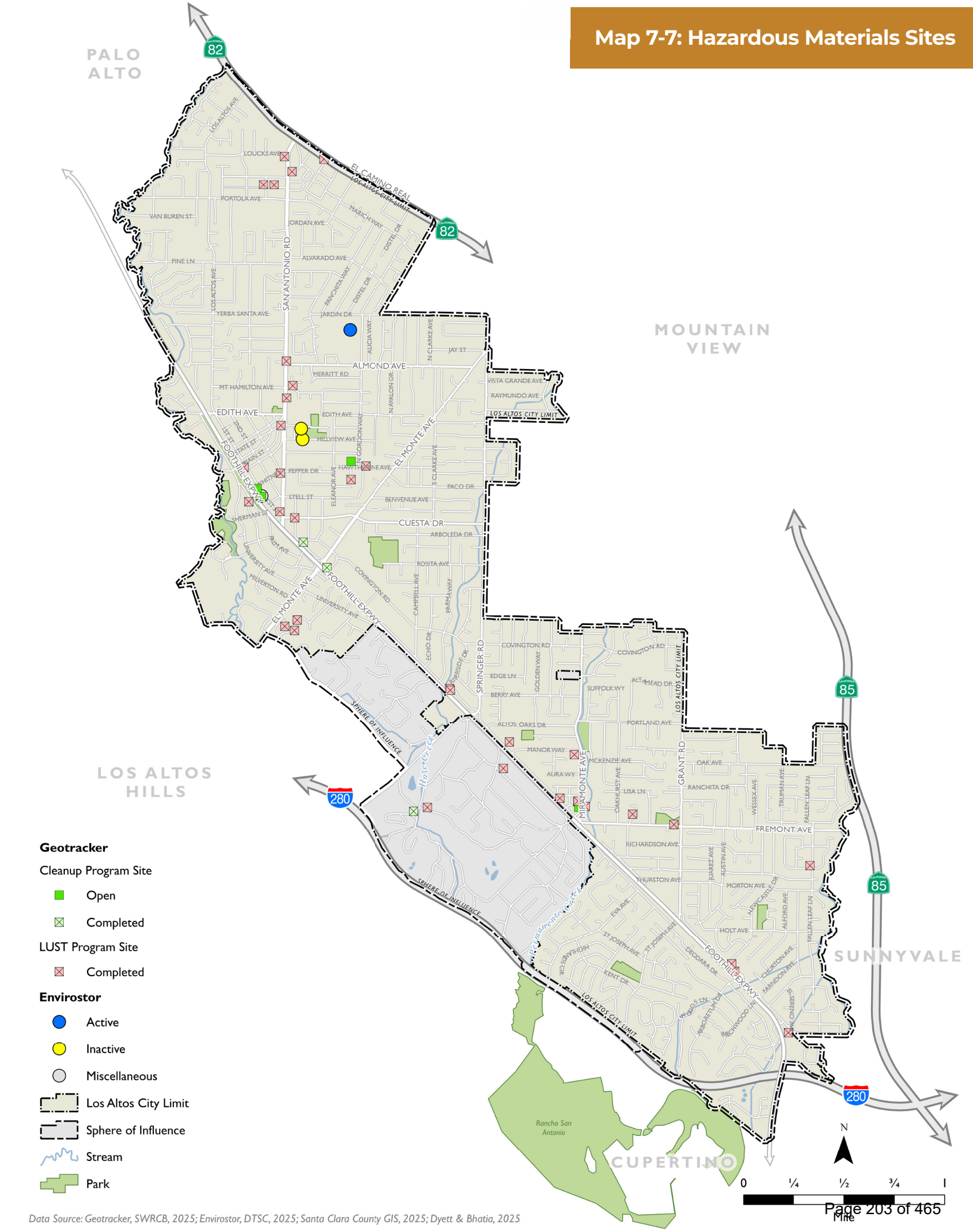
The Hazardous Waste and Substances Sites (Cortese) List is a planning document that provides information about the location of hazardous materials release sites in the state. Government Code section 65962.5 requires the California Environmental Protection Agency (CalEPA) to develop at least annually an updated Cortese List. The California Department of Toxic Substances Control (DTSC) is responsible for a portion of the information contained in the Cortese List that is contained in their Envirostor

Table 7-3: Active Envirostor and Geotracker Hazardous Materials Sites

SITE	DESCRIPTION	LOCATION
Envirostor Sites[1]		
EN-1 Los Altos High School Expansion	Site Type: School Cleanup Status: Active	201 Almond Avenue Los Altos, CA 94022
EN-2 Los Altos Cleaners	Site Type: Voluntary Cleanup Status: Refer: Local Agency	392 1st Street Los Altos, CA 94022
Geotracker Sites[2]		
GEO-1 245 Hawthorne Avenue	Clean-up Program Site Status: Open – Remediation	245 Hawthorne Avenue Los Altos, CA 94022
GEO-2 Former Tops Drive-in Cleaners	Land Disposal Site Status: Open – Site Assessment	366 1st Street Los Altos, CA 94022
GEO-3 Los Altos Cleaners	Cleanup Program Site Status: Open – Site Assessment	392 1st Street Los Altos, CA 94022
GEO-4 Loyola Corners Development	Cleanup Program Site Status: Open – Long Term Management – and Use Restrictions	1540 Miramonte Avenue Los Altos, CA 94024
GEO-5 Miller's Dry Cleaning	LUST Cleanup Site Status: Open – Remediation	1554 Miramonte Avenue Los Altos, CA 94024

Source: 1) California Department of Toxic Substances Control, EnviroStor Database, 2026. Available at https://www.envirostor.dtsc.ca.gov/public/. 2) State Water Resources Control Board, Geotracker Database, 2026. Available at http://geotracker.waterboards.ca.gov/.

Map 7-7: Hazardous Materials Sites



Data Source: Geotracker, SWRCB, 2025; Envirostor, DTSC, 2025; Santa Clara County GIS, 2025; Dyett & Bhatia, 2025

database (2026). The other main source of information for sites in the Cortese List is the State Water Board's Geotracker Database (Geotracker; 2026). **Map 7-7** depicts the location of active Envirostor and Geotracker hazardous materials sites. As shown on **Map 7-7**, there are two active Envirostor sites and five active Geotracker hazardous materials sites within the city. **Table 7-3** lists each site location and describes the site listing.

The majority of active sites involve dry cleaners, a multi-family property, and a school cleanup. As shown on **Table 7-3**, five sites were shown to have ongoing activities related to the previously known or suspected release of hazardous materials to soil and groundwater in Los Altos.

EN-1 involves the cleanup of contaminants of concern within a school, including lead, naturally occurring asbestos (NOA), polychlorinated biphenyls (PCBs), and organochlorine pesticides (OCPs). This case is active. **EN-2 / GEO-3** consists of a dry cleaner that has historically used tetrachloroethylene (PCE). In 2007, the dry-cleaning business was taken over by a new operator who switched to the use of hydrocarbons as the cleaning solvent. A limited environmental assessment was performed, in which preliminary subsurface investigations detected PCE in soil vapor above commercial/industrial screening levels. The County of Santa Clara, Department of Environmental Health is currently overseeing remediation at the site.

GEO-1 involves the remediation of a private residence. **GEO-2** involves remediation of a former dry cleaners that had used PCE and trichloroethylene (TCE). **GEO-4** was previously a gas station and auto service facility with hydraulic car lifts. During lift removal, hydraulic fluid impacted soil was reported. During redevelopment of **GEO-4**, impacted soil will be removed with agency over-sight. GEO-5 consists of a dry cleaner with elevated concentrations of PCE.

Hydrology

EXISTING SETTING

Flooding

Flood hazards fall into three categories within the Los Altos area: natural flooding, dam inundation, and mud and debris flows.[4] Flooding occurs when a waterway (either natural or artificial drainage channel) receives more water than it is capable of conveying, causing the water level in the waterway to rise. Depending on how long these conditions last and the amount of runoff the waterway receives in proportion to its capacity, the rising water level may eventually overtop the waterway's banks or any other boundaries to the drainage area, resulting in flooding. The Planning Area is subject to periodic flood hazards associated with creek overflow, dam inundation, and potential mud and debris flows during rainstorms of a few hillsides. The Planning Area contains both 100- and 500-year floodplain areas as show in **Map 7-8**. Majority of the Planning Area is located in 500-year floodplain, except areas in the south. Areas of 100-year floodplain are located near Permanente Creek, Hale Creek, and Adobe Creek. **Map 7-8** and **Table 7-4** identify the FEMA floodplains/floodways throughout the Planning area.

4 City of Los Altos, 2025. Safety Element. Available: https://www.losaltosca.gov/DocumentCenter/View/1766/Los-Altos-Safety-Element?bidId=. Accessed: January 15, 2026.



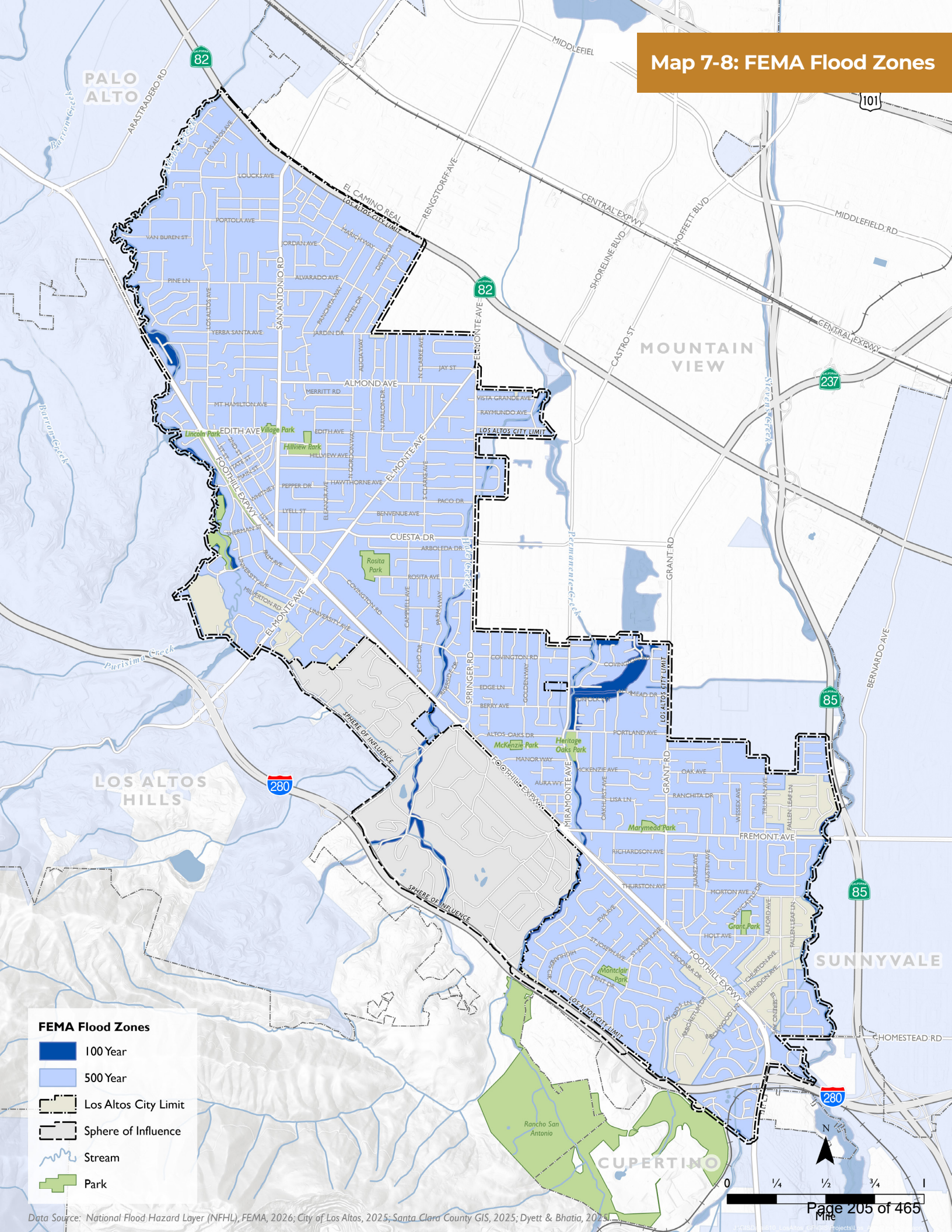
Table 7-4: FEMA Floodplains/Floodways within the Planning Area

FLOODPLAIN/ FLOODWAY	DESCRIPTION
100-year Floodplain*	81.5
500-year Floodplan	3,571.40
Grand Total	

Notes:
*100-year flood zone includes 11.5 acres of the floodway.

Source: FEMA, 2025.

Map 7-8: FEMA Flood Zones



Data Source: National Flood Hazard Layer (NFHL), FEMA, 2026; City of Los Altos, 2025; Santa Clara County GIS, 2025; Dyett & Bhatia, 2025.

Drainage

The Santa Clara Valley Water District (Valley Water) serves as the primary flood control agency for the region, providing planning, construction and maintenance of facilities to reduce flooding hazards. Within the City, stormwater is conveyed through natural channels that form part of the larger drainage system. The City's drainage system includes Adobe Creek-Frontal San Francisco Bay Estuaries, Permanente Creek-Frontal San Francisco Bay Estuaries, and Stevens Creek.

Watersheds

Watersheds in the Planning area include Adobe Creek-Frontal San Francisco Bay Estuaries, Permanente Creek-Frontal San Francisco Bay Estuaries, and Stevens Creek, as discussed above. These watersheds are essential for managing stormwater and maintaining water quality in the City of Los Altos. To further support flood control efforts, portions of these creeks within Los Altos have been channelized to increase capacity and reduce flooding.





Adobe Creek

Encompassing roughly 10 square miles in northwestern Santa Clara County, the Adobe Creek watershed consists of eight square miles of mountainous terrain and two square miles of valley floor.[5] The creek begins on the northeastern slopes of the Santa Cruz Mountains, traveling northward through steep, timbered landscapes until it converges with the North, West, and Middle Adobe Forks. In the upper reaches of the watershed, Moody and Purissima Creeks serve as the other primary tributaries. The drainage zone situated above the confluence of the Adobe Forks remains preserved as undeveloped open space, while the rest of the watershed is largely characterized by residential neighborhoods. As it crosses the valley floor, Adobe Creek passes through the communities of Los Altos Hills, Los Altos, Palo Alto, and Mountain View. After joining with Barron Creek to the west of Highway 101, the waterway transitions into a tidally influenced estuarine environment before discharging into the Palo Alto Flood Basin and the Lower South San Francisco Bay.

Permanente Creek

The Permanente Creek watershed encompasses roughly 17.5 square miles along the northeastern slopes of the Santa Cruz Mountains.[6] Its source begins near Black Mountain on the Montebello Ridge, from which the creek travels eastward through five miles of unincorporated county territory. Upon reaching the base of the foothills, the waterway turns northward, traversing the valley floor for another eight miles through the cities of Los Altos and Mountain View before finally discharging into the Lower South San Francisco Bay. The primary tributaries within this system are Hale Creek and the West Branch of Permanente Creek. In a departure from most Santa Clara Basin watersheds, the Permanente Creek headwaters are not preserved as open space but are instead utilized for mining and light industrial operations. Only the headwaters of the West Branch are currently protected as open space by the Midpeninsula Regional Open Space District. Downstream from the confluence of these tributaries, the majority of the watershed is occupied by high-density

5 Santa Clara Valley Urban Runoff Pollution Prevention Program, 2026. Adobe Watershed. Available: https://scvurppp.org/watersheds/santa-clara-basin-watersheds/adobe-watershed/. Accessed: January 20, 2026.

6 Santa Clara Valley Urban Runoff Pollution Prevention Program, 2026. Permanente Watershed. Available: https://scvurppp.org/watersheds/santa-clara-basin-watersheds/permanente-watershed/. Accessed: January 20, 2026.

residential areas, with commercial zones concentrated along major arteries like El Camino Real. Additionally, clusters of heavy industry are located near Highway 101 within the lower watershed adjacent to the Bay.

Stevens Creek

The Stevens Creek watershed encompasses a drainage area of roughly 29 square miles, with its headwaters beginning in the Santa Cruz Mountains within Santa Clara County and the City of Palo Alto.[7] Much of this upper region is preserved as protected open space, overseen by the County and the Midpeninsula Regional Open Space District. In its higher reaches, the main channel travels southeast for approximately five miles along the San Andreas Fault before turning north-east for another three miles to reach the Stevens Creek Reservoir. From that point, the creek continues northward for 12.5 miles, winding through the foothills of Cupertino and Los Altos and across the alluvial plains of Sunnyvale and Mountain View, eventually discharging into the Lower South San Francisco Bay. Downstream of the reservoir, the land is predominantly used for residential neighborhoods, with commercial activity concentrated along major transit corridors like El Camino Real.

Water Quality

The City's water quality is regulated under the jurisdiction of the San Francisco Bay Regional Water Quality Control Board (RWQCB). The San Francisco Bay RWQCB's Basin Plan establishes beneficial uses, water quality objectives, and implementation programs to protect surface waters and groundwater resources.[8] Within the region, urban runoff and stormwater discharges are the primary sources of water quality issues. The Clean Water Act Section 303(d) lists surface waters in the area as impaired waterbodies for pollutants. These surface waters include Permanente Creek and Stevens Creek.

Groundwater

The City of Los Altos is located within the Santa Clara Subbasin (Basin 2009.02) of the Santa Clara Valley Groundwater Basin, where groundwater resources are managed by the Santa Clara Valley Water District (Valley Water). As the designated Groundwater Sustainability Agency (GSA) for the entire county, Valley Water has the legal authority and responsibility under the Sustainable Groundwater Management Act (SGMA) to ensure the basin remains sustainable; its 2021 Groundwater Management Plan was recently approved by the state as a valid "Alternative" to a standard Groundwater Sustainability Plan[9]. In Los Altos, water is primarily delivered by the California Water Service, which utilizes a supply blend consisting of approximately 28 percent local groundwater from its own wells and 72 percent treated surface water purchased from Valley Water[10]. Existing groundwater conditions in the area are generally stable due to Valley Water's management, which includes replenishing the basin with imported water and monitoring for land subsidence and saltwater intrusion to protect long-term reliability and water quality.

Dam Inventory and Failure Risks

Dam inundation is a potential flood hazard in south Los Altos from the failure of the Stevens Creek Dam. According to the California Department of Water Resources, Division of Safety of Dams (DSOD), the downstream hazard from Stevens Creek Dam is classified as extremely high[11]. The downstream hazard is based solely on potential downstream impacts to life and property should a dam fail when operating with a full reservoir, and is expected to cause considerable loss of human life or result in an inundation area with a population of 1,000 or more. Built in 1935, the dam is owned and operated by Santa Clara Valley Water District and is in fair condition based on the DSOD report from September 2022.

7 Santa Clara Valley Urban Runoff Pollution Prevention Program, 2026. Stevens Watershed. Available: https://scvurppp.org/watersheds/santa-clara-basin-watersheds/stevens-watershed/. Accessed: January 20, 2026.

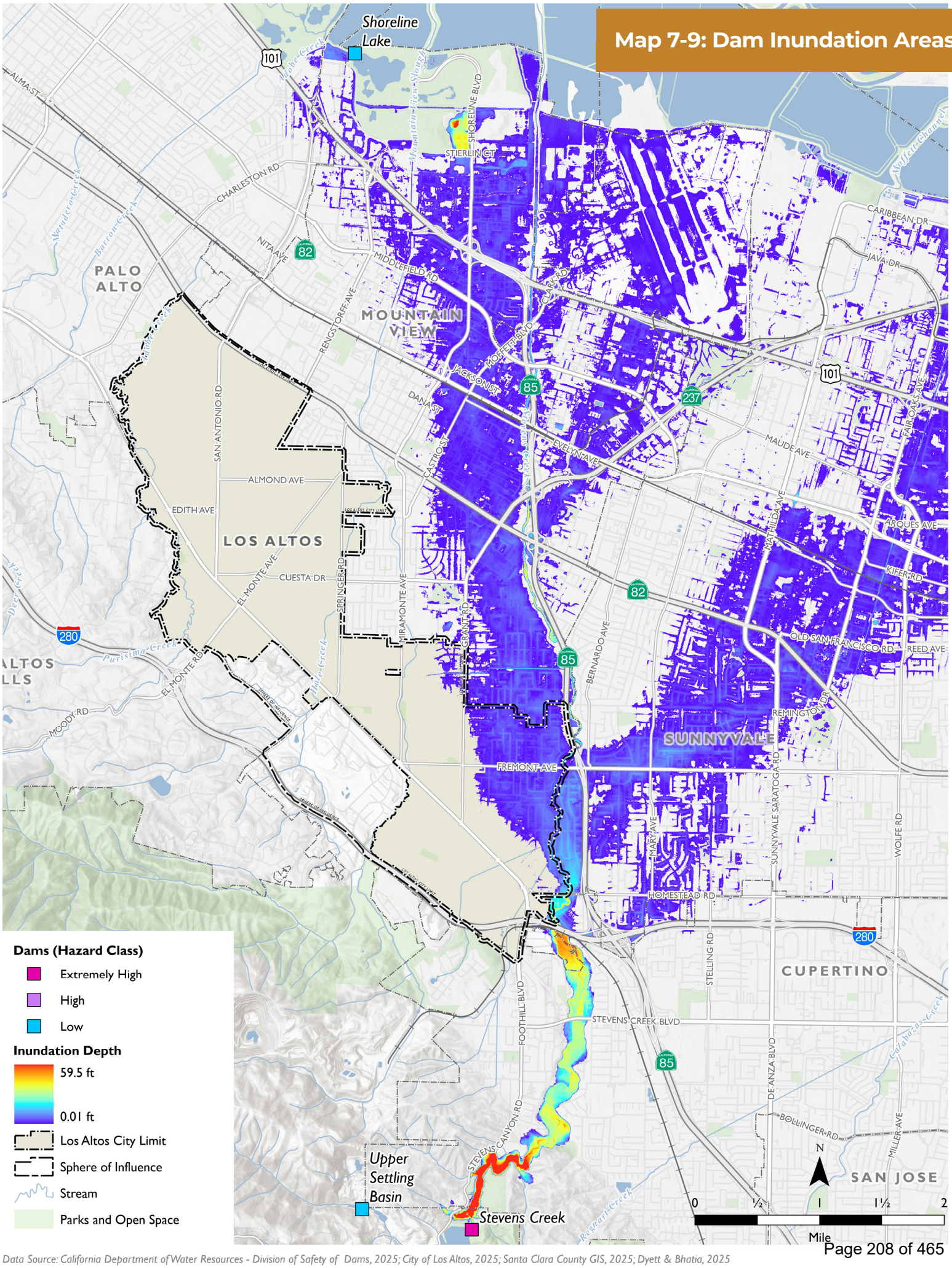
8 San Francisco Bay Accessed September 2025. https://www.waterboards.ca.gov/sanfranciscobay/basin_planning.html.

9 Santa Clara Valley Water District (Valley Water). Sustainable Groundwater Management. Available: https://www.valleywater.org/your-water/where-your-water-comes/groundwater/sustainable. Accessed: January 20, 2026.

10 California Water Service, 2021. 2020 Urban Water Management Plan – Los Altos Suburban District. Available: https://www.calwater.com/docs/uwmp2020/LAS_2020_UWMP_FINAL.pdf. Accessed: January 20, 2026.

11 California Department of Water Resources, 2022. Dams Within Jurisdiction of the State of California Listed. Avail-able: https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/All-Programs/Division-of-Safety-of-Dams/Files/Publications/Dams-Within-Jurisdiction-of-the-State-of-California-Listed-Alphabetically-by-Name-September-2022.pdf. Accessed: January 20, 2026.

Map 7-9: Dam Inundation Areas



Data Source: California Department of Water Resources - Division of Safety of Dams, 2025; City of Los Altos, 2025; Santa Clara County GIS, 2025; Dyett & Bhatia, 2025

Noise

EXISTING CONDITIONS

The City of Los Altos is a community located at the southern end of the San Francisco Peninsu-la. The City is bordered by Palo Alto to the north and northwest, t, Mountain View to the east, Cupertino to the southeast and Los Altos Hills and portions of unincorporated Santa Clara County to the south and west. Noise measurements show the most common and primary source of noise in the city is motor vehicles (e.g., automobiles, buses, trucks, and motorcycles) along Interstate 280 and State Highway 85, as well as major arterial roads such a Foothill Ex-pressway and San Antonio Road. Motor vehicle noise is of particu-lar concern because it is char-acterized by a high number of individual events, which often create a sustained noise level, and because of its proximity to noise-sensitive uses.

Noise Measurements

Long term noise measurements at seven different locations in Los Altos were performed in late February 2026. The distances listed are from the roadway centerline. As shown in **Map 7-10** and **Table 7-5**, Interstate 280 and Foothill Expressway are loudest at a normalized distance of 50 feet.

REGULATORY FRAMEWORK

State Regulations

General Plan Guidelines

The General Plan Guideline's land use compatibility chart for community noise prepared by the Governor's Office of Planning and Research provides a tool to gauge the compatibility of land uses relative to existing and future noise levels by identifying normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable noise levels for various land uses.

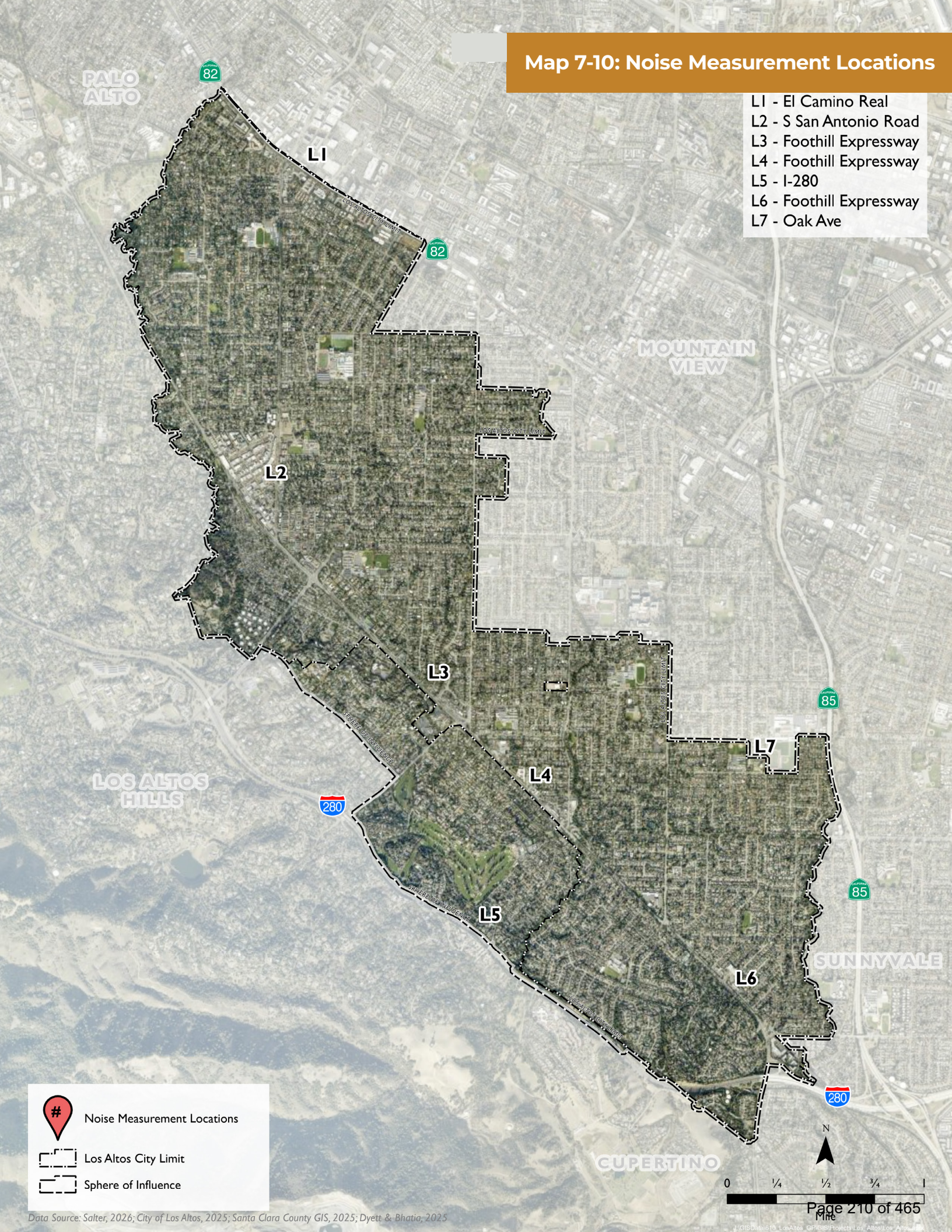
Table 7-5: Noise Measurement Survey Results

NOISE MEASUREMENT LOCATION	ROADWAY	MEASUREMENT DISTANCE FROM ROADWAY CENTERLINE	MEASURED NOISE LEVEL (DNL[1])	NOISE LEVEL (DNL) "NORMALIZED" TO A DISTANCE OF 50 FEET
1	El Camino Real	50	70 dB	70 dB
2	South San Antonio Road	35	70 dB	68 dB
3	Foothill Expressway	45	74 dB	74 dB
4	Foothill Expressway	60	72 dB	73 dB
5	I-280	140	75[2] dB	79 dB
6	Foothill Expressway	110	69 dB	72 dB
7	Oak Avenue (residential area)	25	60 dB	n/a[3]

Notes:
1. DNL (Day-Night Average Sound Level) – A descriptor for a 24-hour A-weighted average noise level. DNL accounts for the increased acoustical sensitivity of people to noise during the nighttime hours. DNL penalizes sound levels by 10 dB during the hours from 10 PM to 7 AM. For practical purposes, the DNL and CNEL are usually interchangeable. DNL is sometimes written as Ldn.
2. This value has been adjusted 2 dB up from a measurement of DNL 73 dB due to minor shielding of traffic noise at the measurement position. The adjusted value was developed by referencing published Caltrans traffic volume data and a similar measurement along I-280.
3. In this residential area, the measured noise level is due to a mixture of local residential traffic, distant traffic noise, and local residential activity. With multiple sources, it might not be valid to estimate the level at a different distance from the roadway. This measurement was requested to capture typical noise levels within a residential area. For reference, the average background noise at this location without car passbys and local activity was approximately 50 dBA during the day and approximately 40 dBA in the middle of the night.

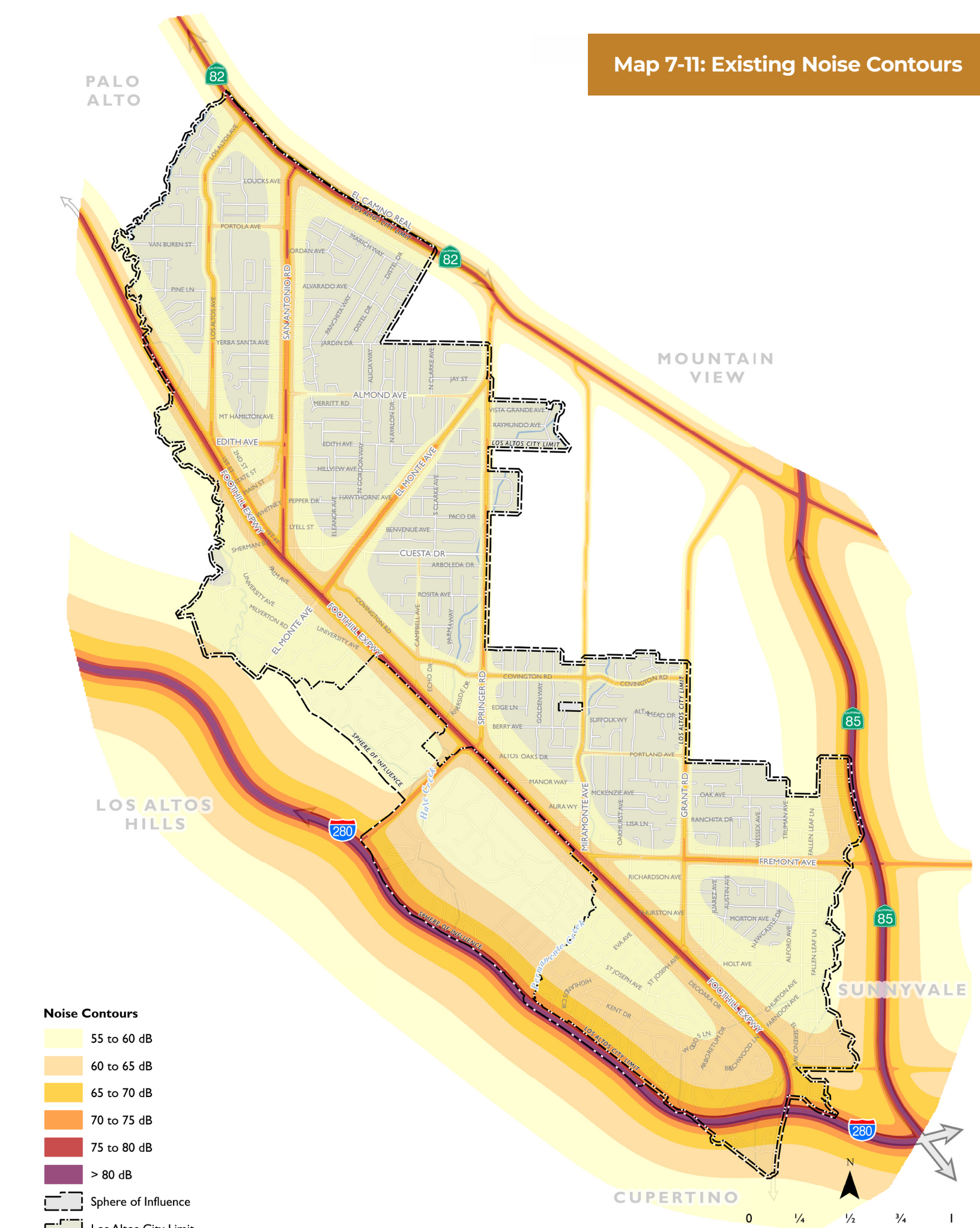
Source: Salter, Inc, 2026.

Map 7-10: Noise Measurement Locations



Data Source: Salter, 2026; City of Los Altos, 2025; Santa Clara County GIS, 2025; Dyett & Bhatia, 2025

Map 7-11: Existing Noise Contours



Data Source: Salter, 2026; City of Los Altos, 2025; Santa Clara County GIS, 2025; Dyett & Bhatia, 2025

A conditionally acceptable designation implies new construction or development should be undertaken only after detailed analysis of the noise reduction requirements for each land use and needed noise insulation features are incorporated in the design. By comparison, a normally acceptable designation indicates that standard construction can occur with no special noise reduction requirements. These standards provide general guidance for local jurisdictions to use when developing their own Noise Element standards. These standards may be adjusted in order to arrive at noise-acceptability standards that reflect the noise-control goals of the community, the particular community's sensitivity to noise, and the community's assessment of the relative importance of noise pollution

The State building code also provides interior noise standards that new development is required to adhere to in order to protect occupants in areas potentially affected by noise.

Local Regulations

City of Los Altos Municipal Code

Chapter 6.16 of the Municipal Code contains standards and regulations to control unnecessary, excessive, and annoying noise and vibration within the City. Specifically, Section 6.16.50 of the Los Altos Municipal Code establishes exterior noise limits for various zoning districts as shown in **Table 7-6**.

The Municipal Code prohibits the production of noise on one property that would (i) exceed the noise standard on any other property for a cumulative period of more than thirty minutes in any hour; (ii) exceed the noise standard plus five dB on any other property for a cumulative period of more than fifteen minutes in any hour; (iii) exceed the noise standard plus 10 dB on any other property for a cumulative period of more than five minutes in any hour; (iv) exceed the noise standard plus 15 dB on any other property for a cumulative period of more than one minute in any hour; or (v) exceed the noise standard plus 20 dB or the maximum measured ambient on any other property for any period of time. The City's Municipal Code states that if the measured ambient level exceeds the maximum permissible noise level within any of the first four situations described above, the allowable noise exposure standard shall be increased in five dB increments in each category. In the event the ambient noise level exceeds the fifth noise limit category, the maximum allowable noise level under said category shall be increased to reflect the maximum ambient noise level. If the noise measurement occurs on a property adjacent to a zone boundary, the noise level limit applicable to the lower noise zone, plus five dB is the applicable noise limit.

To ensure that unnecessary or excessive noise disturbances from specific activities and equipment are avoided, the Noise Control Ordinance sets noise thresholds for musical instruments, loud-speakers, loading and unloading, construction and demolition, and air-conditioning equipment (Section 6.16.070). Exceeding those thresholds is considered a prohibited act and would

Table 7-6: Exterior Noise Limits

RECEIVING LAND USE CATEGORY	TIME PERIOD	NOISE LEVEL (DBA)[1]
All R1 Zoning Districts	10:00PM—7:00AM 7:00AM—10:00PM	45 55
All R3 Zoning Districts	10:00PM—7:00AM 7:00AM—10:00PM	50 55
All R3 Zoning Districts	10:00PM—7:00AM 7:00AM—10:00PM	55 60
All OA Zoning Districts	10:00PM—7:00AM 7:00AM—10:00PM	60 65
All C Zoning Districts	10:00PM—7:00AM 7:00AM—10:00PM	60 65

Notes:
1. Levels not to be exceeded more than 30 minutes in any hour.

constitute a violation of the Ordinance. Chapter 6.16.070 of the City's Municipal Code establishes allowable hours of construction within residentially zoned properties between 7:00 AM and 5:30 PM Monday through Friday and between 9:00 AM and 3:00 PM on Saturdays. Construction occurring during allowable hours is limited to 75 dBA in single-family residential areas (all R1 Zoning Districts), 80 dBA in multifamily residential areas (all R3 Zoning Districts), and 85 dBA in commercial areas (all OA and C Zoning Districts).



Wildfire

EXISTING CONDITIONS

Wildfire Hazards

A wildfire is defined as an unplanned and unwanted wildland fire, including unauthorized human-caused fires, escaped wildland fire use events, escaped prescribed fire projects, and all other wildland fires where the object is to extinguish the fire. Wildfire is a natural part of the California ecosystem, helping to clear brush and debris, and is a necessary part of various species' life cycles. Wildfires can be sparked by lightning, accidents, or arson.

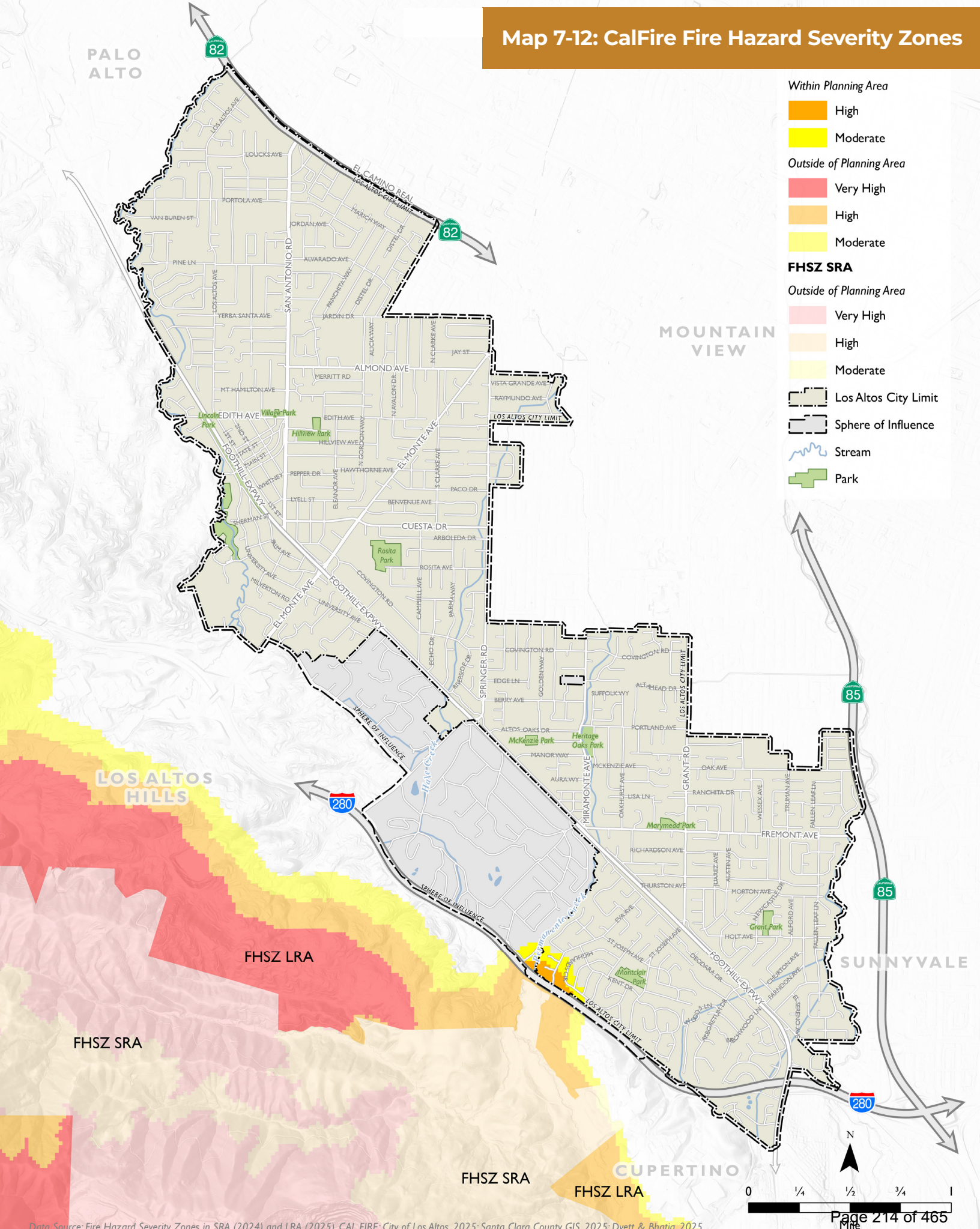
Los Altos is characterized by little direct fire hazard within City limits, though it remains vulnerable to indirect impacts from the neighboring Wildland-Urban Interface, such as smoke and ash. While the city itself is not currently designated as a California Department of Forestry and Fire (CAL FIRE) Very High Fire Hazard Severity Zone, its proximity to the steep, vegetated terrain of Los Altos Hills and the Santa Cruz Mountains exposes residents to significant risks from ember cast and smoke during regional events. As shown in **Map 7-12**, there are no areas identified as a Very High FHSZ within the city. However, the unincorporated areas of Santa Clara County to the southwest, which include Rancho San Antonio County Park and the Santa Cruz Mountains, are identified as State Responsibility Area with areas of High and Very High FHSZ. Therefore, the southwestern area of the city, which abuts these severity zones under state responsibility, is at risk for wildfires. Further, the Santa Clara County Community Wildfire Protection Plan identifies wildland urban interface areas within the City of Los Altos, as shown on **Map 8-13**. The majority of the city is not a designated wildland urban interface area. The city is mostly developed which has a low risk for wildfire; however, development intermingles with undeveloped, open space, and natural areas that are prone to wildfire. Further, the City recently updated the Safety Element that focuses on mitigating risks associated with various disasters, including fire hazards and wildfire risk management.

While Los Altos is primarily a suburban, developed area, its proximity to the wildland-urban interface of Los Altos Hills and the Santa Cruz Mountains means it has been impacted by both direct structure fires and indirect wildfire threats. The most recent fire event occurred in 2025 when a vegetation fire broke out in Los Altos Hills, which was quickly knocked down by Santa Clara County and Palo Alto fire crews. Within Los Altos, in 2023, a 3-alarm fire on Christmas morning gutted a two-story commercial building, displacing small businesses including a judo school and hair salon. In 2020, the Santa Clara Unit (SCU) lighting complex fire impacted the city indirectly through significant air quality degradation and regional resource strain as the third-largest wildfire in California history.

Fire Response Resources

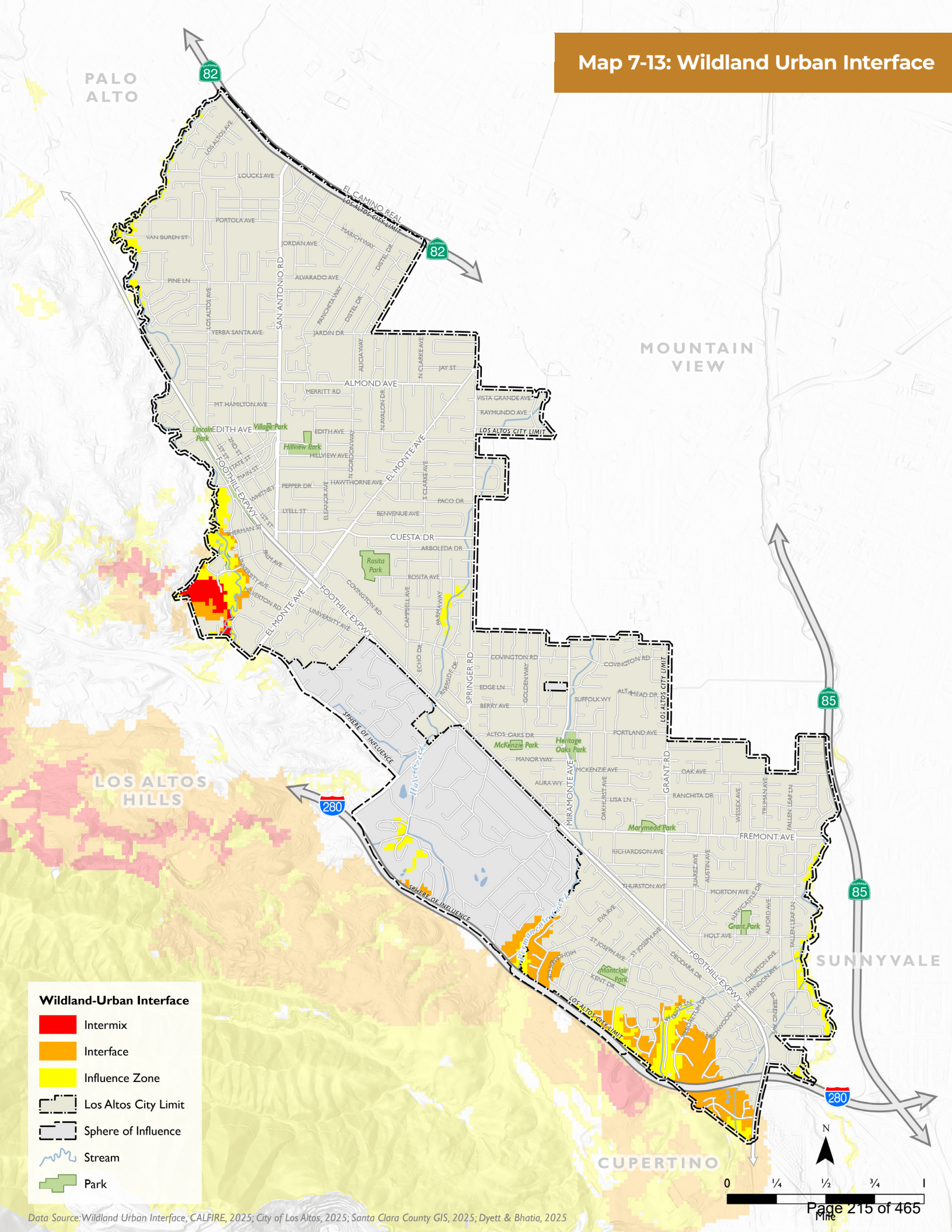
The City of Los Altos currently contracts with the Santa Clara County Central Fire District (County Fire) for fire protection services within the City boundaries. Services provided by County Fire include fire prevention, emergency medical services, hazardous materials, and fire investigations. Two fire stations serve the City of Los Altos: Los Altos Fire Station at 10 Almond Avenue and Loyola Fire Station at 765 Fremont Avenue. Additionally, the mutual aid agreement between Los Altos and the Santa Clara

Map 7-12: CalFire Fire Hazard Severity Zones



Data Source: Fire Hazard Severity Zones in SRA (2024) and LRA (2025), CAL FIRE; City of Los Altos, 2025; Santa Clara County GIS, 2025; Dyett & Bhatia, 2025

Map 7-13: Wildland Urban Interface



Data Source: Wildland Urban Interface, CALFIRE, 2025; City of Los Altos, 2025; Santa Clara County GIS, 2025; Dyett & Bhatia, 2025

County Fire Department includes automatic response from the 17 other fire stations in the event of large-scale fire events.

In coordination with County Fire, the City partners with Resilient Los Altos, a program dedicated to improving the ability of groups of people to respond to and recover from adverse situations, such as natural disasters, acts of violence, economic hardship, and other challenges to the community of Los Altos and the adjacent areas. Resilient Los Altos offers classes, events, and webinars on emergency preparedness topics. Stakeholders include Los Altos Block Action Team members, the Los Altos Community Emergency Response Team (CERT) members, Los Altos Amateur Radio Emergency Service members, Los Altos School District representatives, Mountain View Los Altos High School District, faith-based community representatives, allied health representatives, and representatives from the business community.

The current fire protection contract is expected to expire in December 2026. As of June 2025, the City is currently in discussion with County Fire to evaluate options that better align with its fiscal priorities and meet community expectations for reliable, high-quality emergency services. This includes re-evaluating the structure, cost, and long-term sustainability of the current fire protection contract and exploring potential governance alternatives such as annexation into the County Fire protection district (See also Chapter 5: Parks and Public Services). These negotiations may result in a management change of resources available to the city and would require new collaboration efforts between the two entities.





Key Findings and Planning Considerations

The following is a summary of key findings and implications for the General Plan Update process related to environmental considerations:

- **Regional Air Quality.** Air quality in Los Altos is primarily a regional issue rather than a localized one[TK11.1], driven almost entirely by vehicle emissions from major thoroughfares like Interstate-280 and Foothill Expressway. While the San Francisco Bay Area Air Basin is currently in "nonattainment" for certain federal and State standards, the impact on Los Altos residents is significantly minimized. Due to the city's extensive tree canopy which helps disperse pollutants and the use of modern building materials that protect indoor environments, air pollution remains a managed regional challenge with minimal direct impact on the immediate health and safety of the Los Altos community. Nevertheless, a survey conducted in 2022 for the CAAP indicates that air quality is a highly valued community asset and the General Plan Update can explore strategies to protect and en-hance local air quality.

- **Urban Forest in Community.** While Los Altos is a largely built-out suburban landscape with nearly 66 percent of land classified as urban/developed, its biological identity is defined by its urban forest throughout the community. There are significant native biological resources, specifically the Coast live oak woodlands and riparian corridors. These areas, along with the Redwood Grove Nature Preserve, provide the primary habitat for local wildlife.

- **Tribal Cultural Resources.** The Los Altos Planning area remains a sensitive zone for tribal cultural resources, particularly along the riparian corridors of Adobe, Stevens, and Permanente Creeks where ancestral settlements were historically established. Nine regional tribes maintain cultural affiliations with these lands, emphasizing the high potential for encountering indigenous heritage sites within the city's natural landscape.

- **Seismic Vulnerability and Local Geologic Hazards.** Los Altos is characterized by high seismic vulnerability due to its location within a Alquist-Priolo Earthquake Fault Zone and its immediate proximity to the San Andreas and Monte Vista faults. While the entire city is susceptible to significant ground shaking, the physical risks are highly dependent on local geography and building age. Landslide hazards are located in the southwest portion of the city, where steep slopes exist.

- **Hazardous Material Sites.** State databases identify seven hazardous material sites identified within Los Altos – all are subject to regulatory oversight and either actively undergoing clean up or currently under assessment and do not pose an unmanaged threat to the community. The majority of these sites are linked to historical land uses, such as former dry cleaners and a gas station, and are currently undergoing active remediation or monitoring.

- **Flood Risks.** The majority of Los Altos sits within a 500-year floodplain, meaning there is a 0.2 percent chance of flooding in any given year. Low lying areas adjacent to Adobe, Permanente, and Stevens Creeks are most at risk, although the City's development regulations require the use of site design and building techniques to reduce the risk of loss or damage. The Stevens Creek Dam poses a critical, albeit low-probability, risk in the southern part of the City. While the dam is currently in "fair" condition, it is classified as an "extremely high" downstream hazard, meaning a failure would result in significant inundation and impact a population of over 1,000 residents in south Los Altos.
- **Wildfire Hazards.** While Los Altos is primarily a developed suburban area with minimal direct wildfire risk, it remains highly susceptible to the indirect impacts of regional wildland fires. The city's proximity to the steep, terrain of the Santa Cruz Mountains and Los Altos Hills means that even fires occurring outside city limits can pose a major threat through ember cast and significant air quality degradation.







8

WATER, SEWER, AND STORM-WATER INFRASTRUCTURE

This chapter provides an overview of the water, wastewater, and storm drain utility systems that serve the City of Los Altos and focuses on identifying any deficiencies, active or ongoing improvement projects, and opportunities for improvements within each system. This analysis was based on a review of the 2013 Sanitary Sewer Master Plan, 2016 Storm Drain Master Plan, 2020 Urban Water Management Plan, as well as the City of Los Altos Capital Improvement and Major Maintenance Program FY 2024-2029 (CIMMP).

Water Infrastructure

WATER SYSTEM OVERVIEW

Potable water supply for the City of Los Altos is served by California Water Service (Cal Water) through its Los Altos Suburban District (District). The District serves Los Altos, and parts of Los Altos Hills, Cupertino, Mountain View, and Sunnyvale. The District owns and operates the Los Alto Public Water System, which provides drinking water for human consumption, and is regulated by the State Water Resources Control Board (SWRCB). The District completed the 2020 Urban Water Management Plan (UWMP) in June of 2021. Urban Water Management Plans are required every 5 years. It is anticipated that a new UWMP will be issued sometime in 2026. Per the UWMP, the District has 18,559 municipal connections, 13,087 acre-feet of supplied water volume, and an estimated service area population of 70,161 people. In addition, the District operates 22 groundwater wells, 46 storage tanks, 65 booster pumps, and 297 miles of pipeline[1]. Residential connections made up 72 percent of the District's water uses. Non-residential connections make up 22 percent of water use, and the remaining 6 percent account for losses within the system.

WATER SYSTEM SOURCES

The Los Altos Suburban District obtains water from three sources. The largest source of potable water in the District comes from purchased treated surface water from Valley Water, formerly the Santa Clara Valley Water District. Valley Water obtains roughly 40 percent of its annual supply from the Sacramento-San Joaquin Delta, via the State Water Project (100,000 AFY allocation) and Central Valley Project (152,500 AFY allocation), with additional surface water provided via local watersheds runoff.

Treated surface water is delivered to the District from Valley Water's Rinconada Water Treatment Plant via a large-diameter high pressure pipeline, commonly referred to as the West Pipeline. A lesser, but still significant, portion of water provided by the District is sourced from groundwater from the Santa Clara subbasin. Sustainable groundwater management is handled by Valley Water. A small portion of non-potable water is provided via recycled water from the Sunnyvale Water Pollution Control Plant (WPCP). Through 2045, it is project-ed that 69 percent of water supplied to the district will be purchased or imported from Valley Water, 30 percent will be groundwater from the Santa Clara subbasin, and the remaining 1 percent will be recycled water supplied from the Sunnyvale WPCP.

WATER SYSTEM PROJECTED SUPPLY AND DEMAND

Table 8-1 summarizes water demands from 2016 through 2020, while **Table 8-2** summarizes the projected water demands through 2045, as presented in the 2020 UWMP. Projected service population is based on population, housing, and employment projections.

While projected water demand is expected to increase from 2020 to 2045, since the mid 2000s, water use in the District has been decreasing. This is due to efforts by Cal Water to conserve water by implementing conservation pricing which provides financial incentives to customers to use water efficiently. Additionally, appliance efficiency standards and plumbing codes have contributed to significant improvements in the average water use efficiency of appliances and plumbing fixtures. In 2020, per capita water use was 32 percent below its peak in the early 2000s. The projected water demand forecast includes the effects of appliance standards and plumbing codes, conservation programs, and an increase in the cost of water service on average water use.

1 Source: 2020 Urban Water Management Plan

Table 8-1: Past Water Use

	2016	2017	2018	2019	2020
Demand	10,194	11,656	12,438	11,982	13,023

Notes:
1. Volumes are in units of Acre-Feet (AF)
2. Water demands are based on the 2020 Urban Water Management Plan

Source: 2020 Urban Water Management Plan.

Table 8-2: Projected Demand and Water Use

	2020	2025	2030	2035	2040	2045
Service Population	70,161	70,454	70,815	71,560	72,708	73,911
Potable Water	13,032	13,007	13,003	13,324	13,666	14,097
Recycled Water	64	100	100	100	100	100
Total Water Use	**13,087**	**13,107**	**13,103**	**13,424**	**13,766**	**14,197**

Notes:
1. Volumes are in units of Acre-Feet (AF)
2. Water demands are based on the 2020 Urban Water Management Plan

Source: 2020 Urban Water Management Plan.

WATER SYSTEM FUTURE VIABILITY

The UWMP projects that the District's three water sources (Valley Water, groundwater, and recycled) will be enough to fully meet water demands in all hydrologic conditions, including a multiple-year drought, through 2045. Additionally, a Water Shortage Contingency Plan was created for the District that contains specific policies/procedures to be enacted depending on the kind of scenario occurring. The UWMP identifies multiple dry years as the greatest challenge to sufficient water supply from Valley Water, with recent occurrences from 1988-1992 and 2012-2016. The goal of Valley Water is to be able to provide "100 percent of annual water demand during non-drought years and at least 80 percent of annual water demand during drought years. The UWMP also found, however, that any shortages in surface water supply during multiple dry years could be made up via groundwater and recycled water supplies. Groundwater supplies, despite declining during the drought conditions, later quickly returned to normal levels due to sustainable groundwater management methods. **Table 8-3** shows the projected supply and demand totals for a normal year, from 2025 to 2045, as shown in the UWMP.

Tables 8-4 and **8-5** show the project supply and demands for a single dry year, as well as multiple dry year scenarios, as shown in the UWMP. The supply totals listed in **Tables 8-3** through **8-5** do not represent the total water supply available to the District, but rather reflect that the available purchased water, groundwater, and recycled water supplied is sufficient to meet the projected demands.

The UWMP also considers water quality issues during drought years, with algae and disinfection byproduct precursors being described as especially challenging. Additionally, the District is located in close enough proximity to the San Andreas, Berrocal, Pilarcitos, Hayward, and Calaveras Faults that any one of them could produce an earthquake that could potentially disrupt water services. Water availability from Valley Water can vary due to a host of factors not related to drought. Conveyance limitations can be due to infrastructure issues or limited infrastructure capacity. Similarly, catastrophic system issues could occur due to levee failures. Even with adequate infrastructure, regulations may be in place that limit water availability, such as those to protect fisheries and water quality.

RECYCLED WATER SYSTEM

The District does not produce recycled water within its service area, but does receive recycled water from the Sunnyvale Water Pollution Control Plant. In 2020, the District received approximately 21 million gallons of recycled water that served landscaping irrigation. There is no planned expansion of the recycled water distribution system in Los Altos, so future projections of recycled water utilization remain steady at 33 million gallons per year until 2045.

Table 8-3: Projected Supply and Demand for a Normal Year

	2025	2030	2035	2040	2045
Supply Total	13,107	13,103	13,424	13,766	14,197
Demand Total	13,107	13,103	13,424	13,766	14,197
Difference	0	0	0	0	0

Notes:
1. Volumes are in units of Acre-Feet (AF)
2. Water demands are based on the 2020 Urban Water Management Plan

Source: 2020 Urban Water Management Plan.

Table 8-4: Projected Supply and Demand for a Single Dry Year

	2025	2030	2035	2040	2045
Supply Total	13,702	13,968	14,029	14,381	14,825
Demand Total	13,702	13,968	14,029	14,381	14,825
Difference	0	0	0	0	0

Notes:
1. Volumes are in units of Acre-Feet (AF)
2. Water demands are based on the 2020 Urban Water Management Plan

Source: 2020 Urban Water Management Plan.

Table 8-5: Projected Supply and Demand for Multiple Dry Years

		2025	2030	2035	2040	2045
First Year	Supply Total	14,070	14,066	14,404	14,761	15,214
	Demand Total	14,070	14,066	14,404	14,761	15,214
	Difference	0	0	0	0	0
Second Year	Supply Total	14,070	14,066	14,404	14,761	15,214
	Demand Total	14,070	14,066	14,404	14,761	15,214
	Difference	0	0	0	0	0
Third Year	Supply Total	14,070	14,066	14,404	14,761	15,214
	Demand Total	14,070	14,066	14,404	14,761	15,214
	Difference	0	0	0	0	0
Fourth Year	Supply Total	14,070	14,066	14,404	14,761	15,214
	Demand Total	14,070	14,066	14,404	14,761	15,214
	Difference	0	0	0	0	0
Fifth Year	Supply Total	14,070	14,066	14,404	14,761	15,214
	Demand Total	14,070	14,066	14,404	14,761	15,214
	Difference	0	0	0	0	0

Notes:
1. Volumes are in units of Acre-Feet (AF)
2. Water demands are based on the 2020 Urban Water Management Plan

Source: 2020 Urban Water Management Plan.

Wastewater Infrastructure

WASTEWATER SYSTEM OVERVIEW

The City of Los Altos owns and maintains the wastewater collection system in the City and its Sphere of Influence. The system also serves the Town of Los Altos Hills and a small area of the City of Mountain View. Local wastewater is collected in the City sewer system and conveyed to the 42-inch San Antonio Trunk Sewer line, which then transports wastewater to the Palo Alto Regional Water Quality Control Plant (RWQCP) to be treated for re-use or discharge.

The City of Los Altos' underground sewer collection system is comprised of approximately 140 miles of pipe, 3 pump stations, 3,279 manholes, 0.1 miles of force mains, and 11,739 service connections. Around 75 percent of the City sewer system was installed in the 1960's and 1970's and over 90 percent of the sewer system is comprised of 6-inch and 8-inch vitrified clay pipe. Refer to **Map 8-1** for a map of the underground sanitary sewer infrastructure.

The Palo Alto Regional Water Quality Control Plant (RWQCP) is located in the City of Palo Alto near the San Francisco Bay. It was constructed in the late 1960's to early 1970's as part of the Joint Sewer System Agreement between the Cities of Los Altos, Mountain View, and Palo Alto. The plant provides secondary and tertiary wastewater treatment. The plant has an average day dry weather flow capacity of 38 million gallons per day (mgd), of which, the City of Los Altos is allotted 3.6 mgd. Treated wastewater is discharged into the San Francisco Bay, or it is re-used as recycled water. The RWQCP produces approximately 1.0 mgd of recycled water, however it does not serve the City of Los Altos.

WASTEWATER DEMAND

The City of Los Altos sewer system has a reserved capacity at the RWQCP of 3.6 mgd. Per the 2013 Sewer Master Plan (2013 SSMP), the demands were at 80 percent of this capacity. As part of the Master Plan, future wastewater demands were estimated based on the City's GIS, General Plan 2002-2020, and the City 2009 House element flow



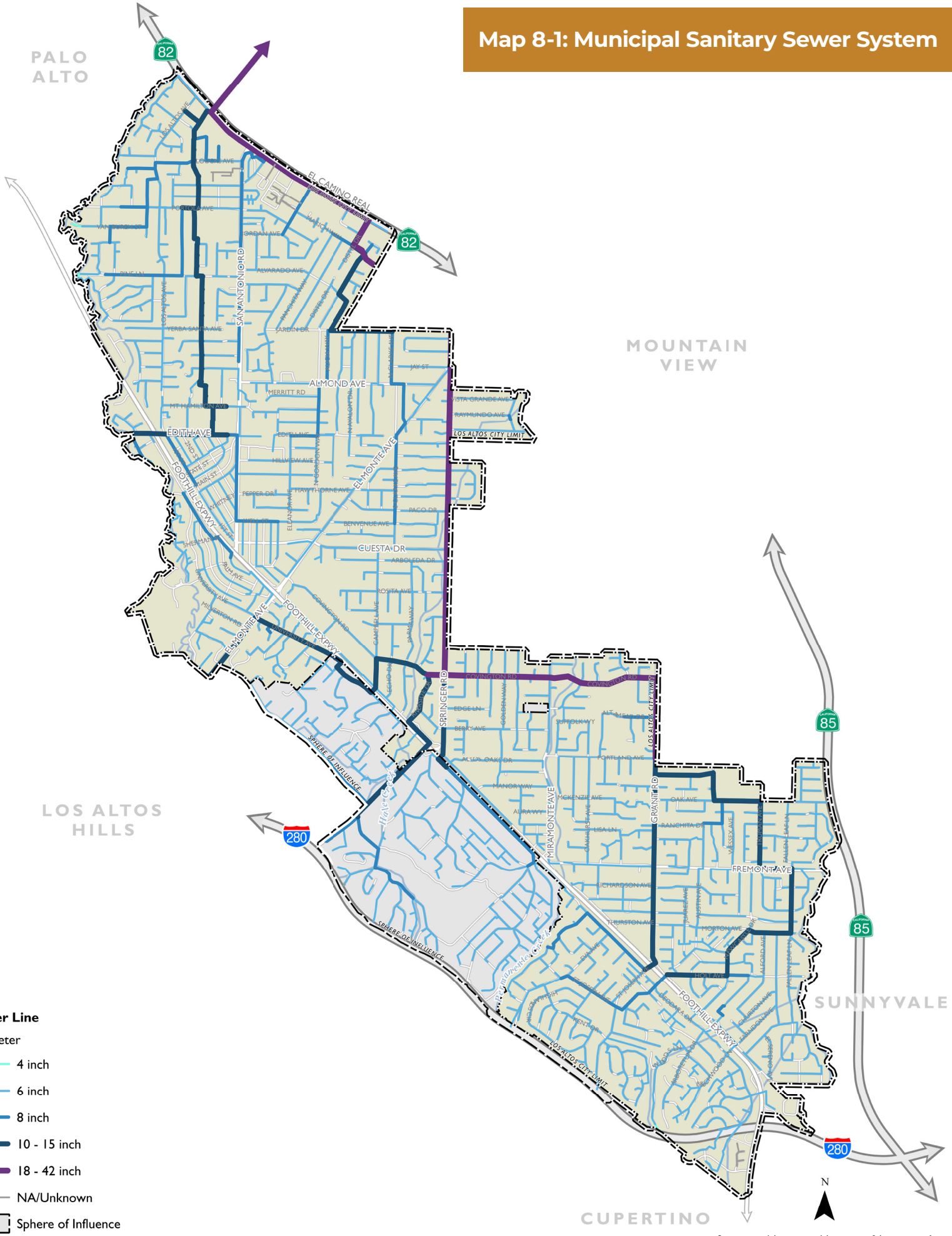
data. The projected build out demand estimated by the 2013 SSMP is 3.29 mgd, which is approximately 91 percent of the allotted capacity.

Based on updated flow monitoring data from July 2019 through September 2025, Los Altos' current wastewater flows remain well below the City's reserved 3.6 mgd capacity at the RWQCP. Analysis of dry-season months (May–September) indicates an average dry-weather flow of approximately 1.7 mgd, while non-dry-season months show an average wet-weather flow of approximately 1.9 mgd. These values are significantly lower than the 3.29 mgd buildout projection cited in the 2017 SSMP, suggesting that actual system demands have grown more slowly than previously estimated.

WASTEWATER ASSESSMENT

As part of the 2013 Sanitary Sewer Master Plan, a condition assessment was performed to determine the condition of the City's sewers and pump stations, and to provide recommendations for improvements. The Master Plan included a physical assessment of sewer infrastructure through analysis of CCTV inspection data, which was collected between 2007 and 2010. It also included a hydraulic assessment of the sewer collection system, which was used to identify any deficiencies within the system capacity. Operations and maintenance programs were also assessed as part of the Master Plan.

Map 8-1: Municipal Sanitary Sewer System



Sewer Line

Diameter

- 4 inch
- 6 inch
- 8 inch
- 10 - 15 inch
- 18 - 42 inch
- NA/Unknown
- Sphere of Influence
- Los Altos City Limit

Data Source: BKF, 2026; City of Los Altos, 2025; Santa Clara County GIS, 2025; Dyett & Bhatia, 2025

The Master Plan identified and prioritized sixteen capital improvement projects. The Master Plan recommended annual projects and program including GIS updates, chemical root treatments, and a fat, oil, and grease (FOG) program. Additionally, it categorized improvement projects into four separate priority categories, 1, 2, 3, and 4. Priority 1 projects included 3 projects, one to address hydraulic capacity deficiencies, one to address structural deficiencies, and one to address issues at sewer needing regular maintenance. Priority 2 projects included two corrosion rehabilitation projects for the trunk sewer line outfall. Priority 3 projects included an additional corrosion rehabilitation project, replacement of sewer lines experiencing structural deficiencies, and two projects to address issues at sewers needing regular maintenance. Priority 4 projects included a new Master Plan Update, Bi-Annual Sanitary Sewer Management Plan Update, Future Sewer Main CCTV, and a Condition Assessment and Database Update. The Master Plan also recommended that the City continue to replace the 6-inch diameter sewer pipes within the City system with 8-inch pipes, aligning with current standards.

The Master Plan has been implemented incrementally in the years since adoption, with substantial progress made through a combination of ongoing maintenance programs, system monitoring, and capital improvements. Annual implementation measures have been consistently carried out, including continuous GIS database updates, recurring root control treatments, and a fats, oils, and grease (FOG) management program that has been maintained since 2014. Significant rehabilitation and replacement projects identified as the highest priorities have been completed, including major improvements to the South Sewer system along Fallen Leaf Lane, Grant Road, and Fremont Avenue. Notable progress has also been made in other priority categories as well.

In addition to these identified projects, the City completed several cured-in-place pipe (CIPP) rehabilitation projects in areas adjacent to planned improvements, further enhancing system performance. System management activities have continued through periodic CCTV inspections, condition assessments, and database updates, while Sewer System Management Plan (SSMP) updates were completed in 2012, 2015, and 2017. The City initiated a SSMP update in 2022 and is working to complete the update in 2026.



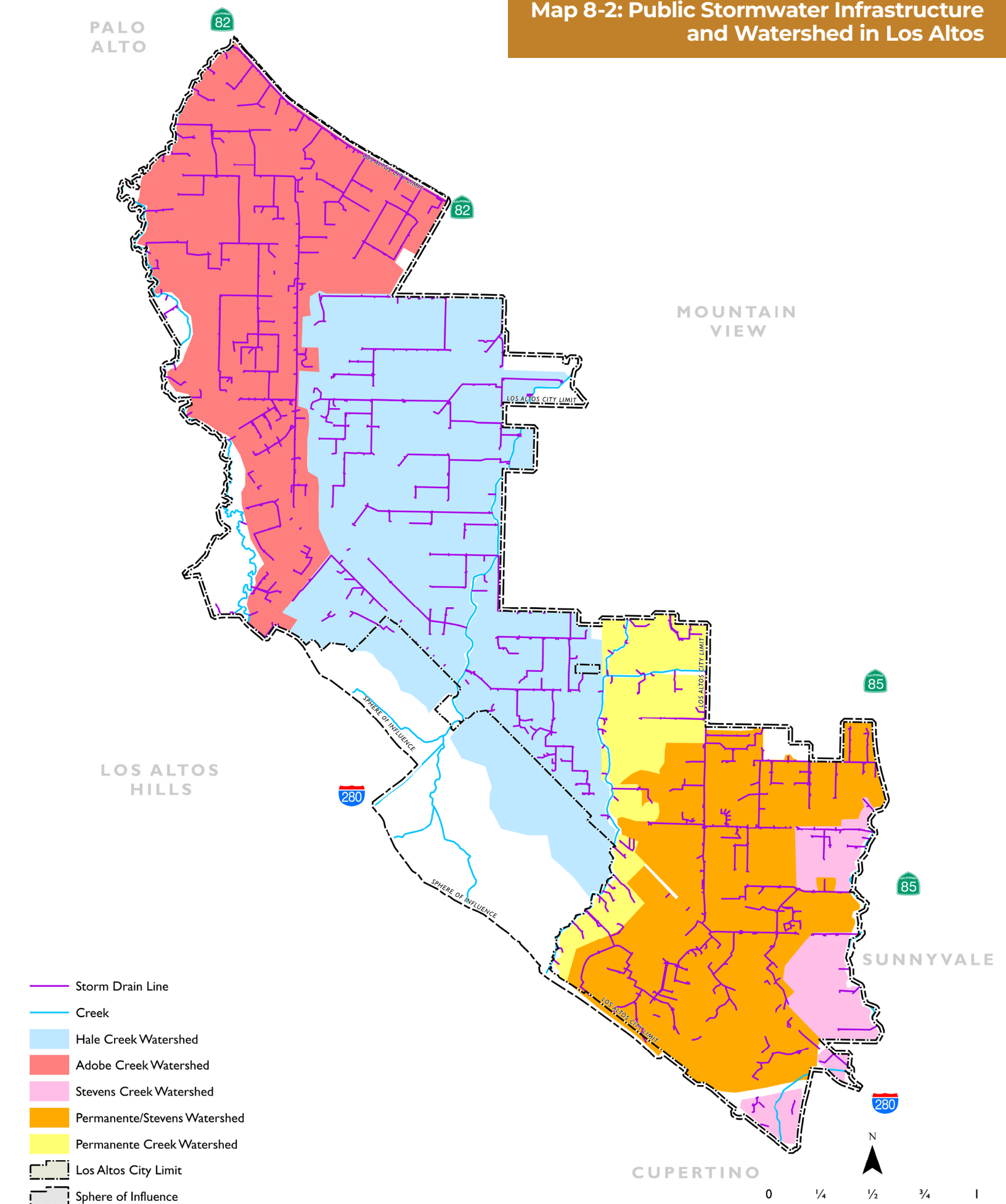
Capital Improvement and Major Maintenance Program

The City's current 5-year CIMMP list includes eight sanitary sewer infrastructure related projects, many of which were recommended in the 2013 Master Plan. These projects include:

- Adobe Creek Sewer Main Replacement
- Annual Sewer System Repair Program
- Annual CIPP Corrosion Replacement
- Annual Root Foaming[2]
- Annual Fats, Oils, and Grease Programs (FOG)
- Sewer System Management Plan Update
- Sewer Video Inspection

2 This project will be moved out of the CIP to MSC maintenance project FY 26/27.

Map 8-2: Public Stormwater Infrastructure and Watershed in Los Altos



Data Source: BKF, 2026; City of Los Altos, 2025; Santa Clara County GIS, 2025; Dyett & Bhatia, 2025

Stormwater Infrastructure

HYDROLOGY AND INFRASTRUCTURE OVERVIEW

The City of Los Altos is situated on the southern end of the San Francisco Peninsula. Stormwater runoff is generated within the City boundary and is conveyed to four creeks that run through the City: Adobe Creek, Hale Creek, Permanente Creek, and Stevens Creek. The creeks then convey runoff north, to the San Francisco Bay. Within the City, there are five major watersheds, delineated based on the City of Los Altos' storm drain network. The five watersheds include Hale Creek, Adobe Creek, Permanente/Stevens Creek, Permanente Creek, and Stevens Creek. Within each watershed, stormwater runoff is collected by the City storm drain network, and conveyed to the neighboring creeks. Refer to **Map 8-2**. In addition to the four creeks, the Permanente Creek Diversion Channel diverts stormwater from Permanente Creek to Stevens Creek during large storm events and provides flood protection to residential areas of the City. The creeks and diversion channel, which provide flood protection for Los Altos, are maintained by the Valley Water.

The City of Los Altos owns and maintains the storm drain infrastructure within City limits, which consists of approximately 55 miles of storm drainpipe (12-inch and larger). Additionally, there are areas throughout Los Altos that are not served by City's storm drain network. These areas were constructed prior to the installation of the City's formal network and instead are served by drywells, which allow water to percolate into the ground. Per the Storm Drain Master Plan, it recommended that eventually all drywells be removed and replaced with formal drainage systems and connected into the City stormwater network.

FLOODING

The majority of the City is within the 500-year flood plan, and the existing network of storm drain pipes, structures, and creeks are intended to provide flood protection for the City. The City is also known to experience local flooding during large storm events. The most common cause for local flooding is due to vegetation and debris blocking



storm drain infrastructure, reducing their overall capacity and effectiveness. Additionally, areas served by drywells are more prone to experiencing flooding during larger storms. Over the years, drywells have become less effective due to siltation and sedimentation, and during large storm events, the drywells cannot percolate storm-water as effectively.

Known problem areas of local flooding have been provided by the City. These areas require regular maintenance and cleaning by the City to prevent more widespread flooding issues.

- Windermere Ditch
- Vineyard and Foothill Ditch
- Toyon Dam
- Loma Prieta Court
- Mount Hamilton Court
- Woodland Library/Holt Avenue
- Marshal Court/Fall Leaf Drive
- Foothill Expressway/Loyola Bridge
- End of Shasta Street/1st Street
- Saint Charles Court
- Grant Road V Ditch
- Deodara Ditch
- Woods Lane
- Stratford Place
- Sequoia Drive and Arboretum Drive
- Milverton Road
- Deodara Drive
- Fremont Avenue/Grant Road
- Sierra Ventura Drive Waterway

CAPITAL IMPROVEMENTS

A Storm Drain Master Plan was completed in 2016, and identified deficiencies in stormwater infrastructure, and provided recommendations for prioritizing future capital infrastructure improvements. Nine high priority projects were identified in the Master Plan as being needed to remedy reoccurring or significant drainage problems. Additionally, 16 moderate priority, and 45 low priority projects, and recommended the City allocate specific CIMMP funds to complete the recommended improvements projects.

Following adoption of the 2016 Stormwater Master Plan, the City pursued a storm drainage fee to fund identified capital improvements; however, the Proposition 218 ballot measure was rejected by property owners in June 2019 (2,570 opposed vs. 2,039 in favor), and the fee was not adopted. Currently, there is no funding for storm projects. Two high priority projects—the 2017 Trash Capture Requirement and the Green Infrastructure Plan—were completed in 2019. One moderate priority project, Loma Prieta Court, is being completed as part of the Transportation Annual Street Project for FY 2025/26.

In the adopted FY 2024-2025 Capital Improvement and Major Maintenance Program for FY 2024-2029, the City currently includes budget for "Annual Storm Drain improvements" in order to provide "rehabilitation or replacement of existing infrastructure, installation of new infrastructure, and professional services as they relate to special studies or reports needed to remain in compliance with the San Francisco Region Permit (MPRP)." Specific improvement projects and locations have not been identified in the 5-year CIMMP.

REGULATORY COMPLIANCE

Under the federal Clean Water Act, the National Pollutant Discharge Elimination System (NPDES) requirements apply to all stormwater and urban runoff that discharges into the City's storm drain network. The City of Los Altos is part of the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP), which regulates the requirements of the San Francisco Municipal Regional Permit (MPR) a County wide level. New development is subject to requirements of the MRP and NPDES which will require the use of Low Impact Development (LID) measures and other post construction BMP's to control the quantity and quality of stormwater prior to discharging into the City storm drain network.





Key Findings and Planning Considerations

- **Water Supply and Demand.** California Water Service, Los Altos Suburban District owns and operates the water distribution system within the City of Los Altos, and provides water service to approximately 18,559 service connections. The majority of the water supply is purchased treated surface water from Valley Water. Given water conservation efforts and the effects of appliance efficiency standards and plumbing codes, water supply is expected to exceed demand for the foreseeable future.

- **Sewer System Infrastructure and Improvements.** The City of Los Altos owns and maintains an underground sewer collection system. The majority of the system was construct-ed in the 60's and 70' and consists of 6-inch and 8-inch pipes. A Sewer Master Plan was completed in 2013 and identified deficiencies within the City sewer system. The majority of planned CIMMP sewer system improvement projects align with the recommendations of the Sewer Master Plan, and consist of annual maintenance programs, like root clearing, sewer video inspections, GIS updates, and the Fat Oil and Grease Program. Additional improvement projects include the Adobe Creek Sewer Main Replacement, Structural Reach Replacements, and Corrosion Rehabilitation in the 42-inch trunk sewer. The City continues to dedicate CIMMP funds to maintain and improve its sewer system.

- **Storm Drain Infrastructure.** The City of Los Altos owns and maintains its storm drain infrastructure which consists of underground pipe, manhole, and collection structures. A storm drain Master Plan was completed in 2016 and identified high, moderate, and low priority projects within the storm drain system. The City's 5-year CIMMP list includes budget for annual storm drain improvements, but does not identify specific projects.

- **Flooding.** The majority of the City is located outside the FEMA Special Flood Hazard Areas, including the 1 percent annual chance flood zone. However, the City is known to experience flooding during large storm events, mostly due to vegetation and debris blocking storm drain infrastructure and reducing its overall capacity. Additionally, drywells, likely installed in the 1960's, are a source of flooding during large storm events and are recommended to be removed and replaced with formal drainage systems. Problem areas are addressed by Public Works on an as needed basis.

- **Stormwater Regulations.** Future development will be required to comply with MRP and SWPPP Regulations that require the use of low impact development and post construction BMP's to control the quantity and quality of stormwater prior to entering the City's storm drain network. The City's 5-year CIMMP list includes budget for stormwater system improvements to maintain compliance with stormwater regulations and funding for Green Stormwater Infrastructure Retrofit Program for MRP3.0 requirements.


Los Altos 2050
Shaping Our Future, Together





Los Altos General Plan Update Phase 1 Outreach Report



Los Altos 2050
Shaping Our Future, Together

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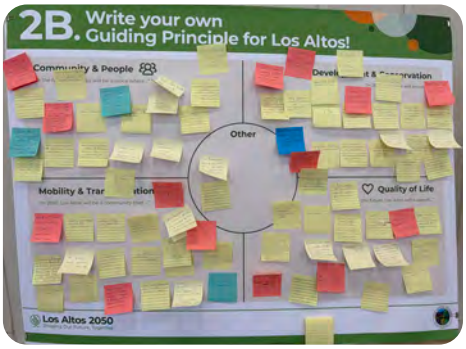
Introduction

The City of Los Altos is updating its General Plan, the long-range policy document that guides decisions related to land use, housing, mobility, parks and open space, economic vitality, public facilities, sustainability, and community character. The process provides an opportunity for community members to come together and establish a shared vision for Los Altos that will help guide future decision-making over the next two decades.

This report summarizes community outreach and engagement conducted during Phase 1: Visioning of the General Plan Update. It documents engagement activities, participation, and key themes that emerged through engagement with residents, business owners, community organizations, City commissions, and other stakeholders. Input gathered during Phase 1 informed the Draft Vision and Guiding Principles and will help shape future phases of the General Plan Update.







BACKGROUND

The City of Los Altos last comprehensively updated its General Plan in 2002. Since then, the community has experienced changes in housing needs, mobility patterns, environmental conditions, technology, and economic trends. New State laws have introduced requirements and best practices related to housing, sustainability, climate resilience, transportation, and environmental justice. Together, these changes create an opportunity to update the General Plan, so it continues to reflect community priorities and provides a framework for addressing emerging opportunities and challenges.

To respond to these changes, the City launched a comprehensive General Plan Update in 2025. The multi-year process is organized into four phases:

- **Phase 1: Visioning** focused on understanding existing conditions, identifying issues and opportunities, and developing a community vision and guiding principles for the future of Los Altos.
- **Phase 2: Alternatives** will evaluate alternative approaches for land use, mobility, conservation, and other topics, culminating in a Preferred Plan that reflects community input and City direction.
- **Phase 3: Draft Plan** will prepare the Draft General Plan Update and Environmental Impact Report, translating the community vision and Preferred Plan into goals, policies, and implementation actions.
- **Phase 4: Adoption** will involve public review, hearings, and consideration by the Planning Commission and City Council prior to adoption of the updated General Plan.

Phase 1 focused on understanding existing conditions, identifying issues and opportunities, and developing a shared vision for the future of Los Altos. Through a combination of community events, stakeholder discussions, online engagement, and public meetings, residents, business owners, community organizations, and other stakeholders shared their ideas and priorities for the city's future. The resulting Draft Vision and Guiding Principles establish a foundation for evaluating alternatives and developing goals, policies, and implementation strategies in subsequent phases of the General Plan Update.

COMMUNITY ENGAGEMENT

An important focus of Phase 1 was community outreach and engagement to raise awareness of the General Plan Update and gather input on the issues, opportunities, and priorities that should help shape the future of Los Altos. Community members were invited to share their perspectives on what makes Los Altos unique, the challenges and opportunities facing the city, and their vision for the future.

To reach a broad cross-section of the community, the City and consultant team conducted a variety of engagement activities between January and June 2026, including stakeholder interviews, neighborhood outreach events, a family-friendly community open house, a citywide online survey, meetings with City commissions and decision-makers, and ongoing engagement through the project website.

A key component of Phase 1 was a "go-to-them" outreach approach. Rather than relying solely on traditional public meetings, the project team participated in community events and activities throughout Los Altos to connect with residents where they already spend time. Neighborhood pop-ups at community gathering places and events and a citywide online survey were conducted to provide stakeholders with convenient opportunities to participate.

Between January and May 2026, nearly 1,000 community members shared ideas and feedback that helped shaped the Draft Vision and Guiding Principles. Engagement included 660 online survey responses, approximately 100 participants at the community workshop, 45 commissioners and 15 community members at open study sessions, and approximately 115 participants at neighborhood pop-up events. Input was received from residents, business owners, community organizations, youth, older adults, commission members, and other stakeholders across the community.



Community Open House Summary

Memorandum

To: Brittany Whitehill, City of Los Altos
From: Tishya Rao, Dyett & Bhatia (D&B)
Re: Outreach Summary - April 11 Community Open House
Date: April 17, 2026

Dear Brittany:

The City, in collaboration with Dyett & Bhatia (D&B), hosted a family-friendly Community Open House on Saturday, April 11, 2026 as part of the Visioning Phase (Phase I) of the Los Altos General Plan Update. The event aimed to raise awareness on the General Plan in the community, and gather input from stakeholders on key issues, opportunities, and strategies to consider in updating the General Plan. Feedback collected will also help inform a shared vision and guiding principles for the project. This memo provides a recap of the event and a summary of community input received.

Time and Location
Date/ Time: Saturday, April 11, 2026, 10:30am to 12:30pm
Location: Grant Park Community Center, 1575 Holt Avenue, Los Altos, CA 94024

Meeting Summary

The event was held in an open house format with five stations set up around the venue, along with a sign in/ welcome station and two kids' activity tables. Each station had a series of display posters and post-it notes or comment cards for people to use to make comments.

Community members were able to drop in at any time between 10:30am to 12:30pm and stay for as long as they like. Attendees were encouraged to circulate amongst stations, engage in interactive activities, and provide input on key topics in order to get a stamp on their event passport card. Those participants who visited all stations could exchange their completed passports for a shaved ice treat from the Kona Ice Food Truck, courtesy of the City.

In total, approximately **100 community members** attended the outreach workshop, and **212 comments** in the form of post-it notes and comment cards were collected across all the stations by the end of the event. A summary of community from each of the stations is provided below together with copies of the comment cards and post-it notes filled out by participants.





Overall, there are five key findings derived from the results:

- **Vision and Guiding Principles.** Community input emphasized preserving Los Altos' small-town character while enhancing opportunities for connection, safety, and inclusivity. Participants frequently envisioned a family-friendly city with high quality schools, expanded youth activities, and vibrant community spaces such as parks, events, and farmers markets. Maintaining the city's unique sense of place - particularly Downtown Los Altos' scale and charm - was a priority, with many expressing concerns about large-scale development, parking structures, and the need to protect historic and natural resources. Mobility improvements were also a key theme, with strong support for safer, more connected walking and biking infrastructure, especially for children, alongside enhanced transit options for seniors. Participants would also like to see focused efforts on preserving the City's tranquility, expanding green space, and maintaining safety to improve quality of life in Los Altos.

- **Mobility and Transportation.** Survey responses indicate that driving is the dominant mode of travel in Los Altos across most trip types, particularly for commuting, school, church, and shopping trips, while walking and bicycling serve as important secondary options, particularly for school travel and leisure trips. Transit use was notably absent and rideshare was used only minimally. Overall, responses highlight a reliance on private vehicles alongside limited use of active transportation, with some barriers noted for walking longer distances to destinations such as Downtown.

- **Parks and Recreation.** Attendees participated in three activities to gather insight on popular gathering spaces in Los Altos and recommend improvements. Participants liked to spend most of their time at parks across the city and open spaces like Redwood Grove. When asked about potential new park locations, majority of participants indicated sites along Foothill Expressway and Grant Avenue in South Los Altos, as well as Green Oaks Lane/Bendigo Drive and Woodland Library, which were previously identified as potential new park locations in the 2012 Parks Plan. There was also an emphasis for more new neighborhood parks in North Los Altos instead of the proposed Downtown Park project. Other popular gathering spots include community facilities like Woodland Library, Los Altos Community Center, and the Main Library, as well as shopping areas like Downtown Los Altos, Foothill Shopping Center, Rancho Shopping Center, and Lucky's Plaza. Participants were also asked to rank potential strategies to transform neighborhood commercial centers into vibrant gathering spaces. The most popular options were occasional activity programming like live music, pop-up exhibitions, and seasonal themed events, followed by outdoor seating/patios and small office/co-working spaces. Attracting recognizable name brand stores received the lowest score as a result of mixed reviews; the strategy was popular amongst younger respondents while older residents preferred to retain Los Altos unique local businesses and boutiques.

- **Focus Areas.** Feedback from comment cards indicate that participants were more inclined to envision El Camino Real (Focus Area 1) and Loyola Corners (Focus Area 3) as potential areas for new development compared to Downtown Los Altos (Focus Area 2), Lucky Shopping Center (Focus Area 4) and Foothill Shopping Center (Focus Area 5). However, there was an emphasis on encouraging more balanced development with a mix of housing densities, commercial and service-oriented uses, and green spaces especially along El Camino Real. For other focus areas, participants would like to retain its low-density characteristics and neighborhood-oriented services like grocery stores and auto-servicing stores. Comments also indicated a general concern of long-term affordability and increased traffic and safety issues as a result of new development. Several participants suggested a suite of strategies such as off-site residential parking requirements, improved transit connectivity, and upgraded bicyclist/pedestrian infrastructure to address these concerns.

- **Demographics.** Several participants voluntarily provided information on where they live. Majority of participants lived in South Los Altos. Other

neighborhoods represented at the event include Woodland Acres/ The Highlands, North Los Altos, Central Los Altos, Old Los Altos, and the Country Club. It should also be noted the event was attended by a mix of individuals, families, youth/teens, and seniors.

Summary of Community Input

The following provides a description of the activity at each station and presents a summary of community feedback received, along with related charts and a transcription of comments collected. A photo of the boards are included in **Appendix A**, while copies of comment cards filled out by participants for Station 5: Focus Areas can be found in **Appendix B**.

Sign-In Station and Kids' Activity Tables

Participants were first greeted at the Welcome station, where they signed in and received their nametags and event "passport" card to be used at other stations. Facilitators also shared business cards with project website links and encouraged attendees to subscribe to the project's mailing list. Through the event, attendees could also meet with City staff to discuss the General Plan Update or inquire about other planning efforts undertaken by the City.

Two kids' stations - equipped with coloring sheets, crayons, and a face painter - were also set up in the center of the venue for children attending the event. This enabled parents and/or individuals to comfortably visit and provide feedback at each consecutive station.

Station 1: Orientation

This station included three display boards providing an overview of what a General Plan is, and outline of the Los Altos General Plan Update timeline and project phases. It also had an ice breaker activity in which participants were asked to place a pin on an aerial map of the planning area to indicate where they live (*see Appendix A, Board 1C*).

Thirty-eight residents participated in the activity, representing neighborhoods throughout Los Altos. More than half of the participants (21 of 38 residents) lived in South Los Altos. Other notable neighborhoods include Woodland Acres/ The Highlands (eight residents), North Los Altos (four residents), Central Los Altos (three residents), Old Los Altos (one resident), and the Country Club (one resident). There were no comments collected as part of this activity.

Station 2: Guiding Principles

Guiding principles are an important first step for long-range planning, setting the tone for the General Plan by identifying key themes and priorities. They are broad aspirational statements that describe a shared image of the kind of place that Los Altos residents would like their city to be in the future. It lays the foundation for more specific, detailed language of the goals and policies in the plan.

The Vision/ Guiding Principles station featured boards with background information on what a guiding principle is, how they will be used in the planning process, and examples. As the first step of the input process, participants were asked to write their own guiding principles for Los Altos and post them on the board under four broad topics: *Community and People; Development and Conservation; Mobility and Transportation; and Quality of Life* (*see Appendix A, Board 2B*). Each category was supplemented with a prompt to facilitate input from community members:

- *"In the future Los Altos will be a place where..."*
- *"In 2050 Los Altos will provide..."*
- *" In 2050, Los Altos will be a community that..."*
- *"In the future, Los Altos will support..."*

In total **78 responses** were collected on post-it notes from this activity, ranging from 16 to 22 responses per topic.

Key Takeaways

- **Community and People.** Six of 17 responses in this category envisioned Los Altos to be a place where families can come and thrive in the future, equipped with high quality schools, more children/ youth activities, and opportunities for more positive engagement/ involvement from young residents. Five responses described a diverse, inclusive, and safe city with spaces that bring people together like community events (First Fridays, concerts, and festivals), functional parks, farmers markets, and community amenities. Other comments touched upon age-friendly city and services (2 response), retaining the small-town character of the city (2 responses), and adapting to new technologies like Artificial Intelligence (1 response).

- **Development and Conservation.** Preserving Los Altos' unique sense of place was a recurring theme in this category. Six of 22 responses in this category emphasized maintaining the small-town charm of Downtown Los Altos and the city as a whole. Several participants also advocated for prohibiting parking garages (three responses) and high-rise developments above 2 stories (two responses), and regulating single-family and ADU housing sizes to ensure consistency with existing low-density neighborhood character (two responses). Additionally, participants expressed interest in increased efforts towards to preserve historic resources, trees/orchards and other natural resources (four responses), as well as a preference for updating existing parks rather than designing new ones (five responses) in the future.

- **Mobility and Transportation.** Participants expressed a desire for Los Altos to become a safe, walkable, and bike-friendly community in the future, enabling greater independence—especially for children (12 of 20 responses). Suggested improvements include enhanced bike lanes and sidewalks connecting schools, parks, and Downtown Los Altos, implementing school bicycle licensing programs, and requiring on-site parking as part of new housing developments. Some respondents emphasized the need to prioritize public transportation and provide options for suitable for seniors in the future (five response), while others advocated for avoiding large parking garages in Downtown (two responses).

- **Quality of Life.** There were 16 responses collected in this category. Preserving Los Altos' tranquil and small-town/ village feel (seven responses) and incorporating more trees, green spaces (six responses), and community facilities like a pool or sports center (one response) were important for participants to maintain Los Altos' quality of life. Participants also appreciated how safe the city feels but identified potential for improvements in areas near Fremont Avenue in South Los Altos (two responses).

- **Other.** The two comments collected as part of this category highlighted the need for continued public art initiatives, maintenance of public landscaping, and giving homeowners more flexibility with zoning to help with meeting the City's housing needs.

Memorandum

Station 2 Comments: Write Your Guiding Principles for Los Altos! (Board 2B)

Community and People
City must stop trying to sell and tell the residents. Let them vote. Be quantitative.
Continue First Fridays and festivals. Farmers markets, community pool.
Support the local newspaper (online + print) by offering internships paid for by the City to local altos students.
I envision los altos will be a place where people feel safe taking walks late at night or leaving their things out on the driveway overnight.
I'd like los altos to preserve what makes it unique, like its small town feel + vibrant downtown. I hope the parking lots stay + a theater downtown is not built. Los altos is special "as is".
More positive engagement & involvement from young people.
Retain schools.
Serves all citizens, thoughtful about diversity, inclusion.
Retain the sort of smaller town charm it already has.
More child/youth acitivities within city limits.
Love the diversity of los altos.
People come together park, concert, farmers market and place where everyone is.
Has nationally awarded schools at all levels elementary to high school.
Family friendly geared for children events + more camps in Los Altos.
More functional parks rather than green spaces + age friendly.
Young families can come and thrive.
Mobility and Transportation
We do not need large parking garage in downtown. Thank you.
I envision the future Los Altos to be a city which is well connected through public transport and is more bike friendly. Instead of big buses we can start with smaller ones.
safe for walking and biking
mobility improvements/options especially for senior community
is safe for biking and walking as a priority
improve/ add sidewalks for access to public parks & town
free hop on/hop off buses (small jitneys) to take people around the community
safe walking and biking routes protected from traffic especially for kids to get to schools or parks
keep parking in downtown
high school traffic flows - more safety and convenience, more parking solutions at drop off/ pickup
love for kids to bike independently

bike routes/ crossing areas for teens/kids to bike/ride safely
more school bike licenses
let us maintain city as a paradise for walkers, bikers and narrow roads to discourage drivers
priorities public transportation, and no emission travel like bikes or solar powers
safety for pedestrians cyclists when approving developments in the city. Consider safety impacts, require on-site parking for residents (all)
support biking and school buses to CMS + homestead!
more options for seniors to self transport
safe routes to school - biking and walking
walking! No e-bikes on sidewalks. School bike licenses.
Development and Conservation
reduce allowable housing sizes to prevent large McMansions on 1/4 acre lots
Preserve trees and natural resources
protect orchard & historic resources
support birding opportunities
keep downtown charm and ambience but more spaces for people who live downtown
keep the small town feel of the city and would like more in the future. Find balance of community with residents.
update existing parks with additional parking. Many parks are neglected/ better upkeep
no parking garages
upgrade existing parks equipment
maintain character of downtown + no parking garages + keep parking accessible
eliminate pop ups on parking lots (Main street)
develop loyola corners
very convenient in downtown - keep it that way
keep it like a small town, family friendly
protect orchard
minimize high rise development - 1 to 2 storey max in downtown
rather than investing in a downtown parking structure, invest in improving current parks!
maintain easement rules and quality of quietness
be more cognisant on what is being planned - not always a park
no parking garage; don't cut the trees for a garage; minimize high rise development in the city
supportive of ADUs but getting too big. Be careful of allowed sizes and limit high density housing

no large parking farage in the downtown. Instead, offer free trolleys/ buses at designated stops inbound Los Altos.
Quality of Life
Reduce development in favor of trees/ healthy communities
Los Altos public pool for children/ sports center for children (5 - 13)
upgrade existing parks, shoup new interpretation, protect redwood trees
quality of life should be the guiding principle
trees/ shady green areas. Improve existing parks
its small town feel is a value to me while it is still in the middle of a metropolis whatever we can do to keep it small seems helpful. No fancy parking + high spped thoroughfare
green spaces
we love how safe it feels. Keep it safe and clearn. We love how active the downtown is with all the ongoing events LAVA hosts for example
mountain village feel
support a tranquil and quality lifestyle, preserving where peace and greening and preserving vibrant sports are allowed like having gems on a vast green canvas.
when approving multi-housing developments, consider architectural appeal so Los Altos maintains charm and does not become a bland suburb
semi rural village character matters in all Neighborhoods
improve safety near fremont avenue near South Los Altos (address homeless camps)
maintain the vilage feel
maintain the vilage feel
more hiking areas
Other
City to retain the feel of some of the historical facades. History max on housing mixed use buildings. Housing on top, safe pedestrian & cycling access. Continued public art. Maintenance of public landscaping
Give homeowners flexibility with zoning and ability to help city with its housing needs.

Memorandum

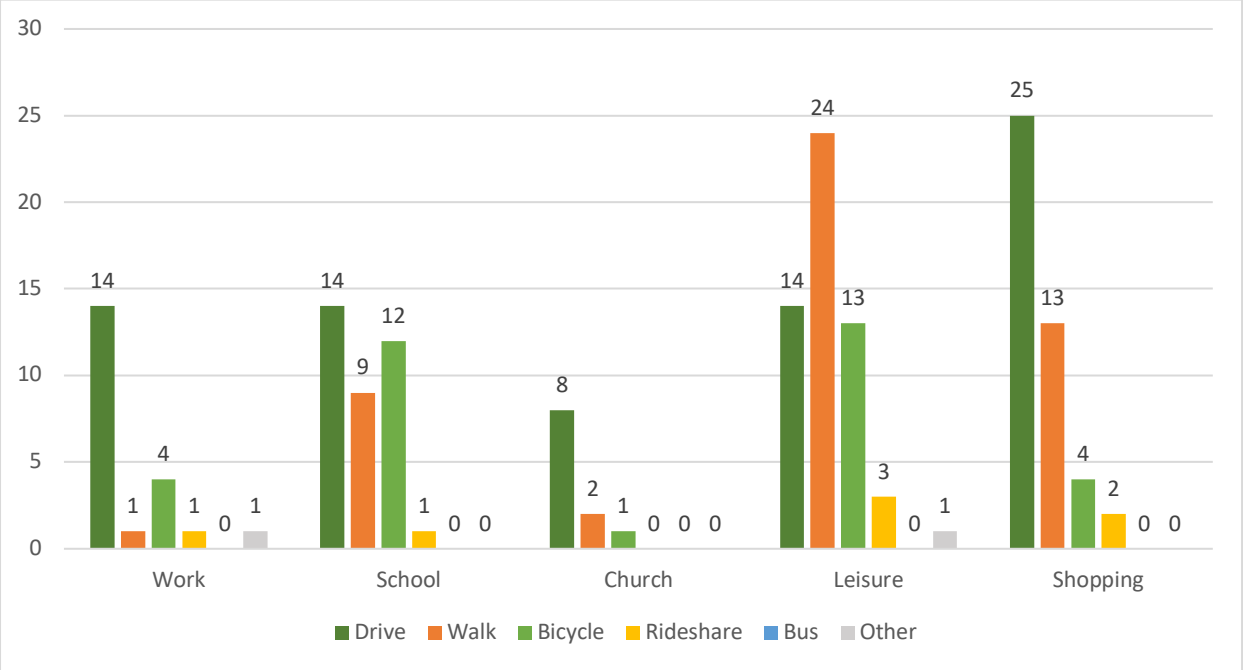
Station 3: Mobility and Transportation

This station aimed to gather topic-specific feedback from community members on their transportation and mobility priorities in Los Altos. The information board presented facts and figures current travel patterns, along with a map illustrating existing and planned pedestrian and bicycle improvement connections. Participants left a total of **13 comments** on the board, highlighting the need for better transit connectivity or shuttles within Los Altos and to neighboring cities (four responses), traffic and parking solutions near schools (three responses), and safer bike lanes near Loyola Corners and South Los Altos (three responses), among other concerns.

Participants could also engage in two activities at this station (*see Appendix A, Board 3B and C*). The first was a dot survey, in which participants place dot stickers on a matrix of key destinations (vertical axis) and mode choices (horizontal axis) to indicate travel within Los Altos. Key destination categories included work, school, church, leisure, and shopping, while mode-choices included drive, walk, bicycle, rideshare (uber/lyft/waymo), bus, and other (scooter, carpool, etc.).

This activity garnered **167 dot responses**, as illustrated in *Figure 1* below, and **three post-it comments** from participants.

Figure 1: Mode-share Choices to Key Destinations



Memorandum

Key Takeaways

- **Overall Mode-Choice.** In general, respondents preferred to drive in private vehicles to key destinations (75 of 167 responses), followed by walking (49 responses) and bicycling (34 responses). Bus transit was the least favorable option with zero responses from participants, while rideshare and "other" travel options were used minimally (9 responses).

- **Travel to Work**. Of the 21 responses received in this category, majority of participants (14 responses) preferred to drive to work. Other favorable options include bicycling (four responses), walking, rideshare, and "other", all receiving one response each. One participant also commented that they bike to Caltrain for their work commute.
  These results are consistent with 2024 commuting data from the American Community Survey (see Appendix A, Board 3A), which illustrates that most residents (51 percent) drive to work and less than ten percent walk, bike, or use transit in the city.

- **Travel to School.** Driving and bicycling were the two post popular mode-choices, receiving 14 and 12 responses respectively out of 36 total responses. Walking (nine responses) and rideshare (one response) was also favored, while bus and other mode-choice categories received zero responses.

- **Travel to Church**. This category received 11 responses with driving as the preferred option (8 responses) amongst participants. Other mode-choices included walking (2 responses) and bicycling (1 response).

- **Travel to Leisure Destinations.** Unlike other categories, walking to was the most prominent mode-choice amongst participants, receiving 24 out of 55 total responses. There were similar preferences for driving (14 responses) and bicycling (13 responses) to leisure designations. Few participants use rideshare (3 responses) or "other" options (1 response).

- **Travel for Shopping.** Majority of respondents (25 out of 44 responses) preferred to drive to shopping destinations. One participant commented that it is difficult to walk to shopping areas located more than 2 miles away from residential neighborhoods, citing Downtown Los Altos as an example. Similar to most other categories, walking and bicycling were also popular options, with 13 and four responses respectively. These trends were in line with non-commute travel data from the American Community Survey, as seen in *Appendix A, Board 3A*.

The second activity asked participants to rank eight transportation improvements on a scale of 1 to 5 (1= least effective; 5= most effective) that would most encourage them to bike or walk in Los Altos. Improvements may include protected bike lanes, improved lighting, safer intersections, more bike parking, traffic calming, pedestrian amenities, etc.

Each of the concepts received an average of **15 responses**, which was used to calculate individual ranking scores to determine the most popular strategies amongst participants. These are illustrated in *Figure 2* and *3* below. Participants also left **42 post-it comments** on the activity board by the end of the event.

Figure 2: Walking Improvement Strategies Average Ranking Scores

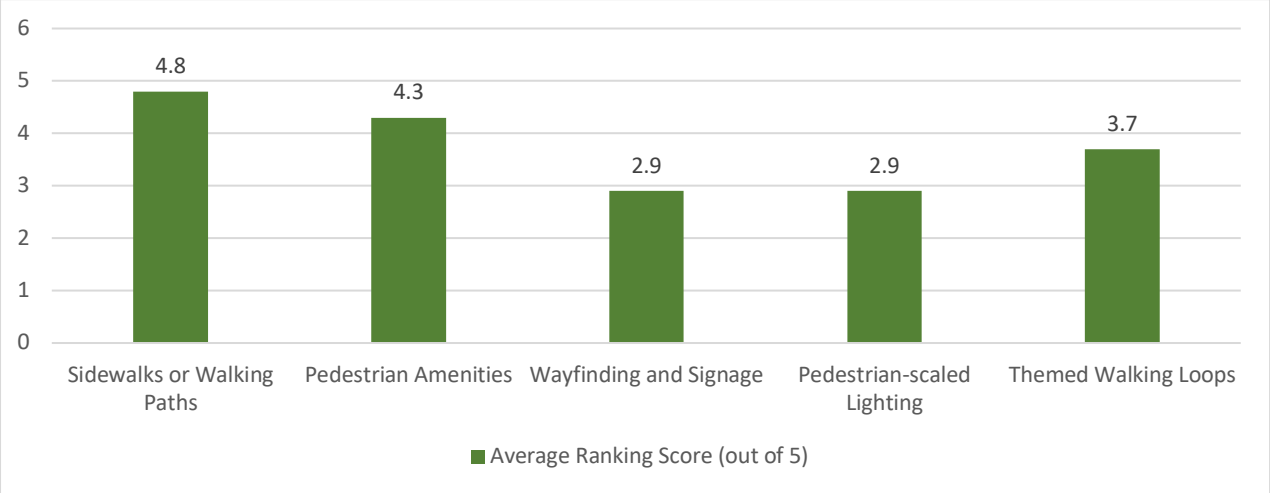
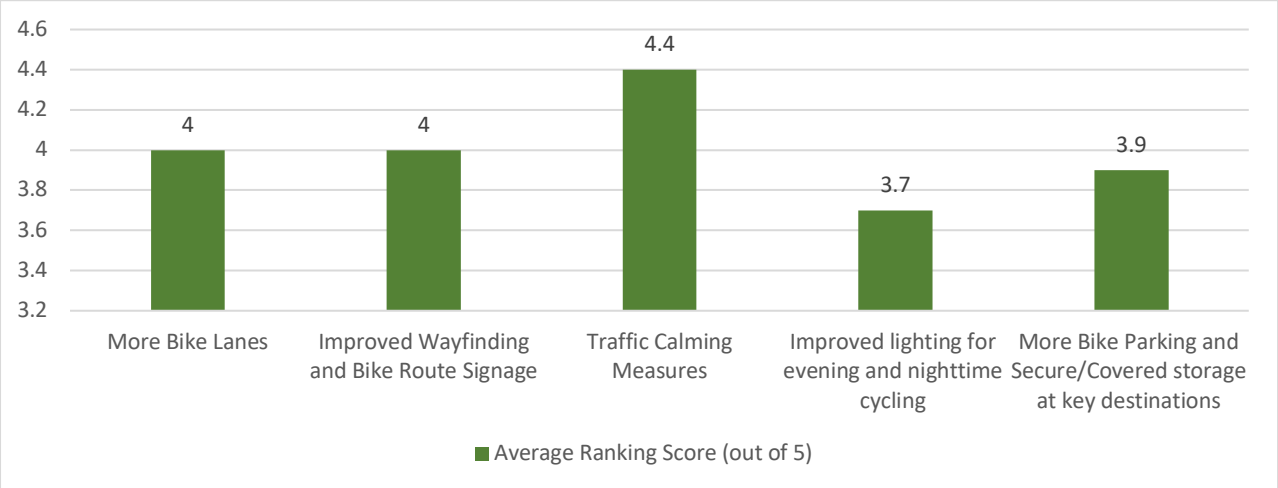


Figure 3: Biking Improvement Strategies Average Ranking Scores



Memorandum

Key Takeaways

Walking

- **Ranking Scores.** Participants would like to see improved sidewalk conditions (ranking score 4.8 out of 5), pedestrian amenities like benches, waterbottle refilling stations, and greenery (4.3 out of 5), and themed walking loops (3.7 out of 5) in the city. Wayfinding/ signage and pedestrian-scaled lighting improvements were least favored, each receiving a score of 2.9 out of 5.

- **Existing Sidewalk Improvements.** A key issue amongst respondents was the lack of maintenance of existing sidewalks (three responses), which were characterised as "dangerous" and in "a state of disrepair". Furthermore, some participants called for more street trees and (two responses) widened sidewalks (one response) to improve sidewalk conditions in the city.

- **Safe Routes to School.** Two respondents suggested adding specific improvements along safe routes to schools like pavement repair and traffic enforcement to ensure the safety and well-being of children as they travel to/from school.

- **Direct/Attractive Walking Paths.** Some participants proposed more scenic routes, hiking-friendly streets or streets lined with shops or storefronts to make places fun/ enjoyable to walk to (four responses), while other would like to see more direct routes to reduce chances of exhaustion while walking (two responses).

Bicycling

- **Ranking Scores.** Most participants were strongly in favor of traffic calming measures as a way to encourage more biking in Los Altos (ranking score 4.4 out of 5). More bike lanes and improved wayfinding/ signage were also popular amongst participants; each receiving a score of 4.0 out of 5. Bike parking and improved lighting strategies received the lowest scores of 3.9 and 3.7 out of 5 respectively.

- **Improved Safety Measures.** Majority of responses (13 responses) called for more measures to improve safety for bicyclists in Los Altos. This includes more protected/separated bike lanes especially in areas like Montclaire and South Los Altos (five responses), visible bike markings (one response), and fixing tree root bumps along Foothill Expressway

(three responses). Furthermore, participants believe biking infrastructure improvements should be supplemented with traffic calming measures (two responses) and efforts to increase driver etiquette awareness (two responses).

- **Child/teen-friendly Bike Paths.** Like walking, participants raised the need for biking improvements along Safe Routes to School (four responses) and better direct routes to Downtown Los Altos (two responses) so that children can travel on their own within the city.

- **New Bike Lanes**. Three participants would like to see more bike lanes connecting residential neighborhoods to key commercial areas, especially in South Los Altos along Foothill Expressway. One participant appreciated the new bike lane on Castle Lane. On the other hand, two respondents expressed concern that new bike lanes have also increased confusion amongst commuters, as seen on El Monte Avenue and along Foothill Expressway.

Other

- **Public Transit Improvements**. In addition to walking and bicycling improvements, three responses highlighted public transit as a convenient way to move around the city and called for better connectivity within the City. One respondent also proposed more frequent city-run bus transit at designated stops between 8am to 5pm, 7 days a week.

Memorandum

Station 3 Comments: Mobility and Transportation

Board 3A: Mobility and Transportation
Where is VTA Access?
Too many sidewalk gaps
Where can students park? Where can parents?
Need shuttles like our neighboring cities.
Not enough parking at schools --> conflict between residents and students needs
Los Altos high issues with parking, safety for all modes
If we have a good network of public transit, more people will use it. We need better public transit.
Do NOT do to Los Altos what has been done to El Camino
Biking for foothill to loyola corners, barrier at foothill, preser road for biking.
need more public transit
no bollards on San Antonio Road. We have attractive safe routes for bikes and pedestrians.
would consider public transit if it was accessible between South Los Altos and North Los Altos.
Board 3B: How do you get around Los Altos?
Long walk to downtown (> 2 miles)
Love separates bike lanes - good for kids
Bike to Caltrain for work
Board 3C: What would encourage you to bike or walk more?
City needs to better understand intersections are unsafe
Routes to school are very dangerous for kids biking
Need connected bike lanes for kids. Live near downtown with kids, not safe for my kids to go out on their own.
public transit is convenient (for away, infrequent)
commercial areas and residential areas have different needs. Commercial areas need bike infrastructure.
for los altos could be great for biking - need biking infrastructure, traffic calming
bikes already take granger are/ side lanes/ fremont are to avoid foothill expressway. Not interested on adding bike path from foothills.
fixing bike lanes on foothill to smooth at tree root bumps. Drafting a better solution to bring.. It is a
signage difficult with tree
either add measures for traffic calming and multi new improvements
prefer bike lanes included on the road

Memorandum

operate city-run (free) transit at designated stops 7 days per week (8 to 5pm)
driver awareness to cyclists
design bike infrastructure to be as important as car infrastructure
conflicts with pedestrians and cars
narrow roads to school traffic
new castle bike lane is great
need bike path maintenance
Sidewalks break - up the "Rural nature of neighborhoods". Side walks should be used only when necessary.
shops/ storefronts make places fun/enjoyable to walk
linking pavement repair to safe routes to the school premises using funding from complete streets
sidewalk groups ok because wide streets have benefits. Don't need to navigate around trees.
safety enforcement (driving) especially along safe routes to school
sidewalk maintenance is an ongoing issue. Don't want to maintain sidealks and street trees
shade trees & greenery don't need water refill
transit to/from downtown (not everyone can drive) and more transit in general.
separated bike lanes feel safer
more pedestrian crossings and bike lane markings on the street
dead end streets have walking paths which is nice
kid friendly bike paths
sidewalks in disrepair, which is dangerous. Better maintenance needed.
more scenic, enjoyable routes
protected bike lane on El Monte - added more confusion. All modes are confused.
overpass without lighting on the way to school (unsafe) - crossing 85
protected bike path to mount clair and south los altos
too far for kids to walk - get tired
no LED lights
no bollards
would bike if safer. Not safe to bike to school w/ my kids
more mature/ hiking streets
direct walking routes

Memorandum

Station 4: Parks and Open Space

Parks and gathering places make an important contribution to the quality of life in the community. Stakeholders focus groups and community members expressed interest in more community gathering places during other Phase I outreach initiatives. This station sought to build on that interest and gather more topic-specific feedback from event attendees through three different activities.

Background information on the Quimby Act, current versus required parkland ratios was presented on Board 4A (see Appendix A, Board 4A). It also included a map showing the location of existing facilities with short profiles as well as potential locations for new parks identified in the current 2012 Parks Plan. The first activity asked participants to stick a pin on the map to indicate potential locations for new parks in Los Altos. **Eleven pin locations** and **22 comments** were collected as part of this activity.

Key Takeaways

- **South Los Altos Park Locations.** Majority of locations (nine pins) were concentrated in south Los Altos along Foothill Expressway and Grant Road. Participants were also in favor of Green Oaks Lane/Bendigo Drive and Woodland Library, two potential locations previously identified in the Parks Plan. Furthermore, input from four comments indicates a strong desire for Woodland Library to be further expanded with community gardens, landscaping, and other park elements.

- **North Los Altos Park Locations.** Locations in North Los Altos include the proposed Downtown Park and near Portola Avenue (two pins and one comment). Although some participants were in favor of the Downtown Park project, others would like the site to be retained as a surface parking lot and prioritize new parks in other areas of North Los Altos (three comments).

- **New Park Amenities.** Three participants would like to see playgrounds designed for older children, a community pool, and a dedicated pickleball court as part of new parks proposed in the city.

- **Existing Park Improvements.** Eight commenters requested for more efforts in improving existing parks in the city instead of proposing new ones. Suggestions include improving amenities (tennis courts and new play structures) and parking at Merrymeade, Hillview, and Grant Park (five comments), and investing in park maintenance efforts like

pavements, drainage, and benches at Montclaire, Shoup, and McKenzie Park (three comments). Additionally, two commenters highlighted the need to prioritize natural turf rather than artificial/synthetic surfaces in existing parks.

The second activity was a map-based activity to solicit input on popular gathering places in Los Altos (see Appendix A, Board 4B). Participants indicated spots around town where they with friends and family by sticking a pin on the map and/or writing the name of the spot on a post-it note. There were **77 pins** and **ten comments** collected from participants by the end of the event.

Key Takeaways

- **Parks.** Majority of visitors to this station liked to spend their free time at Los Altos' parks and other open spaces, as indicated by 42 out of 77 map pins. These include four parks in North Los Altos (Hillview Park, Shoup Park, and Rosita Park) and five parks in the south (McKenzie Park, Heritage Oaks Park, Marymeade Park, McKenzie Park, and Grant Park). Other open spaces like Redwood Grove was also popular amongst participants (five map pins).

- **Park Recommendations.** Some participants also chose to leave comments on park improvements they would like to see in the city. For instance, one participant would like to see improved sidewalk conditions from Highlands neighborhoods to Marymeade Park, while five other participants recommended adding amenities like shading structures at Montclaire Park, biking/walking trails at Shoup Park, more tennis courts and pickleball courts, and youth-oriented programs. Like the Board 4A activity, two comments highlighted the need for more parks in North Los Altos - near Marich Way, Jordan, Panchita, and Distel Drive - rather than the proposed Downtown Park project.

- **Community Facilities and Schools.** Woodland Library (seven pins), the Main Library (two pins), and the Los Altos Community Center (one pin) were perceived as important gathering spaces by participants. Furthermore, three participants indicated schools like Bullis Charter School, Egan Junior High School, and Oak Avenue Elementary School.

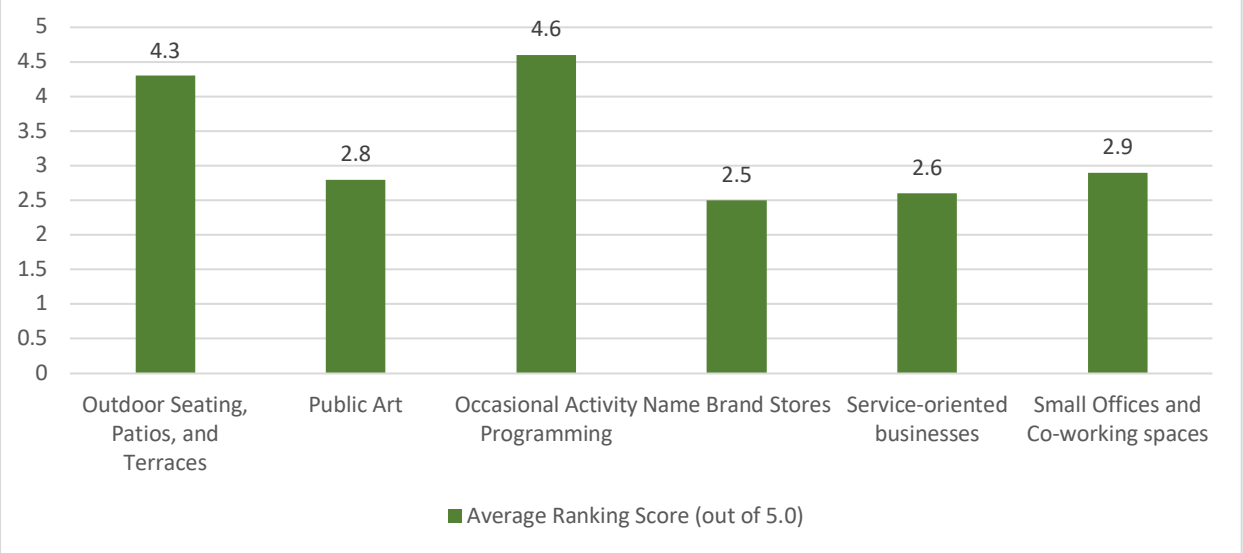
- **Commercial Districts and Shopping Centers.** Four participants suggested they enjoy spending time in Downtown Los Altos, with one commenter highlighting its walkability. Participants also frequently visited Foothill Crossing (three pins), Lucky's Plaza (two pins), and Whole

Foods on El Camino Real (two pins). Rancho Shopping Center was also popular amongst participants, indicated by one pin and three comments from the activity.

Lastly, attendees were asked to participate in a dot-survey on strategies to strengthen Los Altos' neighborhood shopping centers as key community gathering spaces. Participants ranked six strategies on a scale of 1 to 5 ((1= least effective; 5= most effective). These included outdoor seating/ patios, public art, occasional activity programming, attracting recognizable name brand stores, more service-oriented businesses, and small office and co-working spaces.

Responses collected was used to calculate average ranking scores to determine the most popular strategies amongst participants. Each strategy received an average of **27 responses**, and ranking scores are illustrated in *Figure 4* below. Participants also left **seven comments** on the activity board.

Figure 4: Gathering Spaces Strategies Average Ranking Scores



Key Takeaways

- **Occasional Activity Programming.** With a ranking score of 4.6 out of 5.0, participants would most like to see occasional activity programming like live music, pop-up exhibitions, seasonal themed events, and public performances as a way to create vibrant gathering spaces at neighborhood shopping center areas.

- **Other Popular Strategies.** Outdoor Seating (4.3 out of 5.0), Small Offices/Co-working Spaces (2.9 out of 5.0), and Public Art (2.8 out of 5.0) were also highly favored amongst participants.

- **Name Brand Stores.** Name brand stores was the least popular strategy with a ranking score of 2.5 out of 5.0. Based on comments collected as part of this activity, participants would like to promote Los Altos' local businesses and boutiques instead of attracting large name brands especially in Downtown Los Altos (four comments). However, younger participants were more likely to be favor of this concept, as indicated by two comments.

- **Service-oriented Business.** Although this strategy received a low score of 2.6 out of 5.0, comments indicate that there is a need for balanced neighborhood-oriented services like clinics, animal grooming, and grocery stores so that residents can run errands without the need to drive elsewhere.

Station 4 Comments: Parks and Recreation

Board 4A: Parks and Open Spaces in Los Altos
use land near main library + woodland, plus schools to create community gardens to offer low priced produce to a city run food pantry.
update/ new grand park building with parking
we would love to have any of the proposed downtown park ideas! A public gathering place with shade + play areas is so important for families
big kids in playground
focus on buying available lots in neighborhoods to make neighborhood parks.
maintain and improve existing parks
no plastic in parks. No artificial turf or synthetic surfaces
preserve downtown parking as is
need a park in north los altos, not downtown
quality of park? Cupertino has nice parks like serra porte would like to see nice ones here.
improve pavement, drainage, benches, at Monteclaire park and consider adding a bathroom!
invest in improvements at mcKenzie, shoup, montclaire and grant
community pool
redo the fields with a proper lawn. It is a trip hazard with all the mounds of weeds
woodland library should be bigger with more options
landscape the open space area next to woodland branch library
open space near Marymeade should be improved into a park
Add parking to Marymeade (in addition to the tennis spots, put by some playground)

parks in north los altos at El ... should be highest priority
I think there should be a park at woodland
Hillview park is a large space but it seems underused. It could have more amenities like a play structure, paths to walk, or picnic, more trees and shade should help.
a dedicated pickleball court
Board 4B: Where do you spend your free time?
more city kids classes and activities in south los altos such as Grant Park
Rancho San Antonio and Los Altos street walking
no park in downtown
no park in north los altos! (Marich way, Jordan, Panchita, Distel)
Rancho San Antonio neighborhood entrance mora drive
more youth (7-18) sports programs
cuesta park, Sunnyvale tennis center, Rancho San Antonio
more tennis courts and pickleball courts
put sidewalks in to reach marymeade park with stroller on Fremont and grant from Highlands neighborhoods
Montclaire Park - shade structure; Shoup Park - Garden house with parking and bike/walking trails
Board 4C: Create Vibrant Gathering Places
don't want/ don't need brand name stores in downtown Los Altos
No name brand stores please! I really love how downtown has mostly small businesses and doesn't feel like a cookie cutter copy/paste of so many shopping centers across the world with the same brands
we need to improve public transportation, reduce the need for parking lots downtown that space is used for parking can be used for areas where people can walk, gather, enjoy art
we need to maintain a diverse and balanced set of businesses downtown which serves the people of Los Altos such that they can do most of their errands downtown and don't need to drive elsewhere.
having neighborhood services give a sense of community. i.e. Loyola Corners
young people would like to see brand name stores
boutique type of stores (not limited to clothes). Examples: activity stores (board games, D&D, strategy), little shops like boba, crafty bakeries, pottery.

Memorandum

Station 5: Focus Areas

Focus areas are targeted locations in Los Altos where change is forseeable in the next ten to 20 years. They typically comprise clusters of vacant and underutilized parcels that present opportunities for redevelopment. Concentrating planning efforts on these areas allows the community to develop a shared vision for how they should evolve and to align the General Plan accordingly.

This station provided background information on five focus areas identified in Los Altos: El Camino Real, Downtown Los Altos, Loyola Corners, Lucky Shopping Center, and Foothill Shopping Center (see *Appendix A, Board 5B*). Participants were asked to provide feedback on what they would like to see in each one. Items could include specific land uses, amenities, design features, or programs they would like implemented. Input was collected via comment cards placed near the station and will be used to craft Alternatives in Phase 2. There were **42 comment cards** collected by the end of the event (*see Appendix B*). Key takeaways for each of the focus areas are listed below.

Key Takeaways

- **Focus Area 1: El Camino Real.** Three participants shared suggestions on improvements they would like to see within this focus area. Overall, El Camino Real should be developed as a balanced community featuring a mix of housing densities, commercial spaces, community facilities (art galleries, theatres, and farmers markets), and gathering areas (parks, greenbelts, lawns, and courtyards). There was also a general concern for increased traffic along the corridor because of new development, with participants calling for improved transit connectivity, on-site residential parking, and pedestrian/bicyclist safety interventions as potential strategies to tackle future traffic issues.

- **Focus Area 2: Downtown Los Altos.** Of the seven comments received on Downtown Los Altos, four comments highlighted the need to preserve the area's existing cultural spaces and surface parking lots rather than proposing new parks/ theatres and supplemental parking structures. participants argued that Downtown Los Altos is charming and vibrant as it is and does not need to be reinvented with new uses. Other suggestions include encouraging more businesses and job opportunities tailored for teens, shops and restaurants covering a variety of price points, and limiting pop-up stalls on Main Street.

- **Focus Area 3: Loyola Corners.** Participants shared a mix of opinions on this focus area. While some participants considered Loyola Corners as a promising opportunity for development (2 comments), others were more skeptical of adding new commercial/housing development in the area (three comments) citing concerns of unwanted street congestion and displacement of existing businesses.

- **Focus Area 4: Lucky Shopping Center.** Eight of 11 comments on this focus area indicated a preference for more local shops, community-oriented services (fitness centers and yoga/pilates studios) and plazas/green spaces that cater to existing residential communities and commuters, rather than new housing developments. Furthermore, there was an emphasis on retaining the existing grocery store and supporting more food-related facilities in the area like community gardens (two comments). Only one commenter shared their support for new housing in the area, but emphasized affordability as a key criteria

- **Focus Area 5: Foothill Shopping Center.** The most pressing concern in the area is traffic safety and circulation (four comments), with respondents describing poor traffic flow, frequent conflicts between cars, cyclists, and pedestrians, and confusion at key access points such as Foothill Expressway and parking lot entrances. These issues are compounded by visibility challenges (two comments), particularly morning sun glare along Homestead Road, which reduces driver visibility and contributes to near-misses and accidents. As a result, participants would like to see improvements in pedestrian and bicycle safety especially along school routes and improved parking layout and access at Foothill Shopping Center. Respondents also expressed interest in enhancing retail and service amenities (four comments), including more coffee shops, a pharmacy (e.g., Walgreens or CVS), urgent care, and grocery options.

- **Other Comments.** There is a need to carefully balance growth with community character and infrastructure. While increased housing density is conditionally supported, concerns focus on ensuring adequate parking and avoiding negative spillover effects on residential streets, along with skepticism about long-term affordability benefits (two comments). Respondents expressed strong interest in expanding community facilities and public investments (two mentions), particularly youth-oriented amenities such as sports centers, pools, park improvements, and environmental programs, and in prioritizing this over additional residential development on limited land. There are also calls for enhanced parks and mixed-use community spaces (one

mention), updated zoning and development regulations to allow more flexibility for property owners (one mention), and transportation and streetscape improvements along Foothill Expressway (one mention).

Station 5 Comments: Focus Areas

Focus Area 1: El Camino Real
Continue to improve buildings + transit on El Camino. High density housing w/ barriers shielding neighbors.
El Camino Real should be centered as a balanced area, not a dump yard for all cluttered high density buildings or offices! As a balanced community in El Camino Real it needs gathering areas (parks, greenbelts, lawns, courtyards) among high rises, activity spaces (art gallery, tactical streets/ farmers market, theater); interesting commercials (game rooms, unique/local charactered boba, bakery, ice creams); potentially with outdoor seatings, reducing the felt density; green spaces that minimizes noise and concrete feels of density; Make El Camino belt inviting for Los Altos!
El Camino Real Development - How will El Camino ? The nearby neighborhood streets support the extra traffic?? - I have a strong concern about pedestrian and cycling safety in the neighborhood. Nite that Jordan and Merich are cut through streets. One suggestion for housing developments - require on-site parking for all residents.
Focus Area 2: Downtown Los Altos
Lets create parking garages along San Antonio and Foothill and lets reuse the large amount of space that downtown devotes to inefficient parking solutions for things that increase the value of downtown and improve the lives of the people who live nearby. Pedestrian only streets, nice large plazas to gather, and socialize. Theatres, museums things that would attract people other than restaurants and shops.
I hope los altos leaves downtown alone- it is wonderful the way it is! I'd hate to see it lose its parking lots, a theatre where you'd need to park underground etc. los altos downtown is wonderful + charming and vibrant as it is! Thank you for saving downtown!
more parking on main street
Support adequate parking. At one point Los Altos intended to build a garage on Foothill and First and then sold the land. Several other towns built the infrastructure first to support a thriving/revitalized downtown (e.g. Campbell, Los Gatos, Mountain View). Encourage shops and restaurants at a variety of price points No new theater. The immediate area has plenty of cultural options. We do not need to reinvent the wheel. Continue festivals & First Fridays and community building like the Pet & Winter parades.
Too many pop ups on Main Street!
More variety of businesses, including for teens. More job opportunities for teens. More shade everywhere and more senior-friendly housing.

Please preserve the existing surface parking in Los Altos downtown. It is one of the City's major assets that distinguishes Los Altos from other downtowns. The current parking areas with their Chinese Pistache trees is very much like a park already and is heavily used.
Focus Area 3: Loyola Corners
more retail, possible new parks
Loyola Corners is a promising opportunity for radical redevelopment, including consideration of traffic patterns due to some odd existing roads, intersections. This is a school route as well. Please step back and imagine a mix of housing, commercial, and infrastructure improvement to make this a vibrant mini-downtown.
Focus Area 4: Lucky Shopping Center
I live near Lucky's + would be sad to see the shopping center torn down for housing + increased traffic + loss of sense of community as well as the loss of the small businesses there like the auto part shop
Continue to have a grocery store and services like car repair + whole area could be redone to add multistory housing and improve dated structures.
more stores; possible park
I think the main attraction has been the Lucky supermarket, so maybe the city could develop facilities around it! I also think the parking spaces right of Lucky's has potential for a three sided plaza with seats in the middle for dining. Service related stores don't attract much constant customers so the city should implement more food related facilities.
Redevelop Lucky's space into some affordable housing, grocery shops with underground parking. Outdoor spaces for cafes + community events.
Leave it as is, and attract new businesses to serve the commuters. No parks, no new housing.
Grocery, restaurant/café (casual), green space
Not a good location for housing or apartments. It would be better to make it into a green patch to help restore the green feel which is missing.
Designated dog park with bike track circling park for kids to ride bikes. Maybe a skateboard park for teens in area to hang out at. Teens in South Los Altos have no area to hang out at. Maybe a community garden where volunteers can run classes, grow food for food banks, do vegetable/fruit share days for neighbors who have an abundance of produce they are growing.
challenges with traffic flow at Fremont crossing at Loyola Corners. Can we do more with in-fill for affordable housing?
services/ spaces to bring community together- fitness center, yoga/pilates studio, little gym for kids, arts, play area for kids, areas to gather - cafes.
Focus Area 5: Foothill Shopping Center
Poor traffic flow and visibility in this area. Mix of cars going in/out of shopping center, lots of kids on bikes commuting to school, pedestrians. In the morning, there is direct sunlight in drivers eyes on Homestead. Sit in front of Peets coffee for 1 hour and you will witness multiple close incidents.
Better flow for cars entering parking lot.
would love to get more coffee shops/cafés. Need a Walgreens/CVS

Add a pharmacy, smaller PAMF urgent care, keep the grocery stores.
Similar amenities, better parking layout: coffee, services, restaurants (takeout and sit-down), trader joes, produce market, pharmacy, outdoor green space/outdoor tables Better pedestrian crossings (poor visibility in the morning on Homestead w/ direct sun)
Foothill crossing traffic accidents- cars and bikes close to Grant Road entering Homestead Road. Confusion at peets entering/exit traffic entering from Foothill Expressway. Too many accidents, unsafe for kids biking to school.
Multiple Focus Areas
[3,4,and 5] make an intensive effort to engage the immediate neighborhoods
[2,4, and 5] Keep local shopping (Lucky's, Foothill) as is for South Los Altos residents. Eliminate downtown "pop ups" and keep parking near adjacent to shopping in their present configuration - no parking structures or parks.
[3,4, and 5] I don't support large new commercial/housing projects here, but bring in businesses to use existing structures! I like the "breathing room" that walkable completes, and parking lots create, and don't want high-rises blocking out sun (like what has happened in downtown along Foothill :()
[4 and 5] housing would bring more unwanted street congestion. Foothill crossing needs more friendly shopping for this end of Los Altos.
[4 and 5] Focus 4 + 5 very unhelpful. All lots are underutilized - yes you can make more revenue but that cannot be the total focus. Be transparent. Listen to the residents.
All/Other
Increasing dense housing is okay BUT only if you insist on adequate parking for all the new residents, ruining the neighborhood by increasing car parked on residential streets should be avoided. Also understand that development will mostly benefit real estate. industrial complex, not really lower housing cost in the long run.
1) Community Facilities: I would like the city to invest in facilities/programs for youth development/community engagement. 1) community sports centre 2) swim pool 3) upgrade of equipment in existing parks 4) environment conservation programs. I am very much against using lucky space for residential buildings. it needs to be utilized for 1). most development happens in North Los Altos. 2) New development: retain residential character of los altos community
I would love to have easier codes for people with properties on corner lots or flag lots to utilize their property as they want. There are stricter setback requirements for those homeowners which is not fair specially if the city wants to encourage more housing/fair housing. Please modify the codes. Some of them are just outdated and don't make sense anymore. Thanks!!
Parks are always a good idea for people to hang out in a nice surrounding or kids to play while running errands. Restaurants should be added to them to again make it more desirable to go for retail where you can also eat and play.
replant fruit + olive trees down the median on Foothill Expressway for a Los Altos - run food bank and/or put a small trolley down Foothill Expressway between 280-Main Street to encourage people to take public transport to/from downtown.

Memorandum

Please consider architectural design so Los Altos maintains its charm and does not look like a bland suburb.

Appendix A
Open House Boards

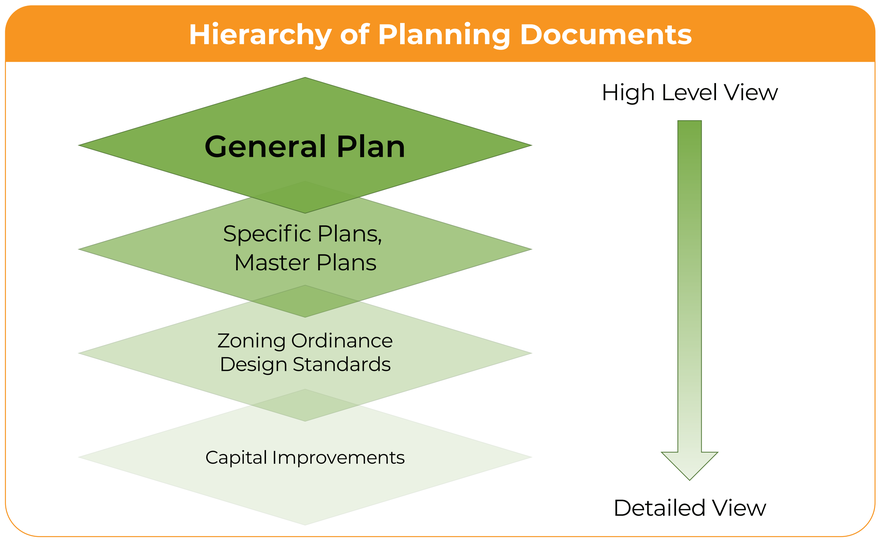
1A. What is a General Plan?

The Los Altos General Plan is our blueprint for the future. It's a long range plan built on a shared vision that describes the kind of community that residents want and identifies actions we can take to realize the vision.

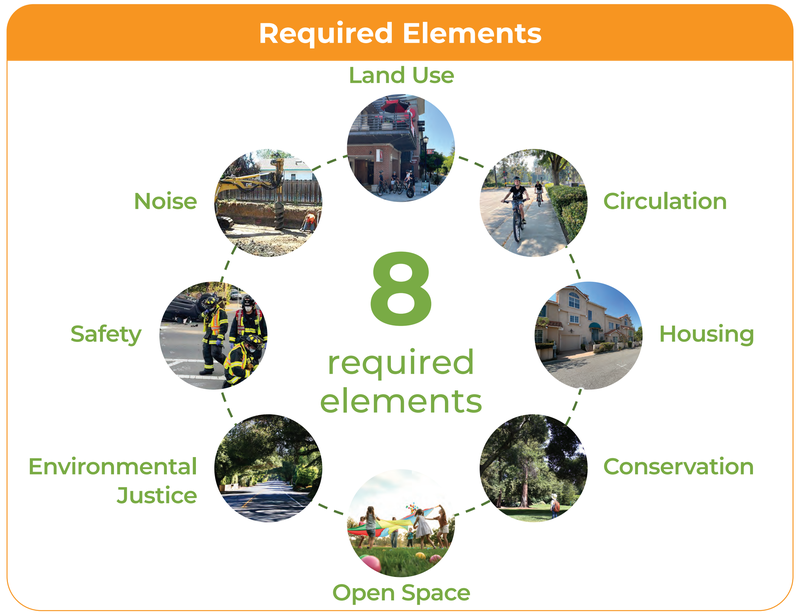
The City is updating the General Plan to address emerging issues and new State laws and to achieve key objectives, including:

- Preserving and enhancing Los Altos' distinctive sense of place;
- Reinforcing the role of Downtown Los Altos in the life of the community;
- Facilitating infill development in strategic locations;
- Revitalizing older commercial centers with new uses to better serve the community;
- Exploring options to enhance recreational amenities and foster community health; and
- Advancing citywide goals for multimodal mobility, roadway safety, business vitality, environmental sustainbility, and housing availability.

What's the role of the General Plan?



What topics are covered in the General Plan?



- By law, the General Plan must address the **8 topics** shown at left that affect all aspects of community life.
- It can also address key topics of importance to the community, such as:
  - **community health**
  - **historic resources**
  - **environmental sustainability**

- The General Plan is the City's primary long range planning document
- Implemented through a variety of mechanisms

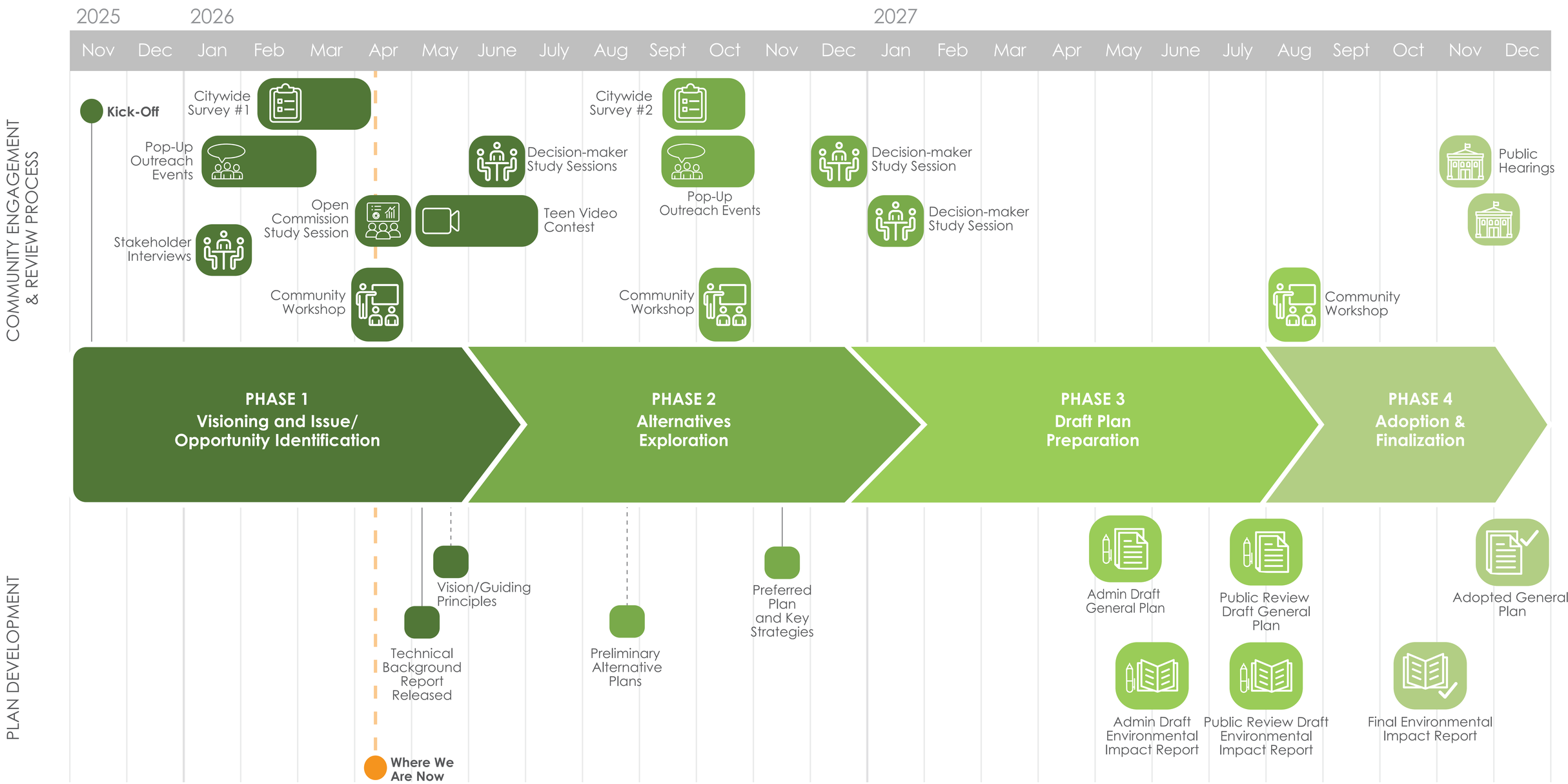






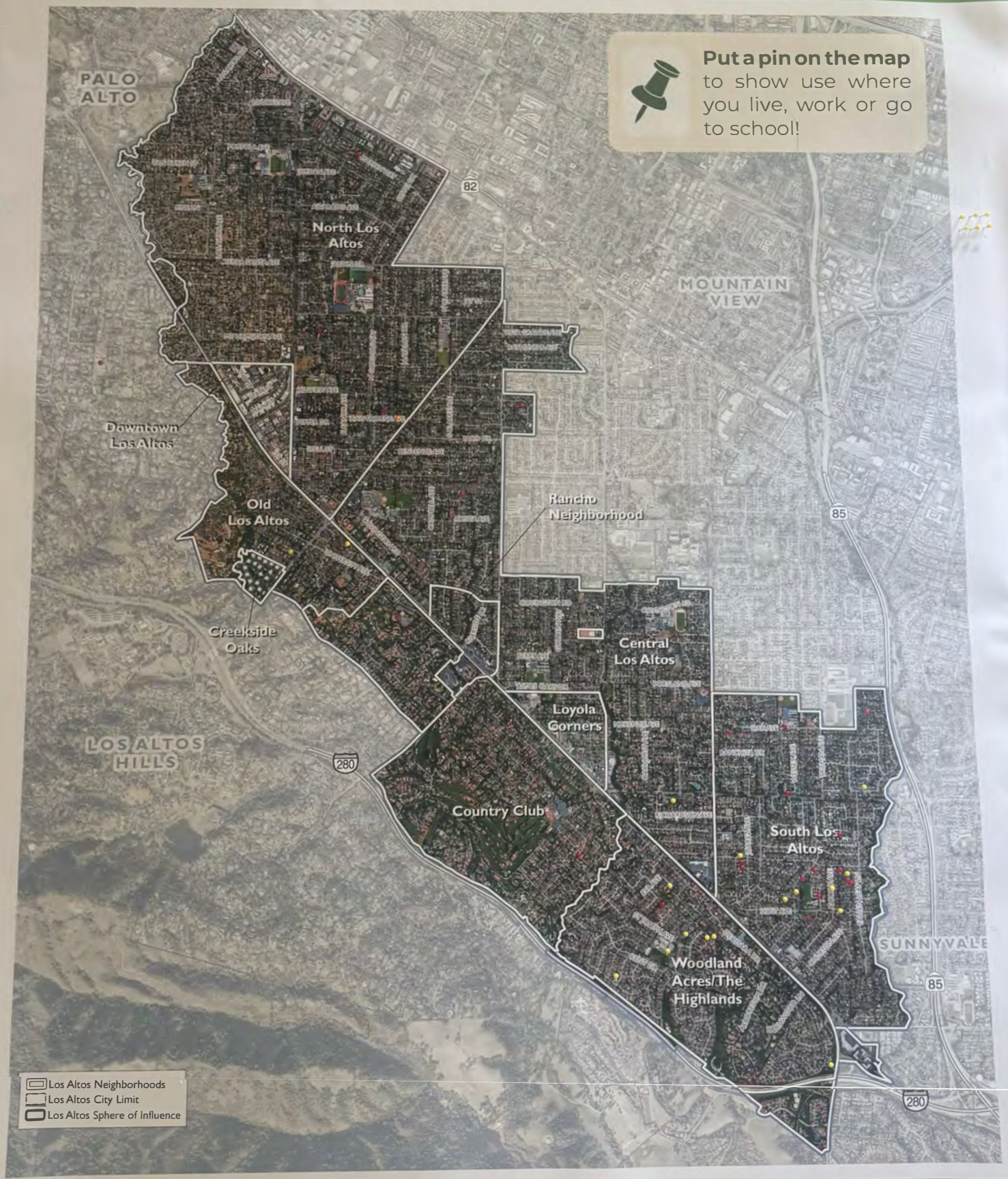


1B. Project Timeline



* *Dates are approximate and subject to change.*

1C. Where Do You Live?



Los Altos 2050
Shaping Our Future, Together

2A. What is a Guiding Principle?

The Guiding Principles are an important first step for long-range planning, setting the tone for the General Plan by identifying key themes and priorities. Guiding Principles:

- Are broad, aspirational statements
- Describe a shared image of the kind of place that Los Altos residents would like their city to be in the future
- Lay the foundation for the more specific, detailed language of the goals and policies in the plan
- Should describe desired outcomes and why they are important.

Examples of Guiding Principles

- *The City's unique sense of place comes from its friendly, welcoming people. It's a family-friendly community where generations grow up and grow old together.*
- *The City utilizes sustainable development and land use planning practices that provide for the needs of existing residents and businesses while preserving choices for future generations.*









What should Los Altos' Guiding Principles be?

We want your input to help write guiding principles for Los Altos!

On the post-it notes provided, write your own guiding principle and stick it on the board to the right.

Community & People

Development & Conservation

Mobility & Transportation

Quality of Life

Los Altos 2050
Shaping Our Future, Together

2B. Write your own Guiding Principle for Los Altos!

Community & People

"In the fu... os will be a place where..."

Devel... nt & Conservation

"In 20... s will provid...

Other

Mobility & Tran... ation

"In 2050, Los Altos will be a community that...."

Quality of Life

"In the future, Los Altos will support..."

Los Altos 2050
Shaping Our Future, Together

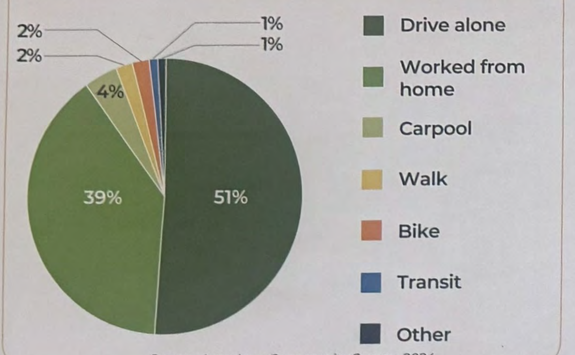
3A. Mobility & Transportation

The layout of Los Altos places many daily destinations within easy reach for those residents walking or biking. Shops, restaurants, schools, and parks are often located near residential areas, making it convenient to handle errands or commutes without a car. This community design allows residents to choose active transportation as a practical alternative to driving.

This could have benefits for:

- Reduced congestion
- Better community health
- Improved environmental sustainability

Commute Mode Share (2024)

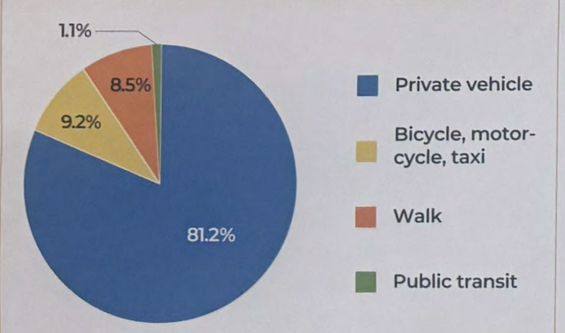


Source: American Community Survey, 2024

This pie chart illustrates the commuting habits of Los Altos residents in 2024.

- Most residents drive to work alone
- Nearly 40% work from home, a notable increase since the pandemi
- Less than 10% walk, bike or use transit

Non-Commute Mode Share (2020-2024)



Source: National Household Travel Survey, 2022

Based on a national survey of non-work travel habits:

- Private vehicles are the dominant mode of transport
- Americans generally walk 9% of the time
- Less then 1% take transit for non-work trips

Existing and Planned Bicycle Network



People who work from home are more likely to drive to — Shopping — need easy access

No Trees — Do NOT do to Los Altos what has been done to El Camino

Need shuttles like our neighboring cities

No bollards on San Antonio Road

We have alternative bike routes for bike + pedestrians

Where is VTA access?

too many pedestrian gaps

Where can students park when [illegible]

not enough parking @ school → conflict w/ residents & students / students meets

Los Altos has issues w/ parking, safety for all modes

If we have a great network of public transit. More people will use it! We need better public transit

Parking @ Foothill to bypass cars to go to Foothill Expy [illegible]

need more public transit

Would service public transit if it was available between North Los Altos & North Los Altos

3B. How do you get around Los Altos?

Every day, we make choices about how to get to work, school, or to see friends and family. How we choose to get around makes a difference for our health and quality of life.

Add a dot to indicate your mode choice for each destination.

Multiple answers are possible.

	Drive	Walk	Bicycle	Rideshare *(Uber/lyft/ waymo)*	Bus	Other *(scooter, carpool, etc.)*
WORK						
SCHOOL						
CHURCH						
LEISURE						
SHOPPING						

long walk to downtown (2 miles)

love separated bike lanes (good for kids

like to ebike for work

3C. What would encourage you to bike or walk more?

Sidewalks break-up the "Rural nature of neighborhoods". Side walks should be used only when necessary.

direct walking routes / reduce barriers

more nature / hiking trails

would like to see more safe ways to bike to school for my kids

Rank each option on a scale of 1-5 (1 = least effective; 5 = most effective).

Place dots in spaces to mark the ranking you believe each option should receive. Add a sticky note at the bottom of the board with an explanation of your answer.

WALKING

Sidewalks or walking paths
(Wider sidewalks? Sidewalks on some neighborhood streets? Improved sidewalk conditions?)

1 2 3 4 5

Pedestrian amenities
(Benches, water bottle refilling stations, shade trees, greenery, etc)

1 2 3 4 5

Wayfinding and signage
(Maps and signs that show walking distances/times to landmarks)

1 2 3 4 5

Pedestrian-scaled lighting

1 3 4 5

Themed walking loops
(Creating loops centered on a theme like a "History Walk" or "Public Art Walk")

1 3 4 5

BIKING

More bike lanes to key destinations

3 4

Improved wayfinding and bike route signage

2 3 4

Traffic calming measures
(e.g., speed humps, traffic circles, directional signage)

1 2 3 4

Improved lighting for evening and nighttime cycling

1 3 4 5

More bike parking and secure/covered storage at key destinations

2 3 4

City needs to better understand which intersections are unsafe

routes to school are very dangerous for kids riding

need connected bike facilities for people to get near downtown w/ kids, not safe for my kids to go out on their own

public transit is inconvenient (far away, infrequent)

common areas / rec areas have needs - lights, needs - comm areas need bike / ped infrastructure

has attic could be good for cycling ⇒ need bike infrastructure, traffic calming

shops / storefronts make places feel unsafe to walk

Operate city-run (free) trams at designated stops 7 days per week 8–5pm

Bikes can already take granger and side lanes / friendly are to avenue / foothill expressway. Not interested in adding bike paths from [illegible]

signage difficult [illegible]

Edith [illegible] traffic calming multi-use improvements

design bike infrastructure to be as important as car infrastructure

driver awareness to cyclists

conflicts between peds + cars

narrow sidewalks in some areas

sidewalk repairs OK b/c bike streets have benefits (don't need to navigate around trees)

safety enforcement (driving) especially along bike routes & near schools

Paving bike lanes on foothill to smooth out tree root bumps

proper bike lanes needed on the road

sidewalk maintenance concern. use. drink. unit to many trees. Mature trees

Shade trees - [illegible] need more

need + bike path maintenance

transit to / from downtown (not everyone can drive) more transit in general

more ped crossings + bike lanes + landscaping on streets

bike friendly [illegible]

sidewalks in disrepair which is dangerous. better maintenance needed

more scenic / bicycle routes

overpass / underpass for cycling on west side of [illegible] (bicycle) crossing 85

protected bike path to Clairemont

separated bike lanes best safer

No bollards

No LED lights

tree for [illegible] with bikes get bored

protected bike lanes on El Monte Rd added Norris canyon [illegible] all modes of [illegible]

4A. Parks and Open Spaces in Los Altos

Parks and recreational facilities make an important contribution to quality of life in the community. They provide accessible green space for exercise, recreation, and interaction with nature, while acting as gathering places that strengthen community identity and support a healthy environment.

- Los Altos offers a range of public parks throughout the city.
- The City has adopted a standard of providing 3.0 acres of parks per 1,000 residentis, but is currently not meeting the standard.
- To help bridge the gap a new Downtown Park is being planned and the 2012 Parks Master Plan identified three other City-owned properties as potential park locations.
- Other strategies for increasing parkland are:
  - Easements
  - Land gifts
  - Agreements with developers as projects are proposed.



Hetch Hetchy Right-of-Way (0.17 acres)



Village Park (0.78 acres)



Community Plaza (0.16 acres)



Lincoln Park (4.44 acres)



Shoup Park (3.95 acres)



Redwood Grove (6.12 acres)



McKenzie Park (4.30 acres)



Montclaire Park (1.10 acres)



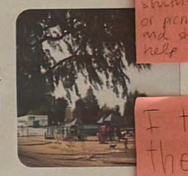
❋ shows potential park locatio
from the 2012 Parks Master Pla
Stick a pin in the map to show locatio
where you'd support new parks or
suggest other potential locations. Add
a sticky note to explain your response!

a dedicated pickleball court



Hillview Park (6.63 acres)

Hillview park is a large space, but it seems underused. It could have more amenities like a play structure, paths to walk or picnic. More trees and shade would help

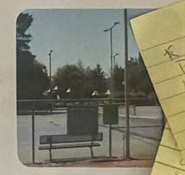


Rosita Park (5 acres)

I think they should be a park at Woodland.



Heritage Oaks Park (5.33 acres)



Marymeade Park (2.47 acres)

Park is lovely Los Altos Could be Should be bought privately We beautiful have a lot of Others



Grant Park (4.50 acres)

12 Public Parks

TARGET RATIO
3.0 ACRES per 1000 residents

vs.

CURRENT RATIO
1.4 ACRES per 1000 residents

No plastic in parks
No artificial turf & no synthetic surfaces

Maintain & improve existing parks

Add parking to Marymeade (in addition to the tennis spots, put some by playground)

Use land near main library + woodland, plus schools, to create community gardens to offer low cost produce to a city run food pantry

We would love to have one of the proposed downtown park ideas! A public gathering place with shade + play area is so important for families

Big Kids in playground

Focus on buying available lots in neighborhood to make neighborhood parks

Preserve downtown parking as is.

Need a park in North Los Altos Not downtown

Quality of parks Cupertino has nice parks like sem parks Would like to see nice ones here

Improve pavement, drainage, benches, at Montclaire Picnic and consider addtns of bathroom!

Invest in improvem at McKenzie, Shoup, Montclaire and Grant

Community pool

Redo the fields with a proper lawn It is a trip hazard w all the mounds of weeds

Woodland Library should be bigger with more options

Landscape the open space area next to Woodland Branch Library

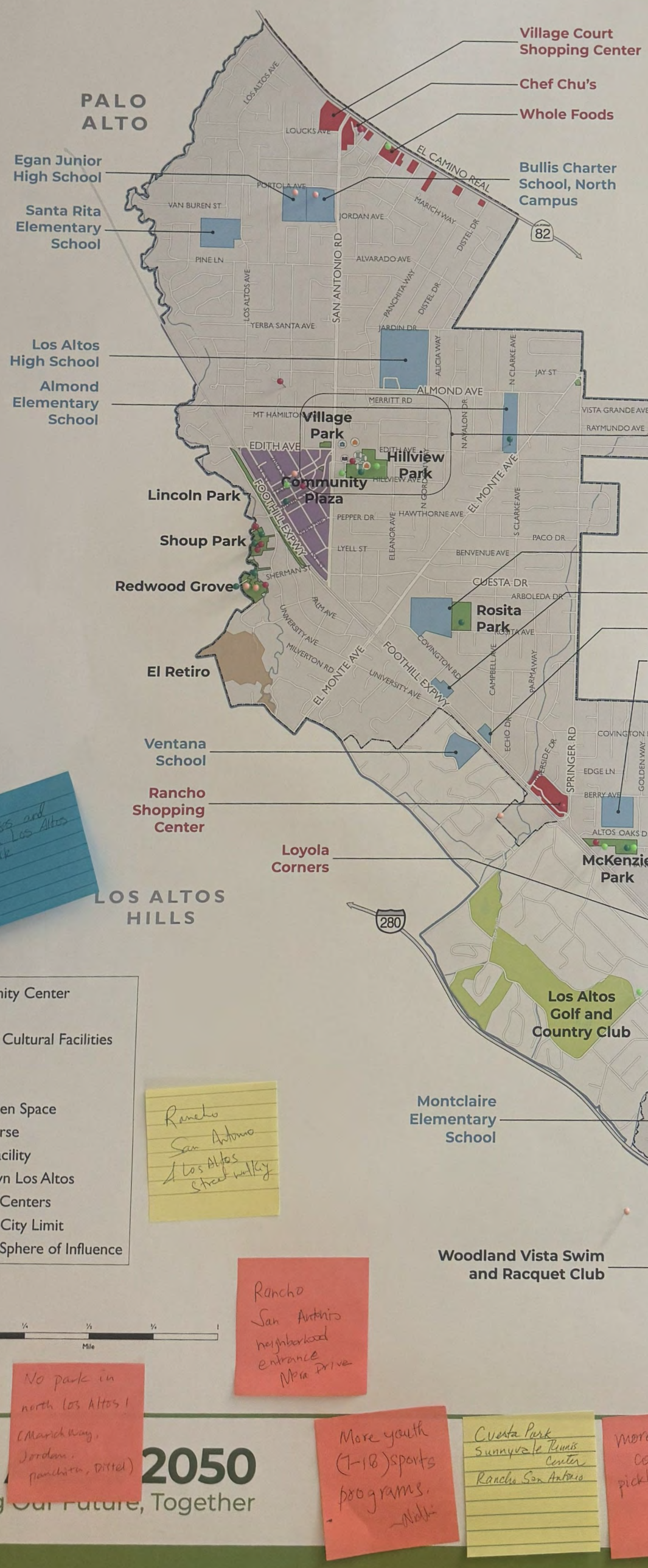
open space near Marymeade should be improved into a park

UPDATE/REDO GRANT PARK W/ PARKING

4B. Where do you spend your free time?

Vibrant gathering places help create a sense of community. Parks, public plazas, cafes, sports clubs and other places where people gather act as a core setting for informal public life, offering opportunities to connect and and promoting a sense of belonging.

Place a pin on the map to show where you like to spend your free time in Los Altos. Spend time somewhere else? **Add it on a sticky note and tell us where!**



4C. Creating Vibrant Gathering Places

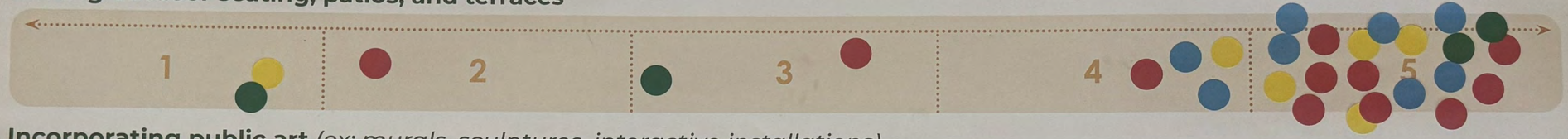
Los Altos' neighborhood shopping centers are generally located within easy access from surrounding neighborhoods, making them well suited as activity hubs and gathering places in the community.

Would you support any of the following strategies to strengthen the role of neighborhood shopping centers in community life? *Use dot stickers to rate each strategy on a scale 1-5 (1 = least effective and 5 = most effective).*

PARKS & PUBLIC SPACES



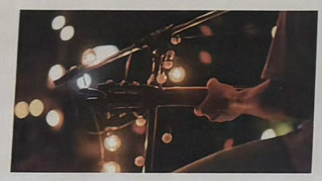
Adding outdoor seating, patios, and terraces





Incorporating public art *(ex: murals, sculptures, interactive installations)*



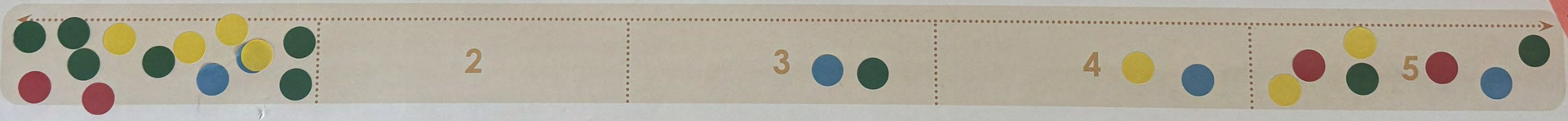


Occasional activity programming *(ex: live music, pop-up exhibitions, seasonal themed events, public performances)*



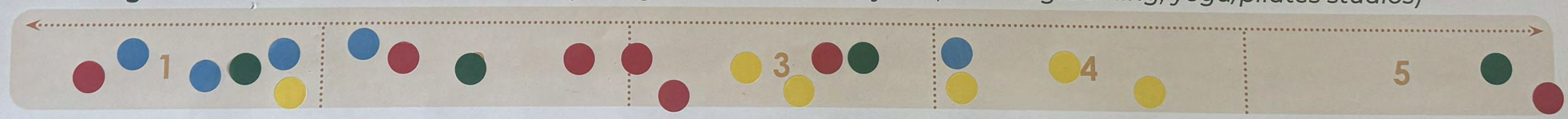


Attracting recognizable name brand stores





Attracting more service-oriented businesses *(ex: urgent care clinics, daycare, animal grooming, yoga/pilates studios)*





Incentivizing small office and co-working spaces



Don't want/don't need brand name store in downtown Los Altos

No many brand stores please! I really love how downtown has mostly small businesses and don't feel like a [redacted] cookie cutter copy/paste of so many shopping centers across the world with the same brands

We need to improve public transportation / reduce the need for parking lots. Downtown. That space that is used for parking can be used for areas where people can walk, gather enjoy art.

We need to maintain a diverse and balanced set of businesses downtown which serves the people of Los Altos such that they can do most of their errands downtown and don't need to drive elsewhere

Having Neighborhood services that give a sense of Community i.e. Loyola Corners

Boutique style of shops
Examples:
- Activity/ (some activity stores (board game PAR Strategy))
- little shops boba, [redacted] crafty bakeries pottery

Young people would like to see brand name stores

Los Altos 2050
Shaping Our Future, Together

CITY OF LOS ALTOS · CALIFORNIA · INCORPORATED DECEMBER 1, 1952 ·

5A. What are Focus Areas?

What are Focus Areas?

Focus Areas are locations in Los Altos where significant physical change is most likely to occur over the next 10–20 years. Planning efforts will focus on these areas to establish the character and mix of uses the community prefers for each. Then the Plan will be updated to better achieve that vision.

How were the Focus Areas identified?

Several factors indicate how likely a property is to be redeveloped. Los Altos properties were analyzed and mapped on the basis of the factors, described below, to identify areas most likely to change.

1. **Vacant properties** that could be developed.
2. **Underutilized properties**, where the land is worth more than the buildings and structures on it, such as properties with older buildings and large surface parking lots, giving property owners an incentive to redevelop with uses that command higher rents or sales prices.
3. **Pending projects** - sites where development is proposed but not yet constructed.
4. **Development constraints** - the presence/absence of natural or humanmade hazards.

Properties with these characteristics were mapped and evaluated to identify clusters with the strongest potential for change while avoiding areas with environmental constraints.

Focus Areas



Tier 1: Vacant Sites outside environmental constraints; Low AV Ratio and Low FAR (both) sites outside environmental constraints
Tier 2: Low AV Ratio or Low FAR (any) sites outside environmental constraints
Tier 3: Medium AV Ratio and Medium FAR (both) outside environmental constraints
Tier 4: Medium AV Ratio or Medium FAR (any) outside environmental constraints
Tier 5: Remaining Vacant or underutilized sites with environmental constraints

1. El Camino Real

2. Downtown Los Altos

3. Loyola Corners Area

4. Lucky's Center

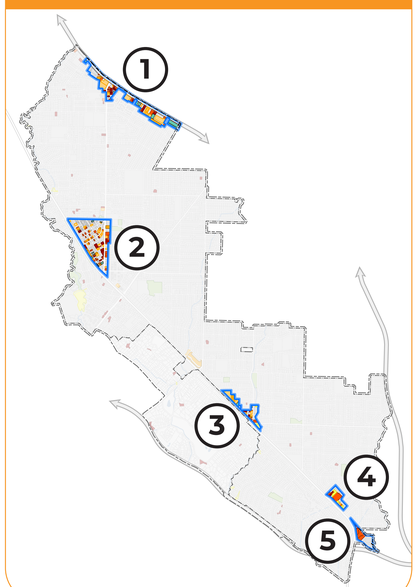
5. Foothill Crossing

5B. Potential Focus Areas

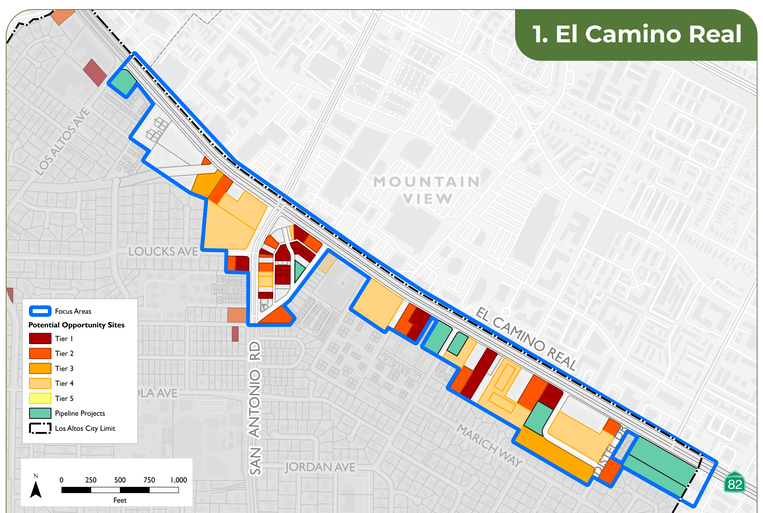
SHARE YOUR IDEAS

Fill out a comment card to share your ideas for what these areas should look like in 2050.

Key Map

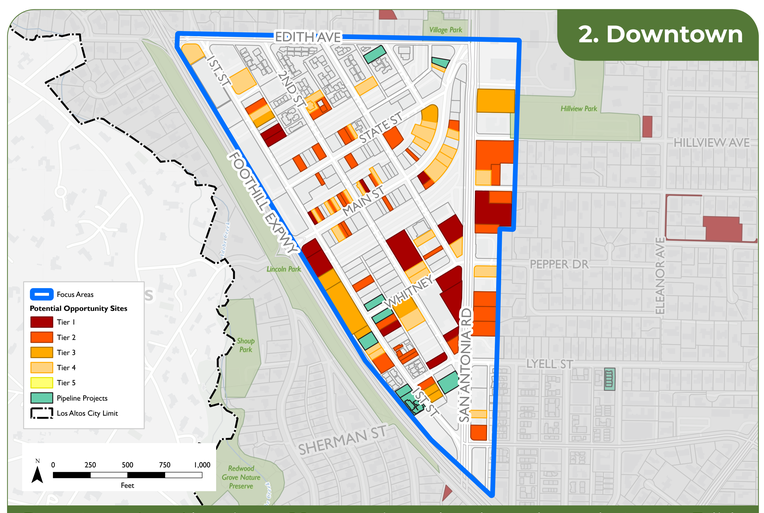


1. El Camino Real



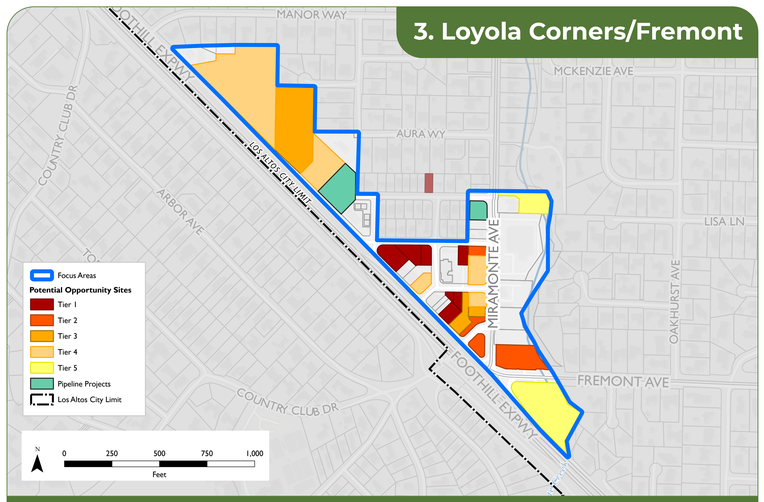
Located along El Camino Real between Los Altos Avenue and Casita Way, the corridor is well-served by public transit. Existing uses includes a mix of commercial, office, multifamily residential and restaurant uses. There is one vacant parcel along the corridor, along with various underutilized parcels and notable office vacancies.

2. Downtown



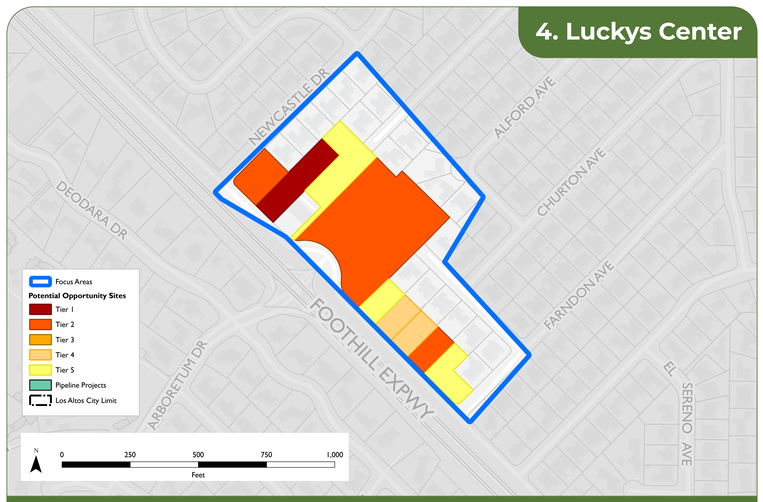
Downtown Los Altos is an 89-acre triangular-shaped area between Edith Avenue, Foothill Expressway, and San Antonio Road in the northern part of the city. Existing uses are primarily retail, restaurant and daily service, while office uses are concentrated in the south and along San Antonio Road. The northern part of the area features a range of single-family and multifamily residential uses. There are several underutilized properties in the south along Whitner and San Antonio.

3. Loyola Corners/Fremont



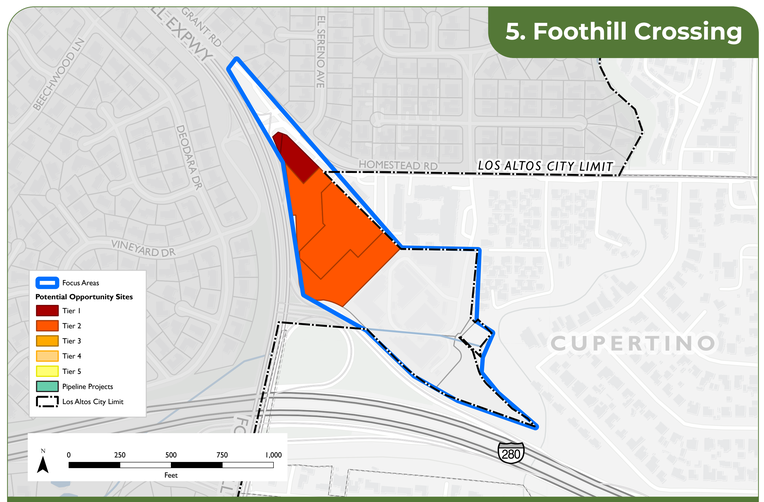
This area features the Loyola Corners shopping center and some other commercial/office properties along Fremont Avenue/Foothill Expressway. Existing development within the area includes a range of commercial and office uses, as well as a new senior housing complex and service station. The area is surrounded by residential neighborhoods within walking distance. This area features several older, underused properties.

4. Luckys Center



Small (15-acre) commercial area in the southern part of the city along Grant Road between Newcastle Drive and Farndon Avenue within walking distance from surrounding neighborhoods. Anchored by Luckys Supermarket, the area features businesses, like a nail salon, dry cleaners, and some professional offices. Underutilized properties and surface parking lots may present opportunities for redevelopment to serve the community.

5. Foothill Crossing



Older shopping center at the southern gateway into Los Altos with good access from the Interstate 280, anchored by Trader Joes and Ace Hardware. Surrounding uses include single family neighborhoods and the Springwood Apartment complex. Rite Aid recently closed, creating a vacancy.

Appendix B
Focus Area Comment Cards

5. Focus Areas

Focus Area: 4

What's your vision for the future of this area?

Is this a good location for housing, jobs, retail/restaurants, or recreation/open space? What other improvements or amenities should go here (eg. bike lanes, new parks, etc.)?

I LIVE NEAR LUCKYS + WOULD BE SAD TO SEE THE SHOPPING CENTER TORN DOWN FOR HOUSING + INCREASED TRAFFIC + LOSS OF A SENSE OF COMMUNITY AS WELL AS THE LOSS OF ~~THE~~ THE SMALL BUSINESSES THERE LIKE THE AUTO-REPAIR SHOP

5. Focus Areas

Focus Area: 2

What's your vision for the future of this area?

Is this a good location for housing, jobs, retail/restaurants, or recreation/open space? What other improvements or amenities should go here (eg. bike lanes, new parks, etc.)?

Let's create parking garages along San Antonio and Foothill and let's reuse the large amount of space tha downtown devotes to inefficient parking solutions for things that increase the value of downtown and improves the lifes of the people who live nearby. Pedestrian only streets, nice large plazas to gather and socialize. Theaters, museums things that would attract people other than restaurants and shops

5. Focus Areas

Focus Area: 5

What's your vision for the future of this area?

Is this a good location for housing, jobs, retail/restaurants, or recreation/open space? What other improvements or amenities should go here (eg. bike lanes, new parks, etc.)?

Poor traffic flow and visibility in this area.
Mix of cars going in/out of shopping center, lots of kids on bikes commuting to school, pedestrians.
In the morning, there is direct sunlight in drivers eyes on Homestead.

Sit in front of Peets coffee for 1 hour and you will witness multiple close incidents.

5. Focus Areas

Focus Area: 2

What's your vision for the future of this area?

Is this a good location for housing, jobs, retail/restaurants, or recreation/open space? What other improvements or amenities should go here (eg. bike lanes, new parks, etc.)?

I HOPE LOS ALTOS LEAVES DOWNTOWN
ALONE - ITS WONDERFUL THE WAY IT IS!
I'D HATE TO SEE IT LOSE ITS PARKING
~~LOST~~ LOTS, A THEATER WHERE YOU'D HAVE
TO PARK UNDERGROUND, ETC.
LOS ALTOS DOWNTOWN IS WONDERFUL
& CHARMING & VIBRANT AS IT IS.
THANK YOU FOR SAVING
DOWNTOWN!

5. Focus Areas

Focus Area: ____

What's your vision for the future of this area?

Is this a good location for housing, jobs, retail/restaurants, or recreation/open space? What other improvements or amenities should go here (eg. bike lanes, new parks, etc.)?

More parking on Main Street

5. Focus Areas

Focus Area: 3, 4 & 5

What's your vision for the future of this area?

Is this a good location for housing, jobs, retail/restaurants, or recreation/open space? What other improvements or amenities should go here (eg. bike lanes, new parks, etc.)?

Make an intensive effort to engage the immediate neighborhoods.

5. Focus Areas

Focus Area: All

What's your vision for the future of this area?

Is this a good location for housing, jobs, retail/restaurants, or recreation/open space? What other improvements or amenities should go here (eg. bike lanes, new parks, etc.)?

Increasing Dense Housing is okay BUT only if you insist on Adequate Parking for all the new Residents. Ruining the neighborhood by increasing CAR parked on Residential Streets should be Avoided.

Also understand that Development will Mostly Benefit Real Estate Industrial complex, Not really Lower Housing cost in the Long Run

5. Focus Areas

Focus Area: 1) community facilities 2) New development.

What's your vision for the future of this area?

Is this a good location for housing, jobs, retail/restaurants, or recreation/open space? What other improvements or amenities should go here (eg. bike lanes, new parks, etc.)?

(I) I would like the city to invest in facilities / programe for youth development / community engagement-
1) community sports centre 2) Swim pool 3) upgrade of equipments in existing parks 4) Environment conservation programs.

I am very much against using Lucky space for residential buildings. It needs to be utilized for (I). most developments happen in North Los Altos.

(II) Retain Residential character of Los Altos community.

5. Focus Areas

Focus Area: 4

What's your vision for the future of this area?

Is this a good location for housing, jobs, retail/restaurants, or recreation/open space? What other improvements or amenities should go here (eg. bike lanes, new parks, etc.)?

- Continue to have a grocery store & services like ~~Handy~~ car repair
- Whole area could be redone to add ~~flats~~ multistory housing & improve dated structures

5. Focus Areas

Focus Area: 3

What's your vision for the future of this area?

Is this a good location for housing, jobs, retail/restaurants, or recreation/open space? What other improvements or amenities should go here (eg. bike lanes, new parks, etc.)?

- Create biking and walking access to area (contiguous sidewalks)
- their is a blind area from Granger to Loyola Corners that is not city property that is dangerous to navigate as a pedestrian or bike - Could formalize a sidewalk and indicate shared biking on pavement
- potential higher density housing, family restaurant, expanded medical offices
- potential for sidewalks along Fremont from Miramonte to Grant to connect to ~~Grant park~~ then Mary Meade Park
- potential sidewalks from St. Simon to Miramonte to provide strolling, pedestrian access to ~~Grant~~ Marymeadde Park

5. Focus Areas

Focus Area: 1

What's your vision for the future of this area?

Is this a good location for housing, jobs, retail/restaurants, or recreation/open space? What other improvements or amenities should go here (eg. bike lanes, new parks, etc.)?

- Continue to improve buildings & transit on El Camino
- Higher density housing w/ barriers shielding neighbors
-

5. Focus Areas

Focus Area: 2

What's your vision for the future of this area?

Is this a good location for housing, jobs, retail/restaurants, or recreation/open space? What other improvements or amenities should go here (eg. bike lanes, new parks, etc.)?

- Support adequate parking. At one point Los Altos intended to build a garage @ Fourth and First and then sold the land. Several other towns built the infrastructure first to support a thriving/revitalized downtown (e.g. Campbell, Los Gatos, Mountain View.
- Encourage shops & restaurants at a variety of price points.
- No new theater. The immediate area has plenty of cultural options. We do not need to reinvent the wheel. Continue festivals & First Fridays and community building like the Pet & Winter parades.
- No new parks in town. Lincoln Park, D'Shoup & Redwood Grove service the area.
- Develop commuter safety so that bicycles are not on the city sidewalks.

5. Focus Areas

Focus Area: ____

What's your vision for the future of this area?

Is this a good location for housing, jobs, retail/restaurants, or recreation/open space? What other improvements or amenities should go here (eg. bike lanes, new parks, etc.)?

Too Many Pop Ups on Main Street!

5. Focus Areas

Focus Area: ____

What's your vision for the future of this area?

Is this a good location for housing, jobs, retail/restaurants, or recreation/open space? What other improvements or amenities should go here (eg. bike lanes, new parks, etc.)?

Keep local shopping (Luckeys, Foothill Xing) as is for S. Los Altos residents.

Eliminate downtown 'Pop outs' and keep parking areas adjacent to shopping in their present configuration — No parking structures or parks

5. Focus Areas

Focus Area: 2 (downtown)

What's your vision for the future of this area?

Is this a good location for housing, jobs, retail/restaurants, or recreation/open space? What other improvements or amenities should go here (eg. bike lanes, new parks, etc.)?

more variety of businesses, including for teens

more job opportunities for teens,

more shade everywhere

more senior-friendly housing

5. Focus Areas

Focus Area: 5

What's your vision for the future of this area?

Is this a good location for housing, jobs, retail/restaurants, or recreation/open space? What other improvements or amenities should go here (eg. bike lanes, new parks, etc.)?

Better flow for cars entering parking lot

5. Focus Areas

Focus Area: 3

What's your vision for the future of this area?

Is this a good location for housing, jobs, retail/restaurants, or recreation/open space? What other improvements or amenities should go here (eg. bike lanes, new parks, etc.)?

more retail, possible new parks

5. Focus Areas

Focus Area: 3

What's your vision for the future of this area?

Is this a good location for housing, jobs, retail/restaurants, or recreation/open space? What other improvements or amenities should go here (eg. bike lanes, new parks, etc.)?

Loyola Corner is a promising opportunity for radical redevelopment, including consideration of traffic patterns due to some odd existing roads, intersections. This is a school route as well. Please step back and imagine a mix of housing, Commercial and infrastructure improvement to make this a vibrant mini-downtown.

5. Focus Areas

Focus Area: 4

What's your vision for the future of this area?

Is this a good location for housing, jobs, retail/restaurants, or recreation/open space? What other improvements or amenities should go here (eg. bike lanes, new parks, etc.)?

more stores ; possible park

5. Focus Areas

Focus Area: 5

What's your vision for the future of this area?

Is this a good location for housing, jobs, retail/restaurants, or recreation/open space? What other improvements or amenities should go here (eg. bike lanes, new parks, etc.)?

- would love to get more coffee shops (coupa cafe)
- need a Walgreens / CVS

5. Focus Areas

Focus Area: 4

What's your vision for the future of this area?

Is this a good location for housing, jobs, retail/restaurants, or recreation/open space? What other improvements or amenities should go here (eg. bike lanes, new parks, etc.)?

services / spaces to bring community together — fitness center, yoga / pilates studio, little gym for kids, arts, play area for kids
areas to gather — cafes

5. Focus Areas

Focus Area: 3-5

What's your vision for the future of this area?

Is this a good location for housing, jobs, retail/restaurants, or recreation/open space? What other improvements or amenities should go here (eg. bike lanes, new parks, etc.)?

I don't support large new commercial / housing projects here, but bring in businesses to use existing structures!
I like the "breathing room" that walkable complexes and parking lots create, and dont want high-rises blocking out sun (like what has happened in downtown along Foothill :)

5. Focus Areas

Focus Area: 4+5

What's your vision for the future of this area?

Is this a good location for housing, jobs, retail/restaurants, or recreation/open space? What other improvements or amenities should go here (eg. bike lanes, new parks, etc.)?

Housing would bring more unwanted street congestion.

Foothill Crossing needs more friendly shopping for this end of LOS ALTOS

5. Focus Areas

Focus Area: ____

What's your vision for the future of this area?

Is this a good location for housing, jobs, retail/restaurants, or recreation/open space? What other improvements or amenities should go here (eg. bike lanes, new parks, etc.)?

I would love to have easier codes for people with properties on corner lots or flag lots to utilize their property as they want. There are stricter setback requirements to these homowners which is not fair specially if the city wants to encourage more housing / fair housing. Please modify the codes. Some of them are just outdated and don't make sense anymore. THANKS !!

5. Focus Areas

Focus Area: ____

What's your vision for the future of this area?

Is this a good location for housing, jobs, retail/restaurants, or recreation/open space? What other improvements or amenities should go here (eg. bike lanes, new parks, etc.)?

Parks are always a good idea for people to hang out in a nice surrounding or kids to play while running errands. Restaurants should be added to them to again make it more derivable to go for retail while you can also eat and play.

5. Focus Areas

Focus Area: 4

What's your vision for the future of this area?

Is this a good location for housing, jobs, retail/restaurants, or recreation/open space? What other improvements or amenities should go here (eg. bike lanes, new parks, etc.)?

Redevelop Lucky's space into some affordable housing, grocery shops with underground parking. Outdoor spaces for cafes + community events.

5. Focus Areas

Focus Area: ~~#~~ 4 (Ludlys)

What's your vision for the future of this area?

Is this a good location for housing, jobs, retail/restaurants, or recreation/open space? What other improvements or amenities should go here (eg. bike lanes, new parks, etc.)?

Leave it as is, and attract new businesses to serve the community. No park, no new housing.

5. Focus Areas

Focus Area: Not listed

What's your vision for the future of this area?

Is this a good location for housing, jobs, retail/restaurants, or recreation/open space? What other improvements or amenities should go here (eg. bike lanes, new parks, etc.)?

replant fruit + olive trees down the median on Foothill Expressway for a Los Altos-run food bank

and/or put a small trolley down Foothill Expy between 280 - Main Street to encourage people to take public trans to/from downtown.

5. Focus Areas

Focus Area: 1

What's your vision for the future of this area?

Is this a good location for housing, jobs, retail/restaurants, or recreation/open space? What other improvements or amenities should go here (eg. bike lanes, new parks, etc.)?

El Camino Real should be created as a balanced area, not a dump yard for all cluttered high density buildings or offices!

As a balances community in El Camino Real. it ~~[illegible]~~ needs:

gather areas (parks, green belts, lawns, courtyards) among high-rises;

activity spaces (art gallery, festival street / farmers market, theater);

interesting commercials (game rooms, unique/local charactered boba, bakery, icecreams), potentially with outdoor seatings, reducing the felt density;

green spaces that minizes noise and concrete feels of density;

Make El Camino Belt Inviting for Los Altos!

5. Focus Areas

Focus Area: 5

What's your vision for the future of this area?

Is this a good location for housing, jobs, retail/restaurants, or recreation/open space? What other improvements or amenities should go here (eg. bike lanes, new parks, etc.)?

Add a pharmacy, smaller PAMF urgent care, keep the grocery stores.

5. Focus Areas

Focus Area: 4

What's your vision for the future of this area?

Is this a good location for housing, jobs, retail/restaurants, or recreation/open space? What other improvements or amenities should go here (eg. bike lanes, new parks, etc.)?

I think the main attraction has been the Lucky super market, so maybe the city could develop facilities around it. I also think the parking spaces right of Lucky's has potential for a three sided plaza with seats in the middle for dining. Service related stores don't attract much constant customers so the city should implement more food related facilities.

5. Focus Areas

Focus Area: All areas

What's your vision for the future of this area?

Is this a good location for housing, jobs, retail/restaurants, or recreation/open space? What other improvements or amenities should go here (eg. bike lanes, new parks, etc.)?

Please consider architectural design so Alton maintains its charm and does not look like a bland suburb

5. Focus Areas

Focus Area: 4

What's your vision for the future of this area?

Is this a good location for housing, jobs, retail/restaurants, or recreation/open space? What other improvements or amenities should go here (eg. bike lanes, new parks, etc.)?

Grocery, [redacted] restaurant / cafe (casual), green space

5. Focus Areas

Focus Area: 4

What's your vision for the future of this area?

Is this a good location for housing, jobs, retail/restaurants, or recreation/open space? What other improvements or amenities should go here (eg. bike lanes, new parks, etc.)?

not a good location for housing. or apartments.

It would be better to make it into a green patch to help restore the green fuel which is missing.

5. Focus Areas

Focus Area: 1

What's your vision for the future of this area?

Is this a good location for housing, jobs, retail/restaurants, or recreation/open space? What other improvements or amenities should go here (eg. bike lanes, new parks, etc.)?

El Camino Real Development

- How will El Camino & the nearby neighborhood streets support the extra traffic??
- I have a strong concern about pedestrian & cycling safety in the neighborhood
Note that Jordan & March are cut through streets

One suggestion for housing developments - require on-site parking for all residents

5. Focus Areas

Focus Area: 4

What's your vision for the future of this area?

Is this a good location for housing, jobs, retail/restaurants, or recreation/open space? What other improvements or amenities should go here (eg. bike lanes, new parks, etc.)?

Grant Park's path is bumpy and doesn't go all the way around.

Designated dog park with bike track circling park for kids to ride bikes. Maybe a skate-board park for teens in area to hang out at. Teens in South Los Altos have no area to hang out at. Maybe a community garden where ~~volunteers~~ volunteers can run classes, grow food for food banks, do vegetable / fruit share days for neighbors who have an abundance of produce they are growing.

5. Focus Areas

Focus Area: Downtown 2

What's your vision for the future of this area?

Is this a good location for housing, jobs, retail/restaurants, or recreation/open space? What other improvements or amenities should go here (eg. bike lanes, new parks, etc.)?

Improved mobility: improved bike and pedestrian paths safer bike lanes. Improved public transportation network of green buses that help people go downtown to do their business without having to drive. We need people downtown ~~for~~ to preserve thriving downtown businesses, but we do not need to sacrifice ~~the~~ so much space for parking. We need a gathering space that reflects the character of Los Altos, veterans plaza is not enough.

5. Focus Areas

Focus Area: 5

What's your vision for the future of this area?

Is this a good location for housing, jobs, retail/restaurants, or recreation/open space? What other improvements or amenities should go here (eg. bike lanes, new parks, etc.)?

Similar amenities, better parking layout,
↳ coffee, services, restaurants (takeout + sit down),
Trader Joes, produce market, pharmacy,
outdoor green space / outdoor tables
Better pedestrian crossings (poor visibility in
the morning on Homestead w/ direct sun)

5. Focus Areas

Focus Area: ____

What's your vision for the future of this are

Is this a good location for housing, jobs, retail/restaurants, or
amenities should go here (eg. bike lanes, new parks, etc.)?

Challenges with traffic flow at Fremont Crossing & Loyola Corners

Can we do more with in-fill for affordable housing?

5. Focus Areas

Focus Area: 5

What's your vision for the future of this area?

Is this a good location for housing, jobs, retail/restaurants, or recreation/open space? What other improvements or amenities should go here (eg. bike lanes, new parks, etc.)?

Foothill CROSSING TRAFFIC ACCIDENTS - CARS & BIKES
CLOSE GRANT RD ENTERING HOMESTEAD RD.

CONFUSION AT ~~REET~~ DEETS ENTERING / EXIT
TRAFFIC ENTERING FROM FOOTHILL EXPWY.

TOO MANY ACCIDENTS, UNSAFE for Kids Biking
to SCHOOL

5. Focus Areas

Focus Area: ____

What's your vision for the future of this area?

Is this a good location for housing, jobs, retail/restaurants, or recreation/open space? What other improvements or amenities should go here (eg. bike lanes, new parks, etc.)?

Please preserve the existing surface parking in Los Altos downtown, it is one of the city's major asset that distinguishes Los Altos from other downtowns. The current parking areas with their Chinese Pistache trees is very much like a park already and is heavily used.

5. Focus Areas

Focus Area: ___

What's your vision for the future of this area?

Is this a good location for housing, jobs, retail/restaurants, or recreation/open space? What other improvements or amenities should go here (eg. bike lanes, new parks, etc.)?

Focus 4+5 very unhelpful
all lots are underutilized - yes you
can make more revenue but that cannot
be the total focus. Be transparent. Listen
to the residents.

Community Survey Report

Los Altos General Plan Update Community Survey Report

May 2026

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Executive Summary

This report summarizes the results of a citywide online survey highlighting community priorities on how Los Altos should evolve over the next two decades, conducted as part of the visioning phase (Phase 1) outreach for the Los Altos General Plan Update (GPU). This community survey is one of many opportunities for people who live, work, and go to school in Los Altos to provide feedback and share their ideas. Other engagement strategies conducted include a community open house, pop-ups at community events, stakeholder focus groups, and presentations at public hearings. A complete list of community engagement activities to support Phase 1 of the GPU can be found here.

The survey ran from February 18, 2026, to May 10, 2026, and received input from **660 respondents,** including three in Traditional and Simplified Chinese, and two in paper format received as part of targeted outreach to senior communities. Feedback from respondents will help inform the Community Vision and Guiding Principles, an important first step for long-range planning, setting the tone for the General Plan by identifying key themes and priorities. They are broad, aspirational statements that describe a shared image of the kind of place that Los Altos residents would like their city to be in the future. These principles will then guide the development of specific, detailed language of goals and policies as part of the Los Altos GPU.

Below is a list of key findings from the survey results:

- **Demographics.** Respondents primarily self-identified as being from almost every neighborhood in Los Altos, although majority were from North Los Altos and were long-time residents of more than 15 years. Respondents' gender and age closely paralleled citywide population, except that population below 30 years was underrepresented and population between 45 and 64 years of age was slightly overrepresented. Majority of respondents identified as White/Caucasian followed by Asian.
- **Best Things about Los Altos.** Survey participants most value Los Altos' distinctive small-town character, with many highlighting its quiet atmosphere, charming neighborhoods, mature tree canopy, abundant parks, and proximity to nature. Respondents also noted convenient access to neighboring communities like Mountain View, San Jose, and San Francisco, and regional transportation networks like Caltrain. Los Altos' friendly, diverse, and family-focused was a key theme amongst responses. They also shared appreciation for the city's schools, Los Altos Library, and other community facilities that support the community. Downtown Los Altos was widely appreciated as a walkable and active community hub, valued for its local shops, restaurants, events, and gathering spaces. Some respondents also identified sustainability efforts, dog-friendly amenities, and the city's high quality of life as additional strengths.
- **Areas for Improvements.** When asked what is the one thing that should be done to improve Los Altos, majority of respondents' top priority for Los Altos was preserving its small-town character, including its quiet neighborhoods, tree-lined streets, historic identity, and low-density development. Many also expressed interest in strengthening community connections through inclusive spaces, events, and expanded recreational facilities. Respondents supported a vibrant

downtown with more local businesses, restaurants, and gathering spaces, while emphasizing the need to retain adequate parking and protect the area's village character. Additional priorities included maintaining existing parks and public facilities, expanding housing options for essential workers and younger families, and ensuring future growth remains compatible with the city's established character.

- **Top Priorities.** Survey responses suggest that the highest priorities for Los Altos are "maintaining the city's small-town feel as the city evolves", followed by "strengthening downtown vitality", and "fostering neighborhood gathering places". The lowest-ranked priorities included "reducing the community's carbon footprint", "expanding parks and open spaces", and "increasing activities or facilities for youth and teens", with many respondents indicating a preference for improving existing parks/ facilities rather than creating new ones. However, an analysis based on age groups suggests that respondents aged 30 years or younger placed greater emphasis on housing diversity and sustainability, while showing less interest in aging-related services compared with the broader, "older" respondent group. Additional priorities identified through comments included maintaining public safety services and infrastructure, increasing parking, and improving transportation options, particularly for seniors.
- **Mobility Priorities.** Of the seven proposed mobility priorities, "roadway and intersection safety" was the highest priority amongst survey respondents, followed by "making biking safer and more accessible" and "expanding safe routes to schools". Open-ended responses reinforced these themes, with frequent requests for better crossings, expanded bike infrastructure, and stronger traffic calming and enforcement. The lowest-ranked priorities were "expanding autonomous vehicle access", "micro-transit or shuttles", and "ensuring additional downtown parking", with comments reflecting mixed opinions on these topics. While some respondents supported new mobility options and more parking, others preferred shifting focus toward pedestrian improvements, community spaces, and maintaining existing travel patterns with only minor infrastructure upgrades like road resurfacing.
- **City Investment Priorities.** Overall, respondents expressed support for all eight City investment projects/ programs, ranking "parks and recreational facilities/ programming" as the highest priority, followed by "storm drainage improvements" and pedestrian-scaled streetlights. "Affordable housing on City-owned properties" ranked the lowest, reflecting divided opinions, while "downtown arts/culture" and "new technology for City services" also received comparatively lower support. Demographic trends suggest that survey results skew towards older residents (aged 45 years and above); younger respondents (30 years and under) placed greater importance on sustainability programs, while newer residents (five years or less) prioritized technology improvements for traffic flow more strongly than long-time residents.
- **Other.** Respondents were also asked to list any other topics or issues not covered by the survey that should be prioritized in the GPU. Majority emphasized preserving key aspects of Los Altos, particularly surface parking in downtown, existing public facilities and city-owned properties, and the city's tree canopy and natural assets. Respondents also highlighted interest in directing redevelopment to areas outside downtown—such as Loyola Corners, Foothill Crossing, and San Antonio Road —while others called for stronger community engagement and district-level input to better reflect resident priorities in future planning decisions
- **Future GPU Participation Preferences.** More than 540 survey respondents identified preferred meeting times for future GPU workshops and events. Most participants preferred weekday evenings from 6pm to 8pm, followed by Saturday afternoons (12pm to 2pm) and Saturday mornings (10am to 2pm). Some participants suggested other timings like weekday evenings (4pm

to 6pm), particularly Monday through Wednesday, Sunday afternoons, and virtual participation options such as Zoom workshops.

1 Introduction

This chapter provides the context for the Los Altos General Plan Update and the purpose of the Community Survey in line with the City's larger community engagement strategy. It also provides an evaluation of survey respondent demographics to set the context for responses received.

1.1 Planning Context

The City of Los Altos is preparing an update of its General Plan, which will serve as a blueprint for future development in the city, as well as transportation, environmental quality, conservation, and community health amongst other key topics. A General Plan is a document required by the State; it includes goals that outline the City's long-term stabilization and growth objectives, as well as policies and actions to address citywide needs and envision a more vibrant future for all residents. The City's current General Plan dates to 2002, and a comprehensive update will ensure the plan reflects community priorities and values, updates to State law, demographic and land use changes, and other current/future trends and best practices. California law requires specific topics, called "Elements," to be covered in a General Plan. These include land use, circulation, housing, environmental justice, conservation, open space, noise, and safety. The city can also include other elements if needed.

The City Council adopted the 6th Cycle Housing Element in 2023 and the first standalone Safety Element in 2025. The City of Los Altos has chosen to now comprehensively update other elements of the General Plan to guide development in the city up to 2050. Key objectives for the GPU include:

- Preserving and enhancing Los Altos' distinctive sense of place;
- Reinforcing the role of Downtown Los Altos in the life of the community;
- Facilitating infill development in strategic locations linked to market opportunities while strengthening neighborhood quality of life;
- Revitalizing older commercial centers with new uses to better serve the community;
- Promoting environmental sustainability throughout the community and integrating best practices into City programs and policies;
- Exploring options to enhance recreational amenities and foster community health; and
- Advancing citywide goals for multimodal mobility, roadway safety, business vitality, and housing availability.

For more information on the Los Altos GPU, please visit the project website at https://losaltosgpu.com/.

1.2 Community Engagement and Survey

The Los Altos General Plan Update is successful when it reflects the goals and values of the community. As part of Phase 1 of the planning process, known as the "visioning phase", residents, business employers and employees, and visitors of the area will be invited to give feedback and share ideas about the future and how the community should evolve over the next two decades.

The GPU process has included a variety of outreach techniques, including a community open house, pop-ups at community events, stakeholder focus groups, open-commission study sessions, and this survey.

Additionally, some of these initiatives have been designed to target specific groups like families with children, youth, and seniors to bring diverse perspectives into the planning process.

The community survey was open from February 18, 2026, to May 10, 2026, and included eight feedback questions and six demographic questions. **660 people** participated in the survey, with an average of **527 responses** and **259 comments** per feedback question and **472 responses** per demographic question. All questions were voluntary. Below is a complete list of questions on priorities and preferences provided in the survey.

1. *What do you like most about living in Los Altos?*
2. *Looking forward, what is one thing that should be done to improve Los Altos?*
3. *What do you consider to be the most important priorities for Los Altos over the next 25 years?*
4. *Tell us why you prioritized your list the way you did.*
5. *Thinking about getting around town, what are key mobility improvements you would like to see in Los Altos.*
6. *Tell us why you prioritized your list the way you did.*
7. *Indicate your level of support for City Investments.*
8. *Are there any other issues not covered in this survey that you think the General Plan should prioritize?*

Respondents were able to answer the survey on their own schedules, taking as much time as they would like to share feedback. The survey was also available in Spanish, Traditional Chinese and Simplified Chinese, and received **three responses** across the two Chinese formats. This indicates the need to continue incorporating translation options for Los Altos' Chinese-speaking community in future stages of the project. The survey was not a scientific survey, and therefore the conclusions and findings are not based on standards typically followed in a scientific survey including sampling and representation. However, the information can serve as a valuable reference for decisionmakers in evaluating priorities and issues that will inform policy development later on in the project.

The community survey was advertised to the public through a variety of platforms:

- Promotion on Project Website
- Posts on Los Altos' social media channels (Instagram, Facebook, and Nextdoor)
- Project business cards at Pop-up events
- Door-to-door mailers
- Ads in Los Altos Town Crier
- Text blasts on /Mom Parent Whatsapp groups
- General Plan Update newsletter

In addition to the online survey, hard copies (see Appendix B) were distributed to the Los Altos Senior Center as well as two assisted independent living facilities, The Terraces and BridgePoint, as part of separate outreach efforts to engage with Los Altos' senior (60 to 79 years) and super senior (80 years and above) communities. There were **two responses** received as part of this effort.

2 Survey Results

Highlights of the survey are discussed and summarized below. Survey participants were asked eight questions on priorities and seven demographic questions.

2.1 Analysis of Survey Respondent Demographics

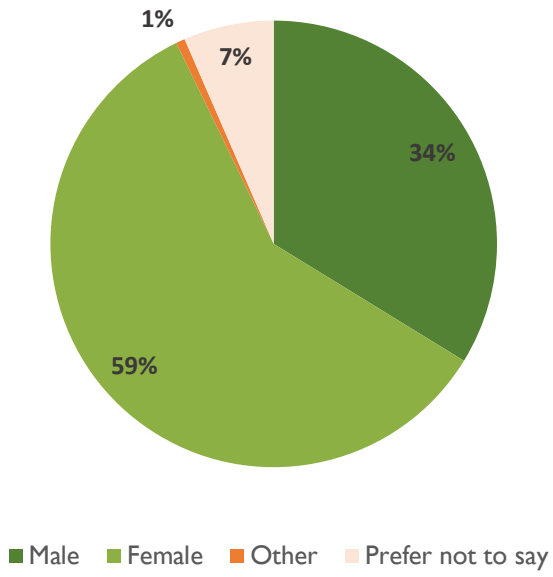
Respondents were asked a series of optional demographic questions including gender, age, race/ethnicity, and location/ duration of residency towards the end of the survey. Of the 658 total survey respondents, **472 respondents** filled out one or more of the demographics questions. This data will help determine the extent to which the Community Survey successfully reached a diverse sample of community members and will help ensure all perspectives are considered while creating a shared vision for the city.

In general, respondents self-identified as being from almost every neighborhood in Los Altos, although majority were from North Los Altos **(42 percent)** and were long-time residents of more than 15 years (**59 percent**). Respondents' gender and age closely paralleled citywide population, except that population below 30 years was underrepresented (**nine percent**) and population between 45 and 64 years of age was slightly overrepresented (**44 percent**). Majority of respondents identified as White/Caucasian (**55 percent**) followed by Asian (**16 percent**).

WHAT IS YOUR GENDER?

Respondents were first asked to provide information about their gender identity (see **Figure 1**). Of the **459 responses** collected in this question, participation was predominantly female (**59 percent**), followed by male at **34 percent**. Some survey respondents also identified as "other" (**one percent**) while **seven percent** chose to not disclose their identity.

Figure 1: Respondents by Gender



WHAT IS YOUR AGE?

Respondents were asked to provide information regarding their age, with results shown in **Figure 2A**. Of the 450 respondents who answered this question, majority (**59 percent**) were aged between 45 to 64 years old, representing a higher participation rate compared to Los Altos demographics (**31 percent**). Furthermore, there was adequate participation from people aged 30 to 44 years (**13 percent**) and 65 years and older (**35 percent**). In comparison to the citywide demographics (**Figure 2B**), Los Altos residents under the age of 30 were significantly underrepresented, with only **nine percent** of responses. These findings indicate survey responses may reflect an "older" perspective on priorities for Los Altos' future.

Figure 2-A: Respondents by Age

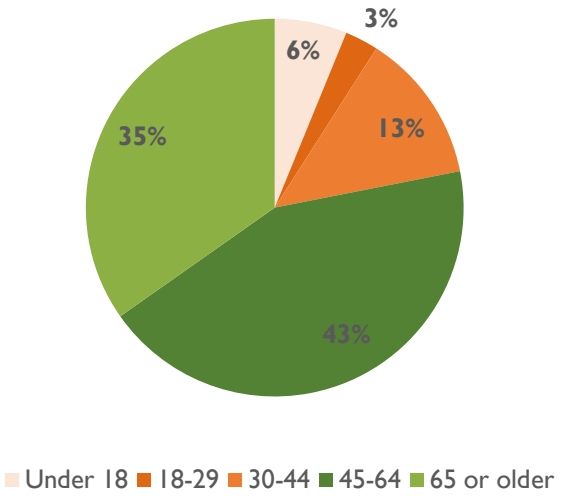
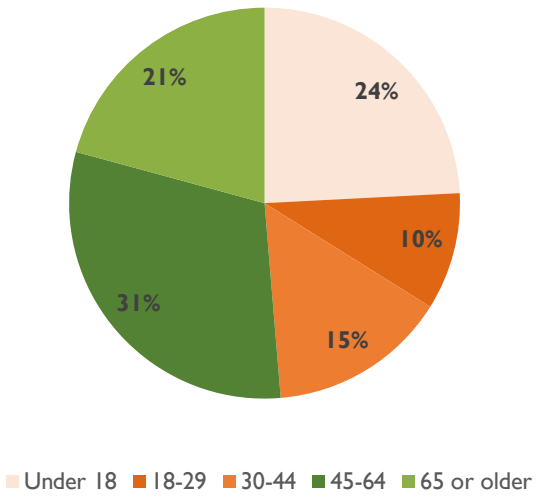


Figure 2-B: Los Altos by Age

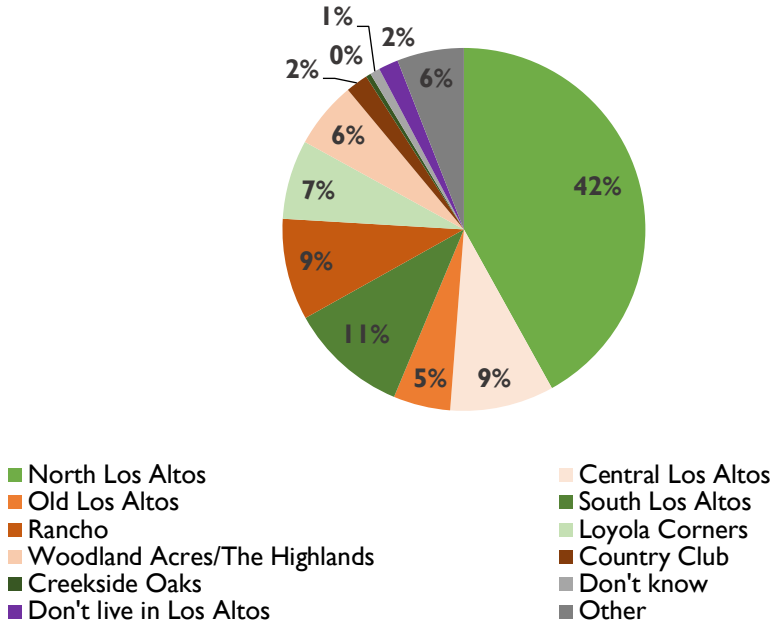


Source: U.S. Census American Community Survey 2024, 5 year estimates,

IF YOU LIVE IN LOS ALTOS, PLEASE INDICATE YOUR NEIGHBORHOOD

Residents of Los Altos were asked to indicate which neighborhood they lived in. As shown in **Figure 3**, the survey received responses from almost every neighborhood in Los Altos, except for Creekside Oaks. Participants primarily resided in North Los Altos (**42 percent** of **453 respondents**), followed by South Los Altos at **11 percent**. Representation from other neighborhoods was significantly lower, ranging from **one** to **nine percent**. Of the **eight percent** of respondents that selected "other" or "don't live in Los Altos", most resided in Downtown Los Altos and neighboring cities like Los Altos Hills and Mountain View. Based on comments received for this question, some respondents also indicated confusion between Downtown Los Altos and Old Los Altos neighborhood boundaries and suggested clarity in future outreach efforts.

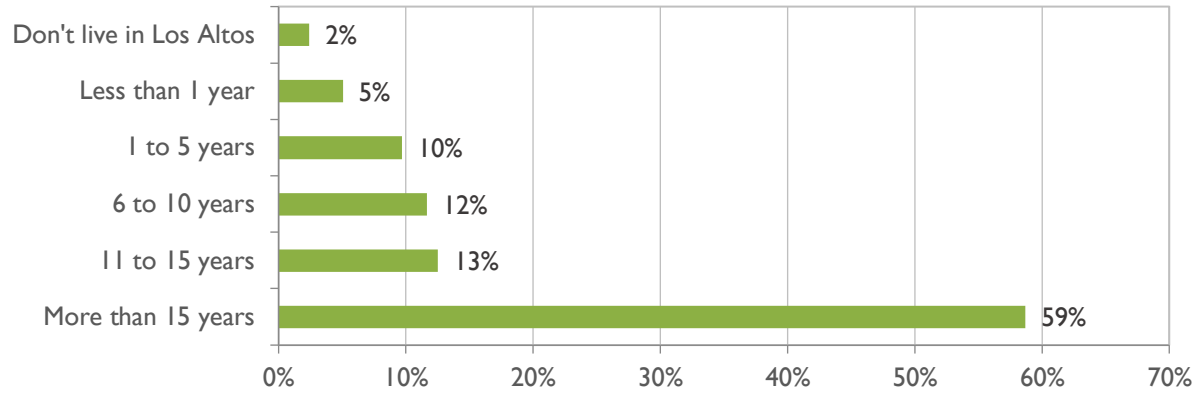
Figure 4: Respondents by Neighborhood



HOW LONG HAVE YOU LIVED IN LOS ALTOS?

Residents of Los Altos were also asked how long they have lived in the city. As indicated in **Figure 4**, there was a disproportionately greater number of long-time residents, with **59 percent** of **455 respondents** residing for more than 15 years and **13 percent** between 11 to 15 years. Newer residents (five years or less) ranged from **5 percent** to **10 percent**. Like the previous question, **two percent** of respondents indicated they do not live in Los Altos.

Figure 4: Respondents by Duration of Residency in Los Altos



FOR STATISTICAL PURPOSES ONLY, DESCRIBE YOUR RACE/ ETHNICITY.

Survey contributors were also asked to share information about their race and/or ethnicity. When given the opportunity to select a number of possible ethnic/ racial identities, **55 percent** of the **470 respondents** identified as White/Caucasian, **16 percent** identified as Asian, and **one percent** identified as Black/African American and Hispanic/Latino respectively. Five percent of respondents identified as "other", while 21 percent preferred not to answer this question (**Figure 5A**). Based on a comparison to American Community Survey 2024 5-year estimates in **Figure 5B**, Asians and Hispanic/Latino racial/ethnic groups were significantly underrepresented in the survey.

Figure 5-A: Respondents by Race/Ethnicity

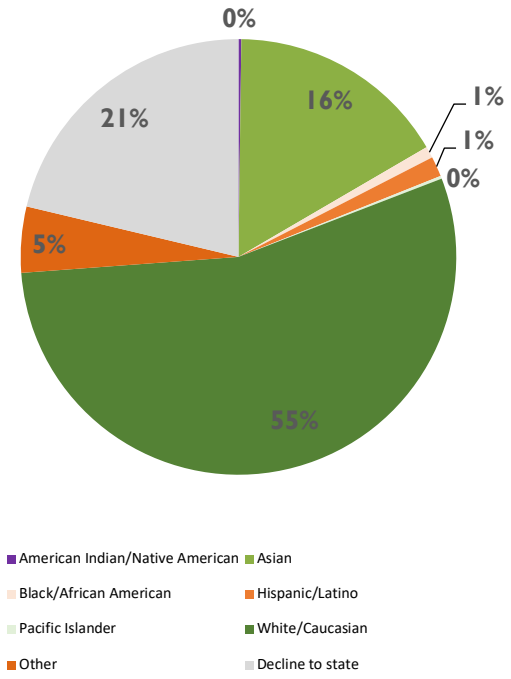
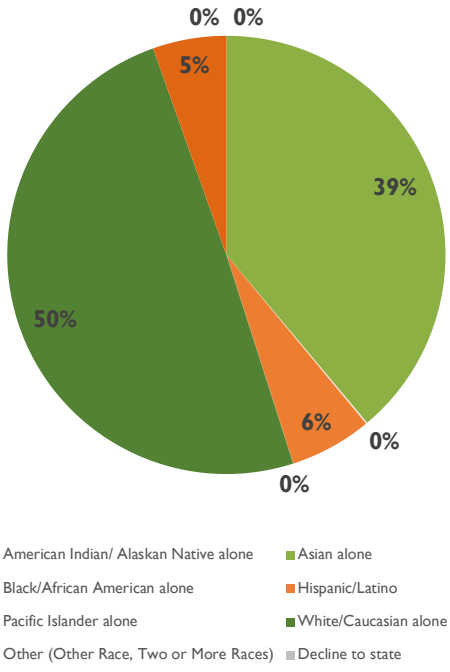


Figure 5-B: Los Altos by Race/Ethnicity

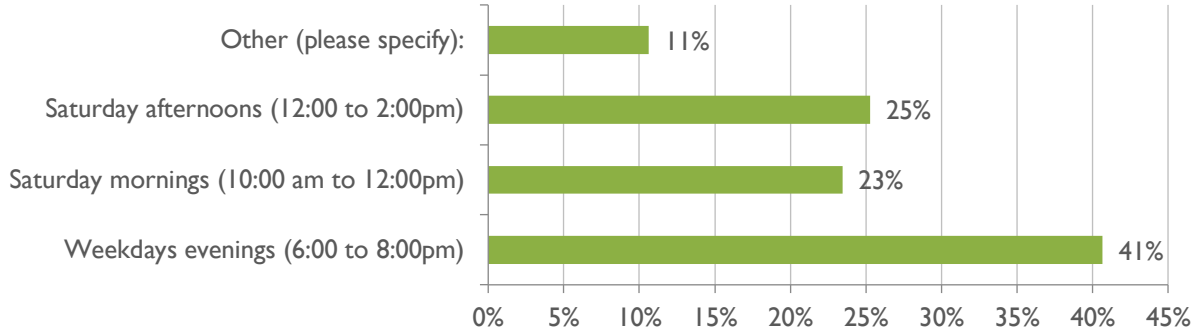


Source: U.S. Census American Community Survey 2024, 5 year estimates, Table B03002

PREFERRED GENERAL PLAN UPDATE PARTICIPATION TIMES

Lastly, survey respondents were asked which days and times would be the most convenient for them to participate in future community workshops and events hosted by the City as part of the General Plan Update. This question received **546 responses**, with the largest share of participants (**41 percent**) preferring weekday evenings between 6pm to 8pm as illustrated in **Figure 6** below. Saturday mornings (10am to 12pm) and Saturday afternoons (12pm to 2pm) received similar levels of support at **23 percent** and **25 percent** respectively. **Eleven percent** of participated selected "other" and left **51 comments** suggesting alternate times (see **Appendix**). The most popular suggestions include early weekday evenings between 4pm to 6pm - with preferences for Monday to Wednesday - and Sunday afternoons. Some participants, especially parents, expressed interest in virtual participation options such as zoom workshops, or requested that the City to offer multiple timings to participate in the events planned.

Figure 6: Preferred GPU Participation Times



ANALYSIS

As described in this section, perspectives from respondents identifying as female, white, non-Hispanic/Latinx, North Los Altos and long-time residents were overrepresented in this survey. These results reinforce the importance of using other means of engaging Los Altos' seniors, youth, and newer residents living in other neighborhoods in the city. In addition to the survey, other direct community engagement, including pop-up events and community open houses, has been tailored to target specific groups like seniors and young families and meet residents where they are.

2.2 Analysis of Survey Questions

In the first section of the survey, respondents were asked eight questions about their ideas and priorities for Los Altos. Some questions were open-ended, while others prompted participants to rank their priorities from a set of choices and explain their responses. All questions included in the survey were optional. Key findings for each of the questions are summarized below, along with a description of the question format and figures illustrating the results. Comments received as part of the survey are listed in **Appendix** of this report.

Survey responses may be analyzed based on specific demographic groups like age and duration of residency where applicable, as presented in the previous section. While demographic-based analysis of the survey provides valuable insights regarding the differences between different groups' planning priorities, which can support more tailored policy approaches to meet different needs, caution is necessary when interpreting results by demographic categories. Approximately **70 percent** of the respondents (472 respondents) provided demographic details, thereby limiting the ability to generalize findings across the full survey population. Additionally, the sample sizes for each demographic category were not equivalent, which impacts the reliability and representativeness of results for certain groups, as smaller sample sizes may not accurately reflect the perspectives of these groups.

In general, perspectives from respondents identifying as female, aged between 45 and 64 years, White/Caucasian (Non-Hispanic) were overrepresented, along with long-time residents and those residing in North Los Altos. These results reinforce the importance of using other means of engaging Los Altos' seniors, youth, and newer residents living in other neighborhoods in the city. In addition to the survey, other direct community engagement, including pop-up events and community open houses, has been tailored to target specific groups like seniors and young families and meet residents where they are. Event summaries are available at: [insert link]

PRIORITIES

Question 1: What do you like most about living in Los Altos?

Survey contributors were first asked to describe what they like most about living in Los Altos. This was a text-based question and received **627 responses** from participants. **Figure 7** below is a word cloud illustrating the most popular themes based on the number of mentions across responses. A complete list of responses is provided in the **Appendix** of this report.

Figure 7: Describe what you like most about living in Los Altos.



Key Takeaways

- **Unique Sense of Place.** More than half of the responses touch upon Los Altos' unique sense of place, characterized by its small-town feel (**210 mentions**) with a quiet/ peaceful atmosphere (**76 mentions**), large homes and quaint neighborhoods (**39 mentions**), and several historic buildings (four mentions). Participants also appreciated the city's lush tree canopy (**64 mentions**), proximity to the hills and nature (**43 mentions**), and access to great parks and green spaces (**43 mentions**), which balances well with Los Altos' low-density development.

- **Location and Weather.** Another common theme was Los Altos' regional location and its weather (**47 mentions**), with some respondents specifically citing easy access to freeways (**nine mentions**) and neighboring cities like Mountain View, San Jose, and San Francisco (**11 mentions**) for leisure and work.

- **Community Character**. Approximately **110 participants** identified Los Altos' friendly community as their favorite aspect of the city, noting the strong connections they share with neighbors, local business owners, and other young families. Participants also described the

community as family-oriented (**27 mentions**) and culturally diverse (**12 mentions**), while several long-time residents expressed a particularly strong sense of belonging (**six mentions**) and a great place to grow old (**two mentions**).

- **Sense of Safety.** More than **95 respondents** also identified Los Altos as a very safe community, citing low crime rates, limited homelessness, and reliable police and fire services. Participants also appreciated Los Altos' safe street network characterized by pedestrian-friendly (**50 mentions**) and bike-friendly (**six mentions**) infrastructure, clean sidewalks (**19 mentions**) and less traffic (**two mentions**).

- **Downtown Los Altos.** With **125 mentions**, participants highly appreciated having a vibrant and walkable downtown with diverse retail and restaurant options (**65 mentions**), public art (**two mentions**) and ample parking (**four mentions**). Several participants also enjoy the many varied community events and activities (**27 mentions**); many identified community events for all ages such as the Farmers Market, First Friday, and holiday festivals that take place in Downtown Los Altos.

- **Community Amenities and Services.** Los Altos was also described as a convenient city (**16 mentions**), with easy access to grocery stores and local retail options (**38 mentions**), as well as highly regarded schools (**70 mentions**) and healthcare services (**two mentions**). Participants also expressed strong appreciation for the city's community facilities and cultural amenities, highlighting Los Altos Main Library (**17 mentions**), Los Altos History Museum (**two mentions**), Los Altos Community Center (**four mentions**), and Los Altos Stage Company (**two mentions**) as key community assets.

- **Other.** Respondents also mentioned the city's focus on sustainability initiatives **(two mentions**); high property value (**one mention**), dog-friendly spaces (**one mention**), and presence of non-profit organizations like the David and Lucille Packard Foundation (**one mentio**n) as positive characteristics of the city.

Question 2: Looking forward, what is the one thing that should be done to improve Los Altos?

Next, respondents were asked to mention one thing that should be done to improve Los Altos. This text-based question received **618 responses**, with many opting to share more than one area of improvement. Key topics derived from the results are listed below; these have been summarized based on the number of mentions across responses.

Key Takeaways

- **Maintain Small-town Charm.** The strongest theme across responses was preserving Los Altos' small-town character, with **85 respondents** emphasizing the importance of maintaining its quiet, low-scale, semi-rural identity, leafy streets, historic character, and family-oriented atmosphere. Participants frequently expressed a strong preference for keeping the city largely unchanged and limiting larger-scale development or increased density (**35 mentions**) by maintaining height limits, preserving minimum lot sizes, and ensuring new development – especially in Downtown Los Altos and along major corridors like El Camino Real – remains consistent with the community's established character.

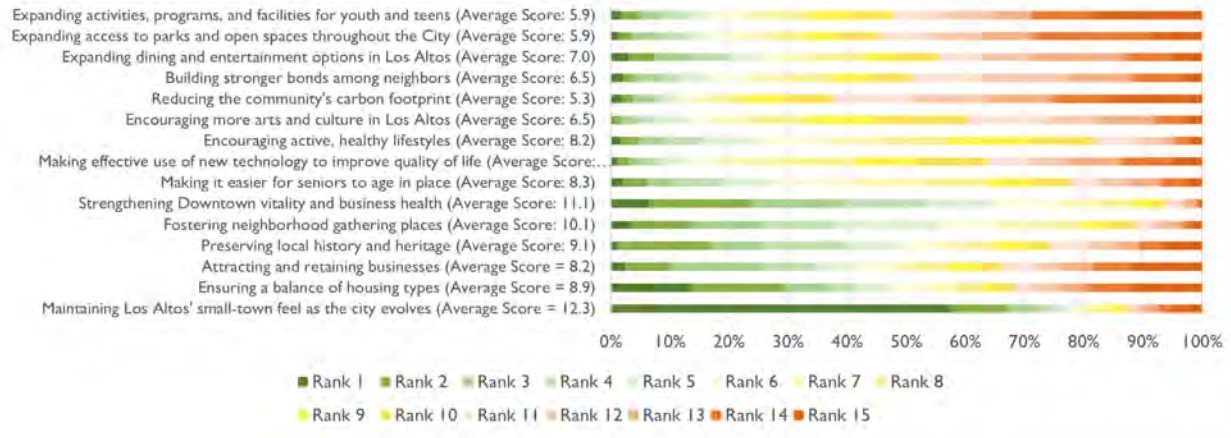
- **Build Sense of Community. Eleven respondents** would like Los Altos to be an inclusive and connected community in the future, one which welcomes people of all ages, backgrounds, and income levels (**five mentions**). They also highlighted the need for more opportunities to strengthen social connection and neighbor relationships such as local events, shared activities, and civic participation.
- **Business Attraction and Retention.** Survey responses indicated strong support for both attracting new businesses and retaining existing local businesses, especially in Downtown Los Altos. There was a desire for more restaurant and food options (**25 mentions**), including affordable dining, diverse cuisines, and businesses appealing to youth and families, as well as more local retail and small businesses (**14 mentions**), particularly unique, affordable shops rather than chains or high-end boutiques. Respondents also highlighted the importance of business retention through affordable rents and stability (**8 mentions**), noting concern that rising rents and turnover are pushing out longtime local businesses. Parking and accessibility (about seven mentions) were closely linked to business success, with many stressing that maintaining convenient surface parking is essential to supporting downtown merchants.
- **Downtown Los Altos.** About **60 participants** expressed their desire for a more vibrant and active downtown. Aside from more restaurants and shops, they called for more evening activity, entertainment such as those organized by the Los Altos Village Association, and public gathering spaces (i.e. parks, plazas, outdoor seating) that cater to a broad range of age groups. Furthermore, some respondents emphasized balancing change with preservation; while some supported more mixed-use development and a livelier downtown, others preferred to maintain Downtown's village-like character and limit overdevelopment (**eight mentions**).
- **City Streets.** Another key priority amongst respondents was safer, more walkable streets and better-maintained transportation infrastructure. Respondents suggested bicycle and pedestrian infrastructure improvements (**30 mentions**) like protected bike lanes, safer crossings, better routes to schools, and stronger connections along corridors such as San Antonio Road. Sidewalk expansion and maintenance was another major concern (**16 mentions**), with many respondents calling for new sidewalks in residential areas and repairs to uneven or unsafe existing paths. Other priorities included traffic safety and circulation improvements (**18 mentions**), road repaving and pothole repairs (**15 mentions**), and additional street lighting and signage (**eight mention**s).
- **Community Facilities, Activities, and Programs.** Several participants highlighted a strong desire for expanded more youth- and family-oriented facilities and programs (**18 mentions**), including teen gathering spaces, family programming, playgrounds, and indoor recreation. Many also requested a community pool or aquatics center (**10 mentions**), along with more social, cultural, and community events (**nine mentions**) such as nightlife, arts programming, performances, and community gatherings. Additional requests included more recreation spaces (**eight mentions**), such as pickleball courts, basketball courts, and outdoor spaces for all ages, as well as better community facilities (**seven mentions**), including updates to the Los Altos Library, new theater spaces, and expanded facilities like the Los Altos Community Center.
- **Parks.** Responses on parks in the city focused mainly on improving and maintaining existing parks (24 mentions), especially at Shoup Park, Redwood Grove Nature Preserve, and Hillview Park. These include upgrades to restrooms, trails, landscaping, playgrounds, and general upkeep. Respondents also shared a strong interest in dog parks and dog-friendly spaces (7 mentions), particularly at Hillview, though some residents opposed the proposed dog park near Los Altos Library. Several respondents also opposed the downtown park project and would like to see the existing parking lots retained (six mentions).

- **Maintenance and Beautification.** Overall, respondents favored reinvestment in maintaining existing facilities, parks, and streetscapes to preserve the community's appearance, safety, and small-town character. The most common theme was better maintenance of existing public spaces (**13 mentions**), including cleaner sidewalks, improved landscaping, roadway repairs, park upkeep, and addressing weeds and general deterioration. Many respondents also prioritized maintaining trees, greenery, and natural landscaping (**10 mentions**). Several comments focused specifically on downtown beautification (**6 mentions**), including cleaner streets, flower baskets, improved parking lot appearance, and maintaining a cohesive small-town aesthetic. Other recurring requests included utility infrastructure improvements such as burying power lines (**two mentions**), preserving historic resources (**two mentions**), and adding public art (**2 mentions**).
- **Housing.** Several respondents (**18 mentions**) also shared their thoughts on housing, which was centered primarily on increasing affordable and workforce housing in the city especially for younger families and essential workers such as teachers, retail workers, and first responders. Some respondents suggested moderate-density, mixed use housing along commercial corridors like El Camino Real, while others promoted "missing middle" options such as duplexes, townhomes and Additional Dwelling Units (ADUs) that are aligned with Los Altos' existing character.
- **Other.** Other responses received as part of this question addressed the need for stronger community engagement and government transparency (11 mentions), especially related fiscal planning and spending (five mentions) and focusing strategic long-term planning on core City services.

Question 3 and 4: What do you consider to be the most important priorities for Los Altos over the next 25 years? Tell us why you prioritized your list the way you did.

The next question asked participants to rank priorities in order of preference on a scale of "1" (highest priority) to "15" (lowest priority). **Figure 8-A** illustrates the results based on **525 responses** received for this question. Weighted average scores (i.e. scores) provide insight into whether respondents generally agreed about what priority a statement was, or if there were strong opinions on both sides; an average score of 8.0 indicates split opinions. Additionally, respondents were also given a comment box to explain their responses or suggest other priorities as part of Question 4. Many chose to do so, and this question received **298 open-ended responses** (see **Appendix**). These have been synthesized and summarized to reveal broader patterns of responses.

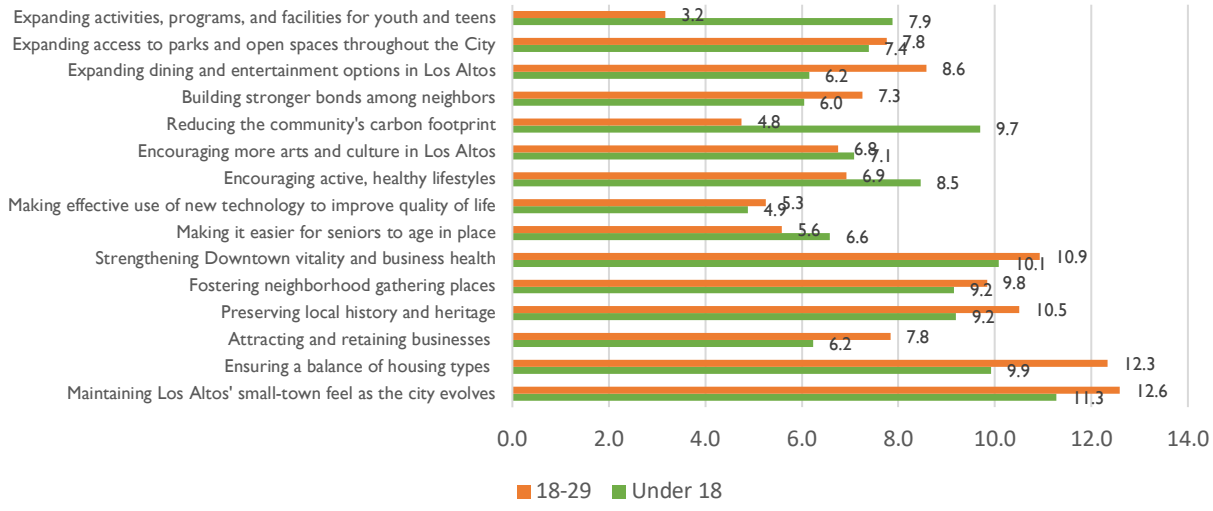
Figure 8-A: Important Priorities (Weighted Average Scores)



Key Takeaways

- **Highest Priorities (Top 3).** Eight of the 15 topics indicated high overall support from respondents with an average score of greater than 8.0. The highest priority was "maintaining Los Altos' small-town feel", reflected by a score of **12.3**. Furthermore, 58 percent of respondents ranked this statement as "Number 1"; it was also addressed in 40 percent of the open-ended responses collected in Question 4. "Strengthening Downtown vitality and business health" (**11.1** score) and "fostering neighborhood gathering places" (**10.1** score) were the next two highest priorities for most respondents.
- **Lowest Priorities (Bottom 3).** Respondents were least likely to prioritize reducing the community's carbon footprint, which was reflected by a score of **5.3** and nearly 60 percent of participants ranking it the lowest between Number 11 to 15. Expanding access to parks and open spaces, and activities/ facilities for youth and teens were also less popular with both receiving a score of **5.9**. Comments suggest that respondents would like to see a larger effort to upgrade and maintain existing parks rather than new ones. Furthermore, a demographic analysis based on age groups indicate an "older" perspective on these topics; respondents under the age of 18, who were underrepresented in respondent demographics, were more likely to rank these within their top five priorities for Los Altos (see **Figure 8-B**).
- **Other Priorities.** Some commenters also chose to highlight other priorities like more parking spaces (**16 mentions**) across the city, improved public transportation/mobility options especially for seniors (**eight mentions**), and maintenance of public safety services and critical infrastructure (**25 mentions**).
- **Demographic Analysis.** As mentioned previously, priorities varied depending on respondent age. **Figure 8-B** shows responses with weighted scores for age groups younger than 30. While these respondents shared the same desire to maintain Los Altos' small-town feel and strengthening Downtown vitality, they were much more interested than older respondents in ensuring a balance of housing types (score of **12.3** for 18 to 29 years) and reducing community's carbon footprint (score of **9.7** for Under 18 years). They were notably less interested in making it easier for seniors to age in place, with both groups giving an average score of 5.6 and 6.6, whereas for the main sample an **8.3**.

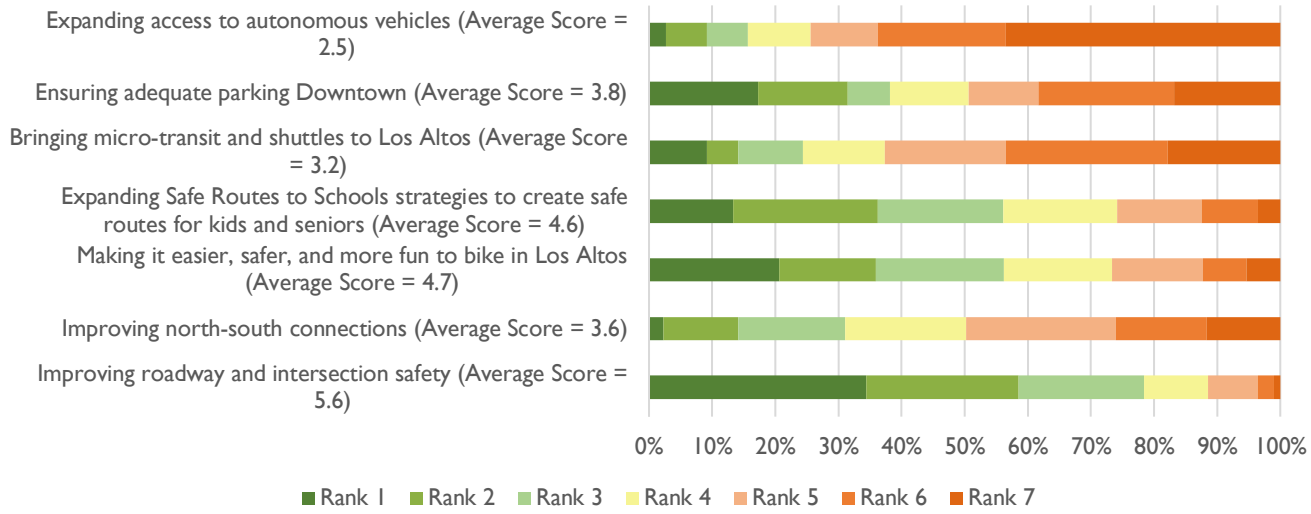
Figure 8-B: Important Priorities – Respondents Younger than 30 (Weighted Average Scores)



Question 5 and 6: Thinking about getting around town, what are key mobility improvements you would like to see in Los Altos? Tell us why you prioritized your list the way you did.

The next set of questions focused on priorities for transportation/mobility improvements in Los Altos. Respondents were first asked to rank seven priorities on a scale of "1" (highest priority) to "7" (lowest priority) in Question 5 and provide an explanation for their ranking in Question 6. There were **480 ranking responses** (illustrated in **Figure 9**) and **249 open-ended responses** collected by the end of the survey. Weighted average scores (i.e. scores) provide insight into whether respondents generally agreed about what priority a statement was, or if there were strong opinions on both sides; an average score of 4.0 indicates split opinions.

Figure 9: Mobility Improvement Priorities by Rank (Average Weighted Score)



Key Takeaways

- **Most Important Priorities (Top 3).** Survey results indicate that "improving roadway and intersection safety was the highest priority". This topic received the highest score of **5.6** with 78 percent of respondents ranking it amongst their top three priorities. Respondents also prioritized "making it easier, safer and more fun to bike in Los Altos" and "expanding safe routes to schools strategies", each receiving a score of **4.7** and **4.6** respectively. Majority of open-ended comments highlighted the need for expanded bike networks (**28 mentions**) and better crossings (**45 mentions**), as well as stronger traffic calming and enforcement to ensure pedestrian and bicyclist safety on Los Altos' roads (**34 mentions**).
- **Least Important Priorities (Bottom 3).** Respondents were least likely to prioritize "expanding access to autonomous vehicles", which received a score of **2.5,** with nearly 75 percent of participants ranking it among their bottom three priorities. While some viewed autonomous vehicles as an important future mobility option (**three mentions**), others viewed them as unsafe, unnecessary, or too early to prioritize (**11 mentions**). "Bringing micro-transit and shuttles to Los Altos" was the second lowest priority (score **3.2**) followed by "Ensuring adequate parking Downtown" (score **3.8**). Comments reflected divided opinions on both topics; many respondents emphasized maintaining or increasing downtown parking to support local businesses, seniors, and families (**18 mentions**), while others felt current parking is sufficient and suggested reallocating space for pedestrian uses,

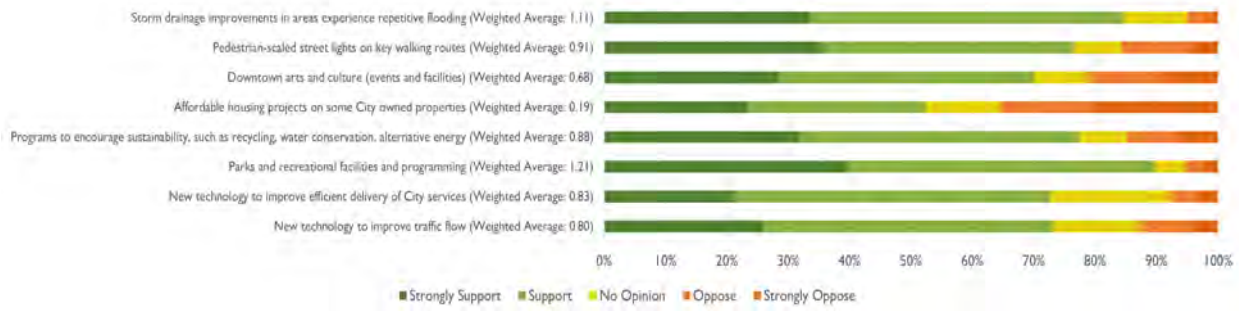
green space or community amenities (**17 mentions**). Similarly, several respondents supported micro-transit, community shuttles or improved transit connections (**11 mentions**), but others questioned the feasibility and cost of expanding these systems (**seven mentions**).

- **Other Priorities. Eight respondents** felt Los Altos already functions well and preferred maintaining existing mobility patterns with only minor maintenance improvements like road resurfacing.

Question 7: Indicate your level of support for City investments in the following types of programs and projects.

Next, respondents were asked to rate their level of support for various programs and projects from "strongle support" to "strongly oppose" in response to the question "Indicate your level of support for City investments in the following types of programs and projects". Results are illustrated in **Figure 10-A** below. Weighted average scores (i.e. score) were calculated indicate overall support (strongly support = 2 and support = 1), opposition (strongly oppose = -2 and oppose = -1) or no opinion (no opinion = 0) on priorities. An average score of 0.0 indicates split opinions. There were no open-ended responses collected as part of this question.

Figure 10-A: City Investment Priorities (Weighted Average Score)



Key Takeaways

- **Highest Priorities.** In general, respondents shared their support for all eight topics with weighted average scores above 0.0. City investments for "Parks and recreational facilities and programming" was the most common priority, receiving the highest score of **1.21** and support from 90 percent of respondents. This was closely followed by "storm drainage improvements" (score **1.11**) and "pedestrian-scaled streetlights" (score **0.91**).
- **Lowest Priorities.** Survey respondents expressed mixed opinions on providing "affordable housing projects on some City owned properties". While 52 percent of respondents showed support for the topic, 35 percent strongly opposed and 12 percent had no opinion. This resulted in the lowest score of **0.19**, placing this topic as the lowest priority amongst respondents. Respondents were also uncertain about City investments in "Downtown arts and culture" and "new technology to improve efficient delivery of City services", although these received significantly higher scores (**0.68** and **0.80** respectively) than the lowest priority.
- **Demographic Analysis.** Based on survey respondent demographics, general results may indicate an "older" perspective on City investment priorities due to overrepresentation of age groups 45 years and older. **Figure 9-B** below shows that respondents aged 30 years and younger priorities

some topics differently. For instance, "programs to encourage sustainability" was the second highest priority for both 18 to 29 (score **1.5**) and under 18 groups (score **1.4**), which is significantly higher than the general results at **0.9**. Similarly, newer residents of Los Altos (those who have lived in the city for five years or less) showed different priorities compared to long-time residents, as seen in **Figure 10-C**. Newer residents ranked City investment in "new technology to improve traffic flow" as their highest priority, with scores ranging from **1.0 to 2.0**, which was notably higher than the overall survey average of **0.8** for this topic.

Figure 10-B: City Investment Priorities – Respondents Younger than 30 (Weighted Average Scores)

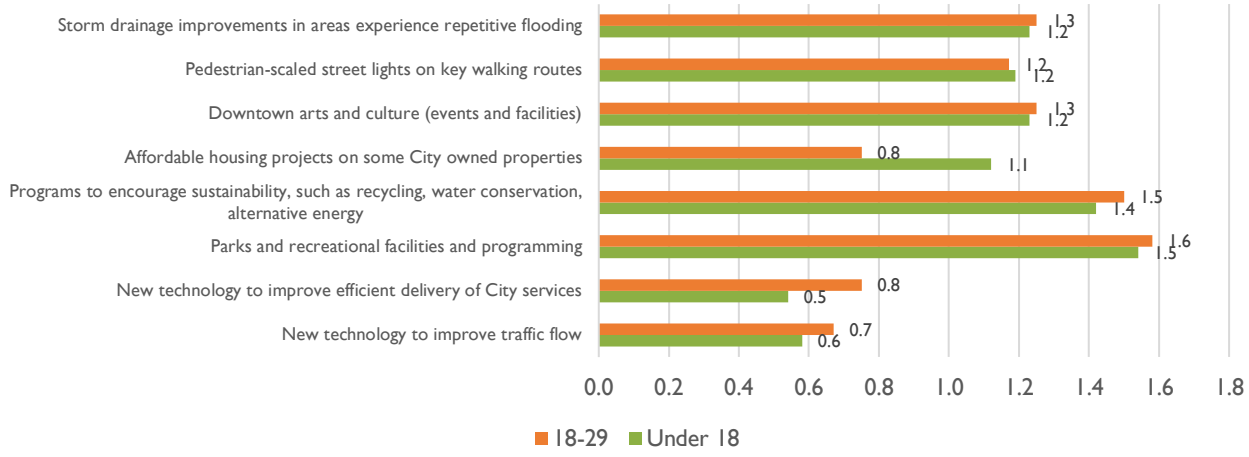
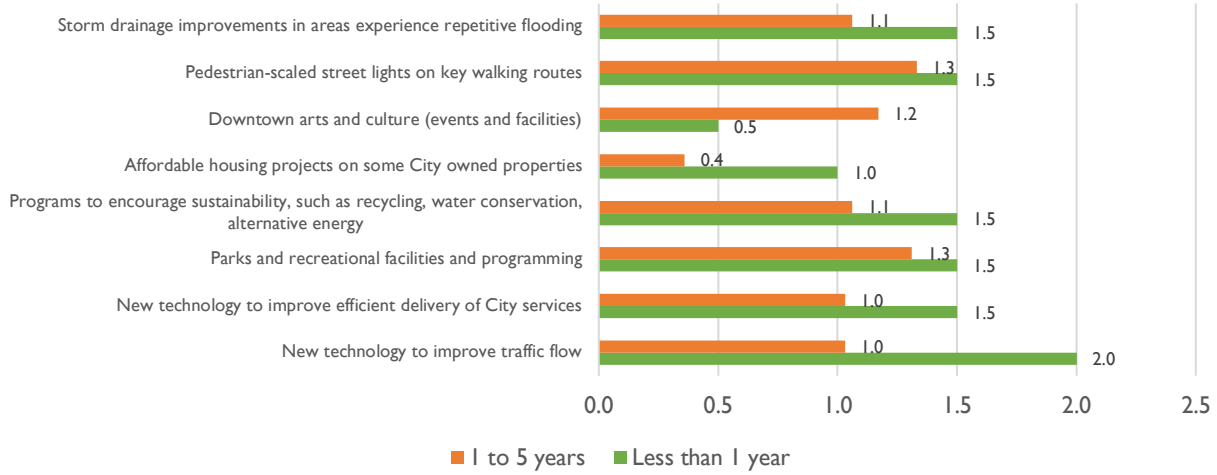


Figure 10-C: City Investment Priorities – Newer Residents of 5 years or less (Weighted Average Scores)



Question 8: Are there any other issues not covered in this survey that you think the General Plan should prioritize?

Lastly, respondents were given an open comment box to write about any other issues not covered in the survey but should be prioritized as part of the General Plan. Through **231 individual comments**, respondents wrote about protecting surface parking spaces especially in Downtown Los Altos (**30 mentions**), maintaining existing public facilities and city-owned properties (**24 mentions**), preserving the city's tree canopy and protecting natural assets (**18 mentions**), and focusing redevelopment efforts outside of Downtown Los Altos like Loyola Corners, Foothill Crossing and San Antonio Road (**12 mentions**). Some respondents also asked for stronger community participation in the planning process and district-level feedback to better align City decisions with resident priorities (**14 mentions**). A full list of comments is provided in the Appendix.

Appendix A: List of Comments

Appendix A: List of Comments

Question 1: What do you like most about living in Los Altos?
long-time relationships with friends and some business owners
Absence of major chain retailers and thus small town feel
The small town feel, plenty of parking
I love the vibe of the downtown. I like the energy
Location, downtown events, walkable
Small town, friendly people.
Small town feel, good traffic flow in core compared to surrounding areas
The sense of downtown, the farmer's markets, first fridays, the facilities etc
BEING ABLE TO WALK DOWNTOWN
The free parking and restaurants
Trees Historic village Beautiful landscapes & parks Dark skies No sidewalks Nice neighbors Great schools
Green spaces. Trees. Dark skies. No sidewalks. No steet lights. Village environment. Street level surface parking under shade trees downtown. Our own police/fire force. Simple streets with no paint and plastic. Historic wooden way finding signage.
small town feel; trees and flowers lining the downtown area; friendly people
The community, particularly the suburban feel. People are able to workout and be active without worrying too much about heavy traffic.
Small safe community
The small, quaint, safe village vibe.
It’s quite
Atmosphere
Atmosphere
We value our children’s future and the parks are safe for them to use.
The small town feel. The downtown shops. Farmers market! The fact that it is not an urban hub.
I enjoy how peaceful and safe the city feels.
The small-town community feel. When I go downtown, I run into so many familiar faces.
The small town look and feel. The tree lined streets with mature trees.The Heritage Orchard.
Small town feel - events downtown, schools, vibe of downtown area
Safe environment
Peace and quiet
The village-like feel of downtown.
I love the calmness, events (like the Farmer's Market), and the safety. I also like being able to know my neighbors. I love events like the Pet Parade and Art & Wine festival
Top quality public schools in a small town
Village environment
The small town village feel. No more changes to that.
The small village feel downtown
The village feel, the suburban vibe.
Small village feel. Family centric, welcoming community.
Safe, nice shops and restaurants, nice homes
The trees, intimate neighborhoods , small town feel, downtown
We like the feeling of being in a small community with a Downtown area that has maintained It’s original Charming footprint.
The small town feel, community, safety, farmers market & town traditions (festival of lights, pet parade, 4th of July at shoup)
The feeling of a small community and if I went downtown, which I hate seeing destroyed with all the changes that are going on. my family have owned property and livedin Los Altos since the 1930s.
Walking in downtown. The pistachio trees. Knowing many of the small business owners
Walking to our cute downtown. The neighborhood feel.
Safety. No parks downtown.

Quiet, not over crowded
We like its location in the south bay, its weather, the trees and suburban feel, the downtown and its ease of parking, access to nature and the coast, and the safe and well kept neighborhoods
Small town environment
town.
Rancho San Antonio right next to us, the Village, the churches and schools, parks, restaurants. Country Club, commerce and most importantly the people!
Walking downtown and window shopping.
community, downtown, small, walking distance to a lot of things
small town feel, safety, excellent schools, neighborly, convenient location to many places on the Peninsula (to North and South)
The many beautiful trees. We were heartbroken to see that the heritage oak trees near the library snd history museum were chopped down. The coty shoulf make sure the city and also homeowners do not cut down healthy trees. Trees are the lings of our besutiful city absorbing / breathing in CO2 and “breathing put” Oxygen for is to breath easier
Scenery/beauty/rural nature; safety; people; culture.
Safety, the natural beauty and proximity to good health care and airports.
Small town feel
Everything!
unique, openness, variety of activites
It's quiet and safe.
Safe
location
Beautiful trees in the neighborhoods
Birds nature quietness
Large house lots and small people per square footage. No two story houses
The quiet, the trees, the environment, the proximity to Rancho.
Community, cute and vibrant downtown, sense of belonging
It is still not too commercialized - easy to get away from it, while close to high tech
accessibility of downtown - parking out front. Not too crowded. Larger home plots. More rural feel with lack of sidewalks and street lamps. Arboreal feel. Local parks. Community center
trees
Small town feel, beautiful trees and access to Rancho san antonio park
Small town feel , good public schools
I like the neighborhood schools and small town feel. I like that the downtown isn't super corporate. There are a lot of small shops.
Small town feel
Rural feeling. Lots of trees. Feels like an escape from hectic Silicon Valley. Montclair is a great grammar school.
this survey isnt working
neighborhood feels like a resort. Everyone takes fantastic care of property. No homeless problem. Clean air.
Weather, location
Small town feel, lots of trees, quaint
How green it is. The neighborhood feel.
Maintain Los Altos as a high-quality small town by preserving its unique character, low density, and strong community feel.
The countryside feeling with many trees and greenery.
The small town feeling and that it is still walkable and accessible on foot
Peacefulness, good nature environment, highly educated people.
Quaint, safe, clean downtown area with beautiful flowers and thoughtful parklets
Los Altos has a unique sense of "small town" while still being in the middle of the busy Bay Area. It almost feels like it's a little bit of an unknown. I value that it feels like a town that is open, progressive and safe for my children to bike around on their own. I value that walking is easy and that we don't have side walks and lots of street lights. I value the businesses down town are mostly small owned. I value that we have lots of community run events and a local paper. I appreciate all the work that goes into Los Altos feeling like a small and intimate community.
quiet, small town feel
People

I love our small town village feeling. I love our downtown because it feels like family when you visit our stores. We get to look up at beautiful hills in the background and have a flavor of our history throughout our town; train station, orchard , smith house, pistache trees, historic buildings, homes, shoup park and redwood grove, lucky us!
Small town; safety; downtown; lots of trees / parks; diversity mix / balanced; great schools ;
The "rural" feel, charm and respect for it's history. I love that it's a destination village, like Saratoga, Los Gatos, etc.
Finally having a City Council that looks out for the best interests of our community, not one that serves anti-housing special interests.
Small village feel but still very convenient and how it is unlike the neighboring cities where it seemed more corporate, eg PA, Sunnyvale or Mountain View
privacy, quiet, easy commute
Proximity to work, local mountains, Bay, ocean, Sierras. Great public schools. Great library, good parks.
Trees. South Los Altos access to freeways and neighboring cities.
the community feeling
Engaging, healthy and comfortable "village lifestyle" that honors the city's legacy without being trapped by it.
I like that it's relatively quiet, has a lot of trees, and that many people here care about nature.
We love the small town feel, ability to walk to town for restaurants and shopping, and the quality of our local public schools.
Walkable, safe neighborhood
Historic resources like the orchard and village, Garden House and Redeood Grove, Sam Antonio Club and other special places. Natural landscapes including mature trees, parks and open spaces. Trees, trees, trees. A community of residents and businesses built on neighborly behavior (except our current City Council and City Staff who behave with absolute disrespect). A village atmosphere where multiple generations and cultures come together to on a regular basis because Los Altos is human-scale, pedestrian friendly with easy access. Trees, trees, trees.
The small town charm. People from miles around come HERE to shop and dine and enjoy the ambience that has not been wreaked by the notion of Santana Row type "progress"
That we have a rural town just minutes away from some of the most sophisticated urban areas in the the US (e.g., SF, San Jose, Oakland, etc.). We're a quiet oasis from the hullabaloo.
Village atmosphere, trees and tree canopy, history, sense of community pride, small local businesses and healthy neighborhoods.
The closiness to the hills, easy access to freeways, the overall caracter of the city.
Schools, quiet atmosphere, convenient to grocery, freeway, etc.
Quiet neighborhood; Good green cover and small town feel. Downtown is quaint and chic. I also love the different events that the downtown hosts regularly, ranging from beer/wine stroll to art festivals to school parades.
Downtown with many restaurants and shops that is nice to walk around□ Lots of trees□ Nice parks (with lots of trees)
Overall location on the Peninsula. Property value, which is a direct result of the public school system. The library and the pursuit of presenting the true history of the area of Los Altos by the History Museum make the city rich in culture and heritage.
Property value
downtown
Large lots, quiet neighborhood
Small town feel with a nice combination of retail and restaurants downtown.
Low density population, amazing nature, Great facilities overall
Small town community events.
Small town feel; walking to downtown; convenience to good medical facilities
Small town feel; walking to downtown; convenience to good medical facilities
Lovely inviting downtown which is easily accessible
Beauty. Feels like a small town. Nice community
The sense of community, small town feel, you see people you know in town, know the shopkeepers, and no, Mayberry is not 'dead'. It is possible to embrace the future while retaining and honoring what makes Los Altos unique.
views, weather, people
Quiet and beautiful suburb with low population density, but close to many jobs and amenities.
trees, small village vibes
Semi rural arboreal residential town
Close knit Community, downtown shops and restaurants
The kind community, First Fridays, and the walkability.
quiet and space

Walkability. Able to raise a family and age in place
Friendly town
The village or cosy small-ish town feel
Fantastic schools, tree-lined streets, low crime, mostly local small businesses instead of chain stores. Love all the events - from Farmer's Market to First Fridays to Arts in the Park.
It's quiet and safe.
Downtown Los Altos
Its sense of belonging to a community, a beautiful city, a great downtown with a lot of animations and events
easy access to great shops, services of all kinds, outdoor activities, entertainment at both the local and regional level -- a very high walk score from my home
small town feel
area.
Livability.
Walkable, clean, friendly community.
Clean, nice food spots
Commute, convenience, great school options with charter and non-charter
Small village feel. Great oasis and very unique
Safe, quiet, small town downtown vibe
Safety, schools, community.
What I value most is the distinct small-town feel and the people. It’s rare to find a city in the Bay Area that maintains such a tight-knit, welcoming community atmosphere. Beyond the people, I appreciate the quiet, safe neighborhoods and the excellent schools, which make it an ideal place to live while still being close to everything Silicon Valley has to offer.
The diversity, great schools, and safety in the neighborhood.
walkability, cuteness of the downtown with all the art and murals
Small and cozy city, neighborhood family feeling, no big city or road lights at night. Nestled in between mountains, walkable distances to stores, parks, library
Quiet calm neighborhoods
Safe place to live, awesome schools, great neighbors, with great kids. It's the perfect place to raise our children
Walkable city, small town feel but with (most) businesses we need.
Walkability and community
The peace and quiet
Small town feel
Downtown, ease of use
The public school and library systems, midway proximity to all parts of the Bay Area, all the great non-profits, and my home I have remodeled repeatedly. I do not like the attitudes of many people in the city who have long benefited from the upheaval that resulted in the various phases of development that started in the late 1800's to create what Los Altos is today. These people close their eyes to this historical reality and remain unwilling to support the evolution needed to accommodate a greater diversity and number of people. This regressive and privileged attitude negatively impacts – in fact, squelches the following in our city: 1) age- and ethnic demographic diversity, 2) housing sufficiency and variety, 3) business district vibrancy, and 4) the health of our local climate due to so much dependence on cars, they actually foster and want to preserve seas of asphalt because they are willing to rely on urban sprawl and more cars to house our workers far away. The hypocrisy is legion.
The greenery and village like setting
Easy to get around, no traffic, no crime
quiet streets, nice environment, safe (although declining with more buglaries)
The small town feel, the diversity
neighborhood feel good amount of commercial but not too crowded
The low-density wooded character of the city.
Responsiveness of police department, ease of working with the city.
being quiet, unique, upper class and not copy/paste of many other new developed cities
space and small town feel

I like most about living in Los Altos is that I specifically live in SOUTH Los Altos, South of Fremont and West of Grant, where it is bucolic and peaceful. I hate all the new overly distracting signing and striping that a nonresident consultant designed for Fremont between Sunnyvale and Grant. it made ir LESS bucolic and a LESS WELCOMING drive home. Can you PLEASE reverse these garish so-called improvements designed by an outside consutant needing to justify his contract by designing major changes. Unnecessary changes for Unnecessay big expense.
1 - Sense of community 2 - Safe and friendly downtown 3 - Walkable
It's not overdeveloped (downtown) like the surrounding towns. Downtown Los Altos is pleasant to visit and walk around in and I do shop there especially at the cookware store and the shoe store. I go to the farmer's market every Thursday when it is in session and state street with trees is beautiful especially towards autumn. It's convenient for me to park in the plazas on the other side of Main Street and then walk over to the market. I probably would not go into town if I had to park in a garage.
Small community feel
Not much traffic compared to rest of Bay Area. Nice downtown. Friendly.
Small town feel. Proximity to downtown. Stable neighborhoods. Good schools.
The Small town feel. Treelined convenient surface parking downtown.
it used to be a vibrant, SMALL community - now it's gotten so much larger it's hard to feel "connected" - however, we still love living in this "bubble" & hope to high heaven that it REMAINS that way. BUT there's a lot of change going on & we wonder if it really is reflecting the needs of a certain segment of the community - the senior citizens.
Small town feel.
Small downtown accessible by foot and plenty of street parking.
Small village with food places and anenities
Small village downtown walkable to my home. Not congested most of time .
The Village like atmosphere downtown.
The Village like atmosphere downtown.
suburban nature, greenery, friendly people, convenient downtown
The ambience of the town that feels like an oasis in the midst of a frantic, crowded and otherwise noisy silicon valley.
Natural beauty.
It's a safe community
Village like community
The walkable neighborhoods
the people
Good schools. Close to my employment.
clean downtown
It's safe, bike friendly, and the central downtown with events and family friendly restaurants
Flowers, people walking, the library, people of many cultures
small intimate space
feeling that you are not living in a commercial city, and the neighborhood vibe
The design of downtown as it currently exists.
The downtown, including current parking, restaurants
Downtown, the size of the city, the Town Crier.
Safety, community.
It's a safe neighborhood close to shopping. We have live here since 1964. My children grew up here, and the area has many very friendly neighbors
The space
I like the downtown area. The Festival of Lights parade is top notch, and the first Friday celebrations are great for community.
Being able to bike ride into the hills and Santa Cruz mountains
It has preserved its small town, charming character since I grew up here in the 1950's.
Good schools
community is great love the downtown - restaurants and retail feels small/approachable
safety, walkability, already vibrant downtown
Safety, walkabilty, lots of pre existing green space

I love the nature accessibility.
The Community Center complex including history house and library. The beautiful fall foliage around town. The murals.
Like downtown and overall feeling in Los Altos.
The primary draw of Los Altos is the high-quality school system, which provides an essential foundation for families and ensures the long-term vibrancy of the community. Beyond education, I value the geographic convenience of the area; it offers a rare balance of a quiet residential atmosphere with highly efficient access to the South Bay's professional hubs. What truly makes Los Altos unique, however, is the interconnected ecosystem of parks and independent businesses that serve as vital "third spaces" where the community connects. I specifically value: Public Parks: The abundance of well-maintained green spaces is a major asset. I frequent Shoup Park and Grant Park often with my children; these spaces, along with the adjacent Redwood Grove, provide safe, natural environments for families to gather and enjoy community traditions like "Music in the Park." Family Staples: Independent retailers like Linden Tree Books and Cheeky Monkey are indispensable for parents. Community Hubs: The social density of State Street Market and Amandine Lounge makes the downtown area feel alive and welcoming. Local Character: Unique spots like Satura Cakes and the tech-nostalgia of HyperSpace give Los Altos a distinct identity that differentiates it from more generic suburban centers. Ultimately, I like that Los Altos remains a place where you can raise a family in a park-rich environment while staying deeply connected to the innovation and culture of the surrounding region.
Los Altos is a quaint, safe community with good schools in the middle of Silicon Valley. In close proximity to work and cultural centers
Small town feeling. No high rise buildings. Free parking and easy access to parking.
The people. Small town feel and easy to get around.
Small town feel
small community
small town feel
Small town feel
Convenient to all areas of the bay. Friendly neighborhoods. Having a downtown.
Access
It's peaceful, quiet, and low density feel along with easy usability that is a direct result of low density. Great schools, parks/open space and our cute and quaint downtown.
Small town feeling. No high rise buildings. Free parking and easy access to parking.
The weather and lack of sidewalks
Small town feel with a walkable, beautiful convenient downtown.
Foliage, community, LAMVCF, village
Nice town, close to the Hills for hiking.
Clean, safe, no public disorder
preponderance of single-family homes; larger lot sizes; little high-density housing
Safe, family friendly neighborhoods; Nice parks; Attractive downtown with interesting shops and good restaurants and ample free parking; Fun community events - i.e. Festival of Lights Parade, Art & Wine Festival, etc.; Proximity to Byrne Preserve and the Los Altos Hills Pathways system
The neighborhoods with lots of trees, nicely kept front yards and homes; weather, ease of access to public transportation with access to San Francisco & San Jose for concerts, pro sports, etc. and local cities with vibrant downtowns. Since there year 2000 there has been slow improvement in upgrades to our downtown and encouragement of a variety of businesses. In the 2-3 years, I've been impressed with the number of community events, happenings, etc. downtown. And how it's encouraging community activities.
Sense of small town community
Its a friendly residential town centrally located in the bay area. The Los Altos downtown is the nicest one I think in the entire bay area.
Safe city.
Rural setting
The residential character of our neighborhoods, wide and quiet streets which are good for walking, the friendly and lively downtown with ample surface parking and beautiful trees (I really like the fact there are no parking garages).
Family friendly community
Small town feel, accessibility to services and shopping.
Open space
Safe, quiet and secure community.

It's got a small town charm. I'm local and grew up in Los Altos Hills. I went to Palo Alto schools in the late 90's since that's was the school district assigned to us, but I spent most of my time in Downtown Los Altos and never really ventured towards downtown Palo Alto. I think Los Altos felt more personal and I loved the Los Altos Library and even volunteered there through most of high school. It's been so fun to take my children to there and let them experience the same library I grew up in.
small town downtowan where you can find almost anything
The beauty of the neighborhoods and many parks.
Beautiful area, safe, community
greenery, closeness to nature, wonderful hikes, short commute to work
Downtown restaurants and shopping
I enjoy the smaller town feel while having a lot of activities, close knit community, and access to green space. It’s a nice juxtaposition to living in the busy Bay Area.
The community and how it feels like living in the country.
Sense of community, access to open space, excellent public schools.
single-family homes & neighborhoods
Calm residential neighborhoods, tree lined streets, semi-rural feel, great schools, easily accessible downtown
My neighbors
Location, people, accessibility of goods and services.
Generally quiet streets and neighborhoods, dark skies, no large shopping centers, commercial areas easy to access,
Being able to have fairly decent lot sizes, a downtown, parking for shopping downtown, schools,
Quiet, friendly, suburban town to retire in.
GOOD NEIGHBORS
It’s unique down town
Locally owned businesses in downtown, importance in preserving its history to date.
Close community, strong schools, beautiful downtown
I don't live in town but visit very regularly to attend church and go to the library.
being able to walk to the quaint downtown to do almost all of my business. Groceries, UPS, USPS, restaurants, hardware, tailor, etc.
Being able to walk to a quaint town to do almost all of my business.
Its closeness to all the best parts of the bay — the water, the mountains, Stanford. Also, its incredible schools.
Feeling of family and safety
Feeling of family and safety
Friendly neighbors, feels safe and quiet, parks, community events, easy to get around the Bay Area.
Safe and beautiful environment
1. Safe 2. Quiet (aka calm, not much activity / traffic)
People, open space, weather, quaint
It's a small, welcoming community with good schools, a library, parks, downtown activities and friendly people
Small town atmosphere
The sloped streets.
Walking to the library, Los Altos Stage Company, the community center, downtown, and through Redwood Grove and Shoup Park.
small town with a good number of amenities
Small town atmosphere and open space, rural feeling.
it is a really diverse area with many cultures to explore and many people to meet.
The Chinese Pistache trees in the fall, yes the parking lots included, and the small town feel with all the modern conveniences.
safety. walkability/bikability around/between downtown shops and library/community center. strong public schools and focus on children/family. the los altos theater company.
The weather, my single-family neighborhood, access to open spaces, and its small town feel.
The weather, my single-family neighborhood, small town feel
Open space
Open space
Loved the library and the downtown atmosphere.
I love living in a safe, walkable, diverse, educated community.
It's a small, safe town with great restaurants and stores.
convenient, small-town retail; tree canopy
Pleasant downtown, terrific library, some attractive retail.

quiet, and close to Si Valley companies
How clean and pretty the streets are!
Small town
Small local businesses, diversity, trees, respect for history
Easy to get downtown and to park
Proximity to hiking trails
The small town environment and open space in close proximity.
Location, schools, attempt at rural feel - few street lights, few sidewalks.
I like the small town feel. And that I can walk to local stores. I love the library and that whole area.
The good schools, proximity to Silicon Valley, the community
The good schools, proximity to Silicon Valley, the community
small city, friendly (mostly-ha-ha) residents, low crime, good schools, convenient to major transportation
Proximity to SF, SJ, open space
safe, beautiful, good schools, interesting people
Small, safe community.
The quiet neighborhoods, the excellent public schools, the weather
Like the small/medium town, idyllic feel, while still having good shops, restaurant & recreation options in town and nearby.
NA
NA
Small town feel with lots of charm.
Easy access and parking in downtown.
Schools
Walkability to services
The library
Quiet
The low rise downtown ambiance and close street and alley available parking make me want to shop and eat in downtown Los Altos
Small community, safe , green spaces, clean
The quiet narrow streets that feel safe.
Family-friendly, small-town feel. Serene with lots of trees and little traffic.
I enjoy the trees, the general sense of safety and the access to various resources (shopping, parks, etc)
Spacious lots
Small town atmosphere. Tree lined streets downtown. Absence of multi-floors buildings, allowing the sun. to shine through the streets throughout the day.
All the trees and great places to walk.
It’s quiet and not that crowded
Family-friendly
The downtown area
Small businesses Small town feel
The bedroom community feel.
walkable -safe- variety- oF stores- pet parade, holiday light parade- farmers market, Lincoln park weekend art and wine show, plus during the late summer another art and beer festival.
Small town feel. Safety.
Quaint downtown
Strong sense of community
Small town atmosphere with very few national chains. Great sense of community with enjoyable events (Town Crier, farmers market, outdoor movie nights, parades, pancake breakfasts etc...)
Improved vibrancy of the downtown and ability to walk to restaurants, shops, trails, schools
It’s an simple yet charming town and good place to raise a family.
Safe, quiet, tree-lined streets, good school district
the greenery, running, safety, farmer's market
Outdoors
Small town feel in the middle of a much larger, very vibrant community.
Calm, friendly downtown with beautiful hills right beside

Small own atmosphere
Small town atmosphere.
peacefulness. lush Tree canopy. open space.
Semi rural quiet feel
Safety, good schools, plenty of trees
Short walk to a lively downtown from my house
The weather
Relatively quiet and safe community.
I love the small village design. i love to walk up and down the village looking in the windows. I am not fond of the exercise shops along the way. I love the warm smiling welcoming workers.
Great schools
The small town feel with easy to access downtown.
Peace and quiet but still being in the heart of Silicon Valley
small town, convenient
Quiet, friendly, safe, restaurants improving, no congestion, no homeless
Family feel, vibrant downtown
What we really love about living in Los Altos is the strong sense of safety and cleanliness—it just feels incredibly well cared for. There's an overall sense of calm and order that makes everyday life feel more enjoyable. The area feels very put together, and there's something distinct and elevated about it compared to even nearby towns. It's a place where we genuinely feel comfortable, settled, and happy and proud to call home.
Walking distance to town with restaurants and basics. Quiet. Family friendly.
Small town atmosphere of the down town and the diverse activities.
Good schools and proximity to Caltrain and other areas of the peninsula.
I used to like it, but too many people now don't follow the traffic rules or being kind to others. I like the small town feel
Our downtown, with a great library, restaurants, shops, etc.
It's beautiful and close to lots of things an
The rural feel, but close to many destinations.
Quiet family area
Small, close to nature (hills, open space). Friendly people. Interesting downtown.
Local schools, safe neighbourhood
Ready access to useful stores and the library in the downtown area.
It is rural and walkable, but still close to all necessities.
restaurants and parking lots
Walking around quiet streets to stores and library
Quiet, safe, friendly neighbors, great weather
Beautiful neighborhoods
Beautiful neighborhoods, charming downtown, and weather.
Beautiful neighborhoods, charming downtown, and weather.
Beautiful neighborhoods, charming downtown, and weather.
We love the walkability and beauty of downtown Los Altos.
Small town atmosphere with lots of great restaurants.
Trees, nature, downtown walkability
Los Altos has a strong community and it's safe.
Peaceful and leafy, really nice downtown, great parks and places to walk around, close to other places I like/need (MV, PA, airport for travel, good hiking trails
Beautiful location
Beautiful small town where you get to know your neighbors and the business owners
The pedestrian friendly downtown, and bike friendly town in general.
convenience
Weather
Beauty of community
Safe. Quiet. With great amenities like shopping and restaurants.
I love the people, the schools and the downtown.
Semi rural feel but close to everything

safe neighborhods
Was wonderful to raise kids in great local public schools, have them make life long neighborhood friends.
proximity to the hills and parks
Small town feel, strong sense of community, great schools
Weather, walkability, mature trees, neighbors
Weather, mature trees, neighbors, downtown feel and events, walkability
Quiet, nice people, feels safe
Small town, residential, family focused
Emphasize environmental sustainability, tree canopy and less commercial developments
Casual, semi-urban feeling. Safety and cleanliness.
Being able to walk to so many places.
The dark streets at night.
It’s quiet, secluded
It’s quiet, dark, and convenient to walk to shops, library, etc
Small town atmosphere and convenience.
Walk ability, safety, beautiful landscaping, downtown art, nice selection of downtown shops
Small town feel, friendly people
peaceful, quiet community; convenient services, many parksFe
It's a small community with a distinctive, user-friendly downtown
my home. and that the area feels like a town in that i recognize my neighbors and they recognize me
Rural lifestyle, small town feel.
The beauty and community
Pleasant neighborhoods.
Not too crowded.
Quiet tree lined streets. Vibrant downtown. Local History Museum. Nice community center.
Relaxed, safe neighborhoods that are very walkable, variety of food options and boutique shops. Keeping township atmosphere.
I love having a peaceful, family-friendly environment that still keeps me close to everything. It’s quiet, clean, and residential, but you’re still minutes from bigger hubs like Palo Alto and Mountain View. You get that peaceful neighborhood vibe without feeling isolated. The schools are great too!
Not too crowded.
I have lived here for 45 of my 80 years and every street carries a memory.
Atmosphere and ambience
Tree lined quite streets. Nice downtown. Local history museum. Nice community center.
The people, parks, libraries, youth programs, nature preserves, street fairs/markets, local business/holiday events, schools, and investment in education all around
Accessibility, stores, good restaurants, and quaintness.
The downtown area is so pretty with lots of parking shopping and restaurants
It is close to everything that I need.
Small town, foliage, small businesses (not chain stores), parades, lack of traffic/congestion, safe.
Friendly community, ease of getting to places, diversity
Great place to live and raise a family
small town, urban feel, laid back, non commercial
Walkability; access to great restaurants & shops,
It's beautiful, peaceful, interesting people, nice downtown, beautiful parks.
friendly atmosphere
I live close enough to businesses that I can walk.
Quiet yet full of activity. Great schools . Manageable traffic. Pedestrian and bike friendly.
The environment
Weather and proximity and great access to cities and ocean.
Weather. Ease of accsss to major highways and major cities and ocean
Small town feel to it, hopefully it stays that way
I grew up in Los Altos. Feel blessed to be able to live here as a retired teacher.
I grew up in Los Altos. Feel blessed to be able to live here.
Live community

The community of people and the location within the Bay Area.
Safe neighborhoods, easy to walk to downtown restaurants and shops, friendly neighborhood communities, location and climate.
Safe, family-friendly, cute downtown, rural atmosphere, good schools
The weather, my single family neighborhood, proximity to Rancho San Antonio Open Space Preserve, suburban living
The traditional semi-rural agricultural ambience and atmosphere of the city, and the low-density neighborhoods.
Walkability, in /to town and in the hills
Safety, weather
Ability to walk and bicycle easily
Most prople vusiting downtown are local, not many chain stores
My neighbors.
Like the city being unique and different. Quiet yet some happenings specially events that are happening annually. I like how it has a charm and not a cookie cutter like many other cities around
The ample parking available to the local shops and friendly merchants have known for years.
small village feel, community minded, relax atmophere
Friendly neighbors, great schools, walk to town
FREE PARKING, LINCOLN PARK AS OPEN SPACE, DOWNTOWN RESTAURANTS
Friendly neighbors, walk to town, great schools, easy commute
quiet and peaceful
Local charm, greenery
Low density, privacy, low hight buildings, lots of trees, village like atmosphere
Low density, privacy, low hight buildings, lots of trees, village like atmosphere
Quiet and Peaceful
Pleasant
how leafy the town is.
Village atmosphere and easy downtown parking. Friendly shop owners .
Green spaces, safe streets with sidewalks and street lights, lively downtown.
Safety (low crime), cleanliness, great schools
Access to shopping, dining and services in downtown
Proximity to hiking trails
Beautiful village with independent stores, easy parking under gorgeous mature shade trees
Beauty, possibilities.
Schools, walkable neighborhoods
Safety, cleanliness, good schools
Lovely community: lots of friendly folks, lots of greenery, walkable, easy access to roads.
It is nice to live downtown and walk to shops and restaurants. I no longer own a car. The trees and plants downtown make it pleasant.
Walkability to downtown and the quiet neighborhood with trees
Great schools, safe environment, well maintained parks
Strong community spirit. Great place to raise a family.
Small village atmosphere
Neighborhood feel
The neighborhood feel and proximity to a small downtown.
Village atmosphere, trees, houses not close together allowing for privacy.
Suburban lifestyle, good schools, nice downtown shopping and restaurants.
Quiet, small town atmosphere, dog friendly
The surroundings..nature
Downtown and community center events.
THE WEATHER .□ DOWNTOWN WITH ITS RESTAURANTS.
the blend of rural and city life
climate. low population density. lots of mature trees
The small town feel. Large lots. Quiet and calm versus the activity surrounding us.
scale/ sense of community
Quiet, small town feel. Good schools. nearby hills and green spaces

Rural atmosphere but nice downtown.
Small community with a village atmosphere and a great downtown
The quiet village atmosphere of most residential streets, friendly neighbors and very low home density
The high quality public education system and the generally safe surroundings.
Small community with a village atmosphere and a great downtown
Small town feel in a big city
It's a small village that is off the beaten path.
Small community with a village atmosphere and a great downtown
Nature. Safety. Schools…in particular that we have school choice between BCS and LASD. Competition is good.
The quiet village atmosphere of most of the residential streets. Friendly neighbors and very low home density.
It's a small village that is off the beaten path.
Friendliness, size, walkability. I love that we now have sidewalk cafes.
A Family friendly town. Fun activities like art, festivals, farmers markets, first Fridays. husband grew up here and we've lived here for 12 years. We love it.
The Village with shops and restaurants.
sense of small town community. Knowing many people when I'm walking around town
Rural feel, peaceful neighborhoods, diverse and educated residents
My husband grew up here & we have lived here for over 12 years. It is a family friendly & elderhood town and offers, fun activities like the art, festivals, local fashion stores / farmers market shopping and good variety of restaurants. We came from San Francisco and we are all so much happier living here.
Small village feel
Walkable downtown and community center, library, nice tree lined streets, coffee shops and cafes to meetup and hangout
Safe rural quality of life
Safe rural quality of life
Rural feel, central location, great weather
Low key, safe, lots of room, unpretentious, amazing climate
Neighborly, "village" feel.
Los Altos is a small town with many trees. It has convenient surface parking downtown. I want to keep these features
The small town experience.
Safe, clean and thriving downtown with many specialty shops and restaurants downtown.
Great location but relatively quiet, spacious, and tree rich.
I like the it's mostly walkable; I can walk to school, the library, the community center, the downtown triangle, and Shoup Park and spend time outside of home.
The cute downtown, tight knit community, great schools, safe
The Downtown
It is very peaceful.
its fancy
I like how everything is easy to reach
being close to everything
I really like how the community is safe to walk around in and has plenty of bike/running trails as well as downtown Los Altos which is a great place to hang out in.
I love the trees and the environment! I very much like the downtown and the restaurant and food options we have. Keep the aesthetic up! I like how calm and quiet walking around town is it is super beautiful.
Downtown and the library
I love that the community is so safe and friendly! It is very easy to walk around in the streets.
It's very friendly and pretty! I like all the nature (birds, squirrels, trees, flowers) and Lincoln park (which is a great spot to start runs in the hills). It's also convenient, with a large variety of local businesses. The food is great! (Many high schoolers are sad T4 closed down though, as it was very close to the school and not too pricey.)
The Downtown Village. Don't ruin it with the absurd plans to replace the parking plazas with a park, performing arts center and high rise cramped housing.
Downtown
I love the quietness of the suburban streets and the residential feel of the neighborhood.
The neighborhoods are clean and quiet and the streets are beautiful.
It feels safe and has a peaceful vibe

the shopping and the restaurants
It's relatively quiet and crime-free. There are also a good number of unique (vs. chain) stores downtown.
Relatively quiet and clean with a lot of restaurants
My school is a very good school
The walkability: there are always people walking around and it's easy to get to downtown life from my home. The safety: I feel comfortable walking in my community and talking with neighbors. The small town feel: great events put on by LAVA increase the sense of community connectedness and make it an enjoyable place to live.
The weather is ok, just ok, not great.
The active downtown community
Its quiet safe neighborhoods
The rural feeling that Los Altos has
All we need is close. and need to drive a distance to eat, bank, exercise, shop. The downtown is amazing especially now with the State Street Market.
The beauty of the small town atmosphere, esp. downtown trees in the fall, tiny white lights at night, social community.
It’s small □ Easy to park□ No crime
Trees, flowers, diversity of people and languages, people walking
Quiet neighborhood, Downtown, Safety
I love the downtown atmosphere and the tight knit community . Along with access to places like redwood grove.
It's convenient to all locations.
Quiet, nice people
It has a very chill and friendly environment.
It is clean
The people
Small town feel and great community. Supporting neighbors
Downtown and Shoup park/redwood grove
The small town community feel. The walkability of the city, especially downtown. How safe the community is, including the responsiveness and participation of the law enforcement community.
the community
The safety
I like being able to use the kohls in mountain view for robotics
I like the quiet streets.
I like the weather and the sense of community. I also like my school los altos high school
The diversity and safety in the community.
I don't live here, I work here. It is a very pleasant city with an attractive and activated downtown.
Large residential lots. Great schools. Rural atmosphere unlike surrounding cities. Lots of mature trees throughout the neighborhoods and downtown. Heritage Orchard is unique.
Big lots for homes. Great schools. Rural environment with lots of mature trees.
Rural feel. Quiet community.
The greenery
the lack of homeless
safety; nice sense of community; good schools; mostly quiet
sldakjf
Small town. Trees
small town charm and character, particularly of the downtown which has low rise buildings, tree canopied parking plazas and a informal
sadfsdf
kga'dgk
lskdjf
Large single family lots. Good schools.
The nice neighborhoods and charming downtown
The nice neighborhoods and charming downtown
I love Downtown Los Altos and how it's size, schools and nonprofit organizations create a vibrant and engaged community.

Woodland library and the trees along Fremont avenue after the "Welcome to Los Altos sign" - how the trees set the tone for the beautiful town.
I like it the way it is. Small town vibe with top-notch amenities, very little traffic compared to surrounding areas, central location yet a lot of green space. Quit trying to overbuild and make it like Palo Alto (which was ruined by overdevelopment).
Large lots and lots of trees plus high quality stores in a convenient downtown.
Trees
Friendly
Friendly
Friendly
its pretty much low keyed, has minor crime, has been able to maintain that "village" feel
Large plots for family homes, great schools.
Small town feel with big town amenities
pleasant community, nice houses, gardens, and a convenient location to downtown amenities.
The quaint downtown□ Friendly people all around□ the village atmosphere of the residential areas with mostly single story homes (with the exception of a few monster 2 -story homes), which allows for privacy in back yards and view of the trees & sky from all homes. □ Lived in Los Altos since 1992
The small town vibe
[Simplified Chinese] Vibrant community activities; a tranquil and private living environment.
School district
[Traditional Chinese] Environment, Safety, Education
Our quaint downtown with interesting stores like Linden Tree, the farmer's market, the Head West market, First Fridays. We have great schools and a wonderful community feel.
Space, uncrowded facilities without stressful competition for parking spaces.
Small town feel
Close to nature and close to resources
Close to nature and close to resources
It’s pretty relaxed
Safe, family-oriented community. Nice downtown.
centrally located, great downtown with plenty of large parking spots, nice shops, love the community
I grew up in Los Altos so it holds all of my memories since childhood.
Quiet streets, nice homes, safe, quaint center of town, no unhoused (except on Fremont) and little high density housing - aka cement.
The attractive downtown and the abundance of trees, without multistory buildings.
My quiet neighborhood with friendly neighbors and lots of mature trees.
Village atmosphere
The calm residential atmosphere
I like the rural,small town feeling. I like how friendly the community is.
Family friendly, walkable, casual.
Wonderful neighbors and great schools.
It's near the mountains.
The small town feel; the neighborhoods; sense of community; top performing schools; trees and greenery; close proximity to main roadways such as Foothill, 280 and 85.
Quiet, lots of trees, large lot sizes, good schools, quaint downtown with lots of small shops and few big box stores, adequate public parks, unique downtown parking with lots of trees, minimal tall buildings
The medium town feel, the community, easy access to highways...
Quiet, uncrowded and safe.
trees, peace and quiet, and low crime
Relatively quiet, relatively little traffic, and safe.
The community of people and the fun feel of downtown los Altos
Small town feel and the amazing pistache trees! There’s no place like it! I hope it never changes. Do NOT get rid of our parking lots!
Charm, ambience, not a sterile and soulless contrived town. It’s a destination for so many to stroll our unique shops and enjoy the birds, trees, sky.
Los Altos used to call itself The Village. And it used to have that feeling. I like the areas the most that still have that feel.

Safe, beautiful, small town community which is a great place to live and raise a family.
Village feel.
The amazing small town character, the quiet feel of the city, even when it is active. the trees. The view of the mountains. the ease of the location with regard to getting to other places in the Bay Area. The people. The little shopping areas in the neighborhoods and the downtown (that we still ahve small businesses to support). The parks.
long-time relationships with friends and some business owners
Absence of major chain retailers and thus small town feel
The small town feel, plenty of parking
I love the vibe of the downtown. I like the energy

Question 2: Looking forward, what is one thing that should be done to improve Los Altos?
foster a better sense of community grounded in kindness among all groups of people at every economic level
Continue to support small businesses avross a grid of streets. Los Gatos is cute but really has one primary shopping street. Los Altos has primarily a 2 by 4 grid and beyond. This encourages shopping and dining in a 'town'
Repave streets, improve existing parks, attract small businesses downtown
Safe routes to schools, more bike friendly and pedestrian friendly
Multi story parking to free up land for affordable housing
Remove the restaurant parklets that are in the streets
is there a way to connect downtown in a better way to the community center and library.
BETTER GOVERNMENT THAT PROVIDES FOR WHAT THE CITIZENS WANT.
Resurface the parking plazas and irrigate the existing trees that are located there.
Los Altos doesn't need improvement; it needs maintenance and beautification
Return to priority of cleaning and maintaining and beautifying our existing streets, walkways and planting areas. Focus on trees and flowers and open spaces and cleaning and maintaining what we have. Remove the murals that are making downtown ugly. The village is for trees and flowers and harmonious consistent and cohesive beauty.
Maintain small town feel; stop erecting tall buildings right downtown; support local merchants and restaurants; maintain convenient parking in the downtown area.
Investigating a safer way for children to commute to school. The motorized bicycles seem to pose problems on the streets. Drivers do not consistently give cyclists and pedestrians the right of way on the major roads in Los Altos. The crossings, while helpful, are ignored more often during busier traffic periods. Drivers leaving the community centre do not stop to check both ways before leaving the parking lot onto the road. There have been many close encounters in front of the community center.
Not losing parking in the downtown area
Maintain the quiet, safe, uncrowded standard of living that Los Altos is known for.
More social life
Parking
Parking
Keep the community involved. Ensure we are thinking long term impact
Do something to remove homeless encampments
I would like to see the whole San Antonio Road to have more space and safer to walkers and bikers.
To make it more family-friendly and family-accessible.
Improve the conditions of our existing parks
Teen areas. Basketball or pickleball at community center in the open space currently wasted behind the building and playground
Better evening and weekend options in downtown.
Keep it safe from crime
More brunch places and better wi-fi/cellular coverage
Perhaps more recent college-grad tailored events
Attract anchor businesses to downtown
Better parking availability in town
Keep the village and suburban feature.
Pedestrian zones in downtown to encourage more outdoor dining, activity and human interaction
More social and cultural events and activities
Diverse representation in the city government and other city organizations leadership
One thing that should be done to improve Los Altos is put back some of the parking spaces that have been taken away for the partlets. Being a senior citizen I find it very difficult to find a convenient parking space close to where I need to go. I think of the old adage " You are robbing Peter to pay Paul"
Allowing dogs at the farmers market and hanging flower baskets in downtown
leave Los Altos alone. everyone loves Los Altos because of the way it is and has been.
Free shuttle for seniors.
I want it to be easy to park downtown. I also am concerned about home burglaries. I feel like we rarely see police patrolling in Los Altos. Where are they?
NEVER put a park in downtown Los Altos. NEVER put parking meters. Add more good restaurants. Encourage small businesses by making rent affordable. I miss Eddie Richardson, Sheldon of Lod Altos.
Better restaurants and shopping

Los Altos should continue to develop and grow smartly. Don't overbuild housing and businesses that are out of scale and context with the community.
Available parking near stores and restaurants.
Downtown needs to be revitalized in a way that suits folks in the 30-60 range. And make it a bit more affordable for students.
A foot bridge connecting the Community Center/Library, History Museum, Hillview park, the orchard to the downtown! Also, improving the field so that part of it was a shady place to gather and play for kids. Closing State Street often so we can walk with our little kids and families and NOT WORRY about cars coming!
Increase low income housing and make it a more welcoming place for black and brown people.
more trees, san antonio road issues, PG&E outages and improvements
retain downtown character instead of trying to "modernize" -- no to higher buildings, no to parks replacing parking lots, no to downtown theater
City cars including Police Vehicles should all be electric. Those hybrid Priuses need to get traded in. Please, contact the police departments if Menlo Park, Palo to, and Mountain View - to name just a few - that havr added electric police cars to their fleets yeats ago. All city landscaping equipment should also be electric. I font want my tax follars to pay for city vehicle gasoline that puts money in tje pocket of foreign entities. Our addiction to gadoline has involved our country in too msmy wats snd foreign entanglements. Going electric is the patriotic thing to do.
Keep the minimum lot size for homes, don't invest in high-density housing; attract great restaurants to downtown.
Downtown Los Altos could use more restaurants, parking and later hours. The city shuts down so early, most places are closed by 9pm. LAVA has done an excellent job with its strolls and bringing the community together. First Fridays are also a great edition to bringing community and revenue downtown.
Attract businesses that appeal to younger shoppers 18-30.
We should implement a foot bridge to connect downtown to hillview community center. The hillview field is a rarely used park - we should update it with benches and gathering areas for families and friends to enjoy daily. We should keep a soccer field and grass area with a stage for all events (rather than the veterans plaza which cannot accommodate so many people). We should shut down state street to car traffic on Saturdays and Sundays during the summer for families to utilize. Let’s make downtown even better and more useable for the residents!
improve retail
Build more affordable housing so that people who are not fantastically wealthy can enjoy living in Los Altos.
Develop Loyola corners - needs to be more vibrant and have more development
keep streets safe for biking, walking, young and old
More stability in downtown businesses, particularly restaurants
Keep downtown intact and reduce development
Better public schools. They’re starving money. Automated traffic lights. If not car on the cross road, turn their light red and mine green!
Leave neighborhoods as they are. I live in a neighborhood of ranch-style homes. Now a neighbor is building a very tall box of a house that doesn't fit in. Keep our neighborhoods looking like they are.
Improve traffic flow downtown. Add a community gathering green space downtown. Create better pedestrian access between downtown and community center.
Cultivate hyper local community - through gardening workshops, city truck drive by with compost, styrofoam collection etc.
More upkeep of the South Los Altos roadway greenery. Plant more trees esp in S. Los Altos.
school facilities
More vibrant downtown with a night life. More classes and activities for mid-life, empty nester citizens (aka we are not seniors !)
More interesting stores /restaurants
I like the idea of a park downtown.
some places are underutilized, can be better utilized, and some shops can be revamped
Please please please bury the power and utility lines. It’s embarrassing to live in this beautiful community and see telephone poles and criss crossed wires all over town
survey is broken
City council chooses less ambitious and more accomplishable problems focused around improving transportation and enforcing laws sucj as parking limits and speed limits
We should do more for those who have less. Like make affordable housing without complaining.
Improve governance, find a home for the lapidary studio!
I think that doing more to support families--more family programing and family-friendly spaces. Encourage early-childhood programs to open their doors in Los Altos. Have more areas with restaurants and shopping options (not just downtown).

While it’s important to preserve Los Altos’ quiet, high-quality small-town character, the downtown area needs revitalization. Compared to nearby cities like Los Gatos and Saratoga, Los Altos lacks a vibrant and inviting downtown. The city should encourage a thoughtful mix of modern, attractive retail, including select national brands alongside local businesses, as well as more high-quality restaurants and cafés. Extending business hours would also help create a more lively and welcoming atmosphere.
More shops downtown
Even more people/foot traffic based spaces - why not close down one of the streets completely to car traffic? Maybe State St.
More students friendly businesses for the school district kids.
Bring more nightlife
safer bike lanes and crossings around San Antonio. This continues to be a risk or our school kids. Even when we tell them not to bike down that road they don't always listen. helping to support small businesses to move into the empty shops in Downtown. Let's find ways to lower rent and engage small (women and black owned) businesses into our downtown.
parks, dog parks, small town feel
Remove Parker’s downtown and return parking space. We don’t all live within walking distance, so lack of parking is now a deterrent.
Enforce smoothing rules ! I am happy finally there are wheelchair parking spots on main st. My mom never got to take advantage of that. That was so sad. I’m glad for others now!
continue to invest into downtown ; control growth; less traffic ; continue to invest in community center / activities that bring the town together
Preserve what we have. Very worried about the look of high rises and concrete.
Facilitate the development of more affordable housing.
Keeping up with technology but at the same time don’t lose the smaller community atmosphere, perhaps implementing things like self driving shuttles for seniors and kids around town.
privacy (I see increasing concerns for homeless in Los Altos)
Make it inviting to a broader range of people, both racially and socio-economically. It's not healthy to have a city full of tech bros. It's not moral to build metaphorical walls to keep out people who don't have the right ethnic background, or a big enough brokerage account. It makes me sick when people write into the Town Crier saying how hard they've worked and how much they deserve to live here, and that "those people" should go away until they've earned it.
Why one? Create culture of transparency with and respect of resident opinions by city council.
Why one?
Why one?
revert back to at-large city council seats if the result of the lawsuit ever allow this
Continue the CAAP path to gradually and pragmatically reduce our dependance on fossil fuels.
Clean up transit. Examples include encouraging active transportation by reorganizing city features so that people can get to necessities like groceries through car-free pathways, as well as devoting space to convenient public transit for people's longer trips
Involve community more in major decisions about space, buildings, parking etc. I was really disappointed to hear that the former teen center space behind the library was repurposed for offices. We also need affordable rent downtown for businesses and more restaurants.
Bike & pedestrian safety
Maintain it.□ Take care of our natural and historic resources first.
Bring back a community pool, fix Redwood Grove nature house so that kids can once again attend beloved Redwood Grove Day Camp, get rid of the stupid tall plastic barriers on the streets....they reduce visibility, and confusing and cause accidents.
Maintain it's small town charm and feel. There is zero reason increase business interests in the downtown area -- it's thriving all on its own.
Preserve and prioritize our village community charm and semi-rural tree healthy, leafy atmosphere in downtown, Rancho and in
Where feasible reduce the width of the road to encourage slow driving, increse permeable and planted surfaces. I live in the Highland and there are plenty opf opportunities to do so on my neighborhood
Fix the roads
Improve bike safety / designate more roads as bike-only (especially around school routes) - this will also encourage more people to bike rather than drive and keep our children safe.□
I love the new park idea in downtown. It would be great to get take out from nearby restaurants, sit down at the park and have a picnic. Especially families with young kids will appreciate this as it's sometimes difficult for kids to sit down at a restaurant and eat, so kids can just run around at the park while the parents are having a picnic.
A progressive mindset by city leaders and staff to prioritize diverse housing to support a diverse and vibrant community needed to keep the city moving forward and growing in a well planned and managed way. This would include enabling a vibrant downtown that doesn't close down after 5pm, making the downtown less congested with so many cars and greener/cooler with less asphalt, more art and culture reflecting an inclusive community.

A more vibrant downtown; better selection of shops, restaurants, and entertainment options.
sidewalks, all over. why are we still prioritizing cars over people in 2025?
Preserve the essential nature of the town. I moved here because of the calm quiet nature of the town. I am not excited about making the place more "vibrant."
Nothing. I like the town the way it is.
Stop building ADUs. It's increasing density and traffic.
More multifunctional and multigenerational outdoor spaces. E.g. playgrounds for seniors, tables for chess, rock climbing walls, pickleball
Make it a better walking town. Fix the sidewalks - so many of them are dangerous because they are no longer level
Make it a better walking town. Fix the sidewalks - so many of them are dangerous because they are no longer level
Community swimming pool
Attract restaurants to South Los Altos. Increase walkability.
Not build a downtown park and performing arts center, but rather invest in cleaning up downtown, including its filthy sidewalks and poorly maintained flowers.
more shops that sell food that you can get quickly like G and K bakery
Improve pedestrian and bike access, with an emphasis on improving safety and enforcing speed limits
Even though Los Altos is close to nearby cities' amenities, the city itself is lacking behind on activities and amenities for children and teens.
more community/ kids activities/ park in DT
More trees and open space
Development of Loyola corner, rancho with more cafes/restaurants
Remember that all people who live her are not ultra-wealthy. Promote affordable businesses and opportunities
less apartments
Provide an electric shuttle service throughout the city connecting with public transit. Way to get kids to school and people out of their cars.
More green space. Add a park downtown, redevelop Grant Park
keep historic aspects of Los Altos
Diversify and create more housing so that it is more livable for more blue-collar workers. I think we can convert more downtown buildings to be retail on the ground floor and housing on upper floors, like European cities. I don't think we need ten story buildings, but I don't see anything wrong with 3 story buildings. Decrease spending on policing and increase other social services.
Make sure pot holes are filled promptly.
More playgrounds and public facilities (pool), make it family friendly
the digital social layer like Nextdoor provides, but only for Los Altos, not a Facebook group or a twitetr account - everything in one place Los Altos
make it easier for our diverse population to have what's important to them -- identify the barriers that segment the community and take public action to reduce them; foster opportunities for communication and connection across age groups, economic status, residence
Foster neighbors being neighbors
Continue to foster the open spaces and maintain the small businesses prevalent in downtown
Add sidewalks, support stronger community, keep things affordable for the non super-affluent
Create an actual dog park at Hillview soccer field (this was discussed some years ago), one for small dogs, another for large dogs. Diversify stores downtown/attract more restaurants/stores. Keep outdoor eating areas. Create more parking (multi level parking structure).
Downtown closes too early. There aren't any affordable places. Seems like all the restaurants, for example, even the food court are overpriced. Need more affordable housing or multi-homes
Build mixed-use affordable housing and workspace on top of Los Altos City Hall offices, library and lots.
Improve downtown space to promote walking
Do not remove parking downtown or over develop it!
Some of the road improvements have not been improvements. The white bumpers on El Monte area distraction and worry it will cause cars to move head-on. The 'no right turn' signal at the end of Almond at San Antonio is confusing to everyone I talk to and will likely cause an accident in future. The trees planted on S. Clark Ave. forcing cars to swerve or worse crash into the trees will inevitably happen (speed bumps are better). The new traffic features are not helpful and may cause more harm than good (like the Jardin Ave redesign disaster).
We need to stop building high-density, multi-story developments—both commercial and residential—in downtown and throughout the city. To preserve the small-town feel that makes Los Altos desirable, the city must prioritize reducing density and strictly enforcing height limits on new construction.
Zoning changes so we Can thoughtfully increase the population and keep our great schools.

pedestrian safety, especially crossing big roads (some of the blinking lights in the pavement no longer work). Seems like there are significantly more cars zooming on the streets.
Roads are not maintained well, only few roads are redone year after year ex Covington road but high traffic roads such as Springer road, El Monte road are not redone. Lots of cracks and potholes
More housing
Make our downtown more of a place for people instead of cars.
More vibrancy downtown - improved infrastructure for shops downtown; a theatre space for music, shows, speakers; a downtown "square"
Remove ALL of the ridiculous plastic reflective traffic barriers! Plan intentional forward thinking development aimed at improving community and lifestyle of residents while beautifying the village & medians along Foothill & San Antonio
Limit development, reduce traffic, enforce speed limits on neighborhood streets and ban electric bikes
Downtown. We need a new theater, I love the park idea and Main and State should be one-way streets.
Add sidewalks and streetlights to the neighborhoods around the high school getting to major traffic roads
Nah, many more things than one thing need to be done. Systemic change is needed, as well as several change initiatives. Change R1 to ENCOURAGE low gentle but definite increases in density: casita courts, dup- tri-, and quad-plexes, lot-splits, sellable ADUs. Concoct property tax breaks and grants to landowners if they deed-restrict their ADUs to house local workers, students, and young families. Install free or low-fee shuttles around town between biz districts, schools, parks, and community centers. Get rid of ALPRs, assault rifles, chemical grenades, and FLOCK, and never do business with the Palantir/Oracle devils.
Keep it the way it is, unchanged.
A new library twice the size if existing, it's alarming how little the majority older residents seem to value future generations of kids. High schoolers need the library
safety, less break-ins, more police surveillance
Disallow homeless encampments in public places Reduce traffic on Fremont Ave
Can do a lot more to reinvigorate Loyola Corners - looks dead and a bit rundown. Anchor on Bicycle outfitters
Build facilities (e.g. a swimming pool) that are more geared towards younger people. Young people don't have much to do in this town.
Community center and library are geared towards seniors. City desperately needs services/amenities for kids, teens, and young adults.
don't over-develop the city and downtown. Keep the character of the town. It is good the way it is
improve infrastructure
Stop making all major capital expenses downtown and invest - to cath up equivalently - in Cental (Loyola Corners) and South Los Altos. That is just to answer the "one thing" question, generally.
Better maintenance of our downtown (sidewalks are filthy, plants not well cared for, trash) and existing parks.
I would say that not letting what happened to First Street happen to any other areas. It's like going through a tunnel now and views of the hills are cut off.
Los Altos has become shabby looking, roads are bad, landscaping not cared for, general lack of care for the character of our town. I have live here more than 50 years and have seen the care and pride in our town deteriorate.
Keep the parking plazas and keep the buildings at 3 stories or fewer. Improving = keeping. Remove the restaurant parklets. We don't need them anymore. Keep the materials in case there is another Covid situation. Obsolete now. Remove them. This is unfair to restaurants that pay their lease to have outdoor space. "Giving" others this by taking our parking is obscene.
Improve traffic enforcement, including red light and speed cameras.
The city needs to put more into keeping our town beautiful. Weeds are all over public property.
GET MORE INPUT DIRECTLY FROM OLDER ADULTS who live here & have lived here for years. It seems like the City Council pays a LOT more attention to the young people who are here - not to those of us who've been here for 30+ years!! it's very disheartening & at times, makes us seek housing elsewhere. But our medical issues do not allow that to happen at this time. We are still searching for the "right place" for us to live. Unfortunately we may have to leave Los Altos since the CC pays so little attention to our specific needs. PLEASE address this in the future! Thank you.
Restrict tall building like the 5 story one currently being built.
Leave out a creating new park and theatre. add places where seniors can be active like a community pool, a few more pickleball courts, less expensive classes.
Need community pool , Not another park
Should have added community poo
1. Sidewalks in residential areas. 2. More gardens and green spaces in the urban areas of Los Altos especially in the el Camino Corridor. 3. More small shops and retail along El Camino similar to San Carlos downtown.

1. Sidewalks in residential areas. 2. More gardens and green spaces in the urban areas of Los Altos especially in the el Camino Corridor. 3. More small shops and retail along El Camino similar to San Carlos downtown.
keep the current scale, don't urbanize the downtown
Work to avoid overcrowding, increasing traffic and noise.
More community programs.
City Council and other committees should be more transparent and solicit community input.
Less congesion
More street lights to make walking at night safer
more parking downtown
1. Permanent pickleball courts at McKenzie Park. 2. Close Main Street to autos and make it a pedestrian zone like on finds in Europe.
more affordable restaurants for families
School bus, neighborhood acceptance for public schools (we lived a block from almond and my kids couldn't get enrolled there!)
Better bike routes/paths!
not overbuild
Continue to attract more small local shops and not large commerical stores
Get input from the community before paying $$$ for outside opinions. Maybe the majority who live here like it the way it is.
Stop catering to small groups with narrow agendas
Good parking, good restaurants and maintain current parks.
More affordable housing
Bullis Charter School needs to be in a location that does not clog the traffic as happens on the corner of San Antonio Rd. and West Portola. That area used to have a soccer field when only Egan Middle School was there, and there was enough space for kids to fly kites. LASD sold a school property Portola quite a while ago for a pittance just to put a bunch of houses there, and enrich Mrs. and Mr. Gratiot. Mrs. Gratiot was school superintendent then. Now what we have is a hodgepodge of portable classrooms. That's not all. Teachers in Los Altos are not paid enough to make a living. The traffic on W. Portola is ridiculous when school starts and ends.
More buildings and a bigger downtown
Improve safety / walkability with streetlights.
More accessible low income housing
Repave San Antonio Road. Pay more attention to maintaining Shoup Park and the Redwood Grove. Hi
Better biking paths. I like the bike path to Palo alto, just wish it would be extended through Los Altos. I also wish the bike paths around schools would have parking restrictions on them. As it is right now it's is dangerous for me as an adult to bike on Los Altos Ave with all the cars parked along it. Having kids bike on this road is super dangerous
Drop the idea of a preforming Arts Center
update main library, improve condition of all streets (not select few it seems)
Update main library , better street mantanance on all streets (seems like select few now)
Rewild vacant lots!
Improve cellular service in Los Altos.
The most transformative step Los Altos can take is to pivot from a car-centric suburb to a "15-minute" multi-modal community that is physically and digitally prepared for the next 20 years. To achieve this, the General Plan should focus on: Multi-Modal Corridors: We must move beyond the personal car. Specifically, the city should lead on the Foothill Expressway Multimodal Feasibility Study to transform the expressway into a high-capacity transit corridor (light rail or dedicated autonomous lanes) with a continuous Class I shared-use path for biking and walking. Missing Middle Housing: We need to prioritize housing density and diversity (townhomes, duplexes, and cottage clusters) near our commercial centers. This keeps the community vibrant, allows for multi-generational living, and supports the local workforce.= "Third Space" Investment: We should accelerate the Downtown Park project (replacing Plazas 1, 2, and 3) to create more "Music in the Park" style event spaces. These spaces should be supported by a density of family-friendly retail like gyms, cafes, and creative hubs that replace the need for "destination" driving. AI & Autonomous Readiness: As a tech-forward city, we must future-proof our infrastructure for an AI-driven world. This means planning for dedicated autonomous vehicle (AV) drop-off zones, smart-grid charging for EVs and AVs, and robust digital infrastructure to support a workforce that is increasingly remote yet craves authentic in-person community. By focusing on density and connectivity rather than parking and personal vehicle throughput, we can ensure Los Altos remains a top-tier destination for families and innovation.
As the valley becomes more crowded, Maintain the same quaint appeal around the downtown.

Maintain existing parks and downtown sidewalks and plants.
Pave the rough major streets, not oil & gravel like has been done. True repaving like on a small portion of Springer Rd recently.
Common sense government
keep downtown active/alive, promote businesses, need night entertainment
build more sidewalks
Build more sidewalks
Add Parking to drive business like Sunnyvale, Mountain View, Los Gatos and Campbell did.
Better maintenance of existing public spaces including park upkeep, street planting beds, etc.
With this unending push for inappropriate density without consideration for existing residents an eye towards minimizing its impact or partnering with other cities to fulfill obligations where low income and higher density communities would be more appropriate seems more necessary than ever before.
Maintain existing parks and downtown sidewalks and plants.
More fast food
Underground parking structure to Alleviate parking congestion
Park downtown, splash pad
Repave the roads full of potholes. Better timed traffic lights, where people are waiting minutes at red lights, with nothing coming in other directions.
More cute shops à la Los Gatos
push back against State mandates for more housing
Bring an end to the years' long conflict between the Los Altos School District and Bullis Charter School in a way that is acceptable to all parties involved.
Our downtown vibrancy could be improved with more diversity of shops & businesses, similar to San Carlos' downtown. And continuing of building a more diverse and inclusive community.
I like it as is, easy to park and shop. Nice people □ Small town
Things are quite good as they are. One suggestion though is some of the ADU's built recently in my neighborhood are rather unsightly. It would be nice if more guidance were given to building permit applicants on finding ways to build these units more in keeping with their
Leave downtown alone. Stop trying to change the ambiance of the town.
Stop building multistory buildings
I would love to see the City encourage better designs when approving ADUs and large housing developments.
More walkability and outdoor amenities downtown.
More parking downtown
Keep downtown surface parking in place. Do not waste taxpayer money on underground parking.
Enforce the laws related to ebikes.
Please look into Palo Alto's Green Waste Program https://www.greenwaste.com/palo-alto/ It blows my mind that we are literally across the street from them and we don't the same recycling, composting, and garbage options and All-Electric Garbage Trucks! They take so many more things to the recycle, including plastic toys and plastic bags. I The other thing I'd love is cleaner tasting water. Our water often tastes like dirt or too much chlorine.
more/easier parking (especially to make up for the parking used by the parklets
NO theater or park downtown--we need parking spaces!!
Community pool / rec center for residents
more options in downtown for food, shopping, farmers market on weekends, downtown electric chargers, at least some affordable housing
Street improvements(Alvarado); sidewalks; parking; community events to bring residents together
Closing streets off in downtown to cars! Similar to Downtown Mountain View along Castro. Ensuring that the city appeals to younger ages as well.
Stop building skyscrapers, improve traffic on San Antonio with speed traps to stop people from driving 75 miles an hour, especially near Jordan and El Camino.
resist densification
Maintain what we have. Keep street paving up to date. Renovate in Shoup Park and Redwood Grove. Encourage more restaurants and retail downtown to keep it lively.
More community-building activities and programs for South Los Altos
Improve parks.□
Keep its charming small-town character with beautiful trees and small businesses
Hh

Stop constructing more condos and want more restaurants downtown
TOO MANY MULTISTORY DEVELOPMENTS IN DOWNTOWN
Solve the Parking problem without destroying the the downtown uniqueness—no performing arts center.
The city needs to maintain its residential sidewalks and alleys. Focus on maintaining and improving existing parks before spending funds on new ones. Continue to welcome all age and diverse groups
Update city parks, start placing art at parks again
More parking
Stop building 5 story buildings. You are destroying all the quaintness.
Stop building 5 story buildings. The quaintness will be gone forever
Build more things! Less red tape! The people who want to slow things down are going out the door. Build a theater! Build a park! I have never once looked around and said wow, how nice it is that this place is old and underbuilt.
Introduce more variety and affordable food options, like smoothies, Korean bbq, and bagel alternatives.
Introduce more variety and affordable food options, like smoothies, Korean bbq, and bagel alternatives.
Maintain the existing quality of life among the push for further development in the state.
Make it more walkable and bike friendly.
1. Discourage traffic on small streets (e.g., commuters going from Foothill Expressway to Highway 85 drive way too fast on Morton Ave / Fallen Leaf Lane to avoid backups on Grant Rd / Fremont Ave) 2. Ensure the viability of local essential businesses (i.e., grocery stores, pharmacies, small restaurants)
Increase parking NO parking structure!
Allow growth and development in retail and housing. We can't remain a village into the future
Improve the existing parks br remodeling the bathrooms.
Remove those stupid bike lane bumpers.
We must embrace thoughtful change and not only pay to maintain history. Improve/expand current purpose: The new fitness installation next to Hillview Park is a win/win for thoughtful improvement. Change: Why fix the decrepit house in Redwood Grove? Spend the money on something new and useful for an outdoor space.
parking
Stop overbuilding, and overcrowding.
it is really expensive for the average person, which is a shame because it is a great place to live
The crosswalk lights on San Antonio Road don't work well. Would I've a pedestrian bridge over San Antonio.
Tear down the Halsey House which is an eyesore and has fallen into an unsalvageable state, and build a new community building there that can be used for children's/nature programming . The older people who write letters saying "save the halsey house, my daughter attended camp there 40 years ago" are not being practical. We need to create some new, usable spaces that families can enjoy today.
Make City Hall more approachable and responsive. The front lobby is empty, uninviting, and not welcoming. Staff is there but not visible.
make City Hall more approachable and responsive.
More public art
More public art
Stop the dog park by the library- parki by was already limited! And the building going on north of State Street - you're ruining the atmosphere of our town!
The one thing that should not be done is to convert parking plazas 1 and 2 to a public park with underground parking!!
increase environmental protections
Only one?? Perhaps first, start with providing homes for those not at the top of the income scale: police officers, firefighters, teachers, retail clerks, waiters ... And if I'm allowed second and third: enhance downtown retail and add evening attractions. Figure out how to allow people to enjoy Los Altos without making traffic, pollution, and greenhouse gas emissions worse.
keep it quiet
Nothing. We moved here because we like it. WHY do we need change?
Improved transit within Los Altos, and between Los Altos & major arterial routes
Improvement to existing parks. Sidewalk maintenance in residential districts.
More interesting retail
Encourage reasonable rents to attract small businesses

Development that aligns with the small town atmosphere. The current city representatives continue to make decisions that compromise the essence that makes Los Altos special.
Hillview baseball field could be dog park by creating separation between walking paths and field area. Easily, and inexpensively achieved by extended low-height outfield fences. No other changes necessary. Set hours and rules, closed 8pm - 7am or when baseball is present. McKelvey in Mountain View has higher quality baseball fields than any in Los Altos, yet outfield is used mornings as a dog park.
I think traffic is going to be an even bigger problem with all the housing that's going in on El Camino. We need to keep our neighborhood safe and walkable.
Enliven the downtown.
Enliven the downtown.
downtown is old-but it has charm-but it could be updated and still keep its "village" type atmosphere
Dog park. Not expensive. Simply extend outfield fences around Hillview little league park to separate walkways from park. Separation addresses many complaints from trial in 2020. Look at McKelvey in Mtn View
public pool! Public community resources like pool, gym, track, recreational options (like Saratoga Ca, or Cottonwood Heights Utah
Add more life/activities to downtown.
Stop taking space from businesses… this could easily lead to a decrease in parking spots which some groups will then try to convince everyone that we need a parking garage or two. We don't and it would severely degrade the atmosphere of the downtown and increase the likelihood of crime
Ensure stability & success of downtown business, including providing more adequate parking.
NA
NA
Keep the parking and stop the construction of multiple story buildings that create a tunnel effect on the streets.
Be sure govt bureaucracy does not drive out small businesses.
Improve roads/infrastructure, including better cell coverage. Ridiculous that we are in the heart of Silicon Valley, the global epicenter of technology, and we are relegated to horrendous reception downtown, near LAhS, and many other parts of LA. we should also improve our trash collection. Do it like many other places, including Beverly Hills, where all the trash goes in one bin and all the sorting is done at the waste facility. I'd love to see how much recycling and compost is wasted because residents don't put it in the appropriate bin.
More green space for young families.
Don't tear up the parking lots and build a park.
Congestion
Keep the available convenient parking with no hi-rise garage sullying the quaint atmosphere.
Prepare the community for changes- emergency situations.
Improve bike infrastructure. Currently it feels like Los Altos hates cyclists. There is no route for cyclists through the Hillview Community Center zone, Cuesta going East is terrifying, and San Antonio patches feel like a washboard ready to throw you off your bike. I would like to ride a bike without fat tires, but biking in Los Altos often feels like you are off roading.
Continued/increased investment in long-term family-friendly community resources (like our wonderful community center, could use more parks not just using the schools), with eye to maintaining/improving aesthetics. This will maintain property values over time and ensure high demand and high quality of life for residents.
Improve bike infrastructure
Safety improvements-sidewalks, street lights, maintenance of the roads
Redirect funds targeted for the downtown park to keeping the downtown sidewalks clean and safe (repair & clean on aa regular basis) and refurbish and enhance existing city parks: Redwood, Shoup, Grant, etc.
More focus on South Los Altos and beautification at Loyola Corners.
Deal with loud barking dogs
Expand multi-use, dense zoning to more than just downtown.
More parks, playgrounds, and small businesses
Pedestrianize the downtown area
Better water … less hard Kids on motorcycles (e-bikes)… needs to be safer still- restrict them
Fix the traffic lights to be synched. Left turn traffic lights should be a flashing yellow when the lights are green allowing driver discretion to make the turn when safe.
take care of the roads, pot holes repaving.
Need movie theater. Get rid of electric motor scooters/motorcycles. Maintain single family homes with large setbacks

Better lighting in downtown parking plazas
To allow major changes to downtown be put to a public vote. We want to choose how our money is invested in the future of our town.
More attention to safety on our streets. With increased development, streets are becoming too dangerous to walk on or cycle
Could use a little more parking in order to fully access businesses especially during peak times of the day.
Cultural diversity
more policy regarding environmental efforts such as food waste prevention, green electrification, and recycled material requirements
Cost of housing
Increase commercial tax base by encouraging more retail. Think like Los Gatos or RWC.
Better array of affordable shops, not the chichi stuff
Maintain the vibrancy of the town while maintaining the current atmosphere.
Limit growth to retain the vibrant yet village type atmosphere.
More Senior programs to encourage community building and strengthening
Keep it the same as much as possible
Street lights on roads with sizable traffic
More public art
Clean the sidewalks downtown. Too many dogs use them for toilets.
Reduce "vibrancy." Los Altos was a nicer, more family-friendly community in the 1990s than it is today, because of the aggressive urbanization of downtown since that time.
Finish the sewer repairs and make all corners and streets welcoming. It has been going on for too long.
Make it more friendly for walking/biking
Get more restaurants and shops in village.
Continue to make the downtown a vibrant place to go for shopping, restaurants and meeting up with friends
keep the small stores and parking and restaurants in downtown
No low cost housing in place of downtown parking
Support downtown stores and restaurants
One thing we would love to see improved is the availability of larger, well-designed dog parks. Los Altos is clearly a very dog-oriented community, yet there aren't many dedicated, spacious areas for dogs to run and play freely. It would be great to have more thoughtfully designed dog parks, ideally with sections separated by dog size and maintained to the same high standard as the rest of the city. Creating more of these spaces would really enhance the experience for both dogs and their owners.
More side walks to and from downtown.
Better bike and pedestrian infrastructure, especially sidewalks!!
Get rid of anyone illegal
Stores need customers from surrounding communities in order to survive, so we need more parking.
Build more housing. Lots more housing. It's a great place -- we should let lots of people live here.
Stop the new dog park going in by the library and the building of more dwellings downtown. Our downtown is going to lose it's charm.
More lively activities
Protect its heritage and history.
Community pool for our kids to socialize
Better parking in the downtown area.
Stop spending consulting fees on projects that affect the town's rural bedroom vibe without first getting a community vote in favor of such.
Keep the parking lots. Do not remove trees. We do not want a park downtown.
Reduce traffic, slower speed limits
More dog friendly green spaces
Clean up our existing parks. Redwood Grove is an abandoned mess - such a shame.
Clean up Redwood Grove and Shoup Park. Redwood Grove has fallen into an abandoned mess.
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Clean up Redwood Grove and Shoup Park. Redwood Grove has fallen into an abandoned mess.

I wish Los Altos is more young family friendly. I feel there are many amenities catered to the grandparents but not many for the new parents/families with young kids. For example, majority of the community center space seems to cater to rotary club/meetings, etc. There is only one small park in the back with a sand pit for the young kiddos and it's always super full. Another example would be the public library. The county had Los Altos library's children's area on the list for upgrades. Somehow, after closing the children's area for a good part of 4 months, it reopened with no upgrades and actually worse interior since the toys and furniture were removed. We were told it's because Los Altos Planning wouldn't grant the library the permits required for the upgrade. I really don't know what "permits" you need for interior design and furniture. There doesn't seem to be any new plumbing, electrical or anything yet the city manages to stop the upgrades that would bring so much joy to their young kids and families. Why? In the mean time, Milpitas got their upgrades. Los Gatos got their upgrades. Sometimes it just feels like the city would rather have the grandparents (who probably doesn't pay much in property taxes) instead of the new families (most probably pay a lot more in property taxes if they bought recently instead of 25 years ago). Los Altos can be a city for all families. Not just the 70+.
Better parking!
Better food in downtown, linger open hours for state street market, year round □ farmers market
I would like to see a little more vibrancy in restaurants and retail. It feels like an older person's town that shuts down by 9 pm or sooner during the week.
More going on downtown in the evenings, would like to see less pushback from certain residents regarding change (housing, parks,
Up to date public infrastructure
Better and more parking downtown
Continue to reduce cars in downtown and encourage pedestrian access.
aggressively develop downtown
A more vibrant downtown
Be careful not to grow city government, as is the temptation with growing tax revenue.
We absolutely need more downtown parking! It's crazy the the city council keeps taking parking spots away. Mt. View and Palo Alto have done a much better job of building parking garages.
Help Loyola Corners by adding houses and retail to all the underused buildings and land in the area
prioritize community needs
Make downtown as vibrant as possible yet still make it feel like a quaint neighborly downtown.
Fix the ridiculous triangle intersection at Fremont, Miramonte and A street and fill the empty buildings and parking lots there with housing and retail.
Maintain the small town feeling. This means events and services that promote the small town, community feel. Collaborations with other organizations like the LA Village Association can be helpful as well.
Affordable housing, small parks, benches
Affordable housing, parks and benches
Better transportation coverage connecting Rancho and Downtown and through Downtown
More vitality downtown
Upgrade electrical power infrastructure and maintain urban forestry
More diverse restaurant options in downtown and family-centric thinking.
Bring the cost of living down - ha, ha. That said, maybe more education/enforcement of basic traffic rules - stopping at stop signs, pedestrian crossings, slower speeds, etc.
Make more bike paths and reduce traffic.
Add AT&T fiber internet to the unincorporated parts of Los Altos to give residents a choice on internet providers . Comcast internet is miserable
Make it safer for walking and biking, less traffic, get rid of cut through traffic.
Improve (clean up) the parking lots, but keep the same size where safety allows.
Create a parking structure for the high school. Improve safety of walking in neighborhoods especially when school traffic happens twice daily. No sidewalks is a problem
Improve downtown business climate□
Fewer traffic bumps, exchanged for electronic or police monitoring to control speeding
Leave the downtown parking alone and DO NOT build an unnecessary downtown park and do NOT build a loss-leader theatre that we don't need
more sidewalks in the neighborhoods!
Limit high density projects to Los Altos boundary sites. Push back on State & Bay Area Air District over regulation.
More variety of retail clothing boutiques downtown.

Loyola Corners needs improvement.
Keep population low.
Theater scene. I am not comfortable in the Bus Barn and a new park on the agricultural land on Los Altos Ave when no longer used by the family. Don't want a big development on that property.
Ensure that there is plenty of parking available throughout the downtown area. Minimize building heights so as not to exceed 3-4 stories that destroy and look and feel of the town. Regulate unsafe electronic bikes and scooters - enforce regulations and keep both riders and pedestrians safe from these vehicles.
Make downtown more lively. Most restaurants and stores close early and some aren't even open at all during the day.
Keep population low.
Street lights!
Less fees and rules for construction
Improve the theater scene. I don't feel comfortable in The Bus Barn.
Would love to see a more lively downtown that celebrates family and social engagement over parking.
Don’t turn parking areas into parks! Ease of parking, along with shopping, and dining should be continued focus.
More outdoor seating for restaurants
Allow market rate housing to be built in the downtown core that is similar to Santana Row. It will bring vitality to the downtown area.
Don’t overbuild business too high/tall.
More unique shops and restaurants to downtown. No more salons or spas.
More vibrant downtown - more space for sitting, socializing, and activities.
more parks, less development
Nothing!
better plans for parking
I see no real deficiency.
Increase retail in downtown
I don't know, it's pretty good right now.
As a town gets busier then parking becomes a problem so I am not sure what to do but I hate the parking on Main Street now with the handicapped taking up +++++ space and planters etc.
Better parking on Main Street□ This suy app is not working well at this timer.
get Wi-Fi downtown
Keep the village a "village". I am sad to see multi-story buildings being squeezed onto tiny lots along First and Main Streets.
Keep the village a village. Sad to see multi story buildings squeezed onto small lots.
Restaurant and Shopping
We should allow for more growth downtown. Develop/build mixed use buildings - retail/commercial on ground floor with living spaces on other floors.
Encourage businesses besides instead of rents being increased and chasing existing businesses out of town. True safe routes to school to get kids off roads. Facilities for kids at community center like basketball courts, pickleball courts, skate park, pool. S real community center.
Better mass transportation and water quality.
Stop allowing multi-story complexes. Please don't turn Los Altos into a nondescript city. Actively collaborate with other cities to overturn AB79 and AB130. TAKE BACK OUR CITY RIGHTS FOR ZONING.
Higher housing density
Reduce noise - leaf blowers, construction, highway 85, back-up alarms,…
Coordinate with the appropriate agencies to underground the overhead power and utility lines.
No new park or new theater downtown
Help Los Altos become an arts destination
Stay as is
Less paint and obstacles on the roadway. The City Council has allowed bicycle advocates to take over "Complete Streets." Completely inappropriate. Letting 1% of interests take over for the other 99%.
It’s ok thee way it is. We have parks nearby and don’t need a park or theater in downtown!
Stop building tall buildings in the village.
limit e-bikes in downtown sidewalks
Improve vibrancy of city center
MAINTAIN EXISTING PARKS ALSO DOWNTOWN PLANTS, PROTECT LINCOLN PARK FROM DEVELOPMENT, SAVE THE EXISITING PARKING SPACES.

More vibrant city center: parks, parking, shops, better city hall/library complex
Add parks and green belts to buffer and preserve the tranquility between high-rise developments and 1–2 story residential neighborhoods.
Slow down traffic
Negotiate the change of the pathways of airplanes overhead at night at least
Negotiate the change of the pathways of airplanes overhead at night at least
Add park, green belt between high rises and 1-2 stories houses/townhouses to preserve living quality in Los Altos
Street lights
replace old school buildings in Grant Park with a new satellite community center for South Los Altos!
Just one :-) ? □ create more spaces for people to convene and hang out.
Upkeep on the parks we already have that need help, Shoup park and trail walk, the house that needs renewing.
Create more affordable housing for the people who work here.
Fixing traffic flows: the no right turn light at Almond and San Antonio is confusing and should be removed.
Increase parking
Add more affordable housing
Educate City Staff to understand and appreciate the treasure that is Los Altos. Beautify our streetscapes with plantings. Take better care of our trees and historic landscapes and buildings. Create new extraordinary common spaces that are rooted in nature. Ban all plastic and toxic materials.
Celebrate community for all ages and stages of life
More affordable housing
Fix the traffic flows: the no right turn at Almond onto San Antonio is confusing,
More restaurants in south Los Altos.
More designated bike lanes continue emphasizing walkable communities
One thing-Loyola Corners area needs attention. Minor improvements such as the removal of the old unused banner posts on the light posts, upgrade the newspaper stands on Fremont and Mirramonte, require developers to maintain their properties while waiting to develop. The area looks apocalyptic. It's sad.
I'd love a theater downtown for live performances
Repair all tree lights
Less construction in Mountain View as that impacts Los Altos - traffic, noise, crowds, etc
Revitalize downtown, encourage new businesses
Return to using a building codes to ensure that new homes fit into the style of current neighborhoods. Increase fines to owners who do not comply with gas leaf blower ban.
Buried utilities, I cannot count the number of times we have been without electricity. The infrastructure fails 1-3 times per year during light or heavy weather events. Allow more SB-9 activity to occur in city limits to address lack of housing and affordable housing.
Remove or reduce the apricot orchard size and turn it into green space for all to enjoy. Else, commemorate natives instead.
SIDEWALKS FOR THE LOVE OF ALL THAT IS HOLY.
License e-bikes
More sidewalks.□ More control over e-BIKES.□ STOP BUILDING HIGHRISES.□ NO NEW PARKS DOWNTOWN.
be fiscally responsible
consider cost versus benefit enacting regulations and programs.
Maintain the small town feel. Eliminate dense housing. More parking spots to get around.
more developments downtown including thester
More restaurants
Better restaurants.
More parking spaces in downtown. Have strict policy regarding e-bikes
Stop tinkering with downtown. It is most enjoyable as it is.
More parking spaces in downtown
Increased access to local public transportation for seniors, youth and other non-drivers. We should have an agreement with or contract the services of MV's free shuttle.

Get a better variety of small, affordable shops. Los Altos used to be a village that anyone could afford to shop at. Now it seems we just have a lot of high end stores and restaurants.
Attract more eclectic stores downtown, less interior design and service oriented business
Stop the infighting between LASD and BCS. It makes no sense.
More parking spaces in downtown
Stop tinkering with downtown.
Get a better variety of small, affordable shops. Los Altos used to be a village that anyone could afford to shop at. Now it seems we just have a lot of high end stores and restaurants.
Maintain and add trees and greenery. Do not block view of mountains.
add a pool to the community center
Bring more restaurants and shops to downtown and make sure to keep all the existing parking lots so that it is easy to park near the shops and restaurants.
free transportation for seniors within the city limits
More parking downtown
Add a pool to the community center.
No more nail salons. Replace safeway it is dirty and managed very poorly. Should not be on downtown
Improve dog friendly areas eg dog parks as a way to provide social/community meeting areas
Preserve sense of place for los altis- not foreign investment
Preserve sense of place for los altis- not foreign investment
Maintain rural, low-key, low-rise feel in all of Los Altos
Prevent construction of 3-5 story housing and commercial buildings!
Improve the parks within walking distance of downtown instead of taking a parking plaza to build a new one.
City Council should stop installing bollards or pylons on our roads.
Underground more utilities. Independent power (like some neighbor cities, relying on PGE is shameful given their history and continuing actions)
There's... not a lot to do. Especially indoors during winter breaks and weekends. Sure, I can easily study at the library or eat at a restaurant but there's a lot of fun or entertainment to be had indoors within walking/biking distance for teens (particularly without spending a lot of money).
No streetlights make walking at night difficult
Preserve the small businesses downtown
i think we should have courts like pickle ball courts at the community center
Less construction on roads
maybe like people not be so racist
I think there should be a yielding sign at Almond Ave and Valencia Road or two lanes for turning cars because there is always a lot of traffic to get to school (Both Los Altos High School and Almond Elementary School are on the same road) and many students have to cross the street. We need an extra lane for people to turn and one for people to go straight, and on the other side, there should be a yielding sign to make people stop for turning cars
more teen friendly stores
Trim bushes that hang over sidewalks, would make it much easier to walk and run.
Trim back the bushes from walking paths because I always get attacked by branches when running.
Maybe more recreational spaces for all ages, and possibly adding a Yi Fang Boba Store?
Pedestrians and bikers (especially around San Antonio) don't have clear markings/pathways to go around, making it possibly dangerous for those people as many have gotten into unfortunate accidents which is sometimes due to unclear crossings in the middle of the road which many drivers don't see.
Perhaps even more plant life in some spots downtown, as it is not always evenly dispersed.
We desperately need a new police building. That has a much higher priority (or should be) than the absurd park and performing arts center ruining the Village.
I think there should be less air pollution next to streets. I know it's kind of a state issue, but having more electric or non gas cars would make it easy for many of us outdoor users to do our activities without having to smell the putrid fumes.
I think we can have a more diverse food scene, with more boba shops and delicacies from different countries. We could also set up more festive decorations downtown. I think the mountain view downtown area can be a very good role model for these.
better bike paths
One thing that should be done to improve los altos were be to update some or all of the roads, and to have empty buildings be destroyed.

PARKING! The parking situation is horrible. While the outside dining is nice, we were already short on parking, and now there is even less. Don't even try to tell me there isn't a parking issue in Los Altos! I grew up in Los Altos (in the 60s and 70s) and have lived here nearly my entire adult life. There has ALWAYS been a parking problem and it continued to get worse and worse.
Not a lot of activities to do as a teenager, stuff like hangout nights or date nights
Sidewalks. People need sidewalks so they don't get flattened.
Add playgrounds to the existing parks (like Hillview Park) and stop trying to build a park in place of a parking lot downtown.
Remove the stupid things they put up at the corners to "protect" the bike lanes. Also, make me mayor.
Update bike paths
Traffic
Initiate a free ride service like some of the surrounding cities have
Getting priories straight. Fix those things in disrepair (there are many) and stop going ahead with a downtown vanity park and theater. This will ruin downtown with less parking, fewer trees and less business due to parking issues. Instead maintain nearby parks, like Lincoln and upgrade the Los Alto Stage Company.
Cancel all plans to take away downtown parking with horrible plan that will destroy trees and convenient parking, esp. for elderly/handicapped and parents with strollers. Don’t put us in parking structures!
Cut city hall budget for nonessential administration
Create safe biking pathways and free outdoor spaces (e.g. parks)
Traffic
We need more protected bike infrastructure. Less downtown street level parking and instead more housing and shops.
Stop closing lanes on San Antonio
More street lights and better public transportation system
Improve the walkability and public transport.
The cars drive very fast
Skyscrapers
Improve parking in downtown and have more shops that are affordable
We seriously need like a parking basement for downtown since it gets super crowded for any kind of event or lunch/dinner rush (DON'T TURN IT INTO A PARK, WE HAVE PLENTY OF PARKS NEAR DOWNTOWN)
Keep attracting more downtown shops and restaurants, but keep the plentiful parking. Not sure how much control the city has, but bringing back useful businesses in addition to fun businesses (ex: a pharmacy). Don't replace the parking lots with a park. BUT add more playgrounds to existing parks (ex: removed the old playground from the community center, but never replaced it.)
less boring □
Add more food/entertainment services; there is not many services for the younger population and its really boring
We should keep the kohls as a space for robotics
Remove surface parking and replace with enjoyable spaces for humans to use. We shouldn't be subsidizing car storage! We should treat cyclists better. Cuesta is AWEFUL for cyclists going east. San Antonio road patches are DANGEROUS for cyclists.
Safer bike lanes on san antonio for students who bike to school (like me)
Better/more sustainable living costs.
There is a need for more affordable housing options, as well as better transit and/or connectivity for multimodal transportation. It is very hard to get to Los Altos from other nearby areas without a car.
More strategic planning vs. one-off projects; focused efficiency in completing priority projects vs. too many "priorities" that never get done; better maintenance of existing city resources; a new police building; greater government transparency; more opportunities for citizen participation in decision-making; systematic methods of gathering reliable, accurate public input -- not Post-It note pop-ups that produce random comments and not surveys like this one that defy best practices.
More strategic planning vs. one-off projects; focused efficiency in completing priority projects vs. too many "priorities" that never get done; better maintenance of existing city resources; a new police building; greater government transparency; more opportunities for citizen participation in decision-making; systematic methods of gathering reliable, accurate public input -- NOT Post-It note pop-ups that produce random comments and NOT surveys like this one that defy best practices.
For South Los Altos, it’s traffic. Patterns have changed in the last decades. Fremont is now often backed up which pushes traffic onto Fallen Leaf (Google re-routes people). We now have gridlock on Fallen Leaf toward Fremont multiple times a week
Build more spaces for people to interact. Have a livelier downtown
change the stoplight timers so they're quicker to change for different traffic conditions. i usually waste about eight minutes sitting at lights when coming from 280 to Edith
keep an eye on density, overdevelopment, parking and traffic
Stop putting up bollards and pylons on the streets
fix the broken city government-both in city hall and within the city council. stop trying to turn our small town into a densely packed city

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More strategic planning vs. one-off projects, focused efficiency in completing priority projects vs. too many "priorities" that never get done, better maintenance of city resources, greater government transparency with more opportunities for citizen participation in decision-making, a new police building
Upgrade existing parks
Upgrade existing parks
Los Altos need to make the streets safer for walking, biking, and rolling around the city. This includes reducing vehicle speeds, creating safer bike lanes, and safer street crossings.
1. Replace all the trees that have died or fallen down along Fremont Ave. There are so many missing. This is what greets people when entering our city and we need more trees! 2. make it easier for restaurants and stores to open
Remove the parklets. Bring them back only if there is another pandemic. We need our streets back. If you want outside seating, as a proprietor you should lease a space that has an outside space or place to make on that is not infringing on the public property. The new restaurant being renovated across 1st street from Safeway is spending a fortune to have just such a space. Totally unfair to allow other businesses to take over our parking spots to enhance their establishment.
Stop destroying what we have. Keep the great surface parking we currently have in downtown, maintain the parks we have, and don't wreck the green boulevards on San Antonio with ugly striping and dangerous bollards.
Improve existimg parks andpark facilities
More housing for lower income people
More housing for lower income people
More housing for lower income people
its really pretty darn good now. yea, there are some things that could possibly be better but its ok
Government transparency, more opportunities for residents to participate in decision-making, more strategic planning, better maintenance of city properties, a new police building!
Downtown park/gathering space; new central theatre
Maintain convenient parking and build the park elsewhere.
Focus on the nuts & bolts. 1. keep streets well-paved 2. support the first responders (police, fire, paramedics), so they can serve the community; need a new 21st century police station.
Fewer chain merchants
[Traditional Chinese] Provide more funds to public schools.
[Traditional Chinese] Some of the public facilities are somewhat outdated.
[Simplified Chinese] 繼續改善公共空間，例如維持道路的平整清潔，孩童及年長者的用路安全 Continue to improve public spaces - for instance, by maintaining smooth and clean roadways, and ensuring road safety for children and the elderly.
More places that stay open a bit later for coffee, dessert. Less salons and more stores and good restaurants.
Los Altos needs an aquatics center. A facility that isn’t nakedly geared towards the over-50s, but catering towards a new generation of people raising children in the city.
Prevent parking plazas from being removed and replaced w a parking garage and more condos/ apartments
Thoughtful densification. California needs to grow, and cities should be locally wise.
Thoughtful densification. California needs to grow, and cities should be locally wise.
Make it less boring
Streetlights and sidewalks
too many taxes. can we get rid of LASD Measure A and the 1/8 cent sales tax increase? i can't believe anyone voted for those. probably need to ban off -year elections. Home robberies is also increasing and the police didn't help at all with identity theft or the robbery.
Please keep it's small town integrity and the nature that surrounds it in tact. More upkeep to the trees and parks is always a plus.
Keep it the same as it is, minus unhoused.

Stop trying to build a theatre down town. If the community wants a theater, build it on the current Bus Barn site. Stop trying to remove parking. Many older residents are not going to ride a bike downtown to eat and shop. It's ridiculous to expect them to do so. And, it would just make liability a challenge for downtown businesses. Make better and more use of our extremely expensive community center, which feels like a beautiful albatross! Elect an independent group of citizens to the city council which currently seems to suffer from extreme croneyism.
Continue to work towards streets that are safe for pedestrians and cyclists, especially school kids.
Elect a more balanced city council
Pursue ways to make downtown rents affordable for small businesses and try to attract some more prominent retailors and restaurants to add to the mix. □ Don't sacrifice the parking areas for massive garages that don't fit into a small town feel.
I would like to see more stop signs or crosswalks to help the safety of walkers and children walkinf or biking to school. I enjoy the community events that promote the downtown businesses,
Leave it alone. Continue low income housing along El Camino Real. Maintain high quality education in school district.
Improve walkability between downtown and surrounding areas.
More housing.
Protect the rural charm.
Leave it the way it is, realizing the state regulations must be met,
1) Make downtown a little more lively 2) More coordinated events for the city to get to know their neighbors and not always centered around alcohol.
Stop Sacramento from imposing their requirements on our City and its Planning Department.
keep it just like it is now
To have more affordable housing without the ugly buildings and insane density with insufficient parking that is taking over neighboring communities.
Build more housing so younger families can still come to Los Altos.
The city needs to take better care of the town. It needs powerwashing, lots of dirty sidewalks that could be sparkling instead.□
Reopen the spots my children LOVED: Redwood Grove Day camp, LACY where the teens could dance and gather (o WONDER our children are sitting g around on screens—- o place to gather). The Underground for Jr high, swimming lessons….why don't we have a pool agreement with one of the high schools? Where have our REALLY NEAT things gone for our children?????
Do whatever possible to avoid the development of tall, dense, residential structures. If the city must concede, it makes sense to push that development along the El Camino corridor.
Get the City Council to listen to residents and stop wasting time and resources on pet projects that no one wants. Also, get them to be polite and respectful to residents.
New city council.
Listening to residents is the number one priority to me. Also, getting input from downtown merchants. Planting more trees and maintaining landscape! Making sure the downtown remains vibrant and attractive for merchants and visitors. Keeping roads in good shape. Aiming for the coolest temperatures, and more environmentally friendly place possible, without shoving dictates down resident's throats. Keeping the small town character and attitudes. Maintaining our parks, as well as growing them. Finding ways to bring in and engage new residents.
foster a better sense of community grounded in kindness among all groups of people at every economic level
Continue to support small businesses avross a grid of streets. Los Gatos is cute but really has one primary shopping street. Los Altos has primarily a 2 by 4 grid and beyond. This encourages shopping and dining in a 'town'
Repave streets, improve existing parks, attract small businesses downtown

Question 4: [Important Priorities] Tell us why you prioritized your list the way you did.
Small town charm and lots of trees in downtown; continue to expand the gorgeous community centers services - it is now drawing HS students, study Los Gatos success in these green strips to see if they have been used - my guess is that if they are done well with trees and a parklike setting and are not too big, they will be used and enjoyed, keep parking accessible or it will deter residents from shopping at local businesses
We need to look to the future to keep our town vibrant. Manage development - change before change is forced upon us. Make the town welcoming and a model and envy of the county.
focus on the people and sense of community created by downtown activities
I want to keep Los Altos's charm as a village. Too much development will negatively impact the beauty of this town.
I did the best I could with these leading questions. I want the Village to remain a Village. No tech. No lights. No paint. No plastic. I want trees and flowers and birds and insects and dark skies. I want street level surface parking under our beautiful Chinese pistachio shade trees. I want the streets and sidewalks cleaned. I want maintenance.
These options are very (mis)leading. The intention and consequences of these descriptions are unclear and can either be positive or very negative. For example, more arts-yes, but NO more murals.
Looking to the future includes new families, young people and businesses, but also ensuring the older people can also keep active and healthy lives for as long as possible.
Most of us love Los Altos for its safety and small town feel. We don't need tech start ups and chains in our little village. Those types of businesses are better suited for larger towns such as Palo Alto and San Jose. Preserving our history and maintaining DT vitality help preserve the charm and quaintness of this little town. We don't aspire to be too big or to be something we've never been. We don't want to get too busy and too crowded like a DT Los Gatos or DT Palo Alto -- we like us just the way we are, small and quaint.
Should have more things to do
Honestly, there were way too many options. Keep the small town feel. Keep downtown just as it is. It's why I live here!
I think it's important to have a walkable city to ensure people of all ages to go outside and feel safe while walking. I also think it's important to create new opportunities for young people to attract future generations ny allowing them to have more opportunities to put their efforts in the city they too can call home.
I would like Los Altos to retain its small-town feel and be more family-friendly; however, housing accessibility is not high on my list of priorities because not every town needs to be affordable to everyone. Additionally, I don't want the small-town feel to be negated by an influx of generic brands and stores or academic tutoring spots (as in Cupertino or Palo Alto). I love that my kids can walk or bike to downtown safely and that they're able to meet up with classmates and friends at the local pizza spot or boba tea spot. Too bad there's no park downtown for them to hang out at, so they have to go to Safeway or State Street Market.
Los Altos is a special place that is semi ruralwith mature trees. We need to keep the semo rural look and feel and not urbanize the town.
Because Los Altos has always struggled with businesses downtown - too many salons, less shops to bring people in. But not name brands so that's lower on the list. Los Altos is a charming town but it takes money to be that way. For example, spending an extra 30k on the park downtown seems irresponsible. The budget is 20k because that's (roughly) the amount of the grant but for some reason the proposals all come in at 50k. That's irresponsible. Additionally, the teens in our community are overlooked. My children are now older but I've always felt this. The Community Center missed the mark on the youth.
Capitalizing on sales tax through retail is a win win. Youth need places to gather outside of their schools.
Los Altos' small-town feel with its top-notch public schools is what made us move here and should remain the top "selling point" of the town. Having a healthy Downtown will encourage residents to shop local as well as draw in visitors. Examples of businesses that attract visitors are Sumika, Satura, and Orenchi; I personally know of non-Los Altos residents visiting Los Altos just to dine at these places or make it a point to swing by to eat at these places when they're in the area. If the kitchen is where most people come together at home, then high quality places to eat and buy food within a city will be where people gather.
I think we should prioritize creating gathering spaces for people to meet and break bread, youths to have offline outlets
Need to encourage young families to move in in order for the city to sustain vibrancy - they need local connections and outdoor/recreation space. Don't need tech startups in Los Altos, need culture and restaurants and small businesses.
I have lived here for 15 yrs and it is a unique town for many reasons, we should preserve those while adapting improvements
Community and the small town feel is what makes Los altos special!

It is critical to support the unique atmosphere and business offerings of the city as opposed to copying nearby cities. We do not need to add brand name stores and restaurants that can be found nearby in large shopping malls. Most shopping is online for those stores. Los Altos needs to spend money on upgrading its many local parks or adding space in new housing areas / not replacing valued parking with park space that will sit largely empty and add wasted landscaping and water usage. The Ciity Council and Planning Commission have it all wrong without voter input. The Council is responsible for millions in our tax dollar spending for unwanted park space based on invalid outreach. Any added theatre should be supported by private donations. Some of the items on this survey should not be the city's responsibility. One thing that should be added is making the downtown area safe as possible for pedestians and shoppers or clients of local businesses. This would be high on the list. Thank you for listening to this input.
I want downtown Los Altos to be enjoyable and accessible to everyone. NO PARK DOWNTOWN. NO METERED PARKING. I would love to see a skate park (the city "explored" this 30 years ago. Offer activities and safe places for junior high and high school kids. Many residents are older and want to stay in their homes. Keeping access to downtown and parks and community center is a must. Four or five designated, fenced in, dog parks, in several parts of the city to encourage residents to not use schools and parks for off leash dog play. Make rents affordable so longtime landmark businesses, like Sheldon of Los Altos, or even Mac's Tea Room, could have stayed. Encourage more small businesses comparable to Sethi, Cambric, Cover Story, be able to open and stay in business. Preserve our history. No old buildings torn down. No more five story buildings allowed. Preserve the early 2900's through mid-century architecture in downtown. The 1950's era ranch style is just as important to preserve as the older buildings.
While the small town feel is nice, a bit more variety in the types of cuisine to accommodate vegetarians/vegans. Also, given the proximity of the high school and several other schools, more afforable options for students.
Los Altos is a unique small town. One of the reasons people love it is that small town feel that is not like everywhere else. We can't be stuck in the past, but hopefully we can grow in a way that doesn't loose our unique feel.
15 items is a lot to rank!
To be honest after # 10 I got tired of dragging and dropping Thr list seems way roo long Again I chose number 1 as reducing carbon footprint to encourage more electric vehicle adoption. We need cleaner air and No idling signs would also help. With invreased housing comes increased traffic on San Antonio, El Camino and other heavily used streets. We have s high percentage of senior citizens and a growing student population Ot is these age groups whosr health is most affected by the psrticulate matter in gasoline car exhaust. Also, the city should prioritize Bike Riding Safety over automobile users. We need a city ordinance re electric bikes snd education requirements for those under 18 who purchase/ ride e-bikes Thank you for yout considering my comments and suggestioms/requests
It's embarrassing that the people who are essential to supporting our community (police, fire, city staff, educators) cannot afford to live anywhere near our city. We need more affordable housing, now. Everything else is secondary.
There needs to be more businesses to appeal to residents
Build! Let people in and make housing available
Don't ruin los altos . It's beautiful as is. We don't need more parks or houses
I want city remain calm and quiet and safe to bike and walk around. I don't want business invasion or lots of rentals in Los Altos. I don't want another Mountain View. I paid $$$$ to live here and don't want it become easier to buy
Community and a vibrant downtown are the things I like the best. I put teens above seniors since I think it's actually pretty senior friendly already and we need to continue to attract younger families.
Strong communities build strong towns
I am a marketeer and I think this survey is poorly designed. It would be better to do other methods. This was super difficult to do.
I'm more interested in fostering community than technology. I also don't like programs that only help one group (like seniors).
this is a poorly designed survey. this question requires too much mental effort. i am wondering if you just kind of did whatever and did not work with an expert in survey design
We need to do our part for housing and stop thinking this is an elite enclave. We need connections as society is disconnected and polarized.
Keep making Los Altos a nice place to live
I focused on revitalizing downtown and improving the mix of businesses, dining, and community spaces, while still preserving Los Altos' small-town character. Thoughtful improvements in these areas would significantly enhance quality of life without compromising what makes the city
I mean, that is too many things on one list to really process. But that said, I think community and small town feel matters more than attracting businesses, especially name brand.
Keep Los Altos small and retain the current demographic and housing is very important to preserve the historical feel and safety of the city.

I feel very passionate about NOT attracting Tach Start ups and name brand retailers to the high st. or Los Altos area. this will kill our small town vibe and is exactly what happened to Burlingame. If I saw this happen this would break my heart. I also put Dining and Entertainment low because I think considering that we are a "small town" we have the right amount of this all ready (well done!) and more would only expand the pressure on the town. I pushed using technology down because I think there is a fine balance between using tech and rely on tech in such a way that it disconnects us as humans to the world and people around us. We don't need to prioritize this because we live in a area (the Bay Area) that is doing that for us, lets not add to it. Affordable housing for families is important but I think this is less about building more apartment complexes and more about helping home owners feel good about renting their homes in the area and not over pricing them. This may be an impossible ask but a problem to consider (what about ADU units? or micro homes?). I would love to find a way to bring together generations. We have a lot of youth and elderly in our town, can we emulate the Scandi countries and find a way to bring multi-generations together? Teens have so much to learn from their elders and I think it would do us all well for our Elders to have connection (and thus compassion) for the coming generation - I would be very passionate about support this if needed! And finally: preserving local history. Can we put some kind of building restrictions on Los Altos homes? I get that everyone has a ton of money and so can build their big giant house but it's so sad to see home after home being pulled down and all that history and story being destroyed. There is so much construction in our neighborhoods and the homes are getting so big they fill the lots, getting rid of more nature. Before we know it we're going to look like Palo Alto.
I own a business in Los Altos, and I prefer not to have my office downtown due to lack of parking. We need more places where young people, kids, and teens can gather.
thinking about what keeps los altos special; small town feel in the middle of silicon valley.
It attempts to reflect some of my values of the charm of our town.
We need to do our part to address California's housing crisis. As we welcome more residents with different and diverse backgrounds, it's important that we have places to come together as a community.
This makes Los Altos unique and therefore more attractive
The Mayor was right when she said that we have to manage change or be managed by it. We have to look forward, not backward. Los Altos is not a rural village, it's part of unbroken suburbia between San Jose and San Francisco. Pretending that we all live on farms or something is just delusional, and it doesn't build a sustainable community. The future of Los Altos is with people who aren't here yet, not people who have been here for 20 or 50 years. We should be focusing on things that build inclusive communities that embrace those who are not here yet, whether they be young people or people of color or immigrants. I have no interest in preserving Los Altos for white people.
Quality of life values over quantity as foundation for 21st century living
Los Altos should become a shining example of how a community can be sustainable. That's the greatest potential legacy we could have. 2 through 5 all would bring people together towards that goal, 6 through 9 are about equity which helps as well. 10 is a bit too vague; some people see this as preserving the orchards, but those aren't as valuable a tradition to be reminded of as what Ohlones did to live off the land. I would rank that at 4 if it was about Indigenous knowledge specifically. 11 through 15 feel like they miss the essence of the human spirit.
A strong and vibrant downtown with a variety of retail and restaurants is a key factor in attracting new home buyers and keeping current residents happy with their choice to live here. People like the quaintness of Los Altos and quieter feel compared to downtown Los Altos, but we still need more restaurants and retail. We already have neighborhood gathering spots, easy access to multiple parks and open spaces, and art and culture appropriate to the size of our town. It is not the cities' job to promote a healthy lifestyle. People already have so many opportunities around health/fitness in this area.
Value safe, walkable areas where people are connected with their neighbors and community
Los Altos is unique because the community has always defended its small town, leafy character. We are environmentalist and preservationist living in a semi rural gem in the midst of Silicon Valley. NO ONE here wants Los Altos to be urban with urban issues- We do not have the resources to handle any more than 30K people. Our population has been flat for thirty years and it should remain so. Talk of inevitable urbanization is an insult to this place. We are smart enough to understand when our local government is not acting in our best interest. The General Plan must respect the foundation upon which this extraordinary community was built and not be subject to the current trend of naive city planners. Let’s try our best to do better. Take care of our environment and our historic spaces. Really listen to residents who have ideas that won’t destroy what we all have worked so hard to protect.
Our town is charming and should be appreciated for itself and its history., Our youth needs opportunities to gather outside of their screens. LACY, The Underground, Redwood Grove Day Camp, swimming lessons at the community pool are all gone. why???
The tiny little town of Los Altos with its quaint laid back lifestyle is what has made it such an attractive place for people to strive to live in. It may take a while to be able to move here, but it's worth it. We don't want to turn it into an overbuild suburban wasteland.
Our City and City planning is broken and out of touch with what builds, nurtures and sustains Los Altos residents neighborboods and the community. The City pro development supply-side agenda needs a heavier dose of community planning, and less "urban planning". We have a unique opportunity to preserve and replenish our environment, leafy, natural resources, healthy, small town with stories to tell and share. New families, a great cultural mix, active seniors and a caring community. We are the envy of the Peninsula and we should build upon this culture and the character of this town, embrace it and protect it.

I think the city is currently more skewed towards serving the needs of seniors as the population is skewed that way. While that is important too, I do think the city needs to make it friendly for younger families with young kids to thrive in the next 25 years (e.g., downtown park is a great idea for this). Also, young families are usually just busy with day to day life and childcare, so their voices aren't as loud, but hope the city still makes effort to think about their needs.
A thriving city needs to have a vibrant and diverse community that can afford to live, work, go to school, and support local businesses. Honoring local history and heritage does not mean preserving practices of the past. Nor does it require the city to adopt regressive attitudes in managing and planning how it evolves. Without growth and new energy, a city will only fade or be subsumed by another larger more productive/progressive city.
I don't think adding more tech to the mix is healthy. I think we should not be looking at technology to rescue us from the problems our society and environment face. I worked in tech so I'm not a technophobe, but I think in recent decades tech has made things worse not better. I also don't think our town has grown in a healthy way. New neighbors are not invested in the town, people move here and want to make it like the place they came from. They don't value the town as it is.
Definitely the small town feel of Los Altos is the most important aspect of the city to me. And although we do need to maintain and encourage businesses downtown, I don't believe that need "name brand" retailers and we really don't need "tech start ups" with their on again off again business cycles. Also, there is a diversity among the population of the city now that could use some help with fostering neighborhood gatherings. I don't know if that means gathering "places", but something to help foster neighbors getting together and learning about each other would be great. I also think that improving quality of life depends more on healthy interpersonal interactions and the sense of community among residents, and definitely not on the use of more technology. When I walk around in the city, it is sad to see how many people are paying attention to their technology and how few are present with what is going on in the natural environment around them and in the community of other people that they pass by on the streets. It would be great to encourage more interaction with nature and with others.
Los Altos is an expensive place because it is amazing and facilities are great. Don't fall for the liberal socialistic talk track about making affordable housing. To some extent it is fine, but it may just be impractical given that we are in the heart of silicon valley
I would like to have closer connections with my neighbors, and a more active lifestyle. I don't think we need tech start ups and name brands, but I would to retain businesses that have been a part of the community.
Neighborhood focus, keeping downtown vibrant with small useful retailers (shoes, clothing, coffee, restaurants, salons, drug stores, etc)
I don't think several of these are really up to the City, like 'strong bonds among neighbors', and 'neighborhood gathering places', in our neighborhood we do this organically.
I think the city could use some name brand retailers and can use some help retaining long established retailers from loss of their lease. Road safety for pedestrians and bikes is a concern, little enforcement and poor plans that cater to cars. I do not think a new park is needed downtown and not a theatre, update the current theatre. focus also on south Los Altos.
- Youth is the future of the city, and critical to attracting families to proudly call Los Altos home. □ - The city's small town feeling provides residents an oasis in the buzzing and stressful world. It is Los Altos' key differentiator from nearby cities.
Los Altos is seeing an increase in families with young kids. Having a more programs for youth and teens becomes important. □ Neighborhood gathering places beyond downtown - like Loyola corner or rancho with more cafes or Restobars□ Healthy lifestyle encouraging with more walking/biking
We do not need another park, we need lively businesses with economical choices that promote community. We do not need a theater downtown, we need places for young people to congrugate.
Making transportation available that is sustainable and good for carbon footprint relieves obsession with parking needs, solves the loneliness epidemic. Arts and culture create economic vitality and bring visitors and families to Los Altos
We need more community gathering spaces for all ages to gather. Los Altos is woefully short on that
The three at the top are our biggest challenges - housing, affordability and vibrant business center. The three at the bottom I feel we are already doing a good job with. We have many parks & green spaces, dining & hangout places. It would help if our downtown was open later, but not a huge issue :-). We could definitely attract more tech, but I don't feel the need to add name-brand retailers - I don't need more of the same. We could definitely add safer walking/biking especially on major streets. But I think we can slowly and gradually increase housing density with duplexes, quadplexes, without becoming an overnight big city. We don't need to be fixed as a small-town but have smart gradual growth. I'm not sure what new tech would improve quality of life - often going away from tech provides more quality of life :-)
Make it a destination for families. So people don’t have to travel out of town
This is such an interconnected list that it's impossible to rank --so many apples and oranges and things that the city can do very little about mixed in with others where the city plays a huge role. There are many items that Los Altos already does well or are available in very close communities, and some of the language reflects implicit bias. Prioritizing anything more than 5 or 6 items becomes meaningless.
Moved here in 1974. I liked the quiet neigborhoods
We risk becoming a geriatric shut-in community if we don't support more community-building. As the wealthier continue to turn over more grounded folks from prior generations, they engage less and it becomes more gated, less kid-friendly and less community oriented.. The last thing los altos needs is big-box stores to destroy its charm. Becoming more business friendly would be great, so people don't have to move away to work.

The City has to look to the future because otherwise the State will. By using City Assets to build affordable housing on City Hall lot, we avoid 8-10 story buildings in downtown and in neighborhood areas that were not designed for that. Otherwise IT WILL happen and be completely a builders recourse environment.
We love downtown and our unique Los Altos community. Preserving our history and charm should be paramount to the vision.
I enjoy the new changes our city has had over the last 15 years. That "small town feel" is great but if we kept it the same it would still be a ghost town on a Friday night. Kick out the cars, bring in the people. Lets build downtown people spaces instead of downtown parking spots.
Growing up in Los Altos we were very close with our neighbors. Now that our kids have grown up here going to the same great schools the sense of community in the school was great. But more recently noticed that there are fewer volunteers at school, less interaction between neighbors. Hoping the city can help bring back that sense of community in case our children move back to Los Altos some day to enjoy that great sense of community they and I enjoyed growing up in Los Altos.
Attracting the right people to live here and making the city a great option for the younger generation to be able to stay is important for any community.
I have teenagers and would like them to have safe places to hang out including parks and downtown. Community building events for the entire family such as farmers market is highly appreciated but it only runs for 1/2 year. Making more walking paths, trails will encourage healthy and sustainable living
Revitalizing downtown and encouraging business growth allows the city to do other things. Without a strong downtown there won't be the money to take on other priorities. Without change, downtown becomes stagnant and residents will go to other cities for dining and entertainment
Focus on improving the quality of life of existing residents rather than pursue political goals coming from Sacramento
I'm not interested in trying to keep Los Altos a small town - I think housing and vitality are more important and embrace the future better. We are no longer a sleeply bedroom community- we need to embrace change and take control of more housing, parks, etc
Housing diversity is #1 because it feeds our city's vibrancy and age diversity. We need students to keep our PUBLIC schools full. We need workers at all levels to live here, so they are invested in Los Altos and stay here. We need Seniors to age in place and stay a part of the community. This will increase their engagement and perhaps inspire them to help fund it through legacy giving. Next, we need tax revenue, so we need businesses and retailers. They don't have to be big box retailers, but we do need a more balanced combo of known, reliable brands along with boutique and home-grown brands. Build second and third stories on non-historic buildings downtown, move the spas and salons upstairs to the second storey, some restaurants and park-like places on the third. The first floor should be for retailers, pop-ups, other restaurants, and popular service providers that are more artful, less utilitarian in their presentation, like flower shops, knitting and cloth supplies, boutique food shops, gift shops, galleries, the Skate shop. Stores like the cleaners, tailors, larger spas, hardware, repair shops, yes, even realtors, plus gyms and kid dance, martial arts, gyms, game centers, should be off Main and State. We need to foster entrepreneurialism in our own youth and young adults, so pop-ups help with that, put those front and center, or off in corners to draw people elsewhere. Continue LAVA stroll programs and first Fridays. Hold community dances. Next, we need to bridge the social gaps that exist in our city, both horizontally, and vertically. That means that as a land-locked city, we need to be more creative about what parks and community centers can do for our people. We need multi-modal community centers that can be theaters, gyms, quiet and loud spaces, learning centers, and can be indoor, open air, outdoor venues as the need arises. We need to build a two-story library, which likely means we need to tear down what we have and build a new one on the same footprint. Stop funding courtyards and ancillary stuff for the library and pool all the Friends and LE monies and Community Foundation monies towards a new library – that's the next big building we need. The theater can come after… or maybe the Library houses a theater downtown and we change the current library building into the museum that expands its entertainment and educational scope. Next, we need to cherish and protect our green and wild spaces and not build buildings into them -- THAT means we need to redefine R1 with gentle, pretty increases in density, as I have itemized elsewhere in this survey. I think shaded, cleaned, closed-loop (sewer-diverted) artificial turf applicable ONLY to specific uses (smallish dog parks, sports fields) and prohibited elsewhere, can enable year-around usage for the health and happiness of humans and dogs alike. We don't need a splash pad, get a Magical Bridge instead. We may need a community pool, but not now; instead strike use and joint maintenance deals with FHC and the HSs; or build one at one of the MSs, like the gyms were built. The city needs to figure out how to create a city culture and city funding mechanisms where our wealthy folk help our less wealthy folk; e.g., community grant pools, community land trusts, volunteer days, fund farmers market vendors so they don't have to pay fees to the promoter/organizer, and lots of subsidized pop-up space where kids and younger adults can test biz ideas and gather donations to pursue them. We need to be prepared for an increasing number of encampments and live-in-vehicle situations arising in our city. An attitude of prohibition will not work to stave off the phenomenon. I also believe we need to get off our high horses and draw visitors to our city. We do that with entertainment, food, retail, parks, libraries, gyms, pickleball courts, the museum as a cultural education and entertainment center (not just a reliquary), fabulous art districts and activities, community garage sales, recycling collection days, fun runs, and city-run block parties, where out of town visitors are WELCOMED. As for that Magical Bridge I suggested, Hillview Baseball field is ideal for a quiet version targeted at neurodiverse kids; Rosita for a stimulating, raucous one, and FHC for the grand dame of MB's as a teacher lab. Imagine the visitors! Get rid of Halsey House once and for all - we don't need to amplify that part of our history
I moved to los altos to live a peaceful life away from the hustle and bustle if the city, and I want it to be that way
Los Altos needs to plan ahead (for the next generation and up-and-coming/new residents)
Los Altos has a unique character and is nested in a quiet area. That's why we moved here and that's why I want it to be kept the same rather than becoming a booming high tech apartment busy area. Leave it alone and don't over-develop it!
Instead of expanding and attracting, we should work on maintaining and improving exiting programs and the best parts of Los Altos

1 - Los Altos is NOT Palo Alto, Menlo Park or Mt View. They are all public transport hubs with rail access and Palo Alto has Stanford. Los Altos is unique and needs a plan that takes this into account. 15 - Rather than expanding access to parks and open spaces throughout the City, invest in those we currently have, as they are very poorly maintained, and residents are being ignored in this regard.
There are plenty of things good about Los Altos but the willy-nilly expansion of housing all over the various areas of the town is mind-boggling. Los Altos population has grown greatly in the last 5-10 years and it is becoming uncomfortably dominated by the realtors, and young couples with kids who've recently moved into the area. It is disappointing that ALL groups do not have an equal voice. ANOTHER GROUP that has very little representation in City Council (or on the various Commissions & working groups) is those with disabilities. Los Altos is NOT disability/ mobility friendly - it's hard to get around if you have to use a walker or a wheelchair. For example, many merchants don't have walker friendly restrooms or aisles/ walkways that are accessible.
Grew up in Los Altos. Like the small town atmosphere.
trying to make it nonbiased towards supporting the hidden agenda so apparent for those pushing for a new park and theatre without public support
Not enough urban retail (not big name retailers but smaller boutique stores) and a urban green space feel
#1 is the most important
Those are my values
Bay area is getting very overpopulated, stressful and expensive. There are not many places left with small town feel.
I love walking around Los Altos so access to open space is important. I am an African American and would like more types of dining options. Affordability is a huge concern especially as I age.
It's more important to help Los Altos to be neighbors to one another and trust one another...all things follow after the community is united and loving one another
Families are what make a community thrive. More open parks, gathering spaces (benches for seniors!, dog friendly trails, food spots with bike racks, etc) all build interest, economy, and community well being
People connections with each other and with the outdoors are aligned with my values. Adjacent cities have other options for dining/entertainment/arts so Los Altos doesn't have to represent all of that for our family
leave it alone, stop changing things
Because it is most important to keep the small town feel as the city evolves.
The city will fall apart if the people who work here can't afford to live here. We can't hold onto "the way things were" at the expense of the health of the city. Seniors should downsize (within the city) to make space for whole families to have a yard. Dense housing in certain areas allows for businesses to thrive there, benefitting everyone.
I think the list could be mixed up in any order, and it would suit me. Al the points listed deserve attention.
We need more tech
These priorities are misleading, ie….fostering neighborhood gathering places?? Really?? Spend a little time downtown and you'll see that people already have their favorite places to gather with friends. You're attempting infantilize us….what most people want is a say, as in a vote, as to what we want, not just "would you rather have a cookie or an ice cream cone?". This is our tax money you're talking about—-you're supposedly in public service, let us decide the "direction" for Los Altos in the future.
We already have much good open space and park area once we include the school fields. downtown has been nicely re vitalized and the chamber has done a nice job of events that keep it energized. lack of good study space in library and undersized for population is a problem. many streets and walkways are in poor condition and uncared for as you get further away from downtown
Maintenance of the unique charm of Los Altos was ranked high as well as diversity of ages to include seniors as well as youth/teens to make for a vibrant community.
I put the items most important to me on the top of the list.
While all of these appear important, I prioritized items that appear the most lacking at the top: affordable housing, third spaces and activities for children and teens, and ensuring that Los Altos stays physically, mentally, and economically healthy through the changes to come.
1 and 2) We've stayed in Los Altos because of it's small town feel, with safe neighborhoods and low crime. We like it's ethnically diverse but values aligned demographics. 3) Bring in the cellphone towers, maximize the access to commericially available services. 4, 5, 6, and 7). Maximize the use of already existing parks, open space and community facilities, to include investing in upgrades and improve maintenance. Its doe not mean to bankrupt the town by destroy the exiting downtown facilities. Community focused activities such as Farmer's market, first Fridays, strolls and festivals using existing venues should continue. Los Altos will never be able to compete with neighboring communities for theater destination, name brand retailers, or tech companies, focus on their niche a closely knit quaint community with a boutique downtown. People move and visit Los Altos instead of Pal Alto or SF to escape the crowds, crime and inconvenience of bigger cities, Build its brand on that.
We don't need a new theater that will only truely be used a few hours a year. That kind of money should be spent first on a new police station with 24/7 use.
we would like more entertainment options downtown, keep small town feel of downtown

I feel like there are some hidden "gotchas" in this list. If I say I think that the city should encourage more arts and culture, that'll be used to promote the ridiculous idea of a new theater. If I say yes to expanding access to parks (which could be making them wheelchair accessible, for example) it will be taken to mean I'm in favor of the proposed park downtown. Otherwise, those would have been higher. In general, I would like to see the downtown stay charming and friendly, so I'm not in favor of brand name retailers, but I would accept that if that were the only way to keep downtown financially strong. I would also like us to prioritize taking care of the environment for our young people. More than activities and opportunities, they need a world that will still be here as they grow older. Making it easier for seniors to age in place is great, I'm just not sure why that would be something the city should take of.
I would like to encourage business and restaurant vitality in our town for it to be an interesting place to live and to facilitate access to our existing amenities like our parks throughout the neighborhoods.
Best I could do to interpret the overlapping priorities
Technology and housing cost have eroded knowing people across social economic backgrounds
Maintain traditional Los Altos look and feel
1, 2, and 3 are the reasons I live in Los Altos
Maintaining Los Altos' small-town feel, and preserving local history and heritage are most important to me.
Los Altos has become a town of "rich entitled people" with zero diversity of middle and people/families with low socioeconomic status (SES) and we've lived here since 2000. I am sick of the phrase "small-town feel" because it's always been the veterans of Los Altos not wanting things to change; rather "keep it the same" and the attitude of NIMBY. I was born & raised in Redwood City of parents first generation Irish parents who were born & raised on farm; I'd like to see MORE acceptance of immigrants.
Los Altos is too small to have any meaningful impact on climate. Any resources placed on "carbon footprint" are wasted and better spent on improving life for our families.
Having a vibrant, thriving downtown while maintaing small town feel is what brings people together and especially allows residents to easily access dining, shopping, arts, culture and services.
Do not waste taxpayer finds on home electrification programs. Allow choices for gas appliances.
In order to maintain a small town charm, more connections need to be made among neighbors by expanding dining opportunities. Adding some southeast Asian food (Thai, Malaysian, etc.) provides more places for neighbors to gather and eat a variety of different food. But I think reducing our carbon footprint is extremely important because that will help us plan out the city better if we consider this when building and making any changes to it.
we're a small town. need to be a nice place for our residents. we are not trying to save the world (carbon) nor certain groups (affordable housing, seniors). let's try to be like Small Town America
Los Altos has previously prioritized senior center. Would be good to spread the funds to other initiatives this time.
i'd like to keep the small town and cozy neighborhood feeling but we try to be good citizens and also build some affordable housing for our less fortunate brethren
I think that neighborhood connections help bring joy to living here and keep me safer.
The city's business is to maintain infrastructure that allows citizens to live safely and for business to thrive. It is not to be social reformers and follow every popular trend dictated by legislator and influencers. Let business grow itself. We have plenty restaurants in town. If we needed more entertainment they would develop on their own.
It was difficult to prioritize this list since most of the items are important with a few exceptions. We need to maintain our local businesses - there are plenty of nearby places to support brand name retailers. Focus on building new parks in the neighborhoods that currently don't have them. Focus on keeping the population diverse: age groups, income levels, national origin, etc. Make everyone welcome. Preserve our history.
The city is very light of businesses compared to neighboring cities and schools could use the financial support. The city is attractive because it's low key but very safe and enjoyable to live here. I tried to prioritize things to grow or maintain those characteristics.
I think the city is going in the wrong direction. We need a new Police station. We need to preserve parking spaces that we have now. We have plenty of parks. We don't need a performing arts center.
Housing prices will not go up forever, and we cannot simply keep holding on to the old Los Altos in the name of keeping them high. When hard times come, Los Altos will either rise from them with new parks, businesses, and HOMES, or will stay hallowed out forever.
I prefer small town living
1. Dining / entertainment / 'name brand retailers' aren't priorities since these are easily available in nearby towns. 2. 'Small town feel' / 'seniors age in place' / 'activities for youth' / 'neighborhood gathering places' / 'stronger bonds among neighbors' are priorities because these impact how families will live and raise kids.
Growth is important, so housing and activities are important. We want to continue to attract people to Los Altos. We need moderate income housing, and housing for seniors would be a benefit. I've been here 30 years and back then all the neighbors knew each other. That isn't the case anymore. So finding ways to get neighbors engaged is important. More and more it's only the very wealthy who can afford to live here and we lose a lot in terms of vitality and diversity.
This survey is so dumb. You seriously want me to prioritize all those items?

All of them contribute to a thriving community in Los Altos. The downtown/Loyola Corners/Rancho business areas need to be a priority. We need a good mix, so I put all the "good mix" priorities at the top.
we need to move away from the 1950s mentality. we do not need vast ground level parking lots. we need more ways for humans to connect with each other and promote human activities such as the arts, more housing for a variety of socioeconomic levels. we do not need to cater to 85 year olds who want the town to stay the way it was 40 years ago
Preserve Los Altos' single-family neighborhoods and homes. Resist forcing climate change-fighting measures on residents and homeowners.
We already have Lincoln Park - we need to make it easy to park!
I live in Los Altos Hills but Los Altos is my town for dining and shopping. All of these "priorities" are important but what do they actually mean. Does expanding parks mean building a park in the parking lots and putting parking in a building requiring stairs or elevators? As an old person, I'd probably shop somewhere else.
I'd like to see a community with a broader mix of people and activities; keeping the indpendent retailers, attracting cultural events...
I moved to LA because of its small town feel. Don't want to have too many people or strangers in the neigborhoood.
The most charming and unique part of Los Altos is its small town feel :)
Los Altos is one of the few towns in the area that has maintained its small town, lazy feel and that is what I love about it
We need businesses in downtown to keep it vibrant so that retail and restaurants can thrive □
Los Altos should focus on the community and businesses that already reside in Los Altos. Progress and change is inevitable but the current city representatives are more interested in supporting changes that will surely change the small town atmosphere and make it even less desirable to those who currently live here and have called Los Altos home for decades.
Some lower priority items are already achieved or entrenched in Los Altos and don't need priority
I feel like the current los altos over prioritizes seniors. I'd like to see the city be more vibrant for a more diverse population (including age).
This is not a good way to ask people what is important to them. The answer to this question will rarely be a linear result. A few items on this list are not important to me at all and some have equal importance. Also, i am concerned that there will be an unknown conclusion drawn from some of my answers. For example, in asking me if I think supporting gathering places in town is of high priority to me, and I indicate that it is, will this response be used to justify some business venture to open a pub? The question is dangerously vague. Do I want to support the arts? Yes, but I feel that Los Altos is doing a wonderful job at that. □ Ok, I'm done with my rant for now:)
I think it is important to maintain the small town feel so that people wish to shop and eat downtown. We already have enough parks in the city. It is good to bring the residents of the city together through special events. Los Altos is a desirable place to live and it is expensive because people want to live here. Prices are driven by demand and higher income families want to live here for its schools and small town charm. For that reason, I think that low income housing is not a fit for this city.
Define who you are first□ Then promote social and business support for that character
I think there are certain factors the city can try to improve while other lower factors should not be managed by the city and are better managed by other groups or organizations.
These are my priorities. We have plenty of parks and open spaces. Don't dig up the parking lots downtown. A lot of us count on those parking lots for parking when we come downtown.
Community first
In my opinion the most important part is creating stronger bonds among neighbors since demographics are changing .□
If Los Altos wants a small town feel, they need to make it so teachers, gardeners, electricians, etc etc can afford to live in town. To make room for more friends to move into town, we need to de-couple the need for cars from additional housing. This means making the city walkable, bikeable, and improving transit options so that people do not need a car to live well in Los Altos.
Los Altos needs to evolve with the times while maintaining its unique character - that means having thriving businesses that can serve younger generations rather than primarily catering to our seniors. We need a variety of businesses esp. retail and restaurants that appeal to young people too. We have a strange mix of shops that cater to older, wealthy people (consignment, jewelry, wealth mgmt/banks, interior design) which does not encourage foot traffic among young families and teens, which is what creates energy and encourages more people to spend money downtown. I think Los Gatos downtown strikes a great balance - there's green space, restaurants that cater to a range of budgets and group sizes, and a lot of varied retail that incentivizes people to spend more time (and money) there. The most vocal contingent in our community are the seniors, so their interests get disproportionately heard while young working families' interests get buried - e.g. better lighting downtown (which was fine) instead of better cell reception (which was terrible!). Let's do better and invest in the long term.
I think creating a feeling of belonging in the community is vital
Los Altos should be a place of growth, not an old forgotten town.
Prefer more focus on local neighborhood businesses and gathering places - esp in South & Mid Los Altos. More action for Loyola Corners improvements.

dense housing is the biggest driver to addressing short supply of housing. dense housing is also the structural boost in foot traffic that retailers need. dense housing is also what will make public transit make economic sense, and reduce our automobile monotony.
maintain the small town atmosphere, STOP pushing out seniors, recognize their value and wisdom, give more guidance to youth for health and safety such as motorized bikes
I'm a senior who works and lives in the downtown area. I also grew up in Los Altos and want it to maintain it's unique small town feel.
Economic vitality is crucial to our town's future
My top priorities are the most likely to preserve our small town community feel.
I am concerned los altos will become a cookie cutter suburb. Maintaining a small town feel with an emphasis on community building will help maintain its uniqueness.
My order supports my reasons on page one. Some points are too vague so i put them near the bottom
Community and environment are the most important because they shape the future the most - we want people to come to Los Altos and say "wow, this is a beautiful place full of kind, healthy people" and we want them to mean it.
Cost of living
I want los altos to be a desirable place to live for my future generations.
Los Altos has always been a small sanctuary for seniors and children, I'd like to keep it that way. We've had high property values and property taxes because it's been mostly single family homes for an affluent population.
Increase quality of life
Main and State Streets are the heart of the village. However, I wish there was a way to include the wonderful Orchard and Heritage Museum in this. I have driven through this area for 85 years when it was a two laned road.--from San Francisco to Alma which is now under the Lexington Resevoir.
We would prefer to walk/bike safely where possible (e.g. sidewalks, street lights), visit downtown for eating and activities, and have more facilities locally (e.g. swimming pool) that we travel to other cities for.
keeping small town feeling, keeping activities for youth,
I prioritized enhancing parks and open spaces because there's a clear opportunity to better support the community's strong dog ownership with more dedicated, well-designed areas for dogs. Expanding and improving these spaces would not only benefit dog owners but also create more accessible, enjoyable outdoor environments for the broader community.
City to support healthy lifestyle and be prosperous
We have unique stores with an excellent array of items in stock, and rather than replacing them with the name-brand stores that can be found everywhere, it would be great to find a way to let people in the Bay Area know about them.
Housing is the root of so many of this area's challenges. We need a lot more housing and lots of great growth will come as a result of that. We should not be stuck in the past.
This was difficult as there were too many options
Have young kids that will grow up and like to enjoy the area
The list is way too long. The city should concentrate on maintaining downtown small business, parks, and roadways, etc. and stop interfering with the way people choose to live their lives.
We value a diverse community supporting individuals of all ages and backgrounds, unique local businesses, and the arts.
Los Altos is such a great town because of the wonderful restaurants and businesses and shaded, free parking lots that makes it easy to go downtown. We have beautiful city, county and state parks where people can go to hike and other outdoor activities. That's what we do.
The population density is no longer enough to support businesses with shrinking family sizes and increasing house sizes. More types of housing are needed. Active lifestyles are needed to keep all people healthy, not just alive with limited mobility or cognitive function. Carbon pollution and traffic increase costs, reduce health, and reduce spending in local economy as energy costs rise. We need to make walking and biking to downtown, restaurants, and schools easier and safer. Building community connections and youth programs will make us ready to overcome challenges ahead. Sitting in cars and staring at phones does not build community. Name brand retailers and tech businesses can be reached by internet if needed. Face to face businesses, local food, and personal connections should be a priority
Focus is on people and what I feel are the needs of the community.
.
These are the priorities I think are important to keep Los Altos growing but still neighborly.
It's all about community and the town's ability to foster it.
priority on growth, intensity, energy, resilience, density of all uses.
Los Altos is fantastic. No need for wholesale change.
You left out my top-three: have enough parking downtown, keep crime low and keep the schools strong
too many choices ; too hard to do properly - questionnaire design here -
Small town feel and downtown vitality are important drivers for me. It's a special aspect of Los Altos living.
Providing different types of housing makes Los Altos inclusive, self-sufficient, and carbon-neutral. It also reduces auto traffic and promotes active transportation
We need reasonable tax revenues to fund community wide projects

These are ALL good ideas, just had to make some hard choices.
I want to see our community continue to evolve as a place people of all ages want to be- to dine, have fun, shop, gather, play outdoors
Carbon footprint is a global issue that we can't just ignore. Every time I see an open house for a new construction home, I get aggravated that it's still ok to put in gas stoves. I don't believe in forcing people to change their existing homes, but I do believe brand new construction should be taking such things into account. I listed active, healthy lifestyle over parks in the hopes that true sidewalks, which would make it safer for people to walk around town, would fall into that category. Lots of people walk, and we're all walking on shoulders which are too close to cars to truly be safe.
Items are in order to promote community within the small town residential environment.
I am sick and tired of WOKE politics. Please return our local governance to issues that serve our community first. "Carbon footprint" is just a synonym Socialism!
I would have put attracting brand name retailers higher except for the fact that it was bundled with tech startups. We do need more retailers in order to increase the tax base. I would have put encouraging more arts and culture higher up except that we do have an excellent theater in Mountain View and building another theater in Los Altos would probably be a money loser.
I love Los Altos the way it is now. We already have enough parks and a variety of many restaurants.
We have many parks and certainly don't need any in the middle of downtown that will remove parking. Current parks need maintenance. We have a theater and dog park by Hill view and don't need any more for our town size. Additional restaurant options and ethnicities would be welcomed.
The city's priorities should focus on safety, health, and a good business climate. Trying to change people's mindsets by "building strong neighborhood bonds" or "encouraging healthy lifestyles" is a nanny-state fantasy: people will do what they do beyond anything Los Altos govt can do. Trying to maintain "Los Altos' small-town feel" is also a fantasy - this is a city of 35,000 people! we need lights, sidewalks, and sewers, not dark unsafe roads, muddy gutters, and split-rail fences!
Focus on a vital, thriving, and diverse downtown while maintaining the Los Altos feel. People will gather and be neighborly if the stores and restaurants are there and if they are so inclined. Building more community space won't necessarily build neighbors - we have a community space. It also is up to the individuals to build bonds and have a healthy lifestyle.
I believe strongly that community is what makes a happy, healthy life, and investment in our families, neighbors, and friends exposed us to diverse perspectives and brings us together. We are a relatively young family with children in the schools and a whole lot of future in the Los Altos area. I'd love to see our town hum with life with an emphasis on outdoor social gathering, celebrating art and culture and the area's rich history. I assume Los Altos's carbon footprint is relatively small already, which is why I ranked it lower in terms of investment priorities. If I had more information there, my thoughts may shift. I've been a technologist for most of my career, and I'm frankly a bit wary of some of the more aggressive surveillance-like applications for AI, which I think can feel like a benefit to smaller towns but have broader ethical implications, which is why I'm hesitant to be tech-forward here. Finally, I think a more diverse housing situation might ease some of the strain and expense of enjoying our local businesses, allowing for a richer community with a stronger workforce.
We can not plan for a vibrant future if we want to keep everything as it was in the '70's and 80's.
Living in Los Altos for more than 60 years, I appreciate the Village feel and being a part of the community. Bring in more restaurants, not a plaza park or theater. Improve upon existing parks. The city is fine without brand name retail. Small independent shops make the city unique.
I care most about keeping Los Altos quaint. I don't want big businesses or expansion. It's so beautiful and has a wonderful sense of community. I don't want to encourage others from outside Los Altos to come like Palo Alto has university street.
keep Los Altos identity
Good balance the way it is.
I enjoy a vibrant downtown
Retired LA School District teacher and resident of LA for over 30+ years.
I want Los Altos to be vibrant and desirable for a cross-section of people - ages, incomes, interests, backgrounds. We need businesses, growth, and embracing forward progress to create a community where people want to live, spend time and money, and feel comfortable.

Downtown vitality & business health is strong. Building a park in the plazas will diminish downtown vitality & business health. It is up to the citizens to lower their own carbon footprint. We do not need a theater in Los Altos that provides entertainment for a very small % of the population. We can go to Palo Alto, Mountain View, and Sunnyvale for regional theater. Provide lower income rental housing for teachers, police, nurses, firemen that work in our community. We do not need to foster neighborhood gathering places; we have a community center that is underused. The little park by Citibank, Lincoln Park, Heritage Oaks Park are underused. Encouraging active, healthy lifestyles? Building stronger bonds among neighbors? Why is a city government involved in these issues? Rather than expanding access to parks & open spaces throughout the City, take the funds to upgrade the historic building and improve the Redwood Grove. Put a swimming pool at Heritage Oaks Park with access and parking on Miramonte. A swimming pool so Los Altos children can learn to swim and families can use for entertainment would benefit so many people rather than a park in the existing plazas or a theater. Maintain the parking and trees in the existing plazas is a priority is important in keeping our downtown healthy. Many people appreciate how easy it is to pop in and out to go to the bank, physical therapy, restaurants, shops now. We already having enough dining options in Los Altos: approximately 3 Indian, 5 Japanese, 5 Mexican, 4 Italian, 5 breakfast, 3 Middle Eastern, 2 BBQ, 1 Chinese, 1 Korean! We need to attract business to improve our tax base, but not at the expense of pushing out independent, family-owned retailers. These little business are what make Los Altos so special. Please do not put another bond measure out there. The retired folks on fixed incomes can't afford it.
We have adequate park space, which needs to be maintained/improved. Use funds to improve the Redwood grove, rather than build new park space. We also shouldn't build more downtown 'entertainment' venues, as there are plenty in surrounding towns and cities.
The state’s use of punishment and codes to enforce its housing, density, and climate change overreach discourages long-term commitment to the city and the state and undermines pride of ownership.
We need more housing. Los Altos is unaffordable
Keep LA a small town without huge buildings. No huge expensive changes/expansions without voters approval. More ways for neighbors to get to know each other. Make sure all Los Altons can happily live in Los Altos and in their homes for as long as they choose. It would be great if young families who aren’t super wealthy could afford to live in Los Altos. This is not true now and it is sad.
Arts and culture create a better economy and helps any city stay current with trends and vibrancy. Not get stuck in the past.
I wish we had smaller government. Most of these are big government policies.
The city center and downtown are rundown. Could be so much more vibrant and welcoming.
Residents in Los Altos have chosen this community for its peace and distance from the busier pace of work elsewhere. Preserving that character is key to keeping Los Altos unique and desirable.
As an older resident now I'm looking for more services for older residents like downtown amenities.
Residents choose Los Altos for its sense of peace and separation from the busier environments where they work. Preserving this character is what keeps Los Altos unique and desirable.
Planning committee is terrible
as a senior I like our small town village and would like to have transportation easier for seniors if we’re to age in place in Los Altos I think youth is a very important thing to have programs for them as they grow into teenage years, I love our parks, but do not think we should have a park in the middle of the city. We already have a lot of nice parks close to downtown and I think that we have to have financing for people to take care of the parks in our Civic Center or community center
I believe the city should be an integrated community for people of all backgrounds, not just those who are super wealthy. Our neighborhoods and community is stronger and more interesting as a result. The small town feel is nice. It distinguishes the city from mass uniform sprawl of cupertino, sunnyvale and even mountain view.
I want people of more incomes to be able to live, learn, shop, dine, and enjoy living here.
Los Altos does not need to expand anything or attract big brand names. We are a unique city that identifies as a village with strong neighborhoods and beautiful environs, Focus on maintaining Los Altos and highlighting its unique and historic character. Preserving and enhancing a human-scale place with charming community gathering spots and spectacular parks, all enveloped in leafy trees should be our goal.
Long term thinking
I think it is important to try to bring back the small town feel Los Altos once had. Unfortunately, with condensed housing you ultimately lose the small town feel due to traffic and population increases. So I’m not sure this is something that can be achieved.
Los Altos is a rare oasis away from the business centers surrounding it. Maintaining a separation between work and home rather than blending it is a differentiation vs neighboring Palo Alto or Mountain View. Fighting the state government who is pushing more dense housing can maintain the cities appeal.
I don’t think we need a new theater but I do want open spaces. Downtown businesses have suffered and we need to help lower the vacancy rate. I want more options for dining. We already have a history house so we don’t need more of that.
We need to enhance the Los Altos experience without increasing traffic.
The goal is to keep Los Altos as a small quiet village. Over the years we have received hundreds of comments from visitors from all over the world regarding how much they love visiting & dining in "homely" Los Altos, compared to some of the mid-size cities surrounding Los Altos, which just seem "so commercial".
You’re missing the most important thing. We need school choice to keep our real estate values high.

One of the most vibrant communities that arose out of adverse conditions (eg pandemic) was the natural meeting of many dog owners in Los Altos in outdoor areas. It would be nice to encourage that kind of shared use of space again.
I am most familiar with the down town area, having lived here 25 years. Small-town feel is what keeps down town alive, Brand name retailers would kill that. There are many parks and open spaces available now, just don't sell them off.
Los Altos is last vestige of small semi rural city with agricultural roots and friendly long time residents
keep the small town feel.
We need to keep our parks. We need to assure that seniors can stay in their homes and make life easier for seniors. We do not need another park downtown. The Bus Barn Theater shoud stay on the Civic Center property
Some of these are unnecessary vague, why don't you just say increase housing density (because few want that as it is counter to one of the greatest benefits is Los Altos). Overall Los Altos should try to attract new young families, even if that leaves less "funds" for older residents. I'm an older resident myself but we need to enable future generations to have the same great Los Altos experience we have/had.
I prioritized action items that I think would improve quality of life for teens in Los Altos because I think, especially for high schoolers, mental health is not being sufficiently addressed and having more gathering spaces/facilities/resources for them would help.
because
I think that we already have a lot of good arts, culture, and food, but it would be great if we had some more activities for teens such as laser tag, climbing walls, and a trampoline park, which would also encourage exercise. Additionally we should maintain the small-town feel and neighborhood connections as it makes Los Altos special. And finally carbon footprint is very important as this is a big issue.
I prioritized building a strong community and keeping a neighborhood feel in the city because I think it is one thing that sets apart this town. I also feel like the dining options, arts and culture, park access, and support of tech start ups are already something the town does well.
I think we are already doing pretty well, so I'd honestly disregard a lot of that list except for the concerns I mentioned in the survey as well as the following: I feel we should try to care for our nature (i.e., as you said, reducing carbon footprints) as we have the bandwidth to do so. I also think recreation and entertaining activities could be increased/more widely advertised so more people could enjoy them and find leisure in things other than simply outdoors activities, although we definitely should not cut down on those as it promotes a very healthy lifestyle.
Public safety should always be the top priority. Why isn't a new police building on this list??
Many seniors can no longer afford to live in Los Altos. I bought my house 30 years ago and at the time my property taxes were $10/ year. Now they're $22K/year. There are too many special assessments driving my taxes up. I also don't like all of the high rises that are going up downtown. We're losing that quaint, small town feeling.
I think sidewalks are important. As is culture.
We need fewer tech start ups and name brand retailers and more small local businesses that care about the community they serve and are interested in longevity in a community.
Most are interchangeable, but allowing tech/large retailers into Los Altos would ruin the feel of the area. There are already multiple retailers/tech centers within 20 minutes, we don't need more.
I grew up here and live here, and work here. Lots of changes have occurred, although heavy populated it still has the small town vibe, and its still safe for our families
The things I prioritized least, was because does items are already done well and don't need fixing, e.g., already have great dining options. The top priorities are important as many seniors wish to age in place, businesses should be encouraged to stay, etc. Los Altos is already a great place to live, so most money should be spent on maintenance and make access to businesses easier.
Because the current city council has not been aligning with my priorities and seems very resistant to keeping Los Altos unique among Peninsula cities. Its unique character is why people want to live here!
We moved to Los Altos for the quaint downtown and being able to walk around. We need to get back to knowing our neighbors and caring about them. We need shops in town that have affordable items you use everyday and we need to be able to park in town to get to these shops. We have lots of parks and arts around nearby.
At its core, Los Altos and Los Altos hills were built on apricot farming and community. My mom grew up here and most of my life, I have too. It infuriated me when I heard the city planned on turning part of the historic and culturally important orchard into a dog park, despite there already being a dog park on the other side of the library. Focus on what's already here, not what you can tear down and make new. Make shoup park and redwood grove more accessible and update the falling apart buildings there. Since many wealthy people moved in, I've seen a sharp decline in neighborly activity. Fences around the entire property, causing a me vs. them atmosphere and preventing wildlife from being able to prosper in our lands.
This is a special community in the Bay Area because it feels small and accessible and welcoming. Doing more to support that, rather than supporting large corporations is key. Let's get creative with housing ,but do we need big box stores?
I think that Los Altos is a fun city that should be ready to include more people, not exclude people. I would also like the public spaces, including streets, to be safe for all users, including kids and those with disabilities that prevent driving.

Community character is less important than housing, public health and environmental considerations.
PLEASE NOTE: I did NOT rank the items in #3. (1) 15 is too many. (2) I can't see them all at once, thus it's impossible to consider them in relation to each other.
Focus on community building
Older people are running this area and their families will be the ones living here or selling the properties once they die
I had difficulty prioritizing because I feel that all of these areas are important.
The city should mak it easier for people to live here. They are makingit more difficult by messing with our roads, parking and cirulation. No additionl parks should be put downtown.
people move to los altos for its charm and character. so why is the city staff and city council trying to change that by remaking our downtown and adding housing that takes away green space and sense of place?
15 items is WAY TOO MANY! In order to see them all, I have to set □ And do we really need the photos on every page of the survey?
Lead with a strong and vibrant downtown, prioritize active and healthy lifestyles, and ensure that the city is a sustainably centered will create the environment for most of the other listed options to thrive. Do it in reverse order and you risk having it all fall apart.
We need to revitalize downtown with more restaurants and stores.
Enhance what we have, don't change it for the sake of change. For example, I'm all for an improved theater experience, but not at the expense of parking plazas. Use the developer funds to remodel existing structure or spaces instead or purchase existing structures for remodel to accomodate a downtown theater.
I like parks and feel they should be maintained, but I also like convenient parking and am opposed to eliminating spaces for parks. There is space for a community park next to the community center where there is an unused empty space that might make an ideal small park with little cost or expensive planning. A sand volleyball court would be easy to make and not loud for neighbors, a fitness path with a few outdoor exercise stations could circle the area, grass, a playground for 5-12 year olds under the redwoods, a couple of planter boxes for teens and preschool children to use for flowers and veggies, and a couple of picnic tables and you would have a convenient place for exercise, leisure, and enjoying the outdoors close to the community center without being too much of a challenge to plan, construct, and maintain. The current Hillview dog park gets lots of use but needs to be maintained and permanent. It is a good place to meet neighbors.
Los Altos has a great vibe, which has been re-iterated by visitors from all over the US & the world. Let's preserve it. While a few other cities are permitting the building of monster homes & huge shopping malls, Los Altos needs to be the place that people from other cities yearn to visit, for it's small village charm.
[Traditional Chinese] The next generation matters the most.
[Simplified Chinese] 更友善的城市更新，吸引年輕家庭加入的同時，也要保有社區的歷史文化資產
We need a vital downtown to attract people, and we need young people to keep it vibrant. I don't want to lose the small town feel, but I also don't want to preserve history (which is frankly pretty short) at the expense of improvements we an make.
Los Altos needs to look to supporting a new generation of residents and providing facilities for all ages. Investment in facilities and infrastructure has stalled as current residents broke an intergenerational pact to pay fair property taxes, future growth depends on providing housing for essential workers, attracting medium size tech businesses to avoid becoming a dormitory town, and building new facilities around which a new generation of families can form healthy community life.
We need to grow, wisely.
a lot of people are very attached to the cities history and past, and I think we need to evolve in the direction that people who live here would
Strong neighborhoods is #1. I'm fortunate to have lived here for 25+ years and have many close connections. As folks move away, I have fewer connections. After 4 years of social distancing, I've watched BAT fall apart. We need to encourage connection with neighbors, gathering places, and local businesses. The new affordable housing on Distel Circle with 90 condos and 35 parking spaces is going to cause neighborliness problems.
Keeping the small town feel is critical. That is why I live here and plan to expire here. I also pay the big taxes, unlike many people in Los Altos.
we absolutely do need to bring "tech start ups" or name brand retailers to Los Altos. This would completely ruin the "small town feel" and community aspect of our town. □ □ I specifically rated the dining and entertaining options lower b/c I think Los Altos does a great job of this now . □ □ I do think the mix of housing is important for all types of families to live here (early with young children etc.).
City leaders need to keep up with the technology and preferences of the times - stay flexible and offer shopping, entertainment and recreation that keep in tune with the residents. Maintain relevance as the population diversifies.
I think Los Altos should stay small and rural, but to move forward, the City needs to embrace technology and reducing its carbon footprint.
Name brand retailers will not promote the small town ambiance.

My numbers here correspond to the priorities listed above:
A) #1 It will be important to get fiber access so the city will not fall behind for it's residents
B) #2 Reducing our carbon footprint is a responsibility for all. More enforcement of gas powered blowers would be appreciated.
C) #3, #4 Making our downtown a little more alive is important - so I prioritize adding more dining/entertainment options. It is so dead after 8pm that is a little sad. Strenthening downtown vitality and businesses would be key - too many shops closing looks really bad for our city. Forcing our current stores to pay extra? to have tables outside (Posh Bagels, Starbucks?) is shameful. BUT - it is important that such tables do not BLOCK walking traffic on the sidewalk...
D) #5 Preserving local history ... - we have the history house area and the apricot trees - these should be preserved.
E) #6 It is not the city's job to encourage an active lifestyle. But providing paths, exercise equipment, more pickleball courts, and safety around pedestrian and bike traffic helps facilitate such lifestyle. Classes to provide education on bike safety (hand signals, paths, helmets, repair) would be awesome. But also enforcement of poor driving behaviour/parking to really demonstrate commitment to pedestrian and bike modes of transportation. (Parking ex cars blocking sidewalk b/c of how they parked)
F) #7-10 - these all go together to help make Los Altos a close community.
G) #11 - what happened to the Teen zone? some place for teens to gather to hand out and do stuff - ping pong, etc...
H) #12 - not sure the point of this one. Only expanding *access* to parks and open spaces? In terms of hours of park access or parking around or roads to??? Low priority as it was not clear what was meant here....
I) #13 - As the city evolves, I feel too many people use this as an excuse to not move forward. It is not importat to maintain the small town FEEL as the city evolves if it leaves us behind in the other areas listed above.
J) #14 while I believe it important to attract and retain businesses (which is also covered in #4) I do not believe that adding Name brand retailers and tech start ups to downtown is the way to do it though.
K) #15 - I don't think *more* art and culture is needed in Los Altos. The recent additions of murals, art, and the annual Art in the Park and Art&Wine festivals are all wonderful.

too many people move here and bring bad habits

#s 11-15 really aren't work for the city general plan, and only encourage the city council to spend money on things that otherwise will take care of themselves. We have parks & open spaces already. We don't need more of them. If you're going to expand cultural and other activities, people will need places to park to attend them. If people are going to age in place, they will have reduced mobility over time and need even more handicapped accessibility, including parking. We don't have public transport here, and the county is not going to expand it in this area, so building high density housing with inadequate parking will NOT solve parking problems. The way people drive and bike here, it is not safe to think elders and other people who value their health are going to bike from home to downtown or to shopping. I know. I tried it, and having biked in many urban areas, biking in California where no one obeys or enforces traffic laws and common courtesy isn't worth the risk. Also for #s 1-6, we chose Los Altos because it is quiet and not crammed full of people and accompanying noise. If we wanted more urban living, we would have chosen to live elsewhere.

Change is happening all around us at an alarming pace. We want stability in our town and we don't want to see those changes here. As someone said in a meeting last week, "Mayberry is dead". That person should not be on our planning commission. They do not reflect the values of the people who live here and our city council isn't any better. We need all new leadership. Los Altos is a treasure! We need our city council and City Manager to stop trying to ruin it Spend our money foolishly! What's wrong with these people? Someone else is padding their pockets.
Our property values are Incredibly high for an Incredibly high for a reason, People want to live here just as it is! Not the new and improved Version our council is trying to push on us.

Preserve the character of the city. Preserve its history. Preserve parks. Whenever possible, buy land to create more park space. Some things on here are fantasy. Messing with housing types to try to provide housing for people of all ages and incomes will just screw up some neighborhoods and create more unattractive, dense residential structures. How can the city possibly build stronger bonds between neighbors? The city is not God. Though pushing for more density throughout the city is sure to unify some neighbors and put others strongly against other neighbors. That seems like a good way to divide. And the carbon footprint things is nonsense. Didn't Bill Gates recently acknowledge it's a farce? And it's just hollow virtue signaling. And even if carbon dioxide really had a material impact on climate / temperature, the city of Los Altos has zero impact on anything when other parts of the world are rapidly investigating and emitting substantially larger amounts of co2. Better to stop putting in ridiculous prompts like this carbon footprint one. All for more downtown vitality and restaurants, but not at the expense of the city's character. I don't care about large chains. Prefer smaller businesses.

Don't change the small town character!!!

I think strengthening all resident's experiences is crucial, no matter their ages. It is hard to entice teens to participate more, as the teens in our town are usually overly busy with academics, for that reason it is not at the top of my list. Also, finding a balance between a busy downtown and a quiet atmosphere is important. I definitely do not want to be Palo Alto or Mountain View. We are unique. Keeping us that way matters to me.
housing is working itself out. The state is pushing that agenda so i don't need to prioritize it. However, i would prioritize finding developers that align with our town character..

Small town charm and lots of trees in downtown; continue to expand the gorgeous community centers services - it is now drawing HS students, study Los Gatos success in these green strips to see if they have been used - my guess is that if they are done well with trees and a parklike setting and are not too big, they will be used and enjoyed, keep parking accessible or it will deter residents from shopping at local businesses

Question 6: [Mobility Priorities] Tell us why you prioritized your list the way you did.
Ramps at sidewalk crossings are difficult for pushing someone in a wheelchair over; would be nice if that could be made easier
Continue to□ Invest in cross walk guards - they are amazing. Repave and organize parking soots to maximize spaces and plant trees in lots for greenery to retain beauty, expand green biking lanes
Safe routes to schools will encourage biking and reduce traffic.
generally feel good the way the things are
The bikes on the sidewalks create a dangerous situation for pedestrians. We should not allow bikes on the sidewalks.
These are not the questions I would ask. I want simple streets with no paint and no plastic and no gimmicks. We don't need any of these things in your list. We could selectively have our police increase enforcement of our speed limits. We could adopt a 20 is plenty speed limit in all our neighborhoods.
These are leading questions. Leave streets alone; no bollards, no more paint, no more "engineering " that doesn't work. □ Lower speed limits throughout Los Altos.□ Hire more police to enforce.□ □
Children and families are more likely to stay if they feel safe on school routes and to parks.
Less cars and one road should be walking area
I think building more bike lanes and wider side walks will encourage more people in our city to travel around. I also it's more important to consider that elderly will have an easier time if the sidewalk are better adjusted to their needs making roads a less of a priority.
My kids bike and walk everywhere. Unfortunately, the roads are in quite terrible conditions and the drivers, especially the elderly ones, could certainly benefit from driving lessons. I don't care about parking downtown. I think more people should walk, bike, or take public transit.
Do not male drivers the vilians . Many residents need to go shopping, go to the bank and financial institutions as well as dine . Seniors. families with childres,andmore, need to drive their cars. The city needs to support drivers by prividing adeguate parking.
Improving all routes for biking will increase bike use and reduce the need for extentive parking in downtown.
A healthy Downtown in a small town needs parking. Since Los Altos is technically a bedroom community - nothing wrong with that at all - cars/driving will always be needed to go most places.
I'm a bigger proponent of having pedestrian zones in downtown Los Altos. I don't believe we have a parking problem at all.
South Los Altos should succeed if they do not like north Los Altos, Los Altos is the best town
Shuttles should be event driven and funded by the sponsor, of which the city will be a key sponsor and responsible for communicating the availability and locations of the shuttles.□ □ Safety is too priority.
I have watched several kids almost get hit by cars speeding through intersections. Emile's and scooters are extremely dangerous. They are here to stay. Offer or insist, in Los Altos, that those using e-bikes and scooters, take a class or get a certification to understand how easily they can get hit if they don't understand the rules cars must follow. I have watched several kids, on e-bikes that I thought were motorcycles, ignore red lights, and breeze right through the middle of an intersection. The schools used to have a day where the kids brought their bikes to school and were educated on how to be safe. Add e-bikes and e-scooters to that day. I wish parents knew the awful realty of brain damage so they would insist their kids wear helmets and follow safety rules.□
It seems beneficial that we want to keep cars away from downtown and Rancho, etc. Safer routes to bike, sidewalks for walking, and street lights are a necessary, not a "nice-to-have." The lack of street lights in most neighborhoods is atrocious - whether when walking dogs or general safety, lights are needed for dawn/dusk/night.□
I believe city staff puts drivers / traffic flow before safety of our children - and other people - who ride bicycles. This has to change. The safety of our children who bile to school — and other placrs should be our highest priority.
There is plenty of parking Downtown.
Want to bring more people to Los Altos
I want fewer people to commute via Los Altos to get to their destinations. I want as little as possible businesses or rental houses in Los Altos
Safety is highest priority
Downtown vitality is key and transit and parking make it easier to get in/out
Again, poor design but this one was easier as their are only 7 choices
I don't think the shuttles would be a good investment. And we already have access to Waymo, so I'm not sure about "expanding access to auonomous vehicles"
na
Kids should always be the priority. Plus, we need to encourage more bike riding to school, not less. □ I also think it's very important to have adequate parking downtown. □ I've honestly never thought about encouraging autonomous vehicles, but that seems like a great idea too.
autonomous vehicles have no place in this list and were clearly just placed here bc whoever wrote the survey likes them.
Let's not rely on cars so much. Love mountain views downtown street closed to vehicles. Encourage biking, activity, being outdoors. All of us could use cars less to help the climate.
Lack of sidewalks and distracted drivers is a real risk to kids in Los Altos - it's just a matter of time before someone dies.
Can you provide more detail of the micro transit? If it's about mobility options from the residential areas to downtown, then yes. But I don't want homeless folks to take the shuttle to Los Altos.

Do we really need more parking downtown? I've never struggled to find parking downtown and I am very often downtown with my kids... Wouldn't more parking just get rid of that "small town" vibe? I'm curious about what we think this would add to or solve, I know my experience is only one persons. □ □ FWIW I think the crosswalks on San Antonio work quite well (that they are flashing lights etc.) but I think bike lanes could use more development for school commutes.
safety for kids and seniors is top priority
Lack of parking is a deterrent from going downtown.
The list is ridiculous..... "Improvement roadway safety??" What has been done at intersections (white barriers etc) is confusing and causing accidents.....they have removed right turn options. AND there already IS adequate parking in downtown.
Since Los Altos is majority a residential neighborhood it makes sense to prioritize safety
Autonomous vehicles are coming and we should begin now to accommodate their use and capitalize on the advantages of cars that need not be parked downtown.
Transportation is changing and has to change if we don't want to destroy our climate. We should be thinking forward to how transit will change in the next 30 years (e-bikes, shared autonomous vehicles, optimized micro-transit) rather than thinking backwards to huge cars and giant parking lots. Most of the clamor for more parking lots comes from people who shouldn't be driving pretty soon, and would actually be better served by safer ways for them to get around conveniently.
1 through 4 could go in any order. Those are all great and needed. Autonomous vehicle access is less valuable than better public transit. If we had better public transit, then intersection safety is not as important with less cars on the road. I want Downtown to have less car parking, not more. More bike
There are way too many close calls and bike accidents involving kids riding to and from school. Parking is already a challenge at times in downtown.
Reduce car traffic around schools especially by making it safer/easier to walk or bike
Lower speed limits on main arteries. We don't need to chop down our trees and add plastic bollards to our streets in the name of safety. Beautify our medians. Add more green spaces and pathways. Offer an online map of safer bike routes- use our million dollar technology to help people safely navigate. There are alternative routes. Stop asphalt downtown; change parking plazas to a permeable surface. Exercise environmental vision always.
These were all bad options & a waste of time
We need (and already have) adequate parking in the downtown area. There's no reason to change that or encourage more downtown development.
Bicycles and shuttles cannot be our number one transportation priorities. Look at our city map, not realistic. Plus, not everyone can ride a bicycle or get from shuttles for tasks, drop off for kids, etc. Unrealistic and expensive, we are NOT a high-rise urban setting. And shuttles and bikes don't work for doctor appointments, grocery shopping, etc. Second, let's focus on a complete rework of our bike policies, including licenses for people/teens/ kids using ebikes. Very dangerous, on sidewalks and everywhere. And the bollards are dangerous for the driver and rider--- too bright and ineffective a solution. Let's take charge of reworking our problematic bicycle issues, including ebikes, shared routes, and how to make bike routes that are not shared with traffic before continuing on our cycling madness path.
Biking and community transit reduces traffic, improve safety allow mobility for young and senior. Auitonomous veicles are clearly the future and allow similar advantages than biking and pubblic trasportation
Encourage more walking, biking and alternate forms of transportation. Increase safety for pedestrians, bikers and school children.
We already have plenty of parking in downtown. While people say we don't, the back parking lots usually have spots within 5 min walk. I think it's much better to focus on walking and biking.
The city currently feels very stagnant and antiquated with too much asphalt and personal car oriented. It does not have a vibrant flow needed to optimize mobility for everyone, young and elderly. This in turn makes the city less attractive for businesses and customers.
My neighbor uses Waymo all the time. The car has blocked our cul de sac twice. I'm not interested in making it easier to bring more cars and traffic. Encouraging bicycles (foot powered, not electric) is better for our health and our environment.
Obviously anything that improves safety is good. I think it is already fun to bike in Los Altos, but if it could be made more fun somehow, that would be good. We definitely need adequate parking downtown, but the parking has to done is a way to maintains the small town feel. The present set up is really good. It encourages us to go downtown, quickly find a parking space close to our destination and make use of the retail and restaurants nearby. A parking structure would be really bad for maintaining that small town feel.
Cars are very dangerous and people speed way too much. I trust autonomous vehicles more than reckless drivers.
We have already done a lot for biking. I don't understand what you are referring to with 'improving north-south connections'; I have never heard of this as a problem. When crossing a downtown street, I always make sure I make eye contact with the driver, safety at intersections is critical.
There haver been too many bicyclist and pedestrians hit. The safe routes to school leaves out Mountain View High School and has elementary kids crossing a road where a there was a fatality- extremely unsafe given the behaviors drivers exhibit here.
Same reasons as above.
we need to encourage biking and walking
I think downtown has more than enough parking. I would like to improve walking/biking paths - I think a lot of Los Altans utilize these modes and it would increase even more with some improvement. I don't know about the need for micro-transit and shuttles - have any surveys or studies been done? If that is a need then I'm not opposed, but I just don't know enough about the problem.
My top priority would do a lot to improve most of the other items. In general, we need to make it easier not to drive in downtown LA so that parking is not always the issue. Recognize that downtown is our urban area and it's important not to prioritize any one group: drivers, bikers, pedestrians but ensure that safety and access for all is available.
Kids are going to die from unsafe crossing/biking due to lack of sidewalks, drivers on phones, and lack of bicyclist training. Everyone has experienced driving between a child without a helmet on a bicycle swerving with no hands down the middle of the road on portola. It's just a matter of time.

There is nothing "safe" about safe-routes-to-school. The areas around school and LAHS are high volume high traffic areas during school entry times along with young bikers. The intersections are vague with lack of stop signs or right of way.
Parking is an issue downtown. No businesses can survive without it. It needs to be easy access, close in to shops, etc.
I appreciate a good parking space as much as anyone else, but I appreciate a great place to hang out, eat, and be with friends way more. We can walk if the destination is worth it.
Ensuring safety for kids/students is always a high priority. Noticed more recently downtown parking is more challenging making it difficult to enjoy the great amenities in downtown. My son is in a wheelchair so micro-transit is now a higher priority along with the fact my husband and I are growing older. We are considering moving because we want to be iin more walking distance to amenities but a micro-transit system would enable us to stay in place, along with autonomous vehicles.
My kids bike to school and I would like for sustainable transport solutions
Landowners can build parking if they want it. Public land should be used for amenities like parks and theaters
Speeding on local streets has gone up significantly over the last few years especially around the high school
With no sidewalks or streetlights people walk in the middle of the road. It's not safe. Our intersection has no stop sign and M-F when parents and students are driving their kids there are constant near misses.
As I said before, we need more ride share, shuttles, both mechanical- and e-bikes and scooters, pedestrian scrambles and walkways, waymaking signs for same, pedal bus groups, walking groups with custodians, crossing guards, VTA routes. Can we get the county to build a red car mini train down the Foothill median from Arastradero to a carpool pickup area at 85 with stops along the way connecting people to VTA and city shuttles? We need to bury or stack all parking lots. Use automatic puzzle garages. Downtown is overparked. Turn the Main and State loop into a one-way circle, only ADA and 30min parking on State and Main. Increase parklets not only for eating but for store sales and pop-ups and booth based vendors.
I prefer to keep traffic minimum
Way too many unproductive changes are done in the name of prioritizing bicycles. Sorry, but only a small fraction of people ride on major roadways, and they should not have a disproportionate say.
I prioritized the things that I thought were important to me and others that I know who reside in Los Altos.
Some intersections are dangerous like First and Edith.
THere is no easy way to get from home to caltrain station without uber.
We need to prioritize less pollution and cheaper/ better options for transportation all across country not just Los Altos.
If I do not walk, I ride my bike but I do not feel as safe as I would like because too many drivers looking at their phones almost collided withy bike. I own an electric vehicle so more chargers would help
Shuttles for downtown /school ease. Junior highs to downtown shuttle.
Biking is great for healthy people and for the environment, and safety is a big part of enabling that. With microtransit and biking routes, parking in downtown should be less important, and we can use that space for community gathering and green space!
just keep roads maintained, stop expanding everything
Again, it is important to keep the small town feel where kids can bike to places.
More people on bikes and Waymo means less traffic and less land wasted on parking spaces. I don't think we have the critical mass to make micro transit successful.
The corner of West Portola and San Antonio is not safe, and it is often chaotic. Bullis Charter School should be somewhere else.
We need more tech
The intersections all along 1st street are all sketchy for pedestrians, especially where it crosses San Antonio. The bicycle barriers along El Monte are a good improvement. More bike racks are needed around town. The priorities listed are vague, a lot more information is needed to clarify, ie: improving north-south connections???—-what does that entail?? Micro transit and shuttles?? Seriously?? Everyone here has a car & wants to get everywhere fast.
parking down town seems adequate almost all the time. Have never once had trouble finding parking.
What does "north-south connections" mean?
My prioritization reflects a vision for Los Altos that transitions from a legacy car-centric suburb to a tech-forward, family-centric community. Safety as the Foundation: I ranked Safe Routes to Schools first because a vibrant community depends on children being able to navigate to parks and schools safely and independently. The AI Transition: I prioritized Autonomous Vehicles (AVs) and micro-transit because they represent the most efficient path toward reducing our reliance on space-inefficient personal cars. For a city at the heart of Silicon Valley, embracing self-driving taxis and smart shuttles is a logical and necessary step toward a 15-minute city model. Authentic In-Person Experiences: Enhancing biking and intersection safety is critical for making our commercial hubs and parks more "human-scale." It encourages the spontaneous, authentic community interactions that happen when people aren't isolated in vehicles. Strategic Deprioritization of Parking: I ranked parking as the lowest priority intentionally. In an AI-impacted future characterized by autonomous ride-sharing and improved transit (such as a multi-modal Foothill Expressway), the demand for static parking will decrease. That valuable land should instead be reclaimed for missing middle housing and community event spaces like Grant Park.
Skip the plan downtown park and parking structure it will never pay for itself and bankrupt existing businesses and the city long term. Keep the existing parking. If the city needs money, install parking meters. Overall I'm not impressed with the City's Traffic and Road Department. They seem to lack critical thinking skills. Improve road safety through enforcement and improved maintenance. The stop signs and lights on North South Thoroughfares such as El Monte, Springer and Grant are constantly ignored. No mini-bus we've survived this long without one, don't see a good business case.

Most people still use cars! Do not reduce downtown parking, but increase it if anything. At busy times it's hard to find a paring space. There are not that many bikers. The bubble corners may look good on paper, but not in real life. Bubbling out a couple feet wouldn't be bad, but several feet like now creates more of a problem for cars, especially longer vehicles, and more dangerous for walkers and bikes. They are now closer to traffic giving less time and distance for either party to react.
we like biking and walking downtown, safety becomes an issue, maybe close off partial street?
Improve parking, smooth Foothill for biking, improve infrastructure for car alternatives.
I think that the way to expand safe routes to schools is to build some sidewalks, and as a parent who raised tiny children here, I think it would go a long way to making it safer to play out front with young children, which fosters neighborly communication. The more we can encourage bikes and discourage cars, the better for our planet and our health. I think micro-transit (whatever that is) and shuttle service would be lovely, but I doubt it is feasible to do it well without spending a ton of money. Expanding access to autonomous vehicles is at the bottom of the list because the city doesn't need to do that, the profit motive will propel Waymo or whoever to do it. Furthermore, it looks like it is worse for the environment because of all the empty cars driving around.
If you want to get rid of downtown parking, you need to build and successfully launch a non-individual vehicle transit option first
The world is changing. Los Altos needs to embrace biking and Waymo and let go of their parking obsession which the State has declared surplus land
Roads are terrible, lights take forever to change.
A free shuttle circling around downtown would be nice
Safety, especially for cyclists and pedestrians, is a top priority for me.
I'm tired of Los Altos not prioritizing Safe Routes to Schools and not improving roadway and intersection safety for children walking & riding to school. Plus, as a cyclist you have to constantly be monitoring what drivers are doing! E-bikes have become problematic (and even young adults in their 20s feel this way) - the lack of respect & following traffic regulations is truly scary for drivers and regular cyclists.
This fixation on parking lots downtown has to stop...
Safety for pedestrians and bikers allows for less use of vehicles for transportation
Maintain existing downtown surface parking.
parking parking parking. if you want people to come to downtown, it needs to be easy to park
Not enough parking in downtown
i would love to have walkable public transit. since that would be years in the making, affordable community transit is the next best. as a cyclist myself, safety of cyclists is a priority for me; similarly for our younger citizenry
Mostly I want to de-prioritize the constant attempts to over-design intersection and road constraints in the name of safety improvements. many of these proposed changes would reduce the quality of life for everyday living and getting around in Los Altos.
This survey is a hassle on a phone!
Want to expand mobility for seniors
It's important to prioritize safety above convenience.
Bikes and active transportation are the future! Look to Stanford — the whole campus is nearly the size of North Los Altos, and everyone gets around by bike. There are no excuses; it works!
I enjoy biking more than driving
There are more seniors in Los Altos and finding safe ways for them to get around will keep them engaged and active. Shuttles like Mountain View has would be beneficial, as would Waymo. This would also relieve some of the pressure on downtown parking spaces
Adding ways for people to move around, besides using a personal car would bring people to more parts of the city. Kids and seniors can/will bike only so far, but improve that too.
there are some very dangerous intersections that threaten pedestrian and biker safety. in particular the approach of the Edith/Los Altos Ave intersection from Los Altos Ave southbound on the approach to turn right onto Foothill Expwy is a fatality waiting to happen, please put a "no right turn on red" sign there and remove the slip lane entirely.
Flashing lights cause driver stress. Bulbous curbs and speed bumps destroy cars. Eliminating right turn lanes exacerbates traffic congestion.
No more "traffic-calming" changes, please. No more flashing cross-walks and flashing speed limit signs. No more elimination of right turn lanes. No housing unit growth without adding road capacity.
Would like to reduce car traffic.
I'd like to see Los Altos -- to the extent this is possible in a somewhat sprawly suburb -- become much less dependent on autos for short trips.
safe intersection. Bikers often don't follow traffic rules!
I do love the stop signs that were put in but honestly I do not really car about the above
Autonomous vechicles are already here so don't need priority. Safe routes to school are mportant always. Downtown parking is completely over-prioritized. Cut off cars from State and Main while leaving 1st, 2nd, 3rd as thru routes? It is plenty easy to bike through Los Altos. Micro-transit, busing is a good idea, especially to reduce or parking at schools. Get rid of all no parking signs near schools or put them throughout city. Current scheme is loudest whiner pushes parking down the street.
it makes sense to me
Ugh. I have the same problem with this question. The only item in this list that I feel passionate about is to make Los Altos more friendly and safer for bikers… but I see that recently some soft posts have been installed toward this goal, so *yeah*
We need to keep downtown parking to make it attractive for people to shop and eat downtown. It should be safe for those who wish to walk or bike to town.

1-cars are still the #1 way to get from the hills to downtown and they need to park easily or they will go elsewhere to shop 2-Autonomous vehicles and bikes are right behind and should be supported
To keep a small town feel we need less cars downtown. Adding parking only encourages more traffic and congestion while making it less safe for
Access and safety
Reduction of carbon, traffic, pollution.
If you make it easier and safer to bike, it will be easy to fit the needed bike parking downtown as bikes are much smaller than cars and each car space can fit many bikes. Bike lanes also serve mobility device users so that they can navigate the city without the need for an additional vehicle. There should also be alternative options for those who are not able to bike, walk, or use a mobility device- shuttles and bus services to help people get around without needing a car.
We live only 1.5 miles from downtown but it's not safe for my kids to bike to downtown because Cuesta is the main artery and it's not safe for them to bike on the street there (no bike lane). It's also not safe for them to bike on Foothill given they're just kids. We need better ways for all of our neighborhoods to get to our downtown/library/community center without relying solely on cars. I'm open to having shuttles or autonomous cars shuttling people around if that makes financial sense.
I enjoy biking and would like to have my kids bike to school more, but crossing Foothill to get to school is challenging.
Road maintenance is the key to safe travels around the town
I prefer a walkable community. I love walking to businesses in South / Mid Los Altos - Loyola Corners and Rancho Shopping Center.
we've already overallocated land to parking. don't worsen that problem by building more parking.
Cycling should be the most promoted transportation form for fun and zero emissions. Make it safe.
Retaining our parking plazas is my number one priority. Easy accessible parking is essential. We don't need another park. Lincoln park is just fine. Spend money on improving the parks we already have.
The current development trend is making it a hazard to walk or bike in our neighborhoods
Supports my point on page 1. I live in south los altos. Often programs don't include our area and only downtown area. Define micro transit? Is this just downtown or all of los altos?what would the propose route?
Drivers are really sloppy about observing stop signs. Could we start ticketing them?
I don't think the parking is that bad, and parking problems can be alleviated by encouraging alternative means of transit
Quality of life and environment
I am more concerned about the walking heart of Los Altos. We need key parking areas but we don't need to park in front of the door. Areas like the post office and pack and ship need adequate parking. Safeway is amazing with their
Making downtown less busy should be the priority. It has gotten too busy. And bicyclists have gotten out of hand. e-bikes should be banned.
Adding parking encourages congestion and discourages walking and making walkable areas.
we are still a car driven society, many people in Los Altos do not have time or ability to bike to town to shop or visit
Prioritize healthy life style.
While transitioning to more and more mass transit, biking, etc., we need to make it possible for enough people from surrounding communities to park downtown to keep stores and restaurants in business.
Los Altos is too dependent on cars despite having the potential to be a very walkable and bikeable area. We should make it more walkable and bikeable. Not on the list and likely overly ambitious -- I wish Los Altos had much better access to mass transit.
I like to bike and kids will be in local schools for another decade
Other than insure downtown parking, the other items are difficult to achieve. The recent mods to S. El Monte make it difficult for cars to turn on or exit from El Monte. Someone will run into the dividers soon. There is no way to improve the traffic situation without more roads, and there is no way that will happen. Since the city will not be able to reign in the electric bikes, there will be a lot more accidents no matter what is done to bike lanes.
Although we can walk to downtown, our restaurants and stores need people from surrounding communities to thrive. While we support alternative transit options, the reality is that private automobiles are still the dominant form of transit and we need to work with that while trying to shift more of the transit share to other options.
Foothill, El Camino, Covington, Cuesta, Almond, and Marich offer good northwest/southeast connections. San Antonio, Grant, and Springer need better bike lanes for North/South connections to reduce traffic and pollution. Even the flyer for the survey had to use a photo of a bike path from Maryland, so we definitely need more bike access and safety in Los Altos.
We love the downtown parking lots and do not want to see them reduced
So many people un red lights and stop signs on El Monte, Foothill, Cuesta, etc. Its dangerous to drive no less ride a bike.
I think vehicles will continue to be the dominant form of transportation for the majority. So concentrate more on improving vehicular transport and safety. And provide enough parking spaces!! We are not going to be using bicycles for much of anything other than recreation.
Make walking & biking just as safe and efficient as driving, instead of risky & unpleasant. Parking is already more than adequate. Don't subsidize drivers - add parking meters downtown so that city can recover some of the lost revenue from that wasted space.
We will not get adults on bikes in mass. Stop wasting energy on that.
There's not enough parking downtown!
still too many options -- do not fit on a screen --
The geography and weather in Los Altos is perfect for biking, it just needs to be safer
Again, ALL good choices. We live in North LA and do feel that there is both a geographic and psychological split between NLA and SLA, but maybe they just more like separate communities sharing a name?
You forgot walking! My top priority is improving the walkable areas and walking safety. As a pedestrian it is not always safe to share the road with cars in Los Altos neighborhoods

We need better sidewalks. Walkers are competing with ebikes to walk on shoulders which is not safe.
Post 3:00pm traffic is back to pre-pandemic gridlock. Children and the elderly are increasingly at risk. Shuttles are great but not realistic in our community.
Los Altos should be walkable and bikeable safely.
We definitely need to maintain our parking downtown. I've almost been run over by multiple autonomous vehicles near or in downtown, so I'd like them minimized for a few years until the technology is more reliable and stable.
I would love to see more bikes in Los Altos, though I am past being able to ride myself. Safety at intersections and for students on their way to school should be a priority, no matter what the mode of transport. (I don't know if folks would use "micro-transits and shuttles, but I bet they would use school buses. Bring them back!
Los Altos is very walkable so preserving pedestrian safety as well as driver safety is important.
We attend Loyola, and it feels like playing frogger on our walk to school. Crossing many streets including 2 yields during rush hour is anxiety-provoking, and while there are crossing guards for two of the main streets, some are particularly lackluster. My kids dream of biking to school on their own, yet I don't yet trust the drivers or intersection management to encourage that independence. I adore the bike parking at events downtown, and it seems well-utilized. I think there's a lot of benefit to continuing to making biking a great part of our mobility strategy. Coupled with biking, AVs are convenient and likely reduce parking demand, especially if there is additional investment in bringing any tech companies to the downtown area. I'm generally a fan of public transit, yet I know VTA doesn't prioritize our relatively sparsely populated service area. Microtransit, while seemingly promising, tends to be wildly inefficient and extremely high-cost per passenger mile. Finally, I appreciate easy parking downtown, but it feels inefficient and dangerous for pedestrians to have so many large, street-level lots running through the heart of downtown. While costly, some parking consolidation and centralization seems like it could encourage more foot traffic and time spent downtown, which would yield economic returns as well as increased community engagement.
Promoting a vital downtown will expand our tax base. It will help to pay for other important projects.
I'm not sure I care too much on this. I will say the white barriers at Hawthorne and El Monte are absolutely horrible. They are going to cause more accidents as cars can barely turn and navigate around them. I think they need to be removed immediately
The future is autonomous vehicles, not driving our cars and parking ourselves for every trip.
safety for kids and seniors is our responsibility
I like as is.
Autonomous vehicles are way of the future
Parking in downtown is challenging at times. I do enjoy the parklets.
Our current roads, bike lanes, and access is generally acceptable. There are not clear areas I would prioritize.
Improving north-south connections will bring more commute traffic that use Los Altos to pass through. Keep the traffic on Foothill Expressway, 280, 101, and El Camino.
Be smart and frugal regarding providing necessary downtown parking. Don't take away existing parking space for new housing or buildings, and avoid new underground or high-rise parking. Regarding bike paths, for safety focus on keeping bicyclists off major thoroughfares and narrow heavily travelled streets/roads.
Things work pretty well as they are.
Parking in Los Altos is already a problem. People will stop visiting downtown if this continues or gets worse. Roads need to be maintained on a regular basis. The safe routes to school with all the ugly bollards and over the top road paint is unnecessary, expensive and not necessary. Now bikes are given more priority than cars or pedestrians.
We need electric public transportation for all ages from train to town and school age children getting to school
If parking is not convenient, people will go elsewhere. A shuttle around bringing more people to downtown would be good. Not everyone is close to the Village due to the shape of Los Altos.
I just need to think you need to improve road and intersection safety and skip the rest. □
Prioritize the future of our community through its children, while honoring and supporting long-standing residents, especially seniors.
Keeping kids safe is always important so put that at the top. Parking has become a problem downtown (never used to be). Expanding autonomous vehicles is an interesting idea and as I get older would be a nice amenity. Lastly improving roadway safety is also important although not sure I agree with some of the improvements that have been done over the last few years (e.g. Jardin parking had to be redone?).
Prioritize the future of our community through its children, while honoring and supporting long-standing residents, especially seniors.
Bikers have a disproportionate say in community affairs-sorry, California was built out for cars
lower carbon and focus on people getting out more
I live in Loyola Corners where many streets lack sidewalks and streetlights and I don't feel safe walking in my own neighborhood. Please improve road safety in this neighborhood, especially along Miramonte between Cuesta and Fremont.
We do NOT need more street striping and plastic safety devices installed in our roadways. Stop routing more traffic through neighborhoods. Safe routes for biking are not on main thoroughfares.
Micro transit low not because not interested but because I don't think Los altans take public transportation
When it comes to local issues I am a literal one issue voter: Walkability. Nothing else, in my mind, could possibly improve Los Altos more than this. When people are able to walk around, it increases health, happiness, and community.
We have a parking issue now. Wide scale AV adoption is at least 5 years away. We should solve now instead of hoping the future develops.
All above are less important than making Los Altos neighborhoods more walking friendly and safer; e.g., sidewalks and street lights
I am very disappointed in the so-called improvements to bike safety which seem less safe to me than before. I don't think we need any of these things.
Safety is a high priority

While bicycling is a fun and healthy option that should be encouraged, realistically I often need to drive to downtown if I am shopping and want to buy and carry items around or eating dinner I don't want to bike home later in dark. So parking is important too.
Everyone drives to school because LASD fought Bullis and redistrict the schools go their benefit. Downtown events bring people from all over not just local Los Altans. People pay a premium to live here for quiet, safe small town. Don't ruin that.
Down Town resident so I know how important parking here is. E-bikes are a menace to anyone trying to walk down town. Micro transit might help the parking situation everywhere. 5, 6, and 7 are fine now if people would obey the laws.
Roads need to be safe for walkers and bikers. Speeding on Granger is really scary and not acceptable
The bike lanes are good now. No bo;;ards or pylons should be placed on our roads.
if "improvements and safety" are what you've done to Newcastle and other residential streets where you put out all these bollards and road markings and make it look like a congested urban street instead of a neighborhood, then I think that's horrible
I don't think this town needs autonomous vehicles because of the safety concerns around them, I also think our micro-transit is great, we have busses and close train stations! It would be amazing if we could improve the biking situation and making safer routes for students.
I don't think that we need any more parking in Downtown because we should prioritize people walking and biking to town and it being a safe place to walk instead of it being filled with plenty of cars. I really would love if we could shut off the streets of downtown to walking only, similar to it is during farmers markets and COVID.
Just because of safety concerns! Really, you guys are doing great with this town :)
As someone who bikes around a ton myself, and to school, there have been way too many times where cars have run stop signs (especially at night when they think nobody is there!). It's super dangerous! I don't want to be hit by a car. I'm not a professional biker or anything and always stop at stop signs personally, so it's also frustrating when I see adults run stop signs.
Get rid of the useless bollards on the ECR and don't put any on San Antonio Road.
As I mentioned above, the parking situation in Los Altos is HORRIBLE! I would like to suggest that Los Altos build one or two parking garages in the plaza areas. However, the types of architecture that gets approved by the building department in Los Altos are usually hideously UGLY! So if a parking structure is put up, it will probably take away from the overall aesthetic of the city. Look at the beautiful new buildings in Palo Alto. They should serve as an example of how new buildings can take on both an historical and contemporary feel AND be beautiful.
My main way of getting around Los Altos is via bike. I would enjoy being able to commute by bus.
Los Altos has the opportunity to be bike friendly, but still misses the mark on adequate bike lanes and protections. We should put more funding into public transport, but not self driving vehicles. They're too much of a risk to children and bikes, and other transports should be used instead.
Over the last 10 years or so there has been an increase in the use of bicycles, not so much in all of Los Altos just certain areas such as Foothill Expwy mainly, and near the schools. Los Altos is pursuing to forego the safety of cars in the interest of byclers. Example S. El Monte and Hawthorne. Newly installed delinators after a shrinkage of lange width, gives the right turn from Hawthorne to S El Monte dangerous for a suburban type vehicle, commerical vehicles, garbage trucks, PGE vehicles. Why: right turn onto S. El Monte puts that vehicle in the oncoming traffic lane - oncoming traffic have to move in order for the right turn vehicle to make their turn. Engineers need to review such things for safety to cars as well. Rarely is there walkers or bicyclers in that area - I dont think Engineers are monitoring the walking and biking traffic just doing automatic implementation
Safety, parking, and mobility for access should be priorities. Unsafe adult Jay walking is a concern. They are teaching children unsafe habits.
Because our council seems determined to destroy our ground, level outdoor parking under the trees. And, because many intersections are still dangerous for pedestrians, cyclists, and drivers.
Public transit and safer road design is extremely important.
Parking is a huge problem and deters people from shopping in town when you can't find a parking spot.
I've been stuck without an accessible bus stop for so many years. I can't bike everywhere because of my disability and the closest stop is a 45 minute walk in either direction. And I'll say that autonomous vehicles are a danger to pedestrians and other drivers. Thrice has a waymo stopped dangerously at the bottom of the S curve of Fremont just before the intersection at W Edith. I do not want more of these cars in my city. It's not safe to have *no one* in the front seat. At least there could be a chauffeur that can move the car or stop it when there's danger. I'd much prefer public transport because I trust people, not often faulty systems.
I bike to school every day and it would be nice to have safer routes.
Traveling between South and North Los Altos by bike is only convenient via Foothill Expressway. While avid/experienced cyclists frequently utilize Foothill, it is intimidating for novice cyclists (like myself). The onramps and offramps are particularly harrowing, as are the underpasses. There is no suitable frontage road alternative. The lack of safe and convenient bike routes may discourage those who would otherwise be interested in biking as a means of transportation.
Safety for pedestrians, children and bikes is important to me.
really, we need to worry about helping autonomous vehicles and spend money on transit and shuttles. and dont put a stupid bike lane on san antonio road- put bike lanes on streets with low volumes of slow moving traffic
The priority should be making is safer and more fun to navigate Los Altos without using passenger vehicles. This starts with slowing traffic and prioritizing crossings and sidewalks/bike lanes. Prioritizing parking incentivizes the persistence everyone using their cars. Make it easier to walk/bike/use micro mobility; make it harder to use a car for every in-town trip.
Enhance the parking plazas and remove the parklets.
Convenient parking downtown is the Number 1 way to help keep downtown alive. Government has no business "expanding access to autonomous vehicles." We already have a Safe Routes plan, but some of the implementation will likely make things more dangerous.
Walking and biking are the best ways to get around if you live fairly close to downtown.

Looking ahead 20 years, self driving cars (Waymo & others) will be widely available. Please plan to enable these self-driving vehicles, without reducing the width of traffic lanes.
[Traditional Chinese] Safety is the number one factor in public transportation.
[Simplified Chinese] 在社區志工服務時看到的情況 Observations made during community volunteer service.
The school district has closed schools and eliminated school transport, forcing children to cross busy roads supervised by parents. If we can't have neighborhood schools, this needs to be countered by investment in permanent grade separation on foothill expressway. I enjoy going to downtown Los Altos instead of other cities BECAUSE it has empty parking spaces that make it easy, the recent surveys seem to consider those parking spaces a wasted asset, but they're exactly the reason I'm attracted to downtown. Los Altos should not subsidize micro-transport for multi-millionaires. People who chose to live in 10k sqft lots worth millions of dollars should accept that they must pay for transportation to urban hubs for their needs - that should not be a city priority.
This was hard as they all felt important. However, as someone who moved here from a large city, I am appalled at the poor public transportation alternatives. Shuttles that get people to and from Caltrain or downtown would be amazing.
my family and I would love to Bike to Rancho, downtown, and to school but it really feels unsafe on the busier streets needed to get to those places
Removing parking on El Camino Real was a big loss for the city. I personally no longer wanted to frequent those businesses due to inconvenient parking. And no one should be biking on ECR when there's Cal Ave and Foothill and Wilkie. The bike path on ECR decreases safety with all the business' driveways and the narrower lanes on such a busy street. Not sure who spearheaded that but it cost a lot to build out and will cost more to take down.
Keeping Los Altos small town feel. This is why I live here and plan to expire here. I also pay the big taxes here, which many in Los Altos do not.
even as my kids age out of riding bikes to school (egan, LAHS) I think it's incredibly important this is accessble for all kids at all the schools. Our community should encourage ANYTHING to get kids outside and more independent
Traffic can be very heavy at times, and it seems that a lot of drivers use our streets to get around busy traffic lanes.
I prioritize the safty of walkers and students walking or biking to school.
The focus on parking is crazy given how much more friendly and keeping with Los Altos history to focus on families and walkability. Villages don't have parking, they have green space and activities for multi-generational families.
We have some good bike facilities, but we need to connect them up to make safe, appealing bike routes that work for everyone, including kids. School dropoff is horrible, because parents drive like maniacs. We need to get children to get to school without their parents driving them and clogging the streets with car traffic. It's a vicious cycle—parents driving dangerously mean other parents don't think their kids are safe walking or biking to school, so we get more and more parents driving. There is plenty of parking downtown. We should be encouraging people to leave their car at home and use other methods to get downtown.
A) #1-3 very important for obvious reasons□ B) #4 - not sure what is meant here - but if there were smart ways to use shuttles during busy times of the year (Art&Wine festivals, airport runs to SJC/SFO duringholidays, university schedules) that would certainly accomplish carbon footprint reduction, and foster opportunities for neighbors to get to know each other better□ C) #5 - what is meant by north-south connections? Widening San Antonio Road? Foothill Expwy??□ D) #6-7 are lowest priority for me - as they counter the biking/pedestrian friendly goal and just doesn't feel like a necessary thing rn.□
Safety should be first consideration. LAPD do NOT enforce the posted speed limits properly. Why was this not given in the improvements list?
increase tickets on speeders, etc. So many bad drivers. if they knew they would get a ticket, they would start obeying the laws. The worst are the parents rushing to schools in cars
These are all important. But safety is most important of all. It really doesn't matter what else you do if people still treat stop signs as optional, lanes as optional, bikers think the rules of the road and of physics don't apply to them or the people around them, and if law enforcement doesn't cite people who are always breaking the law, including school kids on bikes and e-bikes, and parents/caregivers who think they don't have to wait their turn at school drop-off and pick-up.
The reason you want transit stops is so you can build nine high buildings we understand that, do not allow any transit stops. this survey is rigged in favor of expanding housing and all that goes with it. You need to be on the side of the residents and fight for what we want. Don't think this Survey represents everyone because the seniors in the town are not going to do it. It's too difficult and poorly done. We want to throw out all of our leadership and for people who reflect our values. Thank God for the people who are doing the signature collecting to stop your ridiculous Park idea. NO no parking structures! Why didn't you ask about that on the Survey? you're only asking questions that will lead to building a case for what you want. No one trusts the people running our town and we can't wait to get rid of them!
Safety is important. Making the city more bike friendly is a fantasy. Don't care at all about autonomous vehicles.
These bike barriers are dangerous, ugly, and a waste of□ Our taxpayer money. I did not□ Prioritize the above——that was a rediculous list.
These are not actually choices I find useful. I'd suggest encouraging more walking, less vehicles and a huge effort to slow the traffic down as it m[passes through our city. Round about, narrowing roads to make the appearance of needing to slow down. Planting more trees to narrow the roads would be ideal. Adding more stop signs along roads that have become cut through roads (examples are Fremont and Cuesta). Encouraging more cut through traffic to stick to roads such as El Camino and Foothill would be smart. Putting more police on the road to give more tickets for cutting into bike lanes, blowing through stop signs and passing bicyclists inappropriately would go a long way in making the city safer.
Ramps at sidewalk crossings are difficult for pushing someone in a wheelchair over; would be nice if that could be made easier

Continue to Invest in cross walk guards - they are amazing. Repave and organize parking soots to maximize spaces and plant trees in lots for greenery to retain beauty, expand green biking lanes

Question 8: Are there any other issues not covered in this survey that you think the General Plan should prioritize?
A community swimming pool
fountains could be downtown if there is place for it
Maintain the parks. They are old and need more attention. The gazebo is falling apart. The fence along foothill expressway needs paint and repair.
Maintenance. We should fix and beautify what we have. We should tear out the gimmicky plastic street bollards that are popping up everywhere. They make streets ugly and less safe. We should emphasize obtaining citizen and neighborhood feedback for all significant changes. We are undertaking projects everywhere for nothing and no purpose. It's for profit and we should emphasize the Village and nature and beauty.
Reduce City Staff. We are fending a fortune on nothing. Los Altos has a flatline population. We need maintenance crews, not more staff making a mess from behind a desk.
Keeping parks safe, do not use rubber. Keep tan bark or natural materials our parks so kids can play safely
Do not sacrifice our downtown to YIMBY. Please.
More walkable/bikeable areas
Most importantly, I think the General Plan should be sure to spend money in a responsible way.
Ensuring/maintaining adequate surface Downtown parking
Strongly opposed to City spending on theatre. Opposed to housing which replaces currently available parking at street level.
NO DOWNTOWN PARK. Egan School stays forever on West Portola. Limit growth of Bullis Charter School. It is hard to support or oppose large general statements. We might both support a statement but you solution might be something I oppose.
Not a fan of the downtown park idea that will eliminate public parking. We try to frequent downtown businesses, and even now parking can be an issue. Removing any will be detrimental to downtown businesses in my opinion. Also, not a fan of the downtown theater idea. Theaters only make sense if they are used a lot. If you build a theater, you'll need more parking, so a downtown park goes contrary to that idea.
City should plant trees in place of ones the cut down. For example the 2 mulberry trees near the corner of Margarita Court on Los Altos Ave opposite the end of the bike/walking path
Build a bride over San Antonio to Hillview area.
Don't forget about Loyola corners development
Make a safe bike lane on foothill
Yes. Make sure South Los Altos is considered in all plans. We're basically ignored down here.
Horticulture and shade planning
no
It's time to put ugly telephone and utility wires underground in all of Los Altos. At the very least, council should consider burying lines whenever streets are being repaved. It is also way way way past time the council does something about the Grant Park facilities. It seems like any project in North Los Altos sails through a quick implementation while south Los Altos gets caught up in red tape.
I dont understand how preventing flooding is something you need public opinion on, just fix it!
Listen to what youth and young people want, not just older retired adults
Revive Loyola's corner
I think one pedestrian-only street downtown (A la Castro) would be a great addition.
Is BCS moving? They are a blight on traffic at the Egan intersection on San Antonio.
This seems sequed to SPEND.....how bout improve what we have?? How bout watering and maintaining the trees (in our dimishing orchard around city hall? In our parking lots that draw so many visitors especially in the autumn?) How bout Quit hiring expensive consultants to dream up what we "should have". How bout polishing up what we DO have?
Keeping Los Altos green with established trees and vegetation instead of more concrete parking lots or urban high rises. Sometimes its easier and more profitable to build city constructions than to develop organic environmental planning that benefits future generations.
better roads; sidewalks in some areas need to be put in place;
We should permanently close Main. Castro Street and Murphy Street have outdone their expectations: people love the vibe, and businesses are thriving. We have amazing weather here, and we should be taking advantage of it. We can make it walkable and still accessible -- maybe we have wheelchairs you can borrow for free or very cheap. But right now, there is much less draw to downtown than there is to other downtowns nearby, because it's not really fun there.
Think about the well-being of other species like birds and native bees in how the city is organized!
Sustainablility begins with policies that protect nature. Please get that in your survey. Stop buying technology, Start maintaining our city.
Where is maintaining what we have? Trees need care and watering, Redwood Grove house has been sitting there for over 12 years.....condemnation by neglect????
Main and State streets should absolutely be converted into one-way streets -- enter Main from Foothill Expwy, and enter State from San Antonio.
Prioritization of historic resources and environmental natural assets (trees) that require ongoing, designated annual budgets and policies that preserve and protect these resources. Prioritization of caring for what we have in facilities, grounds, and beautification. Prioritization of neighborhood designated committees for each district to provide direct input annually to prioritize and allocate budgets. More evaluative studies and thoughtful tradeoff reviews in planning that incorporate real public participation, not stickies and charettes. Stop piecemeal planning.
Where feasable reduce road width to decrese speed, increase safety, permeable and green surfaces.
- Downtown park please! - More restaurants, cafes in downtown (instead of shops selling clothes, rugs). Downtown is great for walking around, and I don't think it helps to have these rug or clothing shops to increase foot traffic. But would be great to avoid big name chains.
The landscape of our city is in very poor and embarrassingly unmaintained. We can and should do better with the trees and overgrown ivy killing many of them. Given the value of the homes in our city, the landscape makes it all look very shabby.
sidewalks, bro

We now have a homeless encampment on Fremont Blvd near the Welcome to Los Altos sign. And at least one homeless person has helped himself to a front yard to sleep in. I'm told an ordinance has been passed, but that it is vague and does not address people living in vehicles. It would be wise to match our ordinance to those of nearby cities such as Sunnyvale.
We should avoid any use of technology that makes it easier for the city to function but more difficult for its citizens to utilize. For example, the increase that we are seeing these days with bots as customer service solutions may reduce employee count for the cities or the companies using them, but they are not an improvement in the customer interaction with the city or the company. I'm all for our working to continuously improve, but the improvement should be an improvement for all.
Maintenance of downtown, cleanliness, trash, filthy sidewalks, cigarette butts, plantings, etc.
Improve sidewalks- add sidewalks and more bike lane bollards
Additional support for seniors, mental health, special needs - whether through Parks & Rec or Community Center or other means.
General plan has to reflect a balanced integrative approach to dealing with current issues in tandem with growth and change.
Increase in neighborhood street parking and litter from high density El Camino Real new housing developments that come with limited parking
Kid safety tools for portola. Pedestrian safety across los altos. realize that you need to compete for people's attention, and that the majority of those who attend events are from outside of los altos.
Focusing on the walk ability of downtown. Great addition of the 4-way stop signs on Main and State street intersections was a very good project! Much safer! But, reducing First Street down to 2 lanes (one each way) is a disaster.
There is already massive amounts of affordable housing projects in progress, we don't need more at this point.
is there a better use for the land purchase on San Antonio that was meant to be another school?
Roads are filled with potholes and cracks, road infrastructure need to heavily improve
Don't spend my tax money and city assets on affordable housing! Make it easier for developers to build housing for many income levels.
city wifi for downtown areas
Enforce speed limits especially around the high school
Rebuild the police station to modernize. Make it 2-3 stories and add city offices.
Yes, we need to reimagine our City's landscape and urban forest plan. Our redwoods are dying, the taproot plants and trees will soon no longer have aquifers upon which to draw, parking lots are just a cruel place to plant trees - meaning parking lots need to be buried and stacked, or if needed at the surface, then permeable. Our small scapes (beds and medians) need to be resilient. Even oaks are incongruent with denser housing; they are by nature sprawling and fragile trees. Their fungus kills stuff. They are HUGE. Yes they are natives, but they need to be given the space and isolation they must have to thrive. Perhaps different types of oaks of smaller scale. Use different native trees.
Btter lighting in some areas at night for safety
improve better community within los altos especially with children and families
The current issue about the parking plazas doesn’t seem to be covered here.
YES you all seem to forget that Los Altos has an "odd" shape & quite a few different areas -you focus ALWAYS on downtown. There's the San Antonio area, Rancho, Loyola Corners, and Foothill Crossing. WE who live in South Los Altos are all but forgotten about - yet - we shop, dine, visit these other areas (NOT JUST DOWNTOWN) and some are badly in need of UPDATES - take Loyola Corners for example - it's "going to waste" with just a few businesses that struggle to stay open. Same with Foothill Crossing - there seems to be ZERO attention in the "old" general plan paid to these areas that need revitalization. PLEASE LET's NOT FORGET THEM AGAIN!!
Can we eliminate single use plastic cups and containers that pile up in the garbage bins outside bubble tea and pastry shops.
your classes for adults and seniors are more expensive than any other cities surrounding. Give better senior rates.
add sidewalks on at least one side to streets that do not have them and have sizeable foot traffic ex: Lyell Street
How will we know the results of the survey?
The bands on 1st Fridays are nice but in the years I have gone to them I have only seen 1 African American band (a Blues Band named Thibouex Express?). It would be nice to see more minority bands perform especially since most bands are “covering” African American songs
Protected biking pathways
I don't think the parks and recreational facilities should come at the expense of making the city more commercial with large theaters or halls or parking garages.
Now that we no longer have DUI community cleanup many of our streets are looking pretty shabby.
I have a problem walking, and I see many elderly like me walking in our neighborhood. I would really like to see a bench here and there on street corners or other places maybe on San Antonio Rd.
We need sidewalks. Also I think that a nice way to get around town would be to have like a little train system
Lighted crosswalks on San Antonio for safety.
Spending more money to improve landscaping and maintenance of our existing parks.
Better cell coverage in the city.
Active Mobility & Foothill Expressway: The survey mentions "shuttles," but we should be more ambitious. The Foothill Expressway Multimodal Feasibility Study (currently open for input) should be a cornerstone of the General Plan. We need a definitive commitment to converting one lane into a high-capacity transit corridor (light rail or dedicated AV shuttle lanes) paired with a Class I separated path for bikes and pedestrians. Hyper-Local "Third Spaces": We should move beyond "Downtown-only" commercial. The plan should allow for neighborhood-scale mixed-use nodes (small cafes, gyms, or co-working spaces) within residential zones. This creates a "15-minute neighborhood" feel where families can walk to a morning coffee or a workout without driving to Main St. The "Curb over Parking" Shift: As a professional in the AI space, I see the transition to autonomous transit as inevitable. We should prioritize Dynamic Curb Management (dedicated PUDO zones for self-driving taxis and delivery bots) over permanent parking. Reclaiming current street parking for wider sidewalks and bioswales will make the city safer for children and more aesthetically pleasing. Missing Middle & Multigenerational Housing: The survey focuses on "City-owned properties," but we need a city-wide zoning update to encourage "Missing Middle" housing (duplexes, cottage clusters, and townhomes). This is the only way to ensure our children can afford to live here as adults and that our parents can age in place near their grandkids.

The community should have a stronger say on the general plan. The currently being followed seems obsolete and not aligned with the community. There appears to be too much influence from special interests. The City council seems out of touch and demonstrating Trump like behavior. -- They just want to build something and put their name on it. First it was a new police station, then a state of the art dog parks for the 10 dogs that use them, now it's imploding the existing downtown. All of which is use to engage millions of dollars for consultants that are either not being managed or are to deliver a prescribed recommendation in return for follow on contracts.
Paving streets! Forget building new theater in current parking lot! Los Altos still has the country feel partly because there are no or few street lights other than downtown area.
Maintaining or improving parking
Clearing dead trees along street side land. Pruning. Bury power lines on University Ave
Better library access. Ideally, expansion of current library, and also expanded library parking (not allowing dog park encroachment). Expanded library hours and programs.
I don't think we should invest in downtown arts & culture facilities because we have plenty within driving and public transportation. Mountain View has two movie theaters and Center for the Performing Arts - we seriously do not need anything here.
We need pedestrian bridges over Foothill and San Antonio. We also need to replace parking lots downtown with green space and outdoor gathering areas. Consider putting Foothill Expressway underground between San Antonio and Edith to expand Lincoln Park.
Preserving apricot orchard and updating city hall complex. I am opposed to a downtown park unless there was no impact to parking spaces.
no need for a second theater. bus barn is great. and certainly no need for a movie theater.
Pool / rec center for residents of Los Altos
things like a downtown "pass" which the city can sell to be used in any of the city downtown establishments
Community gardens
work to improve compliance with speed limits and stop signs
Residential sidewalk maintenance to improve safety and wakablity.
Before making major changes, put major changes up for a vote.
Maintaining strong public schools
Build a new Police Department
The San Antonio & Main intersection should be a roundabout. If you have ever been through a roundabout I implore you to think about how much time you have spent sitting in your car at the San Antonio intersection and how great it would be if you didn't have to do that.
(Not related to my survey answers, but I wish Survey Monkey would let me save a copy of my answers)
the Edith/Los Altos Ave/Foothill intersection. priority being pedestrian and biker safety.
De-prioritize electrification, energy efficiency in building codes. De-prioritize water restrictions.
Consider turning part of State Street into a pedestrian mall.
Nothing has jumped out at me.
want to limit the amount of housing in the area. keep the low density neigborhood
I would love to see an effort to bury power lines in neighborhoods. It interferes with trees and causes power outages.
Crazy ideas follow: Don't turn El Camino into a 5-story canyon. Create a traffic circle at San Antonio, Edith and Main, preventing thousands of cars a day from idling exhaust for 2 minutes. Dog park at Hillview baseball field. Enforce mass transit to schools by providing such. Remove all no parking signs near parks, open space and schools.
Sidewalks on key streets
Think some of #7 questions are typical of STUPID surveys that ask questions the person cannot oppose. Such as how could you oppose resolve flooding or street lights on key streets, or improve efficient delivery of city services , etc, etc
public pool, public recreational options.
None
I would like to see the results of installing traffic cameras - what are we gaining here? What are we losing here. I'd love to see a well written investigative piece in the Town Crier on this topic.
Major changes considered by the city should be voted upon.
Need to get away police and city employee pensions. Go to 401k plans.
You should cut out funding for tearing up the downtown parking lots and building a park. We don't need it.
Design standards for streets to reduce traffic speeds and improve safety for all street users. Many streets could add trees to make them more pleasant and slow cars.
I need to know what the "new" technology is before having opinion about its use.
More South Los Altos focus. Less downtown park and theater focus. Alternate downtown dog park location. More library parking.
bike infrastructure!
Need a fair parking resolution for high school area. Allow more street parking in surrounding neighborhoods. Dog park plans instead of library parking doesn't make sense…keep dog park where it is and keep parking where it is needed more there
Fire safety.
Emergency preparedness
Keeping building heights low in downtown.
All development should include adequate onsite parking , be reviewed for architectural interest (lets avoid ugly box bldgs), and adequate plans for safe neighborhood traffic flow to protects our kids and pedestrians. I have a dog but i am not in favor of the $1m dog park. It is a huge waste of money. Look to mountain view for great examples on what to do
Your points are too vague or I'm unfamiliar with what you are proposing to give a yes or no. Define "affordable housing" what income range is considered affordable housing?

Under grounding telephone lines.
Welcoming in looks and care for all city workers. I experienced this at the opening and relocation of a downtown store. This includes Police walking around town. I grew up knowing that they were my friends whom I could talk to anytime.
Maintaining street condition. Many streets are in need of repair
The general plan should prioritize enhancing parks and open spaces, with a particular focus on creating more dedicated, well-designed dog park areas. Given how many residents have dogs, investing in larger, thoughtfully planned spaces—including areas separated by dog size—would greatly improve daily quality of life and better reflect the needs of the community.
Increase sidewalk coverage to encourage safe neighborhood walk
Our library is heavily used, but the smallest full-service library in the Santa Clara County Library system. The library needs to be larger to house materials and community meeting needs, and the aging infrastructure needs to be updated.
Housing, housing, housing, housing, and housing. (And yes, that was already in the survey.)
I think that 5-10 minutes is enough time to fill out this survey properly is ridiculous.
I don't understand how the city is making plans to build on city parking lots without a vote from the citizens of Los Altos. When I have mentioned this to business owners downtown, some have not even been aware of this plan which may drastically affect their business. I only know from the Town Crier articles.
The list didn't show investments to improve biking and micro mobility. Storm water management on residential sites rather than major drainage projects seems to have a better ROI. Traffic flow is fine except for 30 minutes in morning for school drop off, and 45 minutes in evening, so mode shift to walking, transit, and bikes is likely to be more productive a pollution is also reduced
The Los Altos Library is a heavily used and highly valued community resources with aging infrastructure and insufficient space for all the programming and materials the community requests. We should prioritize improving this situation.
More dog friendly green spaces, actual parks, not gravel covered dog runs.
I am VERY against the new construction of parks in downtown Los Altos. It would dramatically change the vibe and access to businesses. We have enough access to parks. We need to clean up and invest in the existing parks.
Use tech to show where there are often accidents and then use that to make changes to reduce accidents. For example, the intersection between W. Edith and Los Altos Ave is accident prone because of the 2 lights so close to each other (Foothills and Los Altos Ave) and the tree branches that often obscure the Los Altos Ave traffic light. Many people going west on W Edith will run that Los Altos Ave red light because they don't see it until it's too late and they think the Foothills light is the light they should follow. I've personally witnessed 2 accidents as a pedestrian and almost got hit as a driver when someone else in cross traffic runs the right light. Either timed the lights (Foothill and Los Altos Ave) or trim the tree often or do something!!
Do something about the state of the city-owned infrastructure. Improvements and required maintenance have been deferred for years and it shows! It's baffling to me why such a wealthy city looks so shabby.
New and/or improved city facilities. We desperately need a new police station. City Hall needs major renovations.
Don't subsidize the drivers.
Allow 3 story buildings downtown for mixed use.
Keep crime low...more cameras and drones. Also, improve the cell phone reception and stop opposing cell towers.
Affordable housing should be targeted to Los Altos teachers, firefighters, law enforcement, and other city government staff.
Regularize the crazy triangle intersection at Loyola Corners
Child and senior transportation options such as a shuttle
More shade along sidewalks
Perhaps this is already covered above, but continued high maintenance of LA treasures such as Shoup Park/Redwood Grove, Lincoln Park, etc.
Improve internet access to the country club neighborhood of Los Altos. Specifically add AT&T fiber internet to ALL of the country club neighborhood. Give residents a choice in internet providers. Comcast internet is miserable
As I have noted, safe walking from neighborhoods to downtown should be prioritized
Sidewalks!
Community-wide wireless access when out and about.
Find ways to reduce rents downtown to attract new business and encourage more patrons.
Improve the traffic light configuration at the rancho shopping center leading to Foothill. The traffic lights are not timed properly. Cars block the intersection and some turning cars almost hit cars which are through traffic
Limiting city spending.
Stop spending money on consultants to transform our downtown parking into a park, unnecessary additional theater, esthetically unappealing intersection white paddles that are becoming an eye sore across town, and other unusual installments that are not doing much for safety but make the roads ugly.
I would like to know more about the activities at the LACC, and more info about how to rent or reserve those facilities. Maybe an insert in the Town Crier would reach more people?
The questions re technology are too vague and it really depends on what is actually being proposed.
The city should look to invest in improving local school facilities. School grounds are in desperate need of maintenance. Attention to landscape and weed control. Also, assist neighborhoods to remove coyote threat or educate to help eliminate enticing wildlife to neighborhoods.
It's hard to really oppose any of these worthwhile things.
police presence and response, lower crimes such as home burgelaries.
No
Not sure if this is the place to voice this. I do not support the plan to create parks on the plazas downtown. We need more parking and there is Lincoln Park close by. I also feel that we do not need a movie theater downtown.
Improvement of traffic light coordination in the city. Currently is poor.
Speed limits on San Antonio should be slower. Would like to see more control around this.
Collaborate with PGE and telephone companies to put lines underground. Upgrade emergency services for the next great earthquake or fire. Regarding affordable housing: build a few buildings for renting to critical local employees such as teachers, firemen, police, nurses, etc. who work in the city. Keep building heights to 2 stories downtown. For the affordable housing, build on the El Camino Corridor or the strip on Foothill Expressway where Benjamin Moore paints used to be. PGE & the internet provide education on conservation. Really, too much government is expensive and not a good thing.
Be frugal with city funds. In recent years it seems that the city council and city government are pressing for rapid growth and abundant spending of city funds.

Better enforcement of parking violations in town and around schools. Better enforcement of biking and e-biking laws. People ride on the sidewalks with no regard to pedestrians on the sidewalks and they shouldn't be on the sidewalks to begin with. Students ride in crazy, unsafe ways with no helmets and two on a bike/e-bike around LAHS.
Improvements to the Library and Police Station. These are more important than a theater or park replacing valuable parking. A theater near the History Museum has more room and share parking with the Community Center on Hillview.
Catch up city resources in areas that bear greater responsibility for serving more people—especially by adding parks, green belts, and public facilities near El Camino Real and other areas experiencing an influx of new residents from high-rise developments. Improve safety along school routes serving Egan and Bullis Charter, especially for children traveling between Los Altos and Mountain View.
If part of traffic safety is installing more of those tall reflective side barriers between cars and bicycles I oppose that. Those barriers are hazards. It makes the lanes going in opposing directions veer into each other e.g. El Monte. Also, opposed the installation of the trees on North Clark years ago - putting a trees in the middle of the street to slow people down? I'd rather see speed humps than creating a hazard that could actually injure someone. I'm all for improving traffic flow but some of the methodology over the last 10-15 years has been questionable. The addition of stop signs behind Almond school and at the end of Almond should've happened 50 yrs ago so agree with those but the barriers, and some of the more recent traffic decisions have not been good.
Fire the planning committee
you didn't ask about police and fire.
Street safety and affordable housing should be the highest priorities.
Maintain village atmosphere. Maintain historic buildings and historic landscapes. Maintain streetscapes. Maintain trees.Initiate a dark skies policy, and a full plastic ban including in all parks. All lights should be amber and below 2700 Kelvins. No buildings over 4 stories anywhere. More parks in North Los Altos.
No
Better communication. Run experiments.
Improving the Loyola corners area, as stated previously.
Pedestrian safety. Dog parks!
Walkability. Close main street and state street ENTIRELY to vehicular traffic, like Castro street, and create sidewalks for people to be able to walk or cycle into town.
Fire safety and water retention.
Controlling e-bikes
Please support investment in our first responders (police, fire & paramedics). This should be the #1 priority. #2 priority is to keep our streets smooth & re-paved as needed. And, stop wasting taxpayer hard earned money on certain pet projects. Stop hiring consultants for everything.
DO NOT go forward with turning surface parking lots into parks.
Stop plans to convert parking lots. We need every space we have and need to take back spaces lost to some of the parklets. This crazy idea to replace parking plazas will kill downtown businesses. If it happens I will seriously consider moving.
1. Better dog parks or more off leash hours at Hillview baseball field. 2. Support growth of pickleball as form of exercise and social/community engagement.
Better lighting in current parking lots.
Inattention to South Los Altos, especially Loyola Corners
I think it covered most things
Some more parks with creeks/ places we can splash around and hangout, similar to shoup.
No, biker safety (especially at stop signs where people think they can get away with not stopping :/) is my main concern, along with sustainability.
Yes, public safety, a new police building and no park or performing arts center in the downtown.
The roads in certain areas are very bumpy and the area near Los Altos High School has a sidewalk undergoing construction that makes it near impossible to walk the sidewalk.
Non that I can think of off the top of my head
not really
Sidewalks!
No affordable housing, that is going to decrease property values, it's Los Altos. Not everywhere is going to be affordable, pls stop trying to build multi-story apartment blocks.
Street lights in residential areas around Los Altos High School
Downtown arts, and culture events that i fully support does NOT include a downtown park and theater. Please prioritize the maintenance of existing facilities.
Ensuring continued access to pharmacies and grocery stores. Many cities are losing these key businesses, e.g., Nob Hill in Mountain View.
have better internet connection in the town and transportation system
Better road design to slow down drivers and encourage alternate means of transportation.
Pedestrians are not the problem. Cars and e-bikes are the problems. Parking and accessibility are the key needs.
pressure sensors on more lights that actually work
City resources/safe spaces for teens struggling with mental health, as academic pressure and suicide is a big issue in this area.
Specifically - Fremont Ave traffic. We have gridlock several times a day. It negatively affects my life on Fallen Leaf Ln trying to leave the neighborhood.
fix stop light times all over town
put downtown theater where it belongs-on civic center site. buy land at san antonio and hillivew, directly adjacent to civic center, do not put a park downtown.
The city needs to right-size parks and parking to promote community building and healthy lifesyles. The current effort to shoehorn a big park into plazas 1 and 2 in Downtown is a developing disaster. The city would be better served to have a smaller park in a more central downtown location along with more promenades. Whatever it is about the general plan that is giving the City the blank check to ignore the overwhelming public opinion and waste taxpayer dollars on a project the community opposes should be updated so that the plan better reflects what the community actually wants.
increasing opening hours at Woodland library Planting more trees (replacing those that have fallen) along Fremont Ave near Fallen Leaf (from edge of Los Altos to Grant Road on Fremont)
Enhancing parking plazas, removing parklets. Traffic enforcement in town (illegal u-turns to get parking spots)
Maintenance of tree canopy and requiring green plantings in all developments to help with carbon capture and reduce summer temperatures.

Maintain current Hillview dog park as a permanent site and provide maintenance. Keep current parking by the library where the fancy dog park is proposed and only use the space that does not takeaway parking. Maintain parking downtown and do not build a new park that eliminates parking and costs millions. Use the empty land at the end of the community center to make an adjacent park, with a sand volleyball court, fitness path circling the area with exercise stations, picnic tables, a grass area, planter boxes for teens and children to grow veggies and flowers, and a 5-12 year old playground under the redwood trees. This would be an easy park to plan in house and construct and avoid spending millions on a park in the current parking lot that would eliminate parking for a long time and disrupt businesses.
[Traditional Chinese] Education in public schools.
Los Altos should have an aquatics center. I'd like a public facility in which to teach my children to swim and to keep fit and healthy after work. We build dog parks for special interests and run activities in the daytime whilst working people and children are at school - I'd much prefer a swimming pool for all people rather than pickleball courts for the few.
How we will be dealing with the extra infrastructure required to accommodate all of the multifamily housing that has been built downtown and on El Camino.
It would be a much more interesting and vibrant place if we had residence with the diversity of income levels and backgrounds. So, low income housing is a high
sidewalks, pedestrian safety is very important to me
i am strongly opposed to parking restrictions near the high schools. the city streets should not have parking restrictions. students and homeowners should be able to park on the local streets.
Ways to slow down traffic and reduce street noise. Immediate address of the unhoused population spilling into Los Altos. This includes auto dwellers. We will start to look like Mountain View cringe.
How do we enhance walkability between the three neighborhoods that border downtown with downtown in a family-friendly way?
Rainwater drainage should encourage restoring groundwater - not flow to the Bay. Storm drainage should be a safety valve to prevent flooding of homes.
I have no idea which technologies you are referring to in #s 1&2, nor the kinds of programs and facilities you are are referring to in other questions. If there were a specific proposal, it would be easier to give an informed answer. These kinds of over-general questions are not useful.
if you don't have many many meetings with resident input and actually listen to the people then this is pointless.
Arts and culture is important. The problem is all the art around the city is modern, sterile, and ugly, so I don't support wasting resources on more of the same. Having fun events is great. Finding ways to have more fun events and expanding public areas all sounds great.
Once the charm of our town is gone, it is gone forever.
Slowing traffic by using round abouts. Road repair. I am opposed to the extra lighting because it is contrary to the goals of dark skies.

Appendix B: Paper Surveys

Los Altos General Plan Update Community Survey

The Los Altos General Plan Update is an important citywide project that will guide conservation, development, and investment over the next two decades. We want to hear from you! Please take this brief survey by **May 15, 2026** at **5pm** to share your vision for Los Altos' future.

1. What do you like about living in Los Altos?

Trees. Good road connections

2. Looking forward, what is the one thing that should be done to improve Los Altos?

Some lower priced housing mixed into neighborhoods. This accomodates mid-level workers such as administrative assistants

Los Altos 2050
Shaping Our Future, Together

Los Altos General Plan Update Community Survey

3. What do you consider to be the most important priorities for Los Altos over the next 25 years?

Rank the items in this list from 1 to 14 to indicate your priorities, with "1" representing the highest priority and "14" representing the lowest priority.

Maintain Los Altos' small-town feel as the city evolves	11	Ensure a balance of housing types for people of all ages and incomes	1
Attract and retain businesses, including tech startups and name brand retailers	12	Preserve local history and heritage	7
Foster neighborhood gathering places	5	Strengthen Downtown vitality and business health	4
Make it easier for seniors to age in place	14	Make effective use of technology to improve quality of life	10
Encourage active, healthy lifestyles	6	Reduce the community's carbon footprint	2
Build stronger bonds among neighbors	13	Expand dining and entertainment options in Los Altos	9
Expand access to parks and open spaces	14	Expand activities, programs, and facilities for youth and teens	3

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Los Altos General Plan Update Community Survey

4. Tell us why you prioritized your list this way (optional)

Access to housing for educated peers who aren't in high paying jobs: teachers, sale, librarians, all sorts of mid-level professionals and retirees.

Increase pathways to encourage foot traffic over gas guzzling cars, and bikes, strollers, electric carts for disabled citizens, and any other users.

Kids count! Expand work, learning, play activities. Invest in pay for workers in recreation.

Los Altos General Plan Update Community Survey

5. Thinking about getting around town, what are key mobility improvements you would like to see in Los Altos?

Rank the items in this list from 1 to 7 to indicate your priorities, with "1" representing the highest priority and "7" representing the lowest priority.

Improve roadway and intersection safety: 6	Improve north-south connections: 7
Make it easier, safer, and more fun to bike in Los Altos: 1	Expand Safe Routes to School strategies to create safe routes to parks and other destinations for kids and seniors: 3
Bring micro-transit and shuttles to Los Altos: 2	Ensure adequate parking in Downtown: 4
Expand access to autonomous vehicles: 5	

6. Tell us why you prioritized your list this way (optional)

Make it easier to avoid using cars.

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Los Altos General Plan Update Community Survey

7. Indicate your level of support for City investments in the following types of programs and projects:

	Strongly Support	Support	Oppose	Strongly Oppse	No Opinion
New technology to improve traffic flow	○	✓	○	○	○
New technology to improve efficient delivery of City services	○	✓	○	○	○
Parks and recreational facilities and programming	✓	○	○	○	○
Programs to encourage sustainability like recycling, water conservation, and alternative energy	✓	○	○	○	○
Affordable housing projects on some City-owned properties	✓	○	○	○	○
Downtown arts and culture (events and facilities)	✓	○	○	○	○
Pedestrian-scaled street lights on key walking routes	✓	○	○	○	○
Storm drainage improvements in areas experiencing repetitive flooding	○	✓	○	○	○

8. Are there other issues not covered? (optional)

Promote, promote, promote walking!!

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Los Altos General Plan Update Community Survey

Demographics

Please tell us about yourself. These demographic questions help us confirm we have heard from a broad range of community members.

9. What is your gender?

- ○ Male
- ✓ Female
- ○ Other
- ○ Prefer not to say

10. What is your age?

- ○ Under 18
- ○ 18-29
- ○ 30-44
- ○ 45-64
- ○ 65-79
- ✓ 80 and Above

11. How long have you lived in Los Altos?

- ○ Less than 1 year
- ✓ 1 to 5 years
- ○ 6 to 10 years
- ○ 11 to 15 years
- ○ More than 15 years
- ○ Don't live in Los Altos

12. For statistical purposes only, would you describe yourself as (check all that apply)

- ○ American Indian/ Native American
- ○ Asian
- ○ Hispanic/ Latino
- ○ Black/ African American
- ○ Pacific Islander
- ✓ White
- ○ Other
- ○ Decline to State

13. Looking ahead, the City will host community workshops and events as part of the General Plan Update. Which days and times would be most convenient for you to participate?

- ○ Weekdays evenings (6 to 8 pm)
- ○ Saturday mornings (10am to 12 pm)
- ○ Saturday afternoons (12 to 2 pm)
- ✓ Other (please specify): you name it

Los Altos 2050
Shaping Our Future, Together

Los Altos General Plan Update Community Survey

The Los Altos General Plan Update is an important citywide project that will guide conservation, development, and investment over the next two decades. We want to hear from you! Please take this brief survey by **May 15, 2026** at **5pm** to share your vision for Los Altos' future. I did this on May 18, 2026!

1. What do you like about living in Los Altos?

Like the retirement home, Bridgepoint. We have lived here for 2 years.
Also still have our home, which we visit occasionally.

2. Looking forward, what is the one thing that should be done to improve Los Altos?

Have a couple more activities for "younger" oldsters.
We have 1 newer program, Now, which is more active, but just once per week. Would like it more often, at Bridgepoint.

Los Altos 2050
Shaping Our Future, Together

Los Altos General Plan Update Community Survey

3. What do you consider to be the most important priorities for Los Altos over the next 25 years?

Rank the items in this list from 1 to 14 to indicate your priorities, with "1" representing the highest priority and "14" representing the lowest priority.

Maintain Los Altos' small-town feel as the city evolves • Don't get too big	Ensure a balance of housing types for people of all ages and incomes •
Attract and retain businesses, including tech startups and name brand retailers	Preserve local history and heritage • 5
Foster neighborhood gathering places	Strengthen Downtown vitality and business health
Make it easier for seniors to age in place • #1	Make effective use of technology to improve quality of life ? I don't know how
Encourage active, healthy lifestyles	Reduce the community's carbon footprint
Build stronger bonds among neighbors	Expand dining and entertainment options in Los Altos
Expand access to parks and open spaces - Love Palo Alto's Parks in the hills	Expand activities, programs, and facilities for youth and teens

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Los Altos General Plan Update Community Survey

4. Tell us why you prioritized your list this way (optional)

I'm thinking of what a younger / older senior would like - just more of it!

Los Altos 2050
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Los Altos General Plan Update Community Survey

5. Thinking about getting around town, what are key mobility improvements you would like to see in Los Altos?

Rank the items in this list from 1 to 7 to indicate your priorities, with "1" representing the highest priority and "7" representing the lowest priority.

Improve roadway and intersection safety ☐	Improve north-south connections ☐
Make it easier, safer, and more fun to bike in Los Altos ☐	Expand Safe Routes to School strategies to create safe routes to parks and other destinations for kids and seniors ☐
Bring micro-transit and shuttles to Los Altos ☐ (maybe)	Ensure adequate parking in Downtown ☐
Expand access to autonomous vehicles ☐ (maybe)	

6. Tell us why you prioritized your list this way (optional)

I would like the ability to move around without always having to drive! I rely solely upon my husband!

Los Altos General Plan Update Community Survey

7. Indicate your level of support for City investments in the following types of programs and projects:

	Strongly Support	Support	Oppose	Strongly Oppse	No Opinion
New technology to improve traffic flow	○	○	○	○	○
New technology to improve efficient delivery of City services	○	○	○	○	○
Parks and recreational facilities and programming for Seniors	○	✓	○	○	○
Programs to encourage sustainability like recycling, water conservation, and alternative energy	○	○	○	○	○
Affordable housing projects on some City-owned properties	○	✓	○	○	○
Downtown arts and culture (events and facilities)	○	○	○	○	○
Pedestrian-scaled street lights on key walking routes	○	○	○	○	○
Storm drainage improvements in areas experiencing repetitive flooding	○	○	○	○	○

8. Are there other issues not covered? (optional)

Los Altos General Plan Update Community Survey

Demographics

Please tell us about yourself. These demographic questions help us confirm we have heard from a broad range of community members.

9. What is your gender?

- ( ) Male
- (✓) Female
- ( ) Other
- ( ) Prefer not to say

10. What is your age?

- ( ) Under 18
- ( ) 18-29
- ( ) 30-44
- ( ) 45-64
- ( ) 65-79
- (✓) 80 and Above

11. How long have you lived in Los Altos?

- ( ) Less than 1 year
- ( ) 1 to 5 years
- (✓) 6 to 10 years
- (✓) 11 to 15 years
- ( ) More than 15 years
- ( ) Don't live in Los Altos

12. For statistical purposes only, would you describe yourself as (check all that apply)

- ( ) American Indian/ Native American
- ( ) Asian
- ( ) Hispanic/ Latino
- ( ) Black/ African American
- ( ) Pacific Islander
- (✓) White
- ( ) Other
- ( ) Decline to State

13. Looking ahead, the City will host community workshops and events as part of the General Plan Update. Which days and times would be most convenient for you to participate?

- ( ) Weekdays evenings (6 to 8 pm)
- (✓) Saturday mornings (10am to 12 pm)
- (✓) Saturday afternoons (12 to 2 pm)
- ( ) Other (please specify): or, really any day but Sundays!

Los Altos 2050
Shaping Our Future, Together

Pop Up Outreach Summaries

M E M O R A N D U M

To: Brittany Whitehill, Senior Planner, City of Los Altos

From: Jessie Hernandez and Tishya Rao, Dyett & Bhatia

Re: Valentine's Day Choco-Stroll Pop-Up Summary

Date: February 24, 2026

Dear Brittany:

City of Los Altos staff and Dyett & Bhatia staff conducted a pop-up outreach event on February 7, 2026, during the Valentine's Day Choco-Stroll hosted by the Los Altos Village Association in downtown Los Altos. The event was designed to meet community members where they are, introduce the Los Altos General Plan Update, and gather feedback from community members to shape the community's long-term vision. This memorandum summarizes the event and key themes from the input received.

TIME AND LOCATION

Date/Time: Saturday, February 7, 2026, 2pm to 5pm
Location: Downtown Los Altos, Veterans Community Plaza, Main and State Streets, Los Altos, CA 94022

OUTREACH SUMMARY

The pop-up event was held at an outdoor tabling station in the downtown event area. Community members were able to drop in between 2pm to 5pm to speak with facilitators and participate in activities. The table was equipped with two interactive boards presenting three simple prompts:

- *The best thing about Los Altos is* _____
- *What makes Los Altos unique?*
- *Share your vision for Los Altos' future to help share the Los Altos General Plan Update.*

Facilitators invited participants to write their thoughts on heart-shaped sticky notes and add it to the boards to share their priorities and ideas for the city's future.

Facilitators also shared project information and business cards with project website links, as well as chocolates to encourage participation and align with the theme of the community event.

Each prompt received between 18 to 35 responses, for a total of 75 comments across all prompts. Community input is summarized by key theme below together with photographs of the completed activity boards.



Pop-up outreach setup at Valentine's Day Choco Stroll

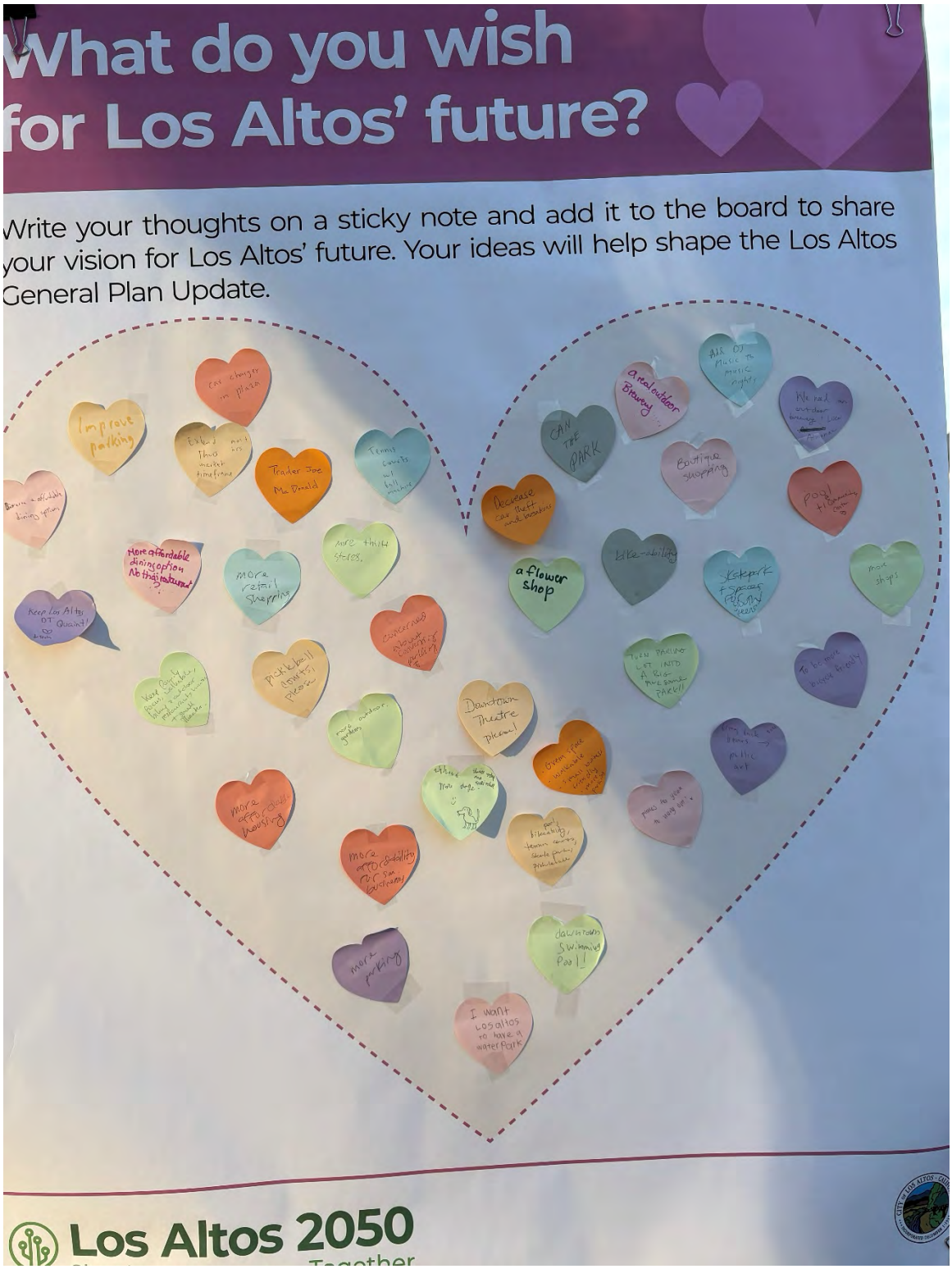
Key Takeaways

- **Unique Sense of Place.** Most responses touch upon Los Altos' unique sense of place, characterized by its historic charm, diverse and friendly community, and active downtown area. Other responses highlight the city's public art murals, French style hotels, and the First Friday community event.
- **Community Events.** Several participants enjoy the many varied community events and facilities available in Los Altos. Many participants identified community events such as the summer concert series, dog parade, Christmas parade, and downtown events like First Friday as "the best" thing about Los Altos.
- **Community Facilities.** Many respondents also expressed their appreciation for the Los Altos Library and parks in the city. When asked about their vision for the future, respondents would like to see more amenities such as pickleball courts, dog parks, a community pool, and skateparks.
- **Downtown Los Altos.** While participants appreciated Downtown Los Altos' local businesses and walkability, 12 responses suggested more diverse dining options (a new brewery, affordable restaurants), more retail shopping (boutique shops, thrift stores, and grocery stores), and improved parking in the area.
- **Bicycle Infrastructure and Planning.** Four responses highlight the need for the city to be more bike friendly.
- **Affordable Housing.** One participant would like to see more affordable housing options.

Activity Board 1



Activity Board 2



M E M O R A N D U M

To: Brittany Whitehill, Senior Planner, City of Los Altos

From: Jessie Hernandez and Tishya Rao, Dyett & Bhatia

Re: 50+ Luncheon Pop-up Outreach Summary

Date: February 24, 2026

Dear Brittany:

City of Los Altos (City) staff and Dyett & Bhatia staff conducted a pop-up outreach event on February 18, 2026, at the City's 50+ Adult Community Luncheon hosted at the Los Altos Community Center. The goal of the outreach effort was to meet community members where they are, introduce the Los Altos General Plan Update, and gather feedback from seniors to shape the community's long-term vision. This memorandum provides a recap of the event and a summary of community input received.

TIME AND LOCATION

Date/Time: Wednesday, February 18, 2026, 11am to 2pm
Location: Los Altos Community Center, 97 Hillview Ave, Los Altos, CA 94022

OUTREACH SUMMARY

Facilitators set up a tabling station outside the 50+ Luncheon event space (Grand Oak Ballroom) in the Los Altos Community Center. Seniors and other stakeholders at the community center were invited to answer two simple questions on comment sheets:

- *What makes Los Altos special and unique?*
- *What kind of place would you like Los Altos to be in the future?*

Facilitators also shared flyers with information on the General Plan Update and encouraged participants to complete the ongoing online survey by visiting the website link or scanning the QR code on the flyer.

In total, 18 questionnaires were collected. Community input is summarized below by theme. Scanned copies completed questionnaires are provided in Appendix A.

Key Takeaways

- **Unique Sense of Place.** Majority of participants (ten of 18) expressed their love for Los Altos' small, quaint setting shaped by its low-density housing, great commercial areas, walkability, and tree-lined streets. Other notable characteristics highlighted by participants include the city's diverse and caring community, high quality facilities, ample community events, good school districts, and access to senior services.

- **Community Events and Facilities.** There was interest amongst many participants (six of 18) in bringing in more community events and facilities to the city —for example, pickleball courts/events in partnership with schools like Blach Middle School, more classical music events, dance classes, meditation areas, and a new community pool. Two participants would also like to more services provided by the Senior Center, although no specifications on types of services were provided in the responses.
- **Commercial Areas.** Four participants emphasized continued attention to preserve and strengthen local businesses – particularly in Downtown Los Altos - and expanded opportunities for shopping and dining.
- **Development Opportunities.** A few participants (three of 18) identified changes and new types of development they would like to see in the future. This includes denser housing downtown and a blend of modern and classical architecture styles in line with existing neighborhood characteristics. One participant also highlighted the need for easier permitting processes.
- **Transportation and Parking.** One respondent called for better public transportation options within the city, while another proposed new parking structures along San Antonio Road to serve downtown shops and restaurants. Additionally, four participants raised concerns on the ongoing Downtown Park project, writing that existing parking lots should be preserved rather than building new underground parking.

APPENDIX A

We want to hear from you!

Write your thoughts to share your vision for Los Altos' future. Your ideas will help shape the General Plan Update.

What makes Los Altos special and unique?

small, quaint setting. friendly community.

What kind of place would you like Los Altos to be in the future?

Would you have more pickleball courts in Los Altos, e.g. Have Blach middle school's indoor gym being used for pickleball nights like Eagle~~n~~ middle high school does.

Los Altos 2050
Shaping Our Future, Together

We want to hear from you!

Write your thoughts to share your vision for Los Altos' future. Your ideas will help shape the General Plan Update.

What makes Los Altos special and unique?

Serene great residents

For new residential: Mixed use OK, CAN improve but don't take away existing LAND for more parks. (downtown!!)

What kind of place would you like Los Altos to be in the future?

SAVE Downtown Parking, NO Underground Parking

NO NEED FOR PARK in Downtown.

Preserve businesses.

Los Altos 2050
Shaping Our Future, Together

We want to hear from you!

Write your thoughts to share your vision for Los Altos' future. Your ideas will help shape the General Plan Update.

What makes Los Altos special and unique?

Not overly crowded. quiet and lots trees and flowers great residential and great commercial streets & shops also.

What kind of place would you like Los Altos to be in the future?

Save downtown parking. No need for park and underground parking.

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Shaping Our Future, Together

We want to hear from you!

Write your thoughts to share your vision for Los Altos' future. Your ideas will help shape the General Plan Update.

What makes Los Altos special and unique?

Oh I just arrived here, I'm just discovering Los Altos... Certainly the Community Center looks exceptionally nice and welcoming! I've lived in Millbrae for a few years some 10 years ago, so I ~~was~~ am not completely new to the Bay Area yet somehow I completely missed that Los Altos is nearby, and what it is like - some what of a hidden gem...

What kind of place would you like Los Altos to be in the future?

Los Altos 2050
Shaping Our Future, Together

We want to hear from you!

Write your thoughts to share your vision for Los Altos' future. Your ideas will help shape the General Plan Update.

What makes Los Altos special and unique?

Downtown is safe, no homeless people.

What kind of place would you like Los Altos to be in the future?

To be a clean & safe town to live. Lots of shopping & restaurants.

Los Altos 2050
Shaping Our Future, Together

We want to hear from you!

2/18/2026

Write your thoughts to share your vision for Los Altos' future. Your ideas will help shape the General Plan Update.

What makes Los Altos special and unique?

Like the easy parking area in downtown Los Altos. Please save parking in downtown area - like the business stores in downtown.
- Lots of park space already in Los Altos.

What kind of place would you like Los Altos to be in the future?

No need for making a new park in downtown of Los Altos.
Thanks.
Los Altos resident since 19

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Shaping Our Future, Together

We want to hear from you!

Write your thoughts to share your vision for Los Altos' future. Your ideas will help shape the General Plan Update.

What makes Los Altos special and unique?

What kind of place would you like Los Altos to be in the future?

- More classical music
- More dance classes
- Easier permit process.

Los Altos 2050
Shaping Our Future, Together

We want to hear from you!

Write your thoughts to share your vision for Los Altos' future. Your ideas will help shape the General Plan Update.

What makes Los Altos special and unique?

First Fridays
Art Shops that have wine/food
for Artists showings

What kind of place would you like Los Altos to be in the future?

I don't care — I.D.K.

Los Altos 2050
Shaping Our Future, Together

We want to hear from you!

Write your thoughts to share your vision for Los Altos' future. Your ideas will help shape the General Plan Update.

What makes Los Altos special and unique?

(bought my house in 1999)

I lived here for 21 years and raised my three kids here. They went to LASD schools which were very good. A big plus to living here is the schools. I also have taught art in LASD with the art docent program for 21 years. I've met so many amazing people through it. It was thru the schools & sports I met all my friends here.

The downtown is a big attraction with lots of activities especially First Friday

What kind of place would you like Los Altos to be in the future?

I'd like to see even more community events. I've recently participated in the senior program - art venture, art classes & lunches. They have lots to offer.

I wish Los Altos had a community pool like other cities. The Covington pool closed just when we moved here.

I enjoy the summer concerts & First Friday concerts. Keep that up!

Los Altos 2050
Shaping Our Future, Together

We want to hear from you!

Write your thoughts to share your vision for Los Altos' future. Your ideas will help shape the General Plan Update.

What makes Los Altos special and unique?

THE SOCIALIZION A DIVERSE COMMUNITY, AND THE ORIGINAL BUILDING DESIGN OF THE LOS ALTOS GROCERY STORE THAT USED TO BE ANDRONICO'S. (NOW SAFEWAY)

What kind of place would you like Los Altos to be in the future? I WOULD LIKE A COMBINATION OF OLD FASHION BUILDING DESIGN ALONG WITH NEW BUILDING DESIGN, TO NOT COMPLETELY DESTROY THE CUTENESS & QUAINTNESS OF THE ORIGINAL DESIGN. I DON'T AGREE WITH AI TAKING OVER EVERYTHING. CHILDREN NEED TO LEARN TO SOCIALIZE & GET OFF THEIR SOCIAL MEDIA DEVICES.

Los Altos 2050
Shaping Our Future, Together

We want to hear from you!

Write your thoughts to share your vision for Los Altos' future. Your ideas will help shape the General Plan Update.

What makes Los Altos special and unique?

The large lots and houses with a rural atmosphere. Wonderful downtown area. Lots of restaurants

What kind of place would you like Los Altos to be in the future?

The number of seniors is huge and getting bigger. I would emphasize senior services and the Senior Center

Los Altos 2050
Shaping Our Future, Together

We want to hear from you!

Write your thoughts to share your vision for Los Altos' future. Your ideas will help shape the General Plan Update.

What makes Los Altos special and unique?

Downtown
Walkability
Foodie town

What kind of place would you like Los Altos to be in the future?

Denser downtown housing
More sidewalks, eg. on Los Altos Avenue
Larger library with more books
Parking garages on San Antonio to serve downtown shops + restaurants

Los Altos 2050
Shaping Our Future, Together

We want to hear from you!

Write your thoughts to share your vision for Los Altos' future. Your ideas will help shape the General Plan Update.

What makes Los Altos special and unique?

- quiet, facilities well-designed
- comes from Mountain View for programming

What kind of place would you like Los Altos to be in the future?

- how will we plan for AI in the future?
- desire for meditation areas
- ~~[illegible]~~
- aging in place → look at Japan, and how to adapt. examples: healthcare, staffing

Los Altos 2050
Shaping Our Future, Together

We want to hear from you!

Write your thoughts to share your vision for Los Altos' future. Your ideas will help shape the General Plan Update.

What makes Los Altos special and unique?

* Safe Community.
* Support sustainability.

What kind of place would you like Los Altos to be in the future?

* Access to public transportation.
* Strengthen local business.

Los Altos 2050
Shaping Our Future, Together

We want to hear from you!

Write your thoughts to share your vision for Los Altos' future. Your ideas will help shape the General Plan Update.

What makes Los Altos special and unique?

los Altos is special And viqve Because it has a big diversity and is close to metropolitan Areas

What kind of place would you like Los Altos to be in the future?

more greenery/parks

Los Altos 2050
Shaping Our Future, Together

We want to hear from you!

Write your thoughts to share your vision for Los Altos' future. Your ideas will help shape the General Plan Update.

What makes Los Altos special and unique?

caring community — trees
abound on streets — good
restaurants — Walkable —
excellent community center —
attention to services

What kind of place would you like Los Altos to be in the future?

keep the things that make it
special — respect personal, not
robotic

Los Altos 2050
Shaping Our Future, Together

We want to hear from you!

Write your thoughts to share your vision for Los Altos' future. Your ideas will help shape the General Plan Update.

What makes Los Altos special and unique?

The location w shops & Community ctr.

What kind of place would you like Los Altos to be in the future?

for people & community.

Los Altos 2050
Shaping Our Future, Together

We want to hear from you!

Write your thoughts to share your vision for Los Altos' future. Your ideas will help shape the General Plan Update.

What makes Los Altos special and unique?

I like the Serene Atmosphere. The warm Community and the Easy access to all kinds of Services.

What kind of place would you like Los Altos to be in the future?

Would Prefer the Continued presence of a Suburban Residential Feel.

Los Altos 2050
Shaping Our Future, Together

We want to hear from you!

Write your thoughts to share your vision for Los Altos' future. Your ideas will help shape the General Plan Update.

What makes Los Altos special and unique?

The senior art group, community center and programming. The community of seniors. ~~and sense~~ ~~of~~ Enjoys meeting other folks.

What kind of place would you like Los Altos to be in the future?

Los Altos 2050
Shaping Our Future, Together

M E M O R A N D U M

To: Brittany Whitehill, Senior Planner, City of Los Altos

From: Jessie Hernandez and Tishya Rao, Dyett & Bhatia

Re: Woodland Branch Library Pop-up Outreach Summary

Date: March 3, 2026

Dear Brittany:

Dyett & Bhatia (D&B) staff conducted a pop-up outreach event on March 1, 2026, at a "Family Dance Party!" at the Woodland Branch Library. The goal of the outreach effort was to meet community members where they are, introduce the Los Altos General Plan Update, and gather feedback from families to shape the community's long-term vision. This memorandum summarizes the event and the community input collected.

TIME AND LOCATION

Date/Time: Sunday, March 1, 2026, 11am to 1pm
Location: Woodland Branch Library, 1975 Grant Road, Los Altos, CA 94024

OUTREACH SUMMARY

Facilitators set up a tabling station outside the Woodland Branch Library's main entrance. Families and other visitors were invited to participate in an online digital poll using their mobile devices to share "the best thing" about Los Altos. Facilitators also shared flyers with information on the General Plan Update and encouraged participants to complete the ongoing online survey by visiting the website link or scanning the QR code on the flyer in their own time.

In total, nine participants responded to the digital poll describing what they love about Los Altos. Flyers and project information were shared with as estimated 20 visitors.

Community input is summarized by theme in descending order of number of responses. A word cloud illustrates participant responses in their own words.

Key Takeaways

- **Sense of Community.** Responses touched upon Los Altos' inclusive and diverse community.
- **Kid-Friendly City.** Participants described Los Altos as kid-friendly, emphasizing their love for the parks, schools, and libraries in the city.
- **Neighborhoods.** Respondents highlighted Los Altos' tree-lined streets and well-maintained neighborhoods.
- **Library Visitors.** Most participants were visitors from neighboring cities like Sunnyvale and Mountain View. There was a need to emphasize that the General Plan Update welcomes feedback from visitors, in addition to residents of Los Altos, to encourage participation in the activity.
- **City Engagement.** During in-person discussions, some participants – including several mothers – shared appreciation for the City' efforts in planning for the future with the General Plan Update.

Figure 1. Word Cloud of Responses



M E M O R A N D U M

To: Brittany Whitehill, Senior Planner, City of Los Altos

From: Jessie Hernandez and Tishya Rao, Dyett & Bhatia

Re: Spring Egg Hunt Pop-Up Summary

Date: April 10, 2026

Dear Brittany:

Dyett & Bhatia (D&B) staff conducted a pop-up outreach event on April 4, 2026, during the Spring Egg Hunt event hosted by City of Los Altos' Parks and Recreation Department at the Hillview Soccer Field. The event was designed to meet community members – specifically young families – where they are, introduce the Los Altos General Plan Update, and gather feedback from community members to shape the community's long-term vision. This memorandum summarizes the event and key themes from the input received.

TIME AND LOCATION

Date/Time: Saturday, April 4, 2026, 9:30am to 11am
Location: Hillview Soccer Field, 97 Hillview Avenue, Los Altos, CA 94022

OUTREACH SUMMARY

The pop-up event was held at an outdoor tabling station at the event area. Young families and other community members were encouraged to visit the station and participate in activities in exchange for a stamp on the event's bingo card for a chance to win a prize. The table was equipped with two interactive boards presenting three simple prompts:

- *The best thing about Los Altos is _____*
- *What makes Los Altos unique?*
- *Share your vision for Los Altos' future. Your ideas will help shape the Los Altos General Plan Update.*

Facilitators invited participants to write their thoughts on egg-shaped sticky notes and add it to the boards to share their priorities and ideas for the city's future. Facilitators also shared business cards with project website links, flyers promoting the upcoming April 11 Open House, as well as candies to encourage participation and align with the theme of the community event.

Inclusion on the event bingo card drove heavy foot traffic. Each prompt received between 27 to 40 responses, totaling to 105 comments across all prompts. Community input is summarized by key theme further below together with photographs of the completed activity boards.

Key Takeaways

- **Community Facilities and Schools.** Most participants described Los Altos as a family-friendly city with good schools, parks and community facilities like the Los Altos Library. When asked about their vision for the future, respondents would like to see more parks with amenities like playgrounds, shading structures, and water fountains. One respondent also requested for better maintenance of existing facilities.
- **Community Events.** Several participants enjoy the many varied community events hosted in Los Altos. Many participants identified community events such as the Spring Egg Hunt and Family Fun Days as "the best" thing about Los Altos and would like to see more such kid-friendly events and programs in the future.
- **Unique Sense of Place.** Some responses also touched upon Los Altos' unique sense of place, characterized by its "small town" charm, quiet neighborhoods, and active downtown area.
- **Pedestrian and Bicycle Infrastructure Planning.** Four responses highlighted the need for more street trees and lighting, as well as no-car zones as seen in Mountain View. Additionally, three other participants requested for more safe bike lanes.
- **Transportation Services.** One respondent proposed free shuttle on demand, which would provide connections to Los Altos from neighboring cities like Los Altos Hills.

In addition to the event, D&B staff also posted ten flyers promoting the upcoming April 11 Open House at the following shops, cafes, and grocery stores across the city:

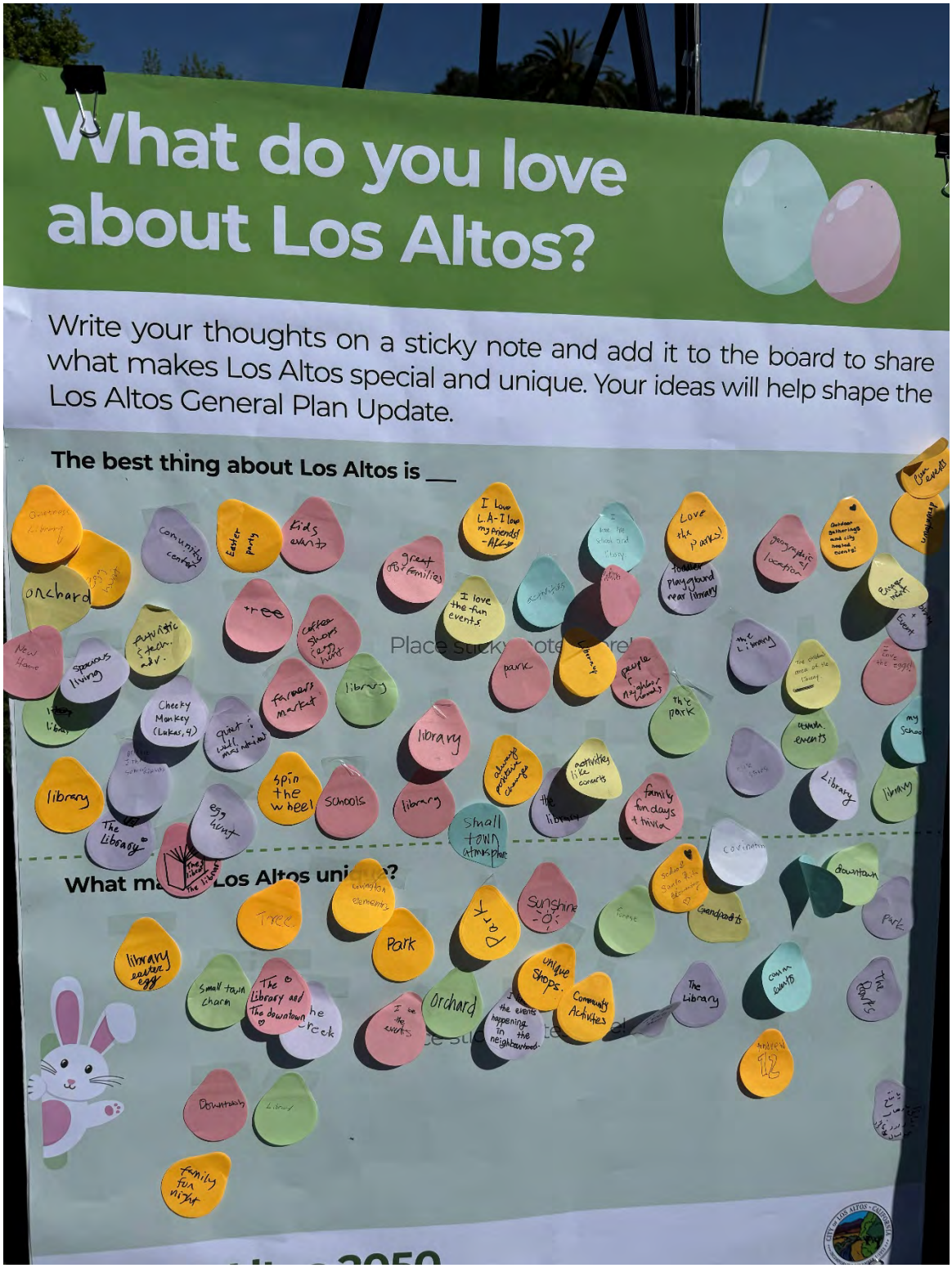
Downtown Los Altos:

- Cheeky Monkey Toys
- UPS
- Sautra Patisserie
- La Boulanger
- Linden Bookstore
- Starbucks

Shopping Centers:

- ACE Hardware (Foothill Shopping Center)
- Lucky Shopping Center
- Andronico's
- Starbucks (Loyola Corners)

Activity Board 1



Activity Board 2



Open Commission Study Session Summaries

Memorandum

To: Brittany Whitehill, Senior Planner
From: Tishya Rao, Jessie Hernandez, and Andrew Hill, Dyett & Bhatia
Re: Open Commission Study Session Summary Memo April 27, 2026
Date:

Dear Brittany:

City staff, along with primary consultant Dyett & Bhatia (D&B), hosted two open commission study sessions on the Los Altos General Plan Update on April 22 and April 27, 2026 as part of the project's Visioning Phase (Phase I). The purpose of the study session was to hear from the City's seven appointed bodies about priorities to be addressed as part of the General Plan Update and to receive input that will inform the Vision and Guiding principles for the project. This includes the Planning Commission, Complete Streets Commission, Financial Commission, Environmental Commission, Library Commission, Parks, Arts, Recreation and Cultural Commission, and the Senior Commission. This memo provides a recap of the study sessions and a summary of feedback received.

Time and Location
Study Session 1:

Date/ Time: Wednesday, April 22, 2026, 6:00pm to 10:00pm
Location: Los Altos City Hall Community Meeting Chambers, 1 N San Antonio Road, Los Altos, CA 94022
Groups in Attendance:

- Planning Commission
- Complete Streets Commission
- Financial Commission

Study Session 2:

Date/ Time: Monday, April 27, 2026, 6:00pm to 10:00pm
Location: Los Altos City Hall Community Meeting Chambers, 1 N San Antonio Road, Los Altos, CA 94022
Groups in Attendance:

- Environmental Commission
- Library Commission
- Parks, Arts, Recreation, and Cultural Commission
- Senior Commission

The Historical Commission was also invited to attend this session but was not able to achieve a quorum. City staff will pursue an alternate outreach method and date to receive input from interested members.

Memorandum

Study Session Recap
The two study sessions followed the same format. The session opened with a presentation by Andrew Hill, Principal at D&B, providing a background on the General Plan, the four key phases of the update process, ongoing community engagement initiatives, and the role and purpose of the Vision and Guiding Principles. Each appointed body was then invited and allocated 30 minutes to provide input in a sequential order listed in the agenda. The discussion was facilitated by City staff. After each round, time was also provided for public comment from community members who are not on the commission.

Commissioners were invited to share feedback on the following questions in relation to individual commission priorities, as well as bigger picture ideas:

- *What are the distinguishing features and characteristics of Los Altos that the General Plan should seek to preserve and enhance?*
- *In the coming years, what are the key challenges that you anticipate Los Altos will need to address?*
- *What assets or opportunities does Los Altos have that the General Plan should seek to leverage for the benefit of the community?*
- *What is your vision for Los Altos in the future?*
- *What programs or projects could help advance that vision?*

Summary of Input
The following sections below present a summary of feedback received from each of the seven commissions in the order on the agenda.

Planning Commission

- **Defining features to preserve and enhance.** Commissioners focused on preserving Los Altos' "village-like" character, which is evident across multiple neighborhoods like Downtown Lost Altos, Loyola Corners, Rancho San Antonio, and Homestead. These areas were valued as walkable community hubs where residents can shop locally, meet neighbors, and become familiar with local business owners. Furthermore, trees were repeatedly identified as one of the city's most defining assets, along with parks and accessible open space. Several commissioners noted that Los Altos appears underserved in parks compared to neighboring communities – particularly in Downtown Los Altos – and expressed interest in expanding green areas that serve all ages including small plazas and flexible lawns. Lastly, commissioners called for continuing community support for children, families, youth, and seniors. Key priorities include preserving places where children can safely biks to school, teen-friendly gathering spaces, and more diverse housing options and amenities that support aging in place.

- **Key challenges.** One planning challenge identified by commissioners was State housing laws that required Los Altos to accommodate additional housing regardless of local preferences. Commissioners expressed concern that failure to proactively plan could lead to builder's remedy projects, lawsuits, or State-imposed outcomes that conflict with local goals. While some voiced support for preserving single-family neighborhoods as is, others acknowledged that traditional R1 zoning

may change substantially in coming years. Commissioners also considered mobility/ circulation safety as a key challenge, highlighting specific issues like unsafe crossings in South Los Altos, incomplete sidewalks, and limited connections between parks and civic facilities especially for children and families. There was broad support for preparing for changing transportation patterns, including autonomous vehicles, ride-sharing, and biking to reduce reliance on private cars.

- **Assets or opportunities to leverage.** Planning commissioners identified three assets/ opportunities to build on. Los Altos' existing neighborhood centers, including Downtown Los Altos and smaller commercial nodes were considered as important assets that can support future placemaking, community gathering and civic life. Temporary activations such as pop-up parks were viewed positively and seen as evidence of demand for more flexible public spaces throughout the city. The Los Altos Community Center was also highlighted as a successful civic investment, demonstrating strong community use across age groups and shared interest in creating similar shared spaces in other neighborhoods.

- **Vision for Los Altos.** When asked about their vision for Los Altos, commissioners envisioned a city with an expanded parks and gathering space network, with teen-oriented public spaces and park facility upgrades that support targeted recreation and social gathering opportunities. There was also strong support for establishing a downtown park, where families and residents of all ages can gather. Commissioners also emphasized the need for diverse parking strategies beyond surface parking lots to support broader land use and public space goals.

- **Planning Approach.** Several commissioners stressed that the General Plan should focus on shaping future changes in population, State requirements, and mobility patterns rather than preserving and idealized past. With limited land area and few remaining undeveloped sites, future growth may require more vertical development and strategic reuse of existing land. Furthermore, Los Altos' regional location highlights the need housing, transportation, emergency response, and infrastructure planning efforts should also be done in coordination with surrounding communities like Cupertino and Palo Alto.

Complete Streets Commission

- **Vision for Los Altos.** Like the Planning Commission, members of the Complete Streets Commission advocated for safer, pedestrian-friendly and bike-friendly streets as a top priority for the General Plan Update. There is a need to address safety concerns around crossings, school routes, and access to civic destinations like Shoup Park and the Los Altos Library. Some commissioners also noted that regional school traffic and commuter trips significantly affect local streets and tensions between preserving neighborhood aesthetics and installing pedestrian and bike infrastructure.

- **Assets or opportunities to leverage.** San Antonio Road is identified as a key opportunity corridor for major safety and mobility improvements, including a pending grant-funded project, although progress has been delayed due to utility

conflicts and pavement condition issues. At the same time, coordination with the county on proposed changes to Foothill Expressway is considered urgent given its potential to significantly affect citywide mobility and access. In addition, neighborhood nodes such as downtown, Loyola Corners, and Rancho are viewed as essential for distributing activity, services, and community events more evenly across Los Altos rather than concentrating them in a single core area.

- **Planning Approach.** Commissioners viewed regional coordination with county agencies like school districts, CalTrain, and Santa Clara Valley Transportation Authority (VTA) as a critical element to the General Plan Update process. This was particularly true for Foothill Expressway, which was identified as having potential major impacts on city mobility.

- **Implementation Priorities.** Key implementation priorities amongst commissioners included updating the Complete Streets Master Plan with a citywide circulation framework linking parks, schools, and neighborhood nodes; expanding Safer Routes to School network to address safety gaps; and pursuing diverse funding sources including grants, public-private partnerships and parking revenue to support infrastructure needs and address north-south equity gaps in infrastructure investments.

Financial Commission

- **Defining features to preserve and enhance.** Commissioners want to preserve Los Altos' small-town, leafy, family-oriented character while still supporting stronger downtown and neighborhood commercial nodes that enhance community life and generate sales tax revenue through restaurants, arts, and cultural activity in a post-COVID economic environment. There was a strong interest in reinforcing neighborhood-based identity and placemaking through plaza-like gathering spaces in areas like Downtown Los Altos, Loyola Corners and Rancho San Antonio, while improving safe and accessible connections to existing parks, civic spaces and everyday destinations. These reflect similar sentiments shared by the Planning and Complete Streets Commissions.

- **Key Challenges.** The City relies heavily on property tax revenue and experienced a seven percent decline in sales tax in 2024. This creates a need to diversify funding sources to support long-term priorities such as parks, mobility, and facilities, while also carefully managing long-term liabilities like CalPERS pension exposure and market-driven financial risk. There was a strong demand for full online budget transparency, clearer communication of fiscal decisions, the the creation of Key Performance Indicators (KPIs) to benchmark performance against peer cities and improve public understanding of how funds are allocated and used. Furthermore, while commissioners strongly supported housing options that accommodate younger families, essential workers, and seniors, they highlighted that property tax and capital gains structures may reduce mobility and influence neighborhood turnover and affordability.

- **Planning Approach.** There was a strong emphasis on expanding public engagement and outreach efforts beyond online surveys and pop-up events to improve participation throughout the city. Some suggestions from commissioners include mailed and trackable surveys, neighborhood-scale engagement, and stronger partnerships with community organizations to ensure broader awareness and inclusion. Furthermore, commissioners called for clearer communication by the City to ensure residents feel heard and included, and willingness to retain successful elements of prior plans (such as the 2002 General Plan framework) rather than fully replace established approaches.

Environmental Commission

- **Defining features to preserve and enhance.** Commissioners identified Los Altos' natural environment as one of the city's defining assets. Trees, the urban forest, Redwood Grove Nature Preserve, nearby open space preserves, and the city's relatively cool microclimate were repeatedly cited as characteristics that contribute to community identity and quality of life. Commissioners emphasized the importance of maintaining a healthy tree canopy, protecting natural resources, and preserving access to parks, trails, and open spaces. Several commissioners also highlighted Los Altos' strong culture of environmental stewardship and expressed a desire to maintain the city's distinctive green character and cooler climate relative to surrounding communities.

- **Key challenges.** Climate change and environmental resilience emerged as primary concerns. Commissioners discussed increasing risks associated with extreme heat, drought, wildfire, poor air quality, and more intense storm events. Concerns were also raised regarding groundwater protection, stormwater runoff, declining tree health in some areas of the city, and inequities in access to green space and tree canopy. Several commissioners noted that portions of northeast and south Los Altos have fewer parks, trees, and environmental amenities than other neighborhoods and identified opportunities to address these disparities through future planning efforts.

- **Assets or opportunities to leverage.** Commissioners identified opportunities to expand green infrastructure, improve stormwater capture and groundwater recharge, increase native and drought-tolerant landscaping, and strengthen the city's urban forest. Several commissioners supported replacing or naturalizing portions of channelized stormwater infrastructure where feasible and incorporating bioswales, rain gardens, permeable surfaces, and other green infrastructure into future development. Additional opportunities included expanding community gardens and local food production, improving green amenities along El Camino Real and in underserved areas, and enhancing connections between parks, open spaces, and natural areas throughout the city.

- **Vision for Los Altos.** Commissioners envisioned a city that continues to be a leader in environmental stewardship and sustainability. Key priorities included a resilient urban forest, expanded green infrastructure, improved water conservation and reuse, increased biodiversity, and a more equitable distribution of parks and green spaces throughout the city. Several commissioners emphasized creating a

multigenerational network of parks, open spaces, and community gathering places that support recreation, environmental education, and community connection.

- **Planning Approach**. Commissioners emphasized the importance of integrating the Climate Action and Adaptation Plan into the General Plan Update and evaluating future policies, projects, and development decisions through an environmental sustainability and resilience lens.

Library Commission

- **Defining features to preserve and enhance.** Commissioners described libraries as important community gathering places that support lifelong learning, social connection, and civic life. The library system, community center, parks, plazas, and other public facilities were viewed as valuable "third spaces" that bring residents together and foster a strong sense of community. Commissioners also highlighted the evolving role of libraries as places that provide educational resources, cultural programming, technology access, and community services for residents of all ages.

- **Key challenges.** Commissioners noted the need to accommodate a growing and changing population while continuing to provide accessible public services and gathering spaces. They also discussed the importance of ensuring that community facilities remain welcoming, flexible, and responsive to evolving community needs, while maintaining sufficient capacity to support future residents.

- **Assets or opportunities to leverage.** Several opportunities were identified to expand and enhance civic and cultural spaces throughout the city. Commissioners expressed support for continued investment in library facilities and public gathering spaces, including opportunities to integrate libraries, cultural amenities, parks, and other community-serving uses into mixed-use and neighborhood-serving developments. Some commissioners also discussed opportunities to build upon recent and ongoing library improvements and strengthen connections between library facilities and surrounding public spaces.

- **Vision for Los Altos.** Commissioners envisioned a future where libraries continue to serve as vibrant community hubs that support learning, culture, social connection, and civic engagement. Several commissioners expressed support for expanding library services and facilities, including the concept of a larger downtown library integrated with cultural amenities such as a theater, public gathering space, and surrounding open space. Commissioners emphasized the importance of creating destinations where residents can gather, learn, and connect throughout the community.

Memorandum

Parks, Arts, Recreation, and Cultural Commission

- **Defining features to preserve and enhance.** Commissioners identified parks, recreation facilities, arts, culture, and public gathering spaces as essential elements of Los Altos' character and quality of life. Existing parks, open spaces, community events, recreational programs, and cultural amenities were viewed as important assets that contribute to community identity and social connection. Commissioners also emphasized the importance of parks, plazas, community centers, arts venues, and other public gathering places that serve as community "third spaces" for residents of all ages.

- **Key challenges.** Commissioners expressed concerns regarding the distribution of parks and recreational amenities throughout the city, noting that some neighborhoods have fewer parks and gathering spaces than others. Additional challenges included limited opportunities for teenagers, growing demand for recreational facilities, and balancing future growth with preservation of open space and community character. Several commissioners noted the need for more informal gathering spaces and unstructured recreational opportunities for youth and teens.

- **Assets or opportunities to leverage.** Commissioners identified opportunities to expand neighborhood parks, create additional plazas and gathering spaces, improve recreational amenities, and incorporate publicly accessible open space into future development projects. Several commissioners discussed opportunities to leverage privately owned publicly accessible open spaces and to incorporate green spaces into mixed-use development, particularly in areas with limited park access. They also highlighted opportunities to strengthen connections between parks, schools, libraries, and other community destinations.

- **Vision for Los Altos.** Commissioners envisioned a city with a more connected and equitable network of parks, recreation facilities, arts venues, and public gathering spaces. Priorities included creating additional opportunities for youth and teens, expanding recreational programming, enhancing neighborhood parks, and ensuring that all residents have access to high-quality community spaces. Several commissioners also expressed support for creating additional plazas, pocket parks, and neighborhood gathering spaces throughout the city.

Senior Commission

- **Defining features to preserve and enhance.** Commissioners highlighted Los Altos' strong sense of community, safety, public services, and high quality of life as important attributes that support older adults. Community facilities such as the Los Altos Community Center, libraries, parks, and recreational programs were identified as valuable resources that help residents remain active and connected. Commissioners emphasized the importance of maintaining accessible community gathering places, social programming, and services that support social connection and well-being.

- **Key challenges.** Supporting an aging population was identified as a major challenge for the future. Commissioners discussed mobility barriers, transportation limitations, social isolation, housing affordability, and the need for additional services that enable residents to age in place. Several commissioners noted that older adults, particularly those over age 80, may be underrepresented in traditional engagement efforts and may require more targeted outreach approaches. Concerns were also raised regarding accessibility barriers in the public realm, including sidewalk conditions, lighting, and transportation options for residents who no longer drive.

- **Assets or opportunities to leverage.** Commissioners identified opportunities to improve transportation options, enhance pedestrian safety, expand social and recreational programming, and provide better access to information and services for older adults. Additional opportunities included increasing housing options that support aging in place, strengthening connections between healthcare providers and community services, and developing centralized resources that help residents navigate available programs and support networks.

- **Vision for Los Altos.** Commissioners envisioned Los Altos as an age-friendly community where residents can remain active, independent, and connected throughout their lives. Key priorities included safe and accessible transportation, diverse housing options, expanded community programming, and continued investment in facilities and services that support older adults and caregivers. Several commissioners also expressed interest in expanding transportation services, strengthening opportunities for social connection, and ensuring that community facilities and public spaces remain welcoming and accessible for residents of all ages and abilities.

Memorandum

To: Brittany Whitehill, Senior Planner

From: Jessie Hernandez, Dyett & Bhatia

Re: Historical Commission Study Session Summary Memo

Date: May 27, 2026

Dear Brittany:

The Historical Commission held a Study Session on the General Plan Update on May 27, 2026. City staff and the project's lead consultant, Dyett & Bhatia (D&B), provided an overview of the update process and facilitated a discussion on community priorities, challenges, opportunities, and long-term aspirations for Los Altos. The Commission's feedback will help inform the development of the General Plan Vision and Guiding Principles.

The study session was part of a broader series with the City's appointed commissions, including the Planning, Complete Streets, Financial, Environmental, Historical, Library, Oarks, Arts, Recreation and Cultural, and Senior Commissions. These conversations are intended to gather early input from commissioners and ensure that a wide range of perspectives are considered during the Visioning Phase of the General Plan Update.

This memorandum summarizes the Historical Commission study session and highlights key themes and feedback received.

Time and Location

Historical Commission Study Session:

Date/ Time: Wednesday, May 27, 2026, 6:00pm
Location: Los Altos Community Center, 97 Hillview Avenue, Los Altos, CA 94022

Study Session Recap

Consistent with previous commission study sessions, the meeting began with a presentation by Andrew Hill, Principal at D&B, covering the purpose of the General Plan, the four phases of the update process, ongoing community engagement efforts, and the role of the Vision and Guiding Principles. An opportunity for public comment was also provided.

Commissioners were then invited to discuss the following questions from the perspective of their commission priorities as well as broader community goals:

- *What are the distinguishing features and characteristics of Los Altos that the General Plan should seek to preserve and enhance?*

- *In the coming years, what are the key challenges that you anticipate Los Altos will need to address?*
- *What assets or opportunities does Los Altos have that the General Plan should seek to leverage for the benefit of the community?*
- *What is your vision for Los Altos in the future?*
- *What programs or projects could help advance that vision?*

Summary of Input

Historical Commission feedback is summarized by theme below.

- **Small-Town Character and Community Identity** – Preserve Los Altos' unique small-town feel, village atmosphere, and strong sense of community while accommodating change. Commissioners emphasized maintaining the qualities that make Los Altos distinctive, including its neighborhood character, independent businesses, intimate downtown, and strong sense of pride and stewardship.
- **Family-Friendly and Multi-Generational Community** – Support a community that serves residents of all ages and life stages. Commissioners highlighted the importance of strong schools, opportunities for seniors and young families, affordability for key workers, and fostering a sense of belonging across generations.
- **Trees, Open Space, and Environmental Sustainability** – Protect and enhance Los Altos' green character through preservation of mature trees, parks, and open spaces while planning for climate change. Commissioners discussed urban canopy expansion, shade, resilience, electrification, and recognition of notable historic trees.
- **Historic Preservation and Community Heritage** – Celebrate and preserve the stories, places, and people that contribute to Los Altos' identity. Suggestions included maintaining and expanding historic resources, improving public access to historical information, recognizing historic trees, creating self-guided historic tours, and strengthening partnerships with the Los Altos History Museum.
- **Housing and Managed Growth** – Accommodate housing needs and State requirements in a manner that respects community character. Commissioners supported exploring creative housing types, directing higher-intensity development to appropriate locations, and using incentives to achieve community priorities while minimizing impacts on existing neighborhoods.
- **Mobility, Connectivity, and Safety** – Improve opportunities for walking, bicycling, and other alternatives to driving while enhancing safety and connectivity. Commissioners discussed safer routes, strategic pedestrian and bicycle connections, and improved access between neighborhoods and community destinations.
- **Community Engagement and Partnerships** – Build on Los Altos' strong culture of volunteerism, civic participation, and collaboration. Commissioners emphasized meaningful public engagement, transparent communication, stronger feedback loops, youth involvement, partnerships with schools and neighboring jurisdictions, and opportunities to leverage philanthropy and community resources.

Los Altos 2050
Shaping Our Future, Together

From: baerjc@earthlink.net
To: Public Comment - PC
Subject: public comments re agenda item 2, june 18, 2026 meeting
Date: Monday, June 15, 2026 2:11:14 PM

Re the general plan update:

1. Staff has made a decision (without the benefit of community or historical commission input) not to include a Historic Element in the General plan. Our history, the buildings and landscape elements are an integral part of Los Altos. We have a unique history that is both captured and celebrated in our parks (Shoup, Redwood Grove, our landscape (Apricot grove, downtown and San Antonio trees) as well as in the commercial and residential buildings, numerous of which are recognized for their architectural and historic significance.

2. The event held at Grant park was lightly attended with a significant percentage of attendees who did not live in Los Altos. While it may be interesting to get feedback from those who live in neighboring towns, the methodology in this community input meeting-as well as others (including the easter egg event at Hillviiew and likely future events at places like the farmers market) fails to identify and/or exclude nonresidents input.

3. The guiding vision statement fails to incorporate, at the end of the second paragraph, an affirmative statement of support for the historic character, homes/businesses, neighborhoods and landscape that create the character of our town, both in residential and commercial parts of town.

4. The guiding principles should include, under vibrant downtown, the streetscape, building frontages and tree canopies in our parking plazas which are unique and character defining.

5. Under people and culture, the subsection on history in the everyday should reference historic structures and landscape elements in our town. History cannot be celebrated by merely looking at pictures or mementos of our past-we need the real things present, such as our historic orchard, the numerous historic buildings and home throughout our town etc.

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From:	PALLA
To:	Public Comment - PC; General Plan Update; City Council
Subject:	Public Comment: Planning Commission June 18, 2026: Item #2 Draft General Plan
Date:	Wednesday, June 17, 2026 4:22:09 PM

Dear Planning Commission,

Please make a motion to "**Remove references to the 2009 Civic/Community Center Master Plan"** in the Draft General Plan framework.

In 2014, the City formally shifted away from the 2009 plan, and instead has pursued a series of independent projects on the 18-acres site site known as the Civic Center and Community Center. There is no Master Plan.[1]

Since that time, the City has expressly operated without a Civic/Community Center Master Plan, approving more than 20+ projects without cumulative impact reports or EIRs, advancing projects and improvements through separate planning, funding, review and approval processes with no nexus drawn to either a Master Plan or the General Plan.

Project examples: The Hillview Community Center, LAYC Conversion, Emergency Operations Center (EOC), Library Patio/Courtyard, Heritage Orchard Alteration, City Hall Improvements, Emergency Operations Center improvements, and others.

In addition, subsequent actions, including Resolution No. 2021-477 establishing land use and direction for portions of the Civic Center property and Heritage Orchard, further demonstrate that the Civic Center is now governed by more recent policies.

Accordingly, the 2009 Civic Center Master Plan has no place in the framework of the General Plan Update.

Please provide Planning Commission motion as public record confirmation that this has been removed from the draft update to the General Plan.

———

[1] City of Los Altos Community Center Initial Study (2018): "The City set aside the comprehensive renovation of its civic center and is now specifically focusing on replacement of the community center."