



MEMORANDUM REPORT

DATE: August 18, 2026

TO: Board of Commissioners of the Los Altos Hills County Fire District

FROM: Altamont Maintenance Project Team,
Harmon, Field Manager
Eugenia Woods, Programs, Planning and Grants Manager

SUBJECT: Altamont Evacuation Route Maintenance Project Final Reports

RECOMMENDATION:

Receive Altamont Evacuation Route Maintenance Project Final Reports

BACKGROUND

The Los Altos Hills County Fire District (LAHCFD) 2023-2027 Strategic Plan (Attachment 3) emphasizes the importance of prevention, protection, and community resiliency. As outlined in Strategic Goal “1. Prevention, Protection, Resiliency” the District is committed to funding, developing, and maintaining programs that protect life and property while enhancing safety to build a resilient community. A key initiative under this goal is the Evacuation Route Hardening program.

The Integrated Hazardous Fuel Reduction (IHFR) programs, identified in the LAHCFD Chart of Services (Attachment 4), include Community-Focused Evacuation Route Hardening projects. These programs are grounded in fire science, the LAHCFD Community Wildfire Protection Plan (CWPP) Annex 4, and the District’s annual budget allocations. The IHFR projects aim to improve community resiliency, educate residents, and mitigate fire hazards.

The Altamont Evacuation Route is a critical evacuation corridor within the northern portion of Los Altos Hills and serves residents, emergency responders, bicyclists, pedestrians, and other roadway users during wildfire and emergency evacuation conditions. The project included treatment along Altamont Road, Briones Way, and Via Ventana Way. Altamont Road extends from Page Mill Road to Moody Road; Briones Way extends from Altamont Road to Via Ventana Way; and Via Ventana Way extends from Briones Way to Page Mill Road. During a wildfire or other emergency incident, these connected roadway segments may be relied upon for both evacuation and emergency response access.

The project corridor is located entirely within District boundaries and received hazardous fuels reduction treatments consistent with IHFR program standards.

Information about this project, as well as other District wildfire mitigation and evacuation route projects, is available on the District website at:

<https://www.lahcfd.org/community-projects/>

DISCUSSION

The Altamont Evacuation Route Maintenance Project represents a coordinated vegetation management effort along Altamont Road, Briones Way, and Via Ventana Way. The project was designed to improve emergency access and evacuation readiness by reducing encroaching roadside vegetation, increasing vertical and horizontal clearance, improving sight distance, and enhancing roadway usability for emergency responders and evacuating residents. Treatment activities focused on vegetation located within the public right-of-way and on participating private properties where permissions were obtained, creating a more resilient evacuation corridor while maintaining consistency with environmental compliance requirements and project prescriptions.

This District Final Report is provided to document project implementation, summarize outcomes, and present actual treatment extents and costs. The Santa Clara County FireSafe Council Final Report for the Altamont Evacuation Route is included as an attachment and provides contractor-managed project details and supporting documentation. The Altamont Road Advanced Report is also included and provides an aerial assessment of vegetation conditions before and after treatment.

The Air Metrix analysis complements the District's project tracking by documenting vegetation changes across the broader project corridor. Detailed UAS measurements and the distinction between the aerial analysis area and the District's documented treatment footprint are presented in the Quantitative Results section.

These three roadway segments function collectively as a single evacuation corridor, and untreated or inadequately maintained portions can reduce the effectiveness of adjacent treated areas during an emergency.

Project planning and implementation emphasized life-safety outcomes, including improved roadway and intersection visibility, pedestrian clearance, and reduced roadside ignition potential. Treatments were conducted consistent with applicable local codes governing sight distance and roadway safety, reinforcing both wildfire mitigation objectives and everyday traffic safety.

Strategic partnerships were integral to successful project implementation. Coordination included the Los Altos Hills County Fire District, Santa Clara County FireSafe Council, Town of Los Altos Hills, Santa Clara County Roads and Airports, Denali Tree Service, City Rise Safety, Ecological Concerns Inc., and Air Metrix. Treatment activities were completed over four days on June 8, 9, 10, and 12, 2026.

QUANTITATIVE RESULTS and EXPENSES

Quantitative Results:

The Altamont Evacuation Route Maintenance Project was successful in achieving the District's objective of reducing hazardous vegetation to support safer evacuation and emergency response conditions along a high-priority evacuation corridor.

LAHCFD project tracking and final project documentation were used to document the project's completed treatment quantities. Air Metrix separately evaluated vegetation conditions across a 26-acre analysis area covering approximately 2.25 miles of Altamont Road. Because the aerial analysis area is not equivalent to the District's documented treatment footprint, the two data sets are presented as complementary measures of project implementation and vegetation-condition change.

PROJECT WORK TRACKER									
Altamont Evacuation Route Project									
Total Weeks Worked	Total Days Worked	Treatment Dates	Totals for the Treated Area Per Day				Acreage Information		
			Linear Mileage Treated	Linear Footage Treated	Average Treatment Width	Total Square Footage Treated	Totals		
1	1	Monday, June 8, 2026	1.60	8448.00	20.00	168960.00	3.88		
	2	Tuesday, June 9, 2026	1.37	7233.60	20.00	144672.00	3.32		
	3	Wednesday, June 10, 2026	1.43	7550.40	20.00	151008.00	3.47		
	Heat Advisory	Thursday, June 11, 2026							
	4	Friday, June 12, 2026							
2		Monday, June 15, 2026							
		Tuesday, June 16, 2026							
		Wednesday, June 17, 2026							
		Thursday, June 18, 2026							
		Friday, June 19, 2026							
			5.60	29568.00	<-- Weekly Totals -->	591360.00	13.58		
			0.00	0.00	<-- Weekly Totals -->	0.00	0.00		
			Total Linear Miles Treated	Total Linear Footage		Total Square Footage	Total Acreage		
			5.60	29568.00		591360.00	13.58		
			Average Linear Miles Treated Per Day	Average Linear Footage Treated Per Day		Average Square Footage Treated Per Day	Average Acreage Treated Per Day		
			1.40	7,392.00		147840.00	3.39		

Based on final project tracking and documentation, the Altamont Evacuation Route Maintenance Project achieved the following treatment results:

- Combined roadside treatment mileage: 5.60 miles.
- Total linear footage treated: 29,568 feet.
- Total square footage treated: 591,360 square feet.
- Total acreage treated: 13.58 acres.
- Total treatment duration: 4 days.

Daily production averaged approximately 1.40 combined roadside treatment miles, 7,392 linear feet, 147,840 square feet, and 3.39 acres per treatment day.

Air Metrix documented reductions across the low-, medium-, and high-height vegetation area classifications following treatment. Low vegetation area decreased by 15%, from 0.27 to 0.23 acre; medium vegetation area decreased by 4%, from 1.76 to 1.69 acres; and high vegetation area decreased by 1%, from 10.30 to 10.17 acres. Modeled vegetation volume decreased by 0.4% for low vegetation and 1% for medium vegetation, while high vegetation volume increased by approximately 1%. These findings provide independent aerial documentation of vegetation-condition changes along the Altamont Road corridor and are not equivalent to the District's documented treatment quantities.

Expenses:

Costs associated with the Altamont Evacuation Route Maintenance Project reflect expenditures incurred directly by the District to support project planning, implementation, traffic control, environmental review, outreach, and post-treatment verification.

District-incurred expenses included Integrated Hazardous Fuel Reduction (IHFR) project management, personnel mileage, project supplies, traffic control planning and implementation, hazardous fuel reduction activities, biological surveying, public outreach and Right of Entry mailings, and pre- and post-treatment UAS data collection and analysis.

The total project cost incurred by the District for the Altamont Evacuation Route Maintenance Project was \$113,420.85.

Detailed cost documentation and contractor expenditures are maintained as part of the project record and are summarized in the District's Project Cost Breakdown.

Altamont Evacuation Route				
Project Cost Breakdown				
Service Description	Contractor	Completed	Amount	Notes
IHFR Project Management	SCC FireSafe Council	Mar 2026 - June 2026	15,269.57	
Personnel Mileage	SCC FireSafe Council	May 2026 - June 2026	262.64	Plus 25% uplift
Project Supplies	SCCFSC	Jun-26	47.53	Plus 25% uplift
Project Supplies Reimbursement (LAHCFD)				
Traffic Control Plan	City Rise	Apr-26	1,680.00	Plus 12% uplift
Traffic Control Contractor	City Rise	Jun-26	23,544.64	Plus 12% uplift
Fuel Reduction	Denali	Jun-26	48,798.40	Plus 12% uplift
Biological Survey	Ecological Concerns	Jun-26	17,203.20	Plus 12% uplift
Postcard, Cover Letters, & ROE Mailers	Folger Graphics	Apr-26	1,064.88	
Pre-Project UAS Flyover/Data	Air Metrix	May-26	1,450.00	
Post-Project UAS Flyover/Data	Air Metrix	Jun-26	4,100.00	
Total Project Cost			113,420.85	

SUCCESES

The Altamont Evacuation Route Maintenance Project achieved several notable successes that reinforce the effectiveness of the District's evacuation route hardening and maintenance program.

Unmanned Aircraft Systems (UAS) were successfully utilized to support project planning and post-treatment verification. The before-and-after mapping strengthened project documentation, provided an independent method of evaluating treatment outcomes, and established a useful baseline for future maintenance monitoring. The report also illuminates potential future treatment frequency needs for varying vegetation classes.

The project was implemented efficiently and without injuries or traffic-related incidents. Daily safety briefings, clearly defined traffic control measures, and close coordination among vegetation crews, traffic control providers, and District staff contributed to a safe and orderly operation within active roadways.

Operational coordination among project partners was another key success. The District worked closely with the Santa Clara County FireSafe Council, Town of Los Altos Hills, Santa Clara County Roads and Airports, Denali Tree Service, City Rise Safety, Ecological Concerns Inc., and Air Metrix to support regulatory compliance, environmental protection, traffic safety, consistent treatment standards, and effective field execution across the project corridor.

Vegetation management efforts resulted in improved roadway and intersection visibility, enhanced pedestrian clearance, and reduced roadside ignition potential while maintaining appropriate overstory canopy for shade and vegetation health. These outcomes directly support safer evacuation conditions and improved access for emergency responders during wildfire and other emergency events.

COMMUNITY OUTREACH

Community outreach was an integral component of the Altamont Evacuation Route Maintenance Project and was conducted to inform residents of planned activities, minimize disruptions, and encourage participation where applicable.

Outreach efforts included mailed project materials, a media release, door-to-door visits, and a social media campaign. Postcards, cover letters, and Right of Entry requests were mailed to adjacent property owners to explain the project scope and provide opportunities for voluntary participation on the frontage area of private property.

LAHCFD staff surveyed the project corridor to identify priority parcels within the project scope. Property owners were provided approximately three weeks to return Right of Entry forms, with a deadline of May 22, 2026. LAHCFD staff also conducted door-to-door outreach approximately two weeks before project implementation to answer questions and encourage participation.

Of the 107 parcels identified within the project area, Right of Entry authorization was obtained for two parcels. Vegetation treatment was completed within the public right-of-way and on participating private properties where authorization had been secured.

Overall, outreach efforts supported transparency, facilitated coordination with residents, and contributed to the successful implementation of the project.

INSIGHTS / LESSONS LEARNED

The Altamont Evacuation Route Maintenance Project provided several insights that will inform future evacuation route hardening and hazardous fuel reduction efforts.

Despite extensive outreach, Right of Entry participation remained limited. Future projects may benefit from additional lead time for property-owner coordination and repeated outreach throughout the planning period.

Evacuation route treatments require careful calibration to balance wildfire risk reduction objectives with roadway constraints, environmental protection, private-property participation, and residential context. Treatment focused on roadside vegetation, fine fuels, ladder fuels, and sight-distance obstructions while retaining healthy overstory canopy where appropriate.

UAS technology demonstrated the value of combining aerial analysis with District project tracking. Future reports should continue to distinguish between the broader area evaluated through aerial imagery and the actual treatment footprint documented by the District, ensuring that each data set is used for its intended purpose.

Operational coordination and safety planning remain critical to successful project delivery. Pre-project meetings, daily safety briefings, and clearly defined traffic control measures contributed to safe execution within active roadways and should remain standard practice for future projects.

These insights will be applied to future evacuation route hardening and hazardous fuel reduction projects to further improve program efficiency, community engagement, data accuracy, and life-safety outcomes.

ACKNOWLEDGMENTS / APPRECIATION

The Los Altos Hills County Fire District expresses its appreciation to the many partners and individuals who contributed to the successful completion of the Altamont Evacuation Route Maintenance Project.

The District acknowledges the continued support of the Board of Commissioners, whose leadership and commitment make evacuation route hardening and hazardous fuel reduction efforts possible.

Appreciation is extended to the Santa Clara County FireSafe Council for project management, coordination, outreach, and implementation support. The District also recognizes Denali Tree Service, Ecological Concerns Inc., and City Rise Safety for their respective contributions to vegetation treatment, biological monitoring, and traffic control. Their professionalism and adherence to established safety and environmental protocols contributed to the efficient and incident-free completion of the project.

The District further appreciates Air Metrix for pre- and post-treatment UAS data collection and analysis, as well as the Town of Los Altos Hills, Santa Clara County Roads and Airports, and other participating agencies that supported planning, permitting, and project coordination.

The District also appreciates the residents and property owners along the Altamont corridor for their cooperation and engagement throughout the project.

ATTACHMENT(s):

Attachment 1

Santa Clara County FireSafe Council Final Report
Altamont Evacuation Route

Attachment 2

Air Metrix Report
Altamont Road Advanced Report – June 2026

Attachment 3

Los Altos Hills County Fire District 2023–2027 Strategic Plan
[*LAHCFD Strategic Plan - Los Altos Hills County Fire District*](#)

Attachment 4

Los Altos Hills County Fire District Chart of Services, Current Version
[*LAHCFD Chart of Services – V20, January 7, 2026*](#)



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FINAL REPORT



Altamont Evacuation Route

June 2026

Introduction:

Altamont Road, located in Los Altos Hills, California, serves as a significant thoroughfare in the northern portion of the community. This route provides a primary means of ingress and egress during an emergency evacuation. To maintain the integrity of this evacuation route, the Santa Clara County FireSafe Council and the Los Altos Hills County Fire District implemented a joint roadside hazardous fuels reduction treatment.

Cooperators:

Multiple agencies, contractors, and organizations contributed to the project: Santa Clara County FireSafe Council, Los Altos Hills County Fire District, Santa Clara County Roads and Airports, the Town of Los Altos Hills, Denali Tree Service, City Rise Safety, and Ecological Concerns.

Goals For This Project:

- Trim woody vegetation and clear grasses and weeds along the roadside to enhance safety and visibility.
- Remove dead or dying woody debris, including downed vegetation, brush, tree branches, dry weeds, and deep accumulations of leaves, to reduce fire risk and improve roadway conditions.
- Reduce ladder fuels around larger trees.
- Remove dead, diseased, or damaged trees smaller than 8 inches DBH posing a hazard.
- Vegetation clearance will extend fourteen feet vertically above the pavement and up to fifty feet horizontally from the centerline of the road within the public right-of-way managed by the County of Santa Clara, or the Town of Los Altos Hills.
- Clear any eucalyptus bark on the ground, in the tree forks, or hanging loose from trees.



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Project Site:



The Altamont Evacuation Route Project provided hazardous fuels reduction and defensible space treatments along three (3) roads within a critical evacuation corridor in the Los Altos Hills County Fire District. Treatment areas included Altamont Road, Briones Way, and Via Ventana Way.

The western extent of the project was located at the intersection of Altamont Road and Page Mill Road (37.3652715, -122.1673945), while the eastern extent was located at the intersection of Altamont Road and Moody Road (37.3576996, -122.1342681).

Vegetation treatment operations began at the western project boundary on Altamont Road at the Page Mill Road intersection and progressed east along the primary evacuation corridor toward Moody Road. Crews completed hazardous vegetation reduction along the full length of Altamont Road before treating the adjoining evacuation route segments on Briones Way, extending from Altamont Road to Via Ventana Way. Operations then continued along Via Ventana Way from Briones Way to the Page Mill Road intersection, completing all designated roadside vegetation treatments within the project area.

The project encompassed approximately 2.8 linear miles of roadway, equating to approximately 5.6 treated miles when accounting for treatment on both sides of the roadway where applicable. Completed treatments reduced hazardous roadside vegetation, improved defensible space along critical evacuation corridors, and enhanced emergency ingress and egress for residents and emergency responders utilizing these routes.

Permissions:

One of the biggest challenges in these types of projects is getting permission to treat the properties. During planning of the project, we conducted an extensive public outreach effort to get the permissions needed. It included mailers, newspaper articles, door-to-door visits, and a social media campaign. Right of Entry authorization was obtained for two (2) of the 107 parcels identified within the project area. Prior to the project, LAHCFD staff conducted a survey of the area to identify key parcels within the project scope. SCCFSC's timeframe for ROE forms to be returned was approximately 3 weeks with a due date of Friday May 22, 2026. LAHCFD Staff went out to conduct door knocking 2 weeks prior to project start date.



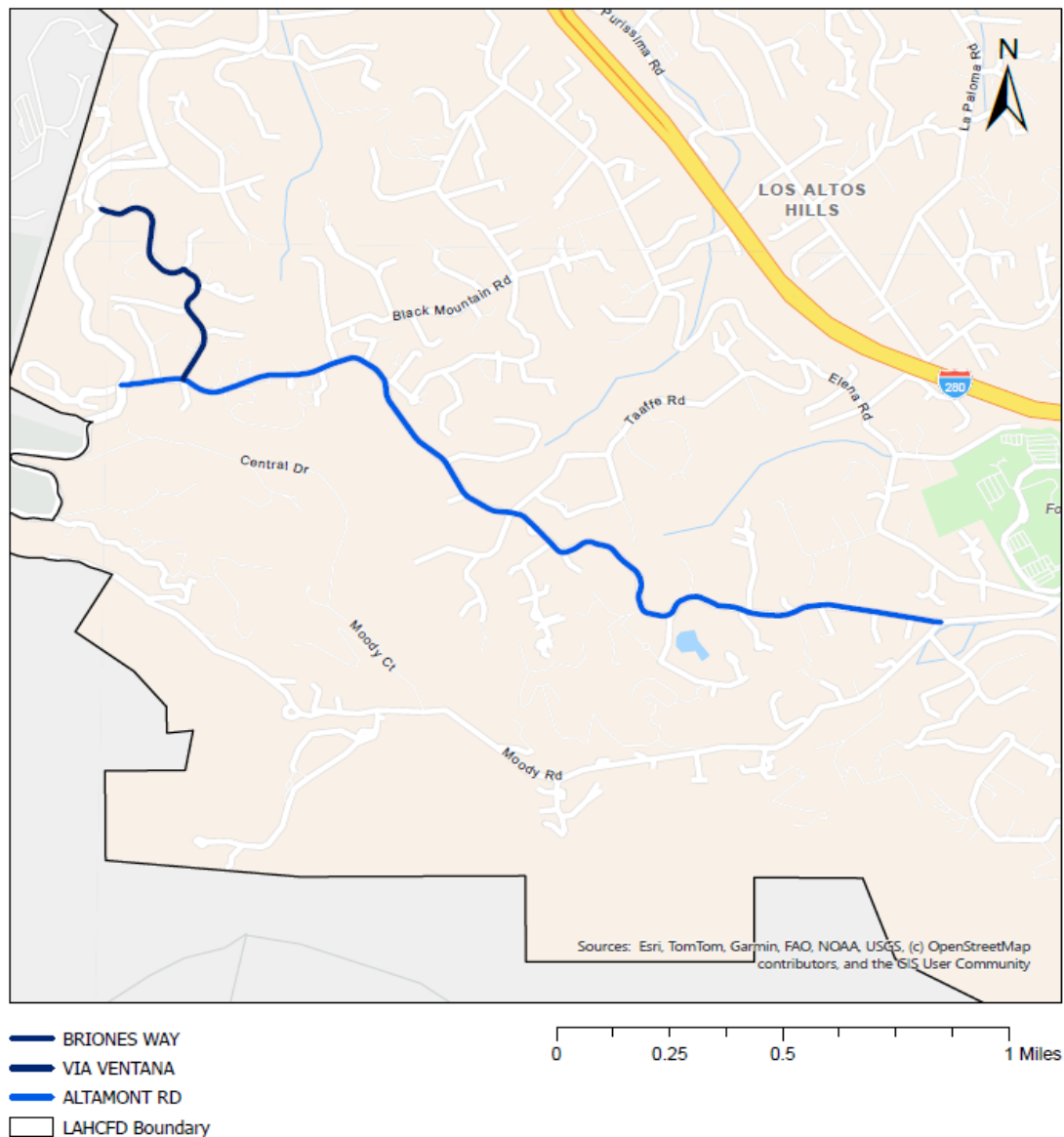
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Altamont Evacuation Route Project Map

Altamont Project Area Map

2026





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Biological Precautions:



As with all our projects, protecting the biodiversity of the area is a high priority. A biological survey was conducted by Ecological Concerns Inc. on Friday, May 22, 2026, 17 days before the project began. The biologist identified and flagged woodrat nests, active bird nests, drainages, and sensitive habitat areas within the treatment area. The biological review was completed within the nesting season. Heritage trees were not identified during the field verification stage and were not included in the work plan. Finally, a buffer of 25 feet was implemented along stream beds and seasonal waterways. The biological monitor was on site and conducted daily assessments before vegetation treatment began to further ensure the protection of sensitive habitats.

Project Duration:

The project began on Monday, June 8, 2026, and was completed on Friday, June 12, 2026. Treatment activities occurred over four days. No Red Flag Warning days occurred during the project.

Jurisdictions And Funders Involved:

Santa Clara County FireSafe Council, Los Altos Hills County Fire District, Santa Clara County, and the Town of Los Altos Hills.



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Contractors Selected:



Ecological Concerns Inc. was selected to provide biological services, Denali Tree Service was selected to perform vegetation treatment, and City Rise Safety was selected to provide six flaggers and traffic control for the duration of the project. Each contractor was selected based on availability and competitive pricing.

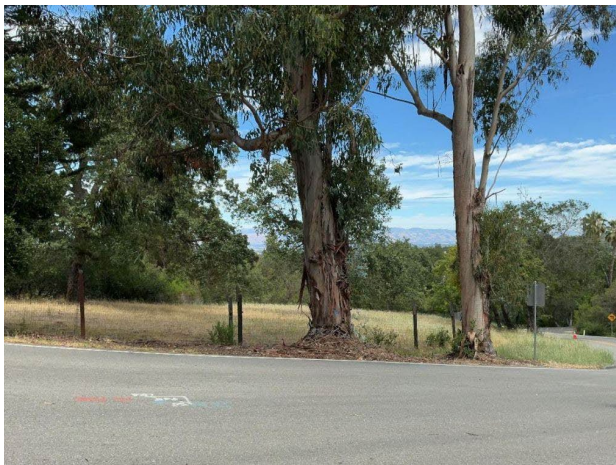
Project Photos





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By The Numbers:

- Combined roadside treatment mileage – 5.6 miles
- Acres treated - 13.58 acres.
- No poison oak was treated during this project.
- Denali Tree Service completed four days of vegetation treatment.

The project successfully completed vegetation maintenance along the Altamont evacuation route and its tributary roads. This work supports the goals identified in Annex 4 of the LAHCFD Community Wildfire Protection Plan, as well as the broader goals of the overall plan.

We would like to acknowledge the contributions made by Denali Tree Service, Ecological Concerns Inc., and City Rise Safety. All entities were committed to assisting Santa Clara County FireSafe Council with the project from start to finish.

City Rise Safety provided six traffic control personnel throughout the project to support safe and efficient operations. The treated roads experience regular vehicle, bicycle, and pedestrian traffic and include numerous residential driveways. Traffic control was therefore necessary to protect vegetation crews, SCCFSC and LAHCFD staff, motorists, pedestrians, and bicyclists. The project was completed without reported injuries or incidents. The Los Altos Hills County Fire District also provided a District-owned parcel for use as a staging area.

Daily safety briefings were conducted by safety officers Barbara Gonzalez and A. Harmon before work began to review traffic control, personal protective equipment (PPE), local emergency services, environmental hazards, and weather conditions.

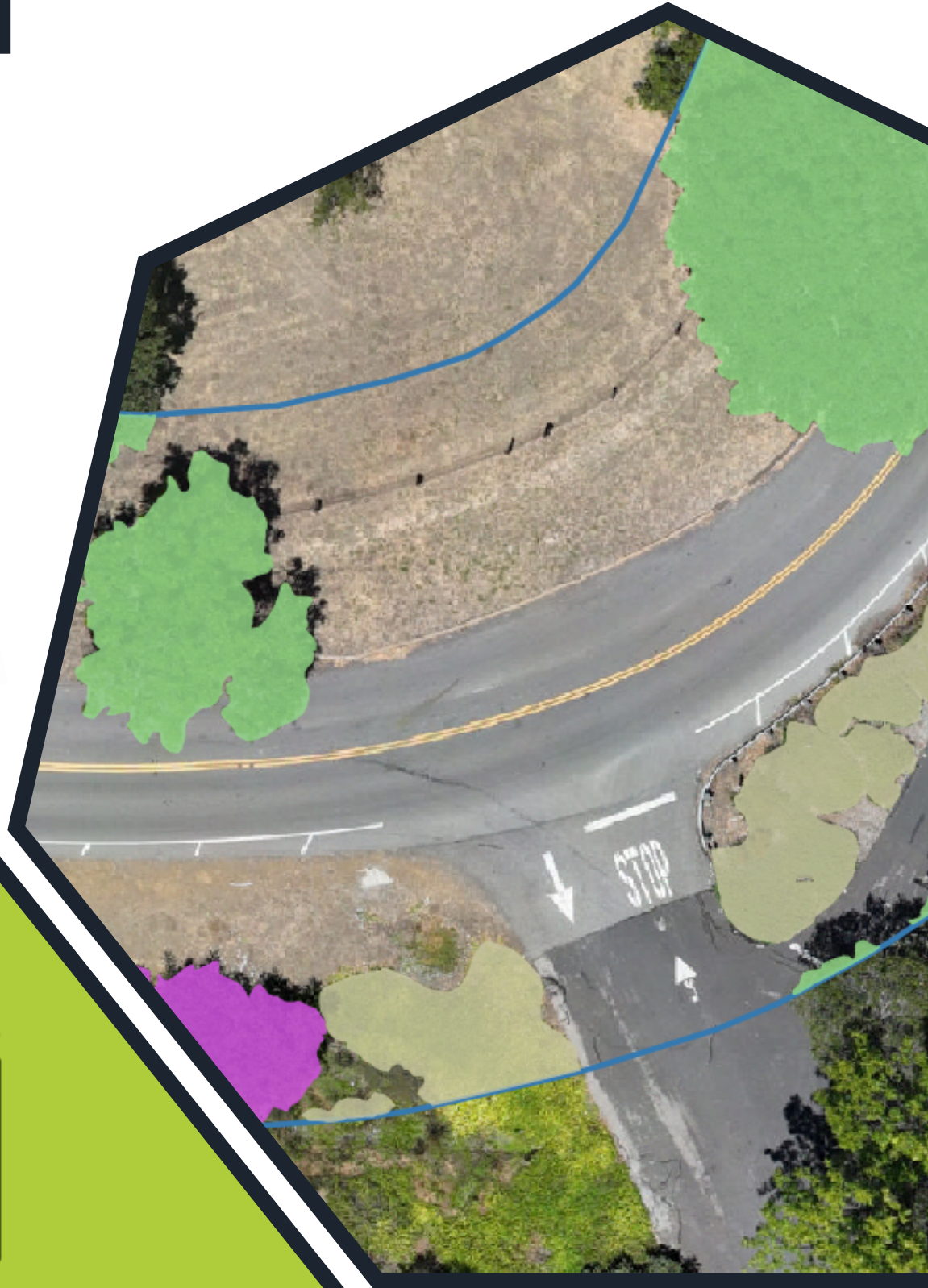
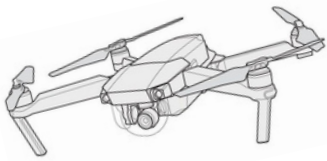
We would like to thank all the cooperators and property owners for all their support. If you have any questions or concerns, please feel free to direct them to:

Barbara Gonzalez
Project Manager
e-mail: bgonzalez@sccfiresafe.org
Phone: (650) 605-3459

Nestor Valle
Senior Project Manager
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ADVANCED REPORT

ALTAMONT ROAD



JUNE 2026

EXECUTIVE SUMMARY



26 acres



2.25 mi



June 2026



2,425 images



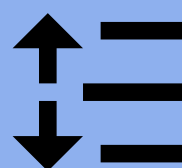
29x



Moisture level
analysed

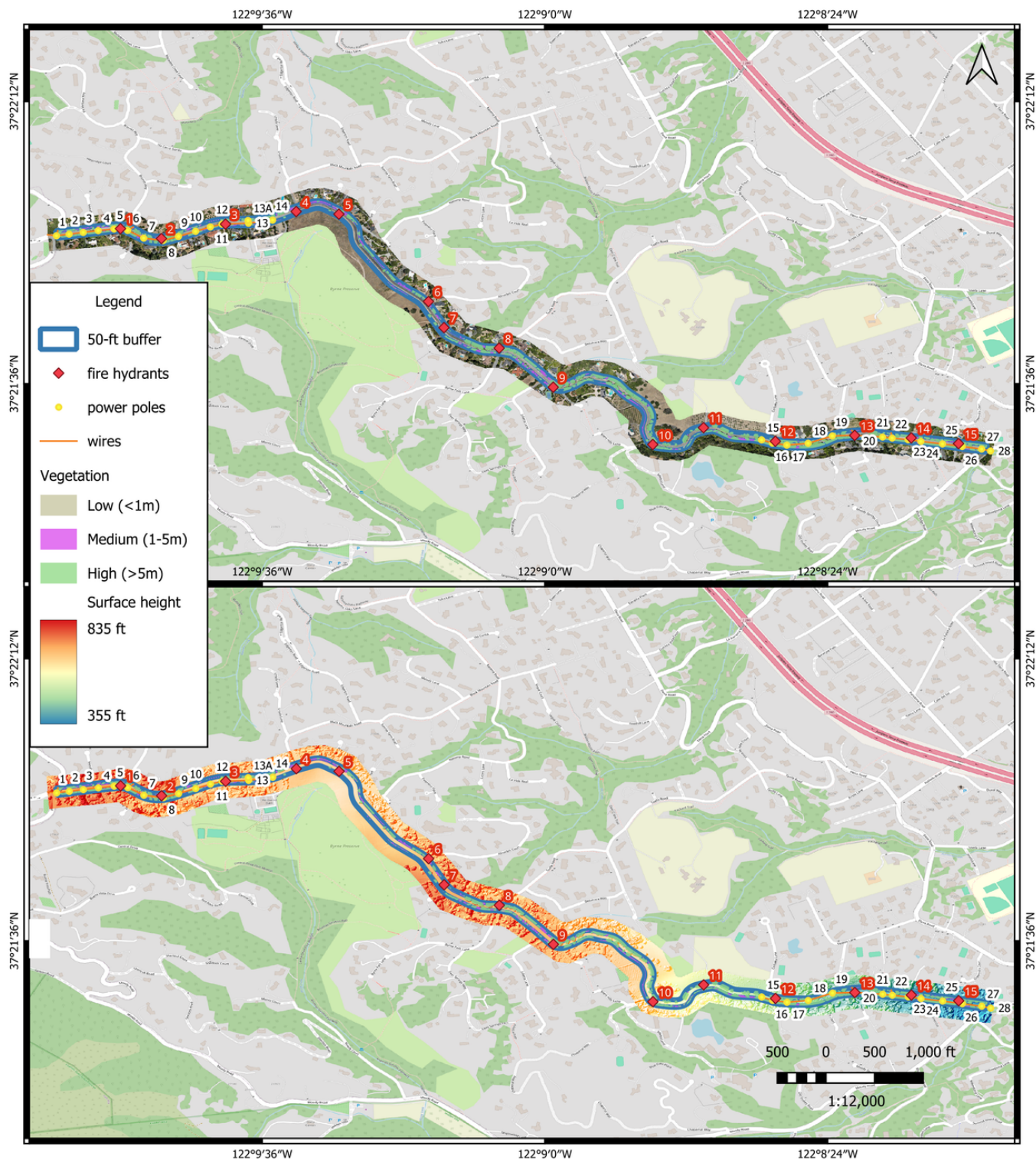


Health status
analysed



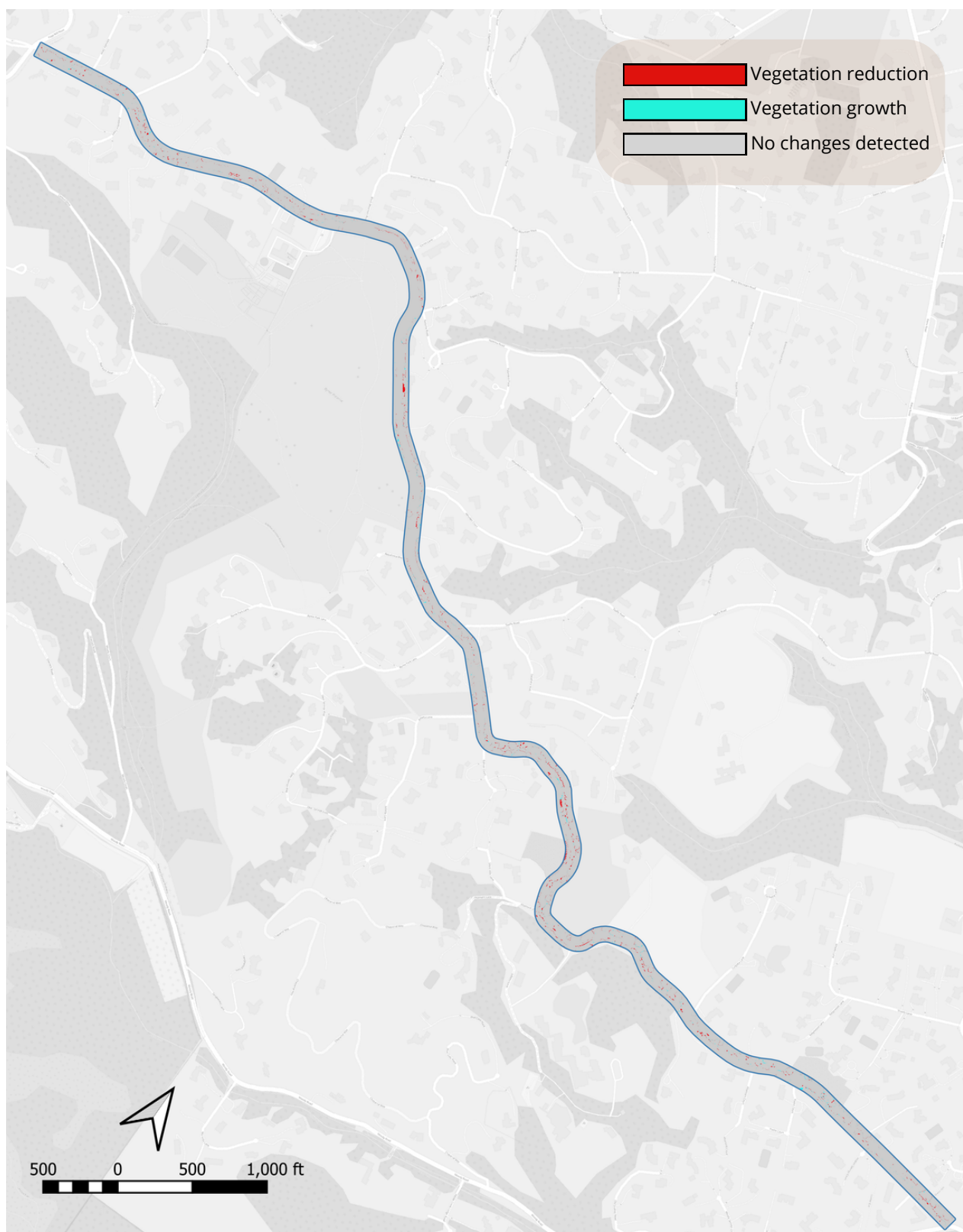
Vegetation height
groups

OVERVIEW



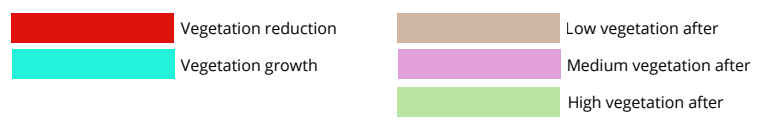


TREATMENT SIGNATURE INDEX (TSI)

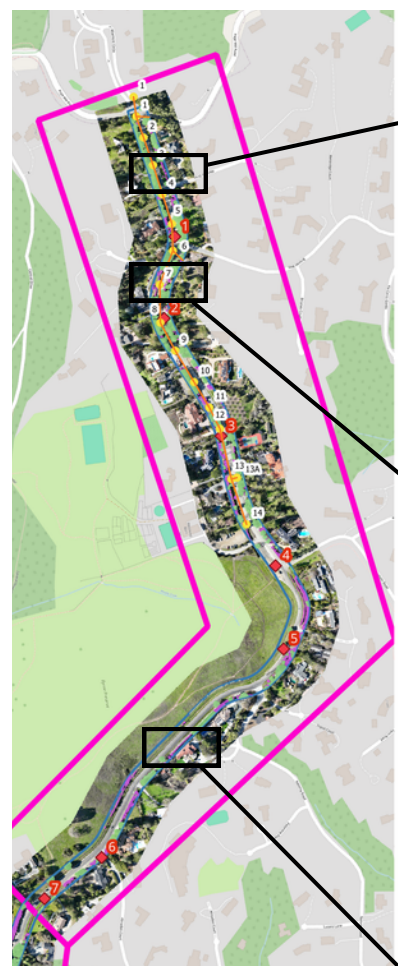




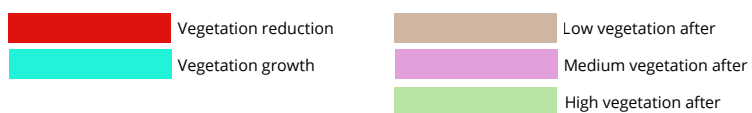
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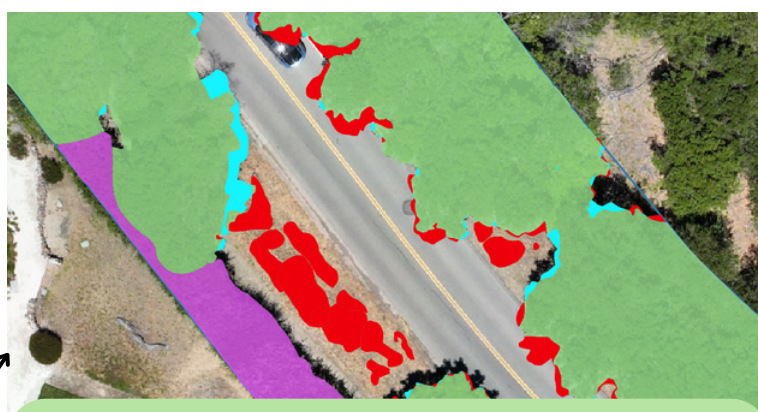
1st mile



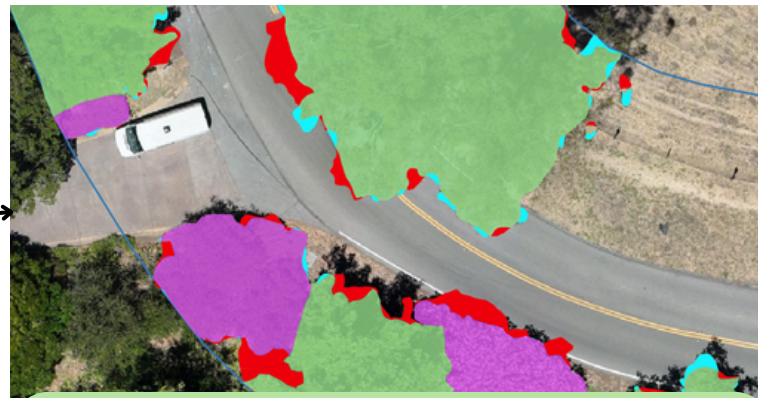
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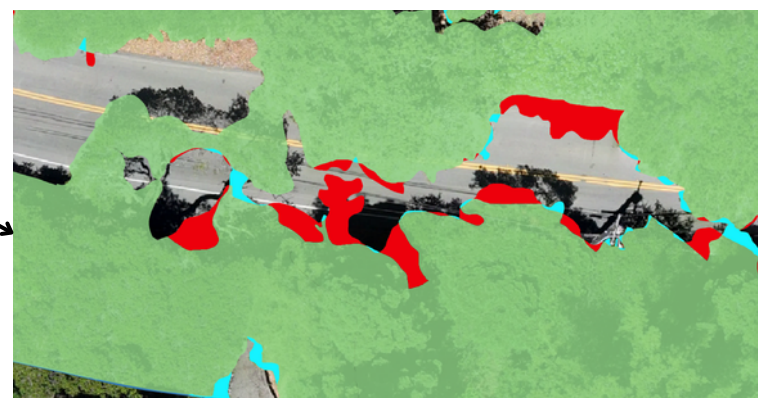
2nd mile



Grass and bushes cut down

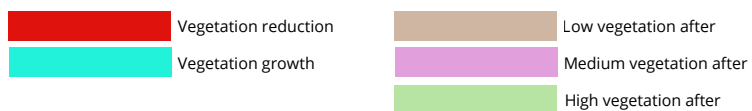


Bushes and trees trimmed

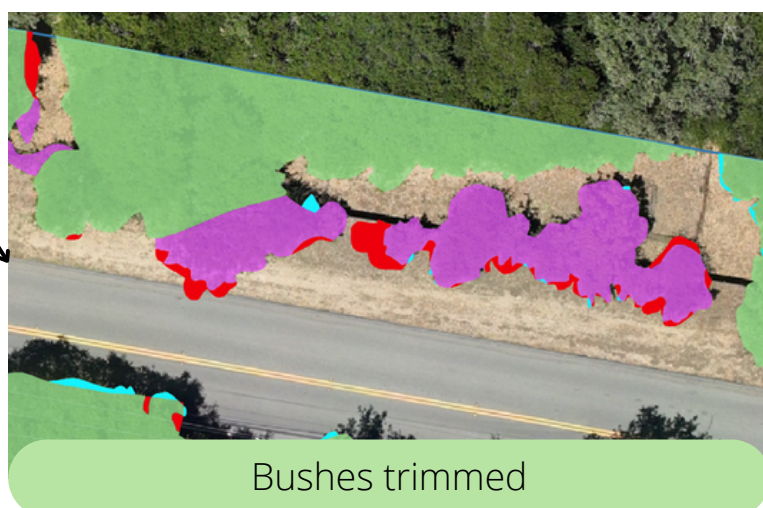
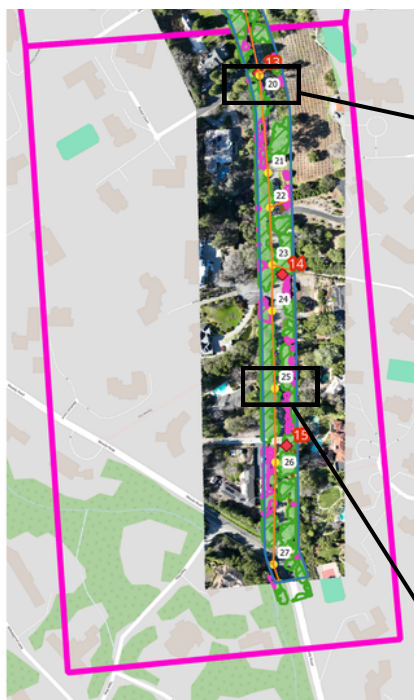


Trees trimmed

CHANGES: BEFORE (JUN) - AFTER (JUN) (3RD MILE)



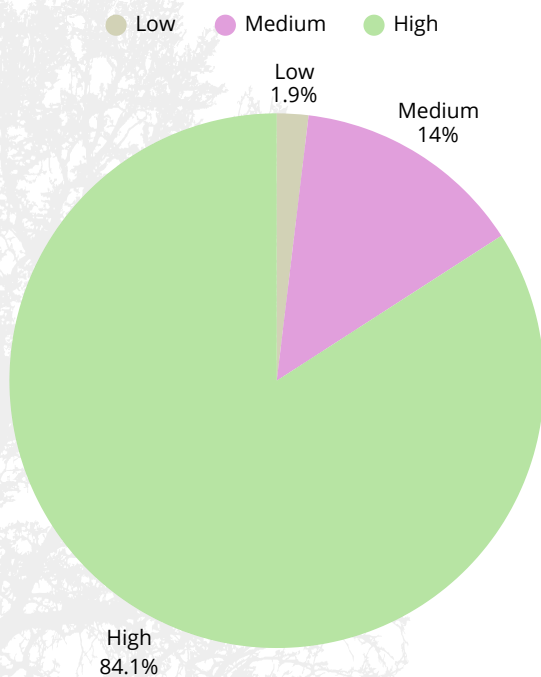
3rd mile



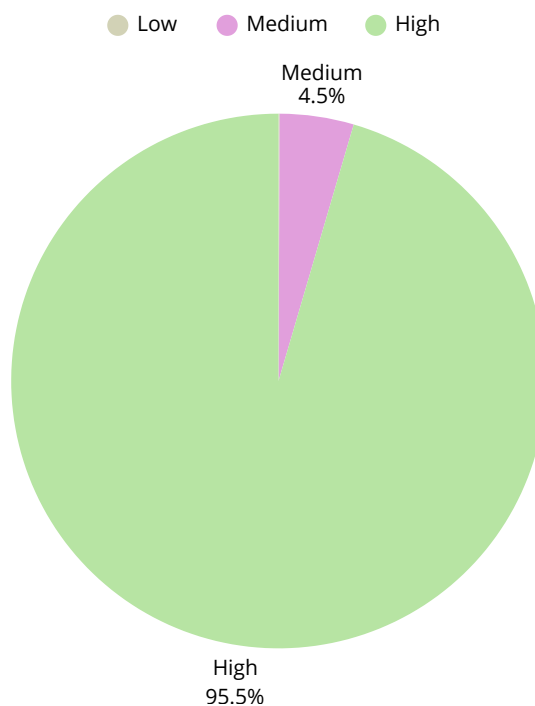
SHAPSHOT OF VEGETATION PROFILE

A primary goal of an evacuation route treatment is to reduce low height vegetation such as grasses and medium height vegetation such as shrubs and saplings that are ladder fuels. Finally the retention of a healthy tree canopy in the high height provides shade and cooler temperatures.

Vegetation area, %

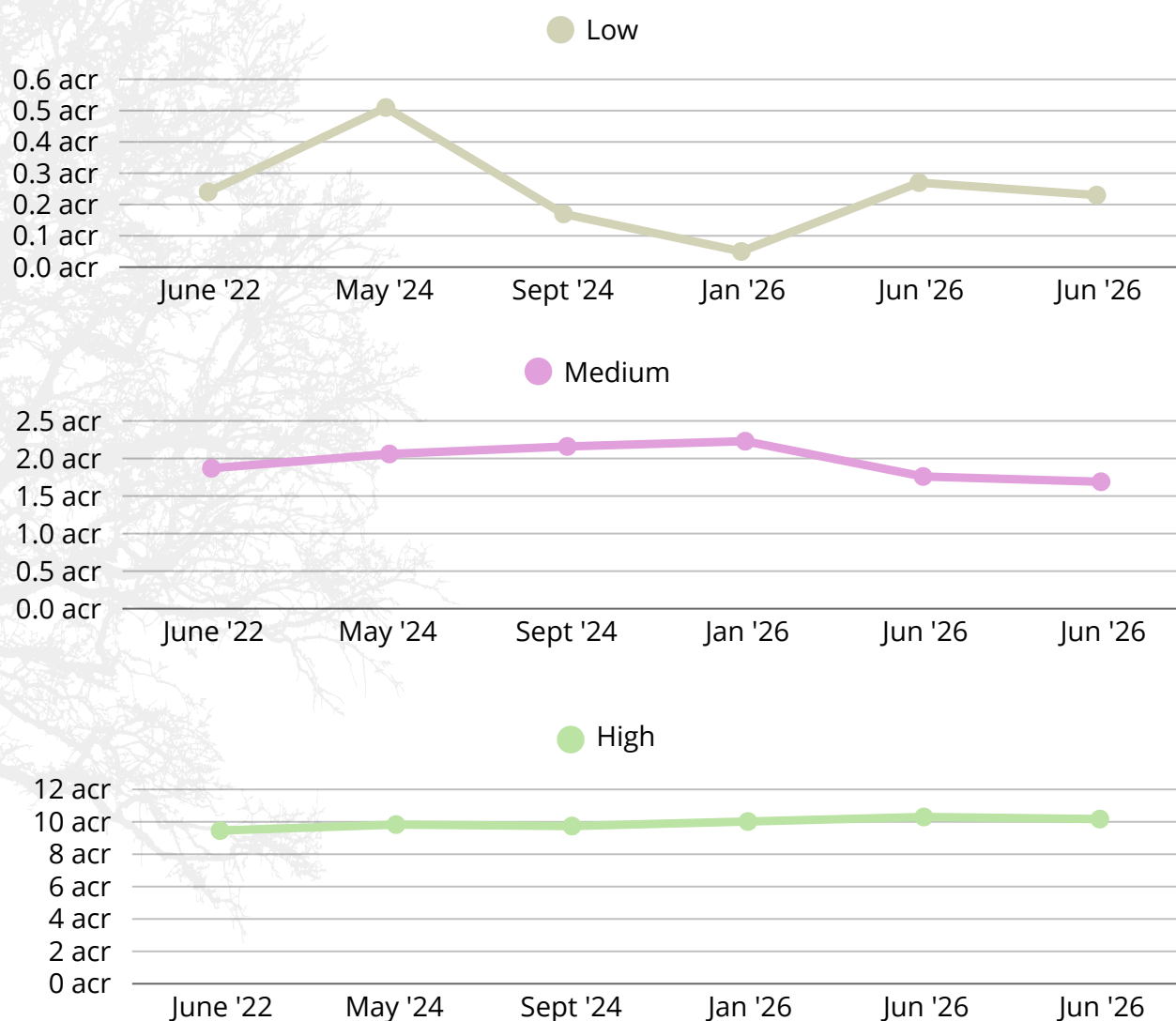


Vegetation volume, %



SHAPSHOT OF VEGETATION PROFILE

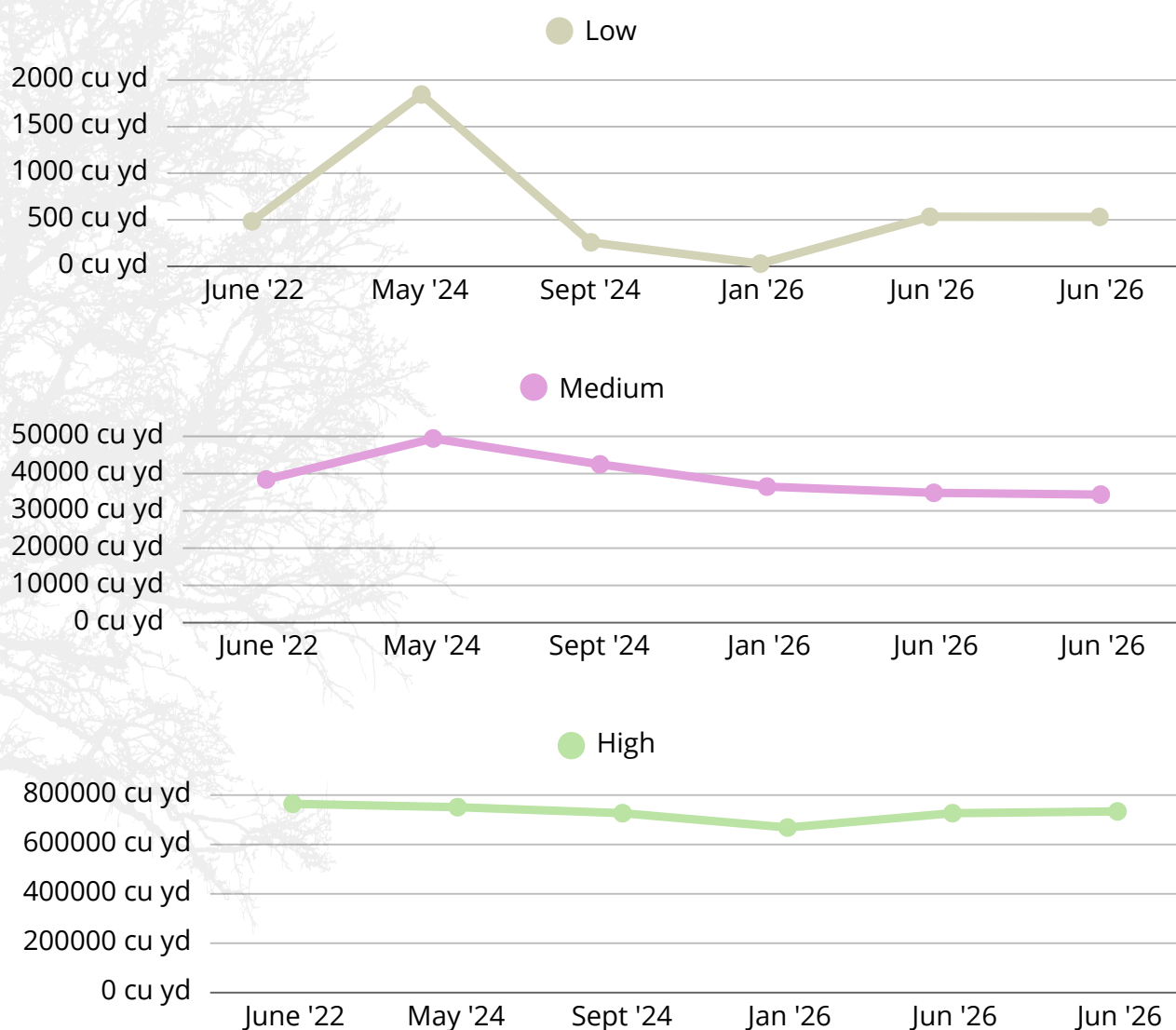
Vegetation height/ Areas (acres)	June '22	May '24	Sept '24	Jan '26	June '26	June '26	Acreage change
Low (up to 1 m)	0.24	0.51	0.17	0.05	0.27	0.23	-15%
Medium (1-5 m)	1.87	2.06	2.16	2.23	1.76	1.69	-4%
High (more than 5 m)	9.46	9.83	9.74	10.02	10.3	10.17	-1%



SHAPSHOT OF VEGETATION PROFILE

Volume is another way to measure a primary goal of an evacuation route treatment. Again the goal is to reduce low height vegetation and medium height vegetation. Retention of high height vegetation creates a shaded fuel break effect.

Vegetation height/ Volume (cubic yards)	June '22	May '24	Sept '24	Jan '26	Jun '26	Jun '26	Volume change
Low (up to 1 m)	484	1,845	258	30	533	531	-0.4%
Medium (1-5 m)	38,422	49,420	42,481	36,502	34,845	34,369	-1%
High (more than 5 m)	764,635	751,115	726,763	668,670	726,725	733,932	+1%



VEGETATION HEALTH STATUS (NDVI)



Very stressed

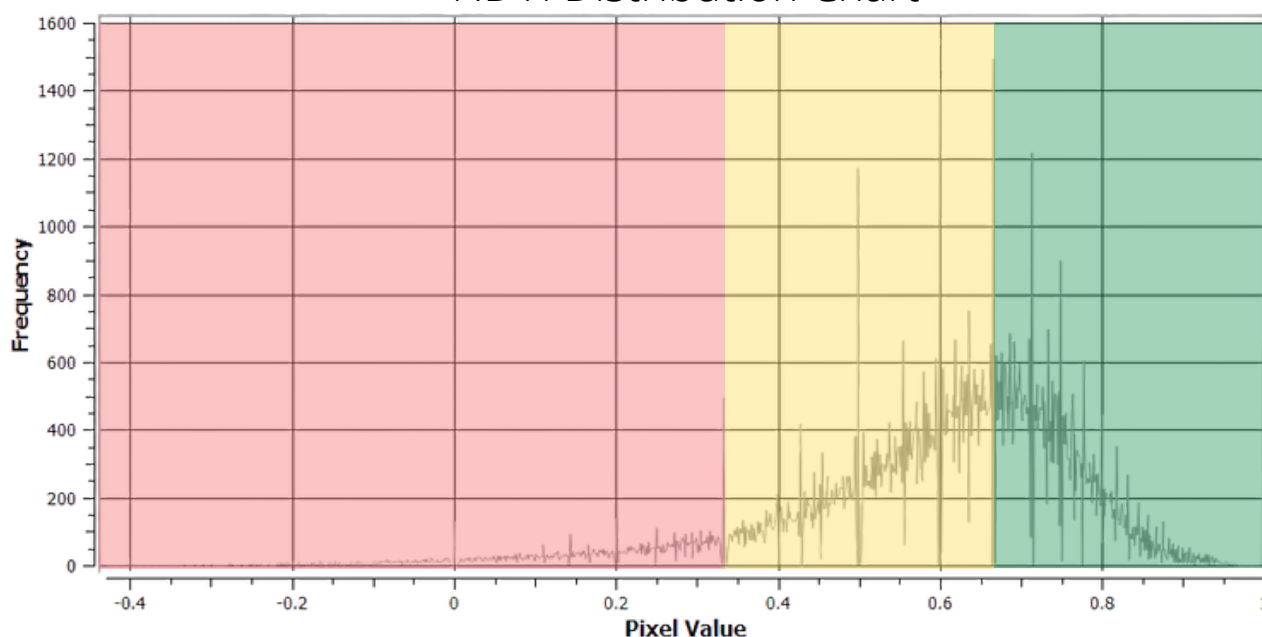


Moderately stressed



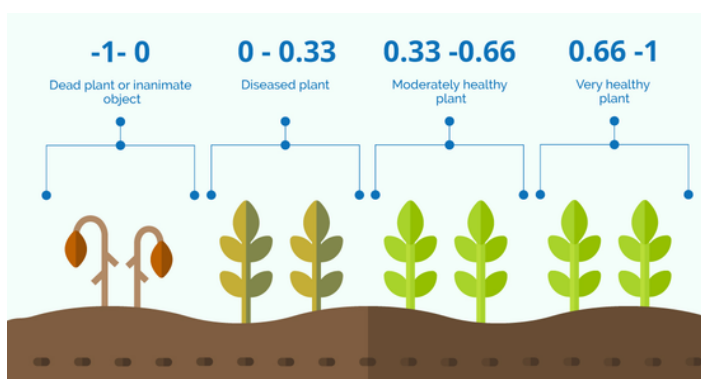
Low stressed

NDVI Distribution Chart



NDVI, or Normalized Difference Vegetation Index, is a numerical indicator used to assess the presence and health of vegetation by analyzing how surfaces reflect light at specific wavelengths. It is calculated using the formula $(NIR - Red) / (NIR + Red)$, where NIR stands for near-infrared reflectance and Red refers to red light reflectance.

The NDVI values range between -1 and +1. Values closer to +1 indicate dense, healthy vegetation, such as a forest canopy or thriving crop field. Moderate values (around 0.3 to 0.66) suggest sparser or less healthy vegetation like grasslands or shrubs. Values near zero or negative values typically represent diseased or dead plants.



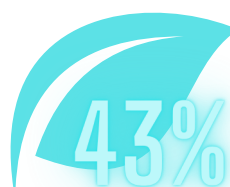
MOISTURE CONTENT (GNDVI)



Water stressed



Low level of
water content

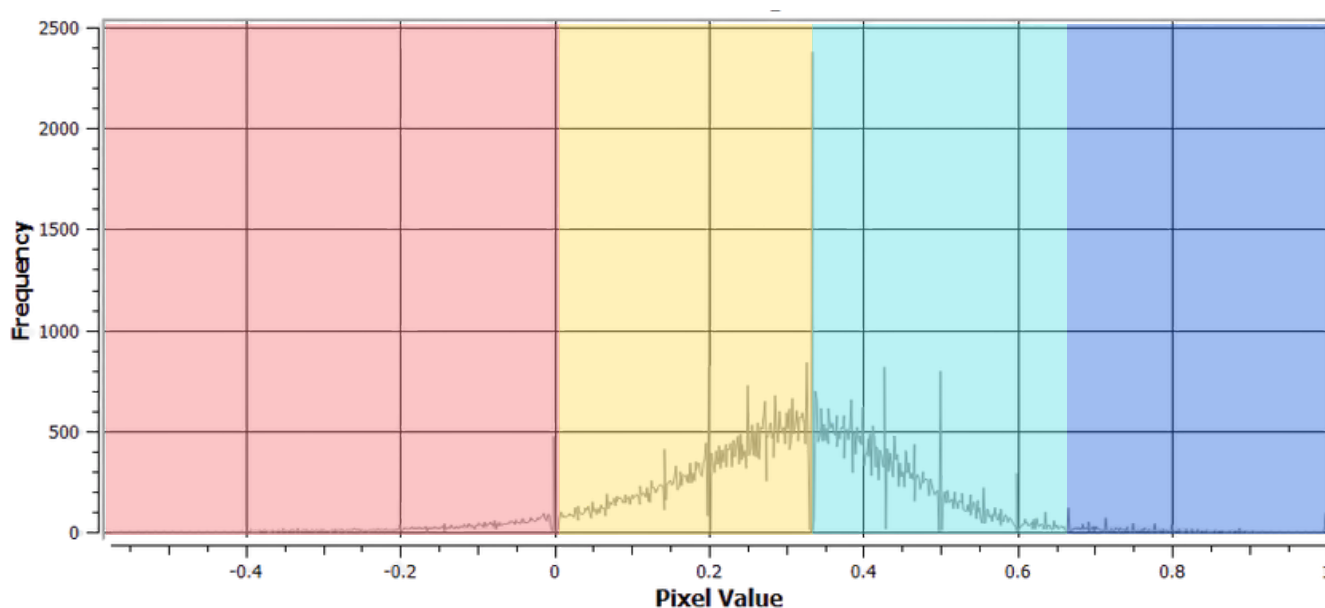


Medium level of
water content



High level of
water content

GNDVI Distribution Chart



GNDVI, or Green Normalized Difference Vegetation Index, is a vegetation index similar to NDVI but it uses the green band instead of the red band. It is particularly sensitive to chlorophyll content in leaves and is often used for assessing plant water stress, nitrogen content, or overall plant vigor, especially in crops with high chlorophyll concentrations.

The output values range from -1 to +1, just like NDVI. Higher values indicate high level of moisture in plants, while lower or negative values suggest sparse and water stressed vegetation. Compared to NDVI, GNDVI may be more sensitive to early signs of water or nitrogen deficiency, since green reflectance changes earlier in response to plant stress.