

Addendum to the Environmental Impact Report

Los Altos Community Center Master Plan Update

*Phase 1 is now known as the
Hillview Community Center and Park Project*



City of Los Altos

July 2015

Addendum to the Draft Environmental Impact Report

Los Altos Community Center Master Plan Update



In Consultation With



JULY 2015

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SECTION 1.0 INTRODUCTION AND PURPOSE

1.1 BACKGROUND INFORMATION

The potential for construction and operation of the Los Altos Community Center (LACC) Master Plan to result in significant effects on the physical environment were evaluated in the Los Altos Community Center Master Plan EIR, which was certified by the City of Los Altos on March 9, 2010. The project was also approved on that date. The approved LACC Master Plan would reconstruct the existing City Hall, police station, community center, library, theater, soccer field, baseball field, bocce ball courts, and children's outdoor play areas and construct a new community swim center on-site.

Existing development on the approximately 18-acre project site includes the Los Altos City Hall, Los Altos Police Station, Hillview Community Center, Los Altos Library, Los Altos Youth Center (LAYC), History House and Museum, Neutra House, and Bus Barn Theater. Other existing uses include an apricot orchard, a soccer field, a baseball field, two bocce ball courts, and two children's play areas. Except for the History House and Museum and Neutra House, all of the existing buildings on the project site (a total of 13 buildings) were approved to be demolished and removed as part of the proposed redevelopment of the site. The existing apricot orchard was also to be removed from the site.

The proposed uses, programming, and building areas of the revised master plan would remain the same as the original plan; however, the uses would be located in different areas of the community center site compared to the original plan and, therefore, additional environmental review is required.

1.2 PURPOSE OF THE ADDENDUM

The California Environmental Quality Act (CEQA) recognizes that between the date an environmental document is completed and the date the project is fully implemented, one or more of the following changes may occur: 1) the project may change; 2) the environmental setting in which the project is located may change; 3) laws, regulations, or policies may change in ways that impact the environment; and/or 4) previously unknown information can arise. Before proceeding with a project, CEQA requires the Lead Agency to evaluate these changes to determine whether or not they affect the conclusions in the environmental document.

The purpose of this Addendum is to provide project-level CEQA review for the proposed LACC Master Plan Update, under which the planned uses, programming, and building areas on the community center site would remain the same; however, the location of some of the planned uses and buildings would change.

The CEQA Guidelines § 21157.6 state an environmental impact report that was certified more than five years prior to the filing of an application for the subsequent project may be used to review a subsequent project that was described in the environmental impact report if the lead agency reviews the adequacy of the environmental impact report and finds that no substantial changes have occurred with respect to the circumstances under which the environmental impact report was certified or that

no new information, which was not known and could not have been known at the time that the environmental impact report was certified as complete, has become available.

The CEQA Guidelines §15162 state that when an EIR has been certified for a project, no subsequent EIR shall be prepared for that project unless the Lead Agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete was adopted, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

CEQA Guidelines §15164(b) state that the Lead Agency shall prepare an Addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in §15162 calling for the preparation of a subsequent EIR have occurred.

Based on the proposed project description, knowledge of the project site, the environmental review previously completed, and the following analysis, the City of Los Altos determined the following:

- the proposed LACC Master Plan Update represents an insubstantial change in the project description as evaluated in the 2010 EIR;
- the proposed LACC Master Plan Update would not result in any new significant impacts not previously disclosed in the EIR;
- no substantial changes have occurred with respect to the circumstances under which the environmental impact report was certified;
- no new information, which was not known and could not have been known at the time that the environmental impact report was certified as complete, has become available; and
- the proposed LACC Master Plan Update would not result in a substantial increase in the magnitude of any significant environmental impact previously identified in the EIR.

For these reasons, an Addendum to the certified EIR has been prepared and a supplemental or subsequent EIR or IS/MND is not required for the proposed LACC Master Plan Update.

This Addendum will not be circulated for public review, but will be attached to the Los Altos Community Center EIR, SCH# 2009042080, February 2010, pursuant to CEQA Guidelines §15164(c).

All documents referenced in this Addendum are available for public review at the City of Los Altos Community Development Department, 1 North San Antonio Road, Los Altos, during normal business hours.

SECTION 2.0 PROJECT INFORMATION

2.1 PROJECT TITLE

Los Altos Community Center Master Plan Update

2.2 PROJECT LOCATION

The approximately 18-acre project site is located east of North San Antonio Road generally between Angela Drive and Hillview Avenue in the City of Los Altos, and includes Assessor Parcel Numbers 170-42-029 and 170-43-001. Regional, vicinity, and aerial maps of the project site are shown on Figures 2.2-1, 2.2-2, and 2.2-3, respectively.

2.3 LEAD AGENCY CONTACT

Zachary Dahl, AICP, *Senior Planner*
Community Development Department, City of Los Altos
1 North San Antonio Road, Los Altos, CA 94022
(650) 947-2633
Zdahl@losaltosca.gov

2.4 PROPERTY OWNER/PROJECT APPLICANT

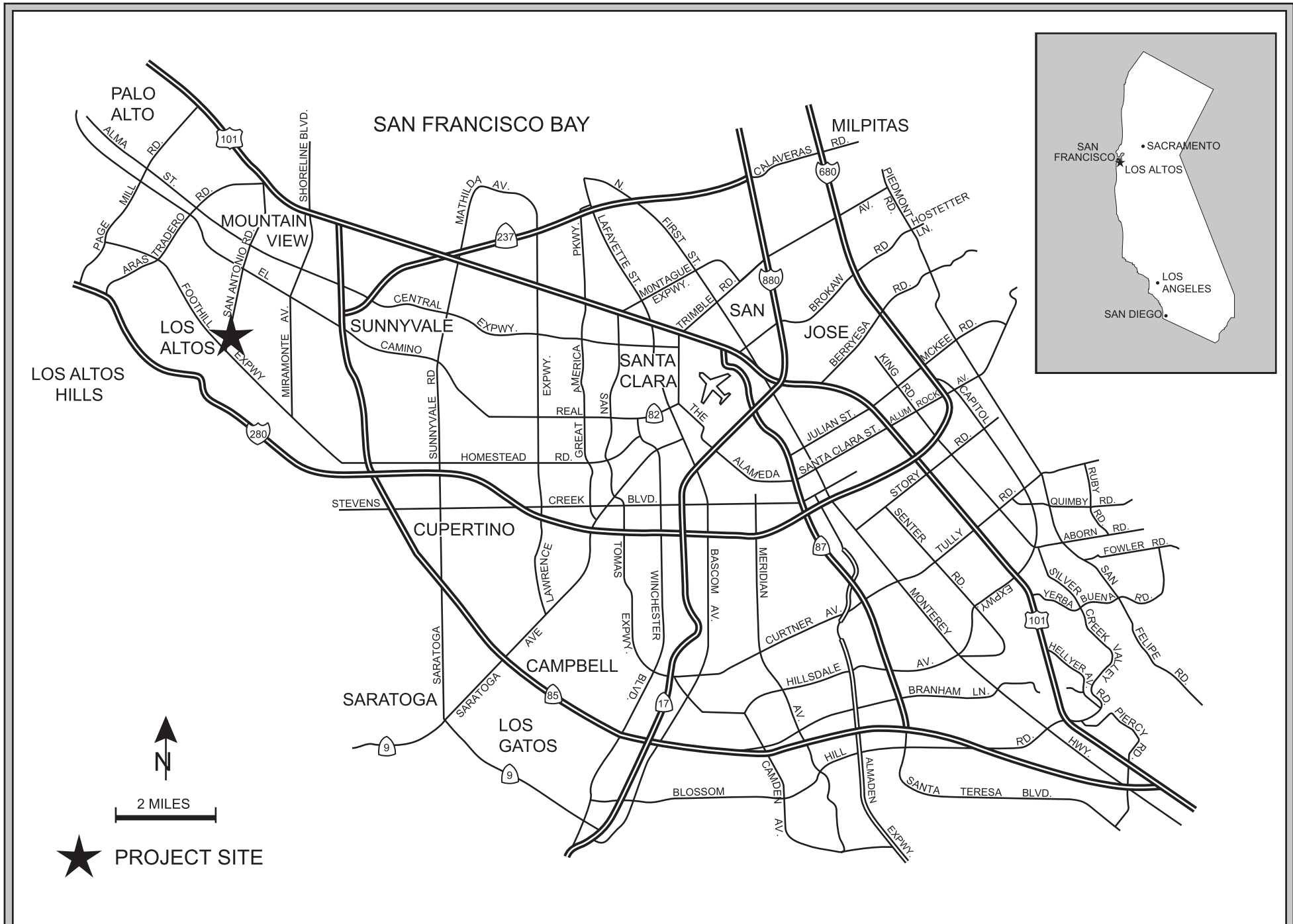
City of Los Altos
1 North San Antonio Road, Los Altos, CA 94022
(650) 947-2750

2.5 ASSESSOR'S PARCEL NUMBERS

170-42-029 and 170-43-001

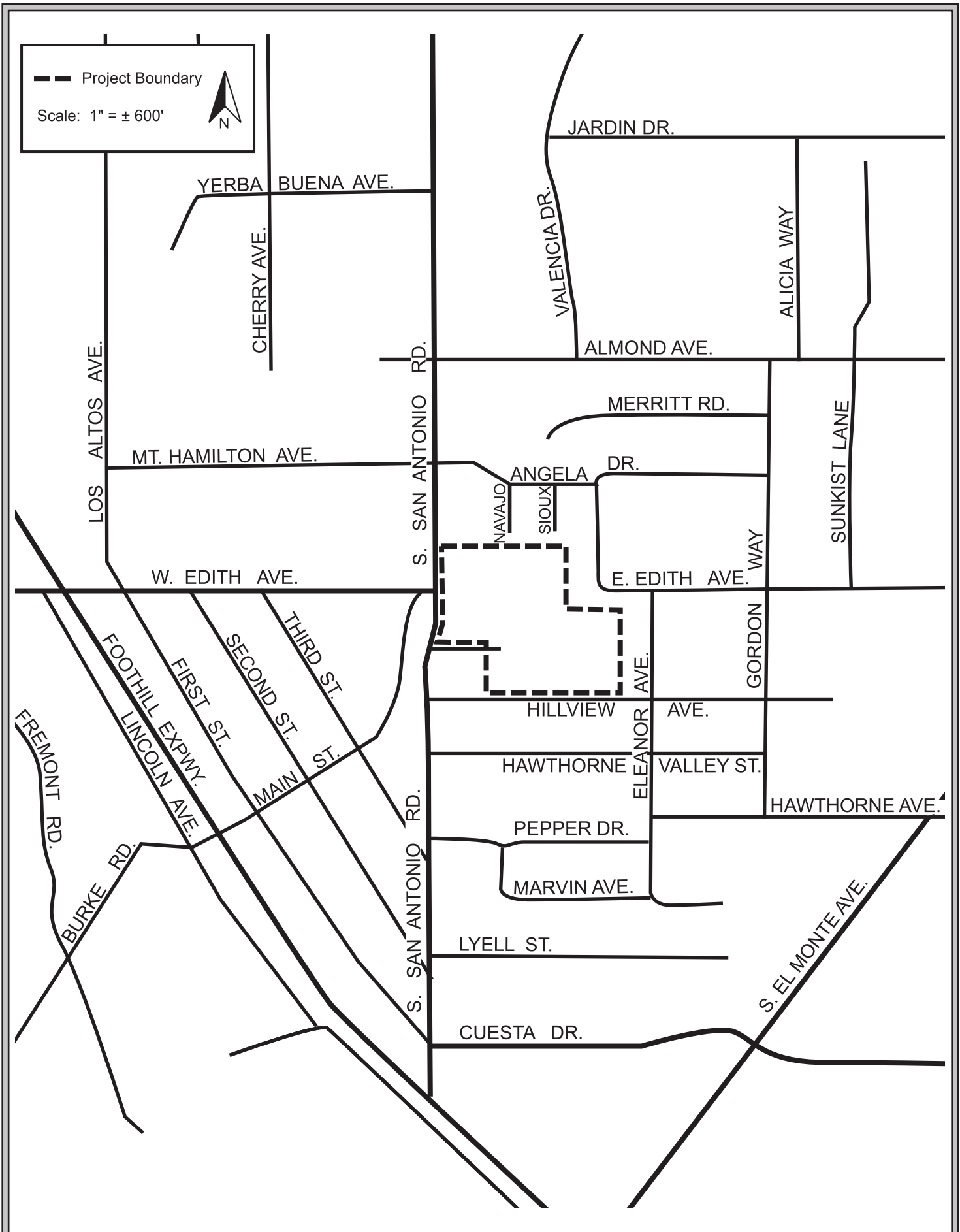
2.6 ZONING DISTRICT AND GENERAL PLAN DESIGNATIONS

Zoning District: *Public and Community Facilities (PCF)*
General Plan Designation: *Public and Institutional*



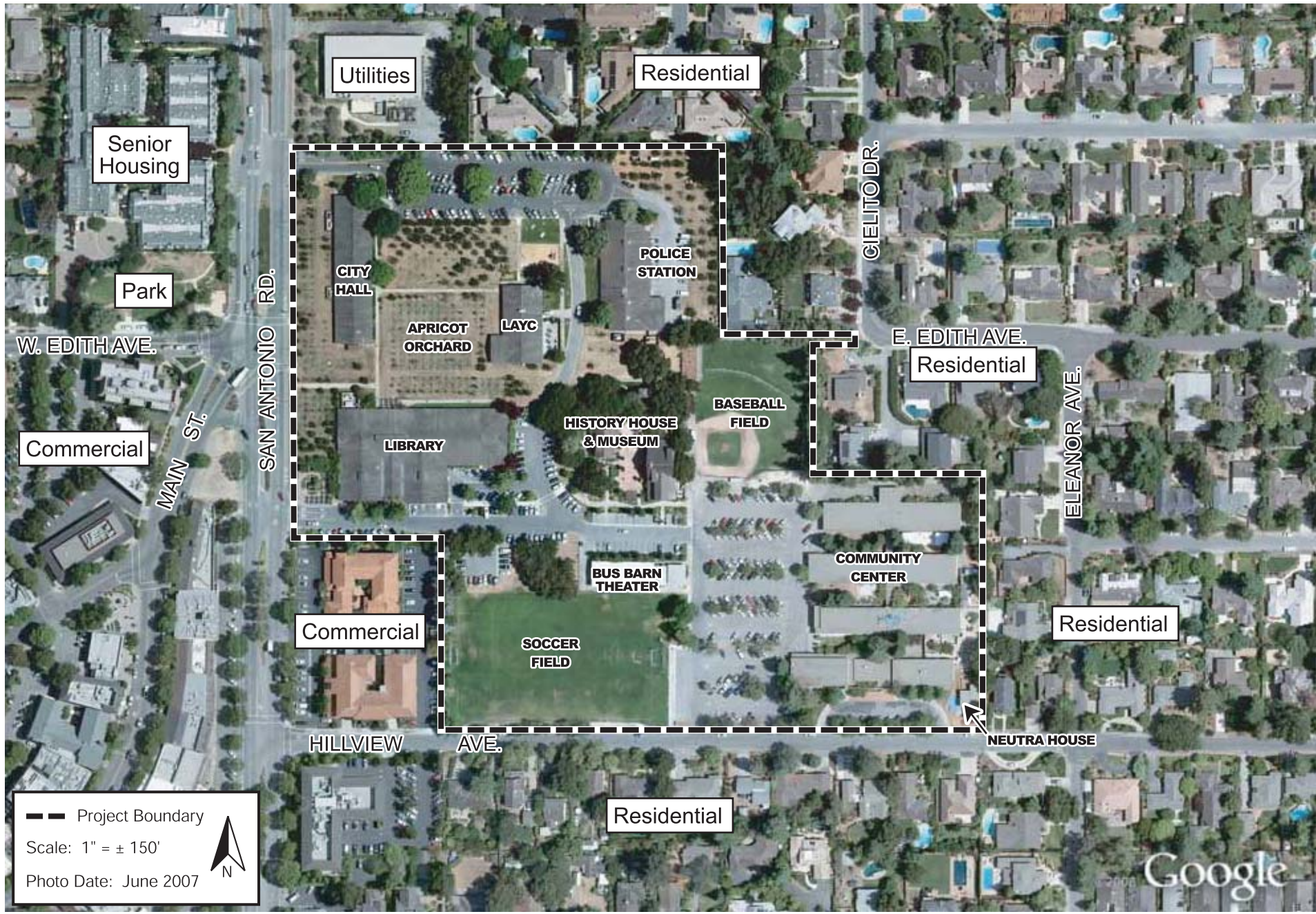
REGIONAL MAP

FIGURE 2.2-1



VICINITY MAP

FIGURE 2.2-2



AERIAL PHOTOGRAPH AND SURROUNDING LAND USES

FIGURE 2.2-3

SECTION 3.0 PROJECT DESCRIPTION

3.1 PROPOSED PROJECT

Under the proposed LACC Master Plan Update, the planned uses, programming, and building areas on the community center site would remain the same as described in the approved LACC Master Plan. Only the location of some of the planned uses and buildings would change. No additional trees or structures on the existing community center site would be removed/demolished under the proposed LACC Master Plan Update. Conceptual site plans of the approved LACC Master Plan and the proposed LACC Master Plan Update are shown on Figures 3.1-1 and 3.1-2, respectively.

As shown on Figure 3.1-2, the planned baseball field would be relocated to the site of the existing community center; the planned community center would be relocated to the site of the existing soccer field; and, the planned soccer field would be relocated to the site of the existing baseball field. Other relocated uses and facilities include the swim center, bocce ball court, children's play area, surface parking, landscaping, pathways, and an underground parking garage. Prior to construction of these relocated uses, the existing community center, baseball field, soccer field, bocce ball court, and adjacent surface parking, pathways and landscaping would be demolished/removed.

The planned location of the Los Altos Youth Center, City Hall, police station, library, History House and Museum, theater, orchard, and Neutra House would not be modified by the proposed LACC Master Plan Update.

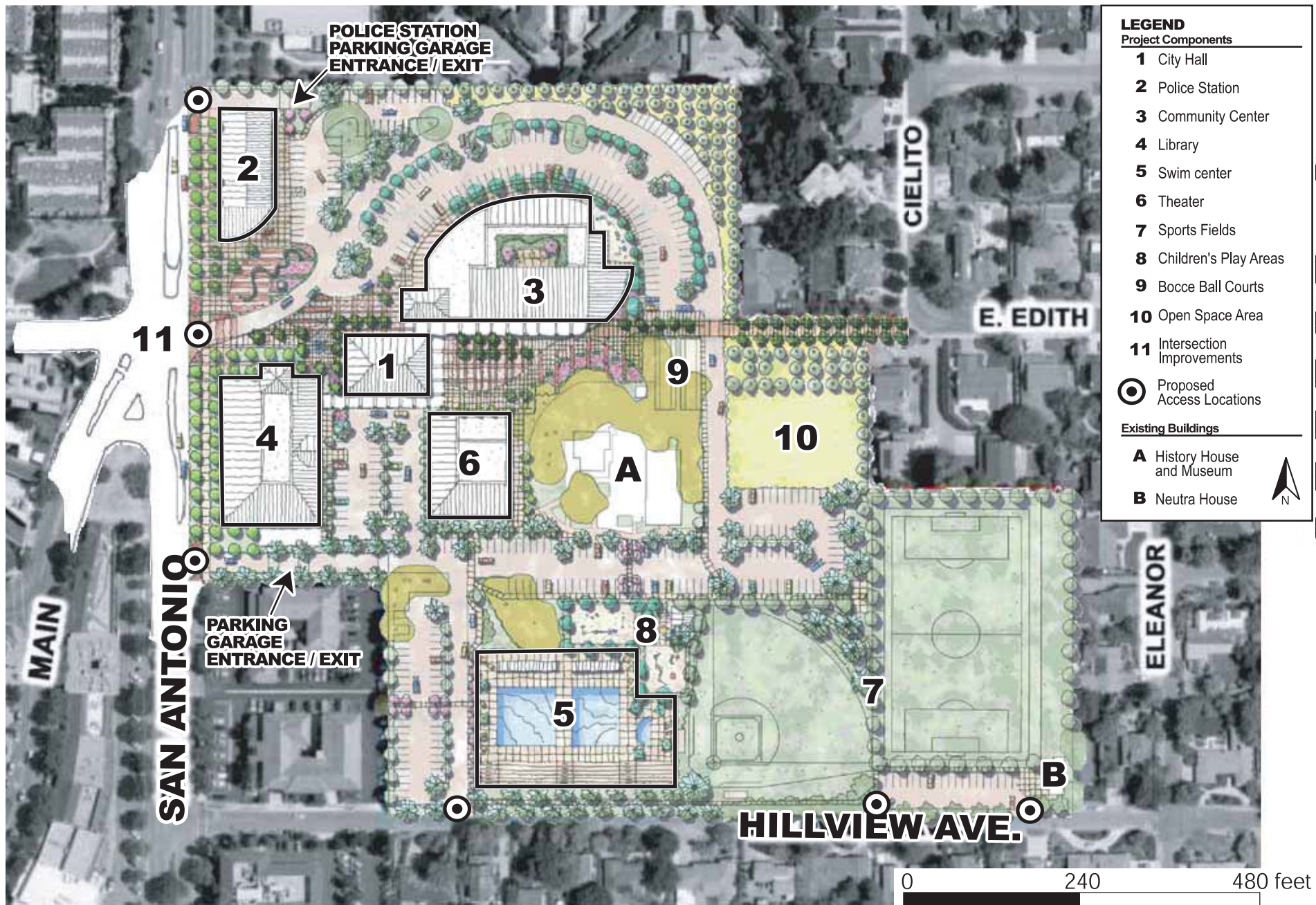
3.1.1 Construction Phasing

As with the approved LACC Master Plan, implementation of the proposed LACC Master Plan Update is anticipated to be completed by the year 2028, as funding becomes available. As shown in Table 3.1-1, the project would be constructed in three phases. Each phase would include demolition of existing structures, site preparation (grading and excavation), construction of new facilities, and finishing work (painting, landscaping, etc.). It is anticipated that each phase would be scheduled to occur one to three years after the previous phase is completed. Although full implementation of the proposed Master Plan could require up to 13 years, construction activities would occur on the site for a cumulative total of 50-72 months (about five to six years) over this time period.

During each construction phase, the demolition of existing buildings and construction of new buildings and parking areas would be sequenced to ensure continuous and adequate provision of essential public services, and minimize disruptions to City government functions, Police Department operations, and community center programs.

Table 3.1-1
Construction Phasing

Phase	Proposed Demolition	Proposed Construction	Duration
Phase 1A	Soccer Field	Community Center, Bocce Ball Courts, Children's Play Areas, Underground Parking Garage	Approximately 18-24 Months
Phase 1B	Baseball Field, Community Center, Surface Parking	Swim Center, Baseball Field, Soccer Field, Children's Play Area, Surface Parking	Approximately 10-12 Months
Phase 2	City Hall, LAYC, Police Station	City Hall, Police Station, Intersection Improvements, Open Space, Underground Parking Garage	Approximately 12-24 Months
Phase 3	Library	Library and Underground Parking Garage	Approximately 10-12 Months
Phase 4	Bus Barn Theater	Theater	Approximately 12-16 Months



LEGEND

Project Components

- 1 City Hall
- 2 Police Station
- 3 Community Center
- 4 Library
- 5 Swim center
- 6 Theater
- 7 Sports Fields
- 8 Children's Play Areas
- 9 Bocce Ball Courts
- 10 Open Space Area
- 11 Intersection Improvements

⊙ Proposed Access Locations

Existing Buildings

- A History House and Museum
- B Neutra House

SECTION 4.0 EXISTING SETTING AND IMPACTS

The environmental checklist, recommended in the California Environmental Quality Act (CEQA) Guidelines, was completed to determine if the construction and operation of the proposed changes to the LACC Master Plan identified in the LACC Master Plan Update would result in new or greater environmental impacts compared to those identified in the LACC Master Plan EIR that was certified in March 2010 (2010 EIR). The completed environmental checklist is included as Appendix A to this Addendum.

The environmental checklist briefly explains why the LACC Master Plan Update would not result in significant impacts to agricultural and forest resources, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, mineral resources, population and housing, and utilities and service systems. The discussion below focuses on those checklist topics for which the LACC Master Plan Update has the potential to result in new or greater impacts, including land use, aesthetics, air quality, noise, and transportation impacts.

4.1 LAND USE

4.1.1 Existing Setting

The City of Los Altos General Plan is an adopted statement of goals and policies for the future character and quality of development of the community. The Zoning Ordinance establishes various districts within the City and specifies the lawful and unlawful uses within the districts to encourage the most appropriate use of land within the City. The Zoning Ordinance also contains design standards that apply to development within each district.

The community center site is designated *Public and Institutional* in the General Plan and is zoned *Public and Community Facilities (PCF)*. The community center site is not the subject of any other land use plans, policies, or regulations, including a habitat conservation plan (HCP) or natural community conservation plan (NCCP).

The existing community center site is developed with the Civic Center Complex, Hillview community center, library, Los Altos Youth Center (LAYC), History House and Museum, Neutra House, Bus Barn Theater, an orchard, a soccer field, and a baseball field. Residential and commercial uses are located adjacent to the community center site.

These conditions have not changed since the 2010 EIR was certified in 2010.

4.1.2

Environmental Checklist and Discussion of Impacts

	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as “Approved Project”	Less Impact than “Approved Project”	Checklist Source(s)
Would the project:						
1. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
2. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
3. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2

4.1.2.1 *Land Use Impacts*

The proposed uses, programming, and building areas of the proposed LACC Master Plan Update would remain the same as the approved LACC Master Plan; however, some of the planned uses will be located in different areas of the community center site compared to the approved plan. The existing uses on and adjacent to the community center site are the same as those evaluated in the EIR certified for the approved LACC Master Plan. Consistent with the findings of the previously certified EIR, the relocation of the planned uses would be generally compatible with the surrounding uses.

The project proposes to locate a baseball and soccer field adjacent to residences located along Eleanor Avenue, E. Edith Avenue, and Cielito Drive. A baseball field is currently located where the proposed soccer field would be. Replacing the baseball field with a soccer field would not be a significant land use change. A soccer field was also previously approved adjacent to residences located along Eleanor Avenue in the LACC Master Plan. Construction of the proposed baseball and soccer fields would not result in a new or greater land use impact compared to what was previously identified in the 2010 EIR.

The project proposes to locate the community center building at the location of the existing soccer field, adjacent to existing commercial development and across from existing residential uses. A community center currently exists along Hillview Avenue; moving the community center to the west would not result in a significant land use impact, as the project site is already being used as a public facility.

The project proposes to locate a swimming pool facility in the general location between the existing community center and soccer facility. A swimming pool facility was previously evaluated in the 2010 EIR at the location of the existing soccer field. Construction of a swimming pool facility at the proposed location would not result in a new or more significant land use impact compared to what was evaluated in the 2010 EIR

As discussed in the respective sections of this Addendum, the proposed relocation of planned uses would not result in long-term traffic, noise, or air quality impacts that could affect the surrounding uses. During project construction, however, significant temporary noise and air quality impacts may occur (refer to Section 4.2, Noise and Section 4.3, Air Quality). Mitigation measures are included in the proposed project to reduce these impacts to a less than significant level.

Relocation of the planned uses within the community center site would not conflict with the City's General Plan or Zoning Ordinance, nor with other applicable plans or policies. As described in the 2010 EIR, the community center site is not the subject of any other land use plans, policies, or regulations, including a HCP. Implementation of the LACC Master Plan Update would not physically divide an established community. **[Same Impact as Approved Project (Less Than Significant Impact)]**

4.1.3 Conclusion

The construction and operation of the proposed changes to the LACC Master Plan would result in the same less than significant land use impacts that are described in the approved 2010 EIR. **[Same Impact as Approved Project (Less Than Significant Impact)]**

4.2 AESTHETICS

4.2.1 Existing Setting

The visual character of the site and surrounding area is one of a mature mixed-use community with a small-town atmosphere. The Downtown core, located southwest of the site, has a pedestrian-oriented village setting. The surrounding low-density residential neighborhood and commercial uses are predominantly one- and two-story structures. San Antonio Road and Hillview Avenue opposite the site are lined with mature trees and landscaping. San Antonio Road also has a landscaped median in the project vicinity.

Due to the flat topography and existing surrounding development, visibility of the project site is limited. Views of the site are generally limited to the adjacent development and roadways, including San Antonio Road and Hillview Avenue. The most prominent visual feature on the site is the Police Station communication tower, which is located at the south end of the Police Station (refer to Photo 7). The tower is approximately 140 feet tall. The site is not located within a designated scenic viewshed or along a scenic highway.

The existing community, civic, and recreational facility buildings currently cover approximately 16 percent of the total project site, open space (i.e., landscaping, orchard and playfields) covers approximately 46 percent of the site, and the remainder of the site (approximately 38 percent) is developed with surface parking, driveways, and pathways.

The existing City Hall, Police Station, LAYC, and library are steel-frame buildings with wood roofs. The Hillview Community Center, History House and Museum are wood-frame construction, and the Bus Barn Theater is a pre-fabricated metal structure. The on-site buildings have a maximum height of 30 feet. The tallest buildings are the History House and Museum, which are two- and three-stories, respectively, and are located among large oak trees in the center of the site. The rest of the buildings are one-story tall. The buildings on the site are relatively spread out and separated by surface parking and open space areas.

The on-site landscaping is well-maintained and generally includes a variety of trees and shrubs. Mature trees are scattered throughout the property, and several large, mature oak trees are within the History House and Museum. The orchard in the vicinity of City Hall consists of a few hundred apricot trees with a wide range of age and condition. The soccer and baseball fields separate the on-site buildings from adjacent development and further contribute to the openness of the site.

Nighttime lighting is provided within the parking lots on the project site. There are streetlights on San Antonio Road in the project vicinity, but none on Hillview Avenue. Nighttime lighting in the surrounding neighborhood is limited.

These conditions have not changed since the 2010 EIR was certified in 2010.

4.2.2

Environmental Checklist and Discussion of Impacts

	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as “Approved Project”	Less Impact than “Approved Project”	Checklist Source(s)
Would the project:						
4. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
5. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
6. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
7. Create a new source of substantial light or glare which will adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2

4.2.2.1 Aesthetic Impacts

The LACC Master Plan Update proposes to construct a new community center building at the location of the existing soccer field in the southern portion of the site along Hillview Avenue, adjacent to a two-story commercial building and across the street from one- to two-story single-family homes (refer to Figure 3.1-1). The community center would be similar in height and scale to existing development in the surrounding area and would not result in a substantial adverse impact on the visual character or quality of the area, nor introduce a new source of light or glare into the surrounding area. **[Same Impact as Approved Project (Less Than Significant Impact)]**

The LACC Master Plan Update proposes to construct a soccer field and a baseball field on the eastern portion of the community center site adjacent to one- to two-story single-family residential homes (refer to Figure 3.1-1). An existing baseball field and community center are currently developed on this portion of the site. The proposed baseball and soccer fields would not be lit for evening use. Replacing the existing baseball field and community center with open recreational space would not substantially change the visual character of the existing site. For these reasons, construction of proposed soccer and baseball fields would not result in a substantial adverse impact on the visual character or quality of the area, nor introduce a new source of light or glare into the surrounding area. **[Same Impact as Approved Project (Less Than Significant Impact)]**

Other facilities proposed to be constructed include a bocce ball court, swimming pool facility, children’s play area, underground parking garage, surface parking spaces, and landscaped pathways. These facilities would be consistent with the existing visual character of the community center site

and surrounding area and would not result in a new or more significant aesthetic impact compared to what was previously evaluated in the 2010 EIR. **[Same Impact as Approved Project (Less Than Significant Impact)]**

4.2.3 Conclusion

The construction and operation of the proposed changes to the LACC Master Plan would result in the same less than significant aesthetic impacts as described in the approved 2010 EIR. **[Same Impact as Approved Project (Less Than Significant Impact)]**

4.3 AIR QUALITY

4.3.1 Existing Setting

4.3.1.1 *Background Information*

Air quality and the amount of a given pollutant in the atmosphere are determined by the amount of pollutant released and the atmosphere's ability to transport and dilute the pollutant. The major determinants of transport and dilution are wind, atmospheric stability, terrain and for photochemical pollutants, sunshine. Pollutants can be diluted by mixing in the atmosphere both vertically and horizontally. Vertical dilution is often suppressed by inversion conditions, in which a warm layer of air traps cooler air close to the surface. Terrain restricts horizontal dilution by creating a barrier to air movement.

The Bay Area typically has moderate ventilation and frequent inversions that restrict vertical dilution. The Santa Cruz Mountains and Diablo Range, located on either side of the southwestern portion of the Bay Area, restrict horizontal dilution and channel winds from the north to the south. The combined effects of these factors give Los Altos a relatively high atmospheric potential for pollution.

4.3.1.2 *Regulatory Framework*

Los Altos is within the jurisdiction of the Bay Area Air Quality Management District (BAAQMD), which regulates regional air quality and is responsible providing strategies to bring the San Francisco Bay Air Basin (SFBAB) into compliance with the ambient air quality standards described below.

Ambient Air Quality Standards

Both the U.S. Environmental Protection Agency and the California Air Resources Board have established air quality standards for common pollutants. These ambient air quality standards represent safe levels of contaminants in order to avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are called "criteria" pollutants (because the health effects of each pollutant are described in criteria documents).

The federal and state ambient air quality standards were developed independently, and as a result, the federal and state standards differ in some cases. In general, the state standards are more stringent, particularly for ozone and particulate matter. These two criteria pollutants are known to at times exceed the state and federal standards in the project area. Ozone, also known as smog, is formed by photochemical reactions between nitrogen oxides (NO_x) and reactive organic gases (ROG), rather than being directly emitted. Particulate matter consists of a mixture of liquid droplets found in the air and solid particles, which are emitted into the atmosphere as byproducts of fuel combustion, through abrasion (tire or break lining wear), or through fugitive dust (wind or mechanical erosion of soil). Coarse particulate matter is referred to as PM₁₀. Both ozone and particulate matter are considered regional pollutants in that concentrations are not determined by proximity to individual sources, but show a relative uniformity over a region.

The region has occasionally exceeded state or federal standards for carbon monoxide. Carbon monoxide is an odorless, colorless gas that is formed by the incomplete combustion of fossil fuels, almost entirely from motor vehicles. Carbon monoxide is considered a local pollutant because elevated concentrations are usually only found near the source, such as congested intersections.

Attainment Status and Regional Air Quality Plans

The Federal Clean Air Act and the California Clean Air Act of 1988 require that the State Air Resources Board, based on air quality monitoring data, designate portions of the state where the federal or state ambient air quality standards are not met as “non-attainment” areas. Because of the differences between the federal and state standards, the designation of non-attainment areas is different under federal and state legislation.

Under the California Clean Air Act, Santa Clara County is a non-attainment area for ozone and particulate matter (PM₁₀). The California Clean Air Act requires the local air pollution control districts of non-attainment areas to prepare air quality attainment plans. The *Bay Area 2005 Ozone Strategy* (Ozone Strategy) serves as the current Clean Air Plan (CAP) for the region. The Ozone Strategy shows how the San Francisco Bay Area will achieve compliance with the state one-hour air quality standard for ozone as expeditiously as practicable and how the region will reduce transport of ozone and ozone precursors to neighboring air basins.

4.3.1.3 Sensitive Receptors

BAAQMD defines sensitive receptors as facilities where sensitive receptor population groups (children, the elderly, and the acutely and chronically ill) are likely to be located. These land uses include residences, schools, playgrounds, child care centers, retirement homes, convalescent homes, hospitals, and medical clinics. The site currently contains sensitive receptors (children’s play areas and a preschool). Sensitive receptors in the project area include nearby residences.

The above existing conditions have not changed since the 2010 EIR was certified in 2010.

4.3.2 Environmental Checklist and Discussion of Impacts

	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as “Approved Project”	Less Impact than “Approved Project”	Checklist Source(s)
Would the project:						
1. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2

	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
Would the project:						
3. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is classified as non-attainment under an applicable federal or state ambient air quality standard including releasing emissions which exceed quantitative thresholds for ozone precursors?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
4. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
5. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2

4.3.2.1 *Impacts to Air Quality*

The proposed uses, programming, and building areas in the LACC Master Plan Update are the same as those described and evaluated in the 2010 EIR; therefore, operation of the proposed uses would not result in new or more significant air quality impacts than those identified in the 2010 EIR. The location of the proposed community center, swimming pool facility, soccer and baseball fields, children’s play area, bocce ball courts, parking, pathways, and landscaping, however, has changed.

As described in the 2010 EIR, construction activities such as demolition, excavation and grading operations, construction vehicle traffic and wind blowing over exposed earth would generate organic gas emissions, exhaust emissions, and fugitive particulate matter (PM₁₀) emissions that would affect local and regional air quality. While some uses would be relocated on the site, the approved mitigation measures identified in the 2010 EIR to reduce construction air quality impacts to a less than significant level would also be implemented under the LACC Master Plan Update. For these reasons, construction of the relocated uses would not result in new or more significant construction air quality impacts than those identified in the 2010 EIR. **[Same Impact as Approved Project (Less Than Significant Impact with Mitigation Incorporated)]**

4.3.3 Conclusion

The construction and operation of the proposed changes to the LACC Master Plan would result in the same less than significant air quality impacts as described in the approved 2010 EIR. **[Same Impact as Approved Project (Less Than Significant Impact with Mitigation Incorporated)]**

4.4 NOISE

The following section is based in part on an updated Environmental Noise Assessment prepared on June 12, 2015 by *Illingworth & Rodkin*. A copy of this report is attached to this Addendum as Appendix B.

4.4.1 Setting

Existing noise levels at the project site and in surrounding areas were quantified during a noise monitoring survey from Thursday, April 16, 2009 to Tuesday, April 21, 2009. Three long-term noise measurements (LT-1, LT-2, and LT-3) were made to document existing ambient noise levels in the vicinity of the project site.

Noise Measurement LT-1 was made on Hillview Avenue across from the existing soccer field. Hourly average noise levels ranged from 48 dBA L_{eq} to 66 dBA L_{eq} during daytime hours. Hourly average noise levels at night ranged from 36 dBA L_{eq} to 58 dBA L_{eq} . The Community Noise Equivalent Level (CNEL) ranged from 57 dBA CNEL during the weekend to 61 dBA CNEL during the week.

Noise measurement LT-2 was made on the property line of homes near Eleanor Avenue and Edith Avenue. Daytime hourly average noise levels ranged from 44 dBA L_{eq} to 63 dBA L_{eq} , but were generally 45 dBA L_{eq} to 55 dBA L_{eq} . Hourly average noise levels at night ranged from 36 dBA L_{eq} to 55 dBA L_{eq} . The maximum instantaneous noise levels that occurred on weekdays were likely caused by landscaping activities (such as using leaf blowers) at or adjacent to the measurement site. The CNEL ranged from 51 dBA CNEL during the weekend to 57 dBA CNEL during the week.

Noise measurement LT-3 was made on the property line of homes located east of the existing baseball field. Daytime hourly average noise levels ranged from 38 dBA L_{eq} to 65 dBA L_{eq} , but were typically 45 dBA L_{eq} to 50 dBA L_{eq} . Hourly average noise levels at night ranged from 31 dBA L_{eq} to 48 dBA L_{eq} . The CNEL ranged from 49 dBA CNEL during the weekend to 54 dBA CNEL during the week.

The noise measurements made in 2009 continue to represent existing conditions as ambient noise levels in essentially built-out areas do not normally change substantially over relatively short periods of time. In addition, land uses in the area have not changed.

4.4.2

Environmental Checklist and Discussion of Impacts

	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
Would the project result in:						
1. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1-3
2. Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1-3
3. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1-3
4. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1-3
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, will the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1-3
6. For a project within the vicinity of a private airstrip, will the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1-3

4.4.2.1 *Noise Impacts to the Project*

The proposed uses, programming, and building areas under the proposed LACC Master Plan Update would remain the same as the original plan; however, the uses will be located in different areas of the community center site compared to the original plan. The proposed locations of the community center building, pool facility, and play fields would be located over 30 feet from the center of the nearest Hillview Avenue travel lane. Exterior noise levels at these use areas are calculated to be 58 dBA CNEL or less and, therefore, would meet the City's threshold for maximum acceptable noise levels for new construction (70 dBA CNEL). **[Same Impact as Approved Project (Less Than Significant Impact)]**

4.4.2.2 *Noise Impacts from the Project*

Operational Impacts

The proposed uses, programming, and building areas of the revised Master Plan would remain the same as the original plan; however, the uses will be located in different areas of the community center site compared to the original plan.

Soccer and Baseball Fields

The soccer field would be relocated from its current location along Hillview Avenue northeast and nearer to Cielito Drive and East Edith Avenue, where the existing baseball field is located. The baseball field would be relocated from its current location southwest of the intersection of Cielito Drive and East Edith Avenue southeast to the current location of the community center building. Relocating the soccer and baseball fields, with the incorporation of mitigation measures, would not result in a new or more significant noise impact. **[Same Impact as Approved Project (Less Than Significant Impact with Mitigation Incorporated)]**

Swimming Pool Facility

The swimming pool facility is proposed on the southern portion of the project site, east of the proposed community center building and south of the proposed soccer field. The swimming pool facility would replace existing sources of noise (soccer field, surface parking, and community center) with a new and different source of noise. The swimming pool facility was evaluated 2010 EIR and relocating it to the east along Hillview Avenue would not result in a new or greater impact. The new facility proposes to locate two buildings (containing locker rooms, showers, and administrative uses) between the swimming pools and the residences, thereby offering additional acoustical shielding. Relocating the swimming pool facility, with the incorporation of mitigation measures, would not result in a new or more significant noise impact. **[Same Impact as Approved Project (Less Than Significant Impact with Mitigation Incorporated)]**

Mechanical Equipment

Noise levels generated by the project would be dependent on the number and type of equipment selected for the project, the location of the equipment relative to nearby sensitive receivers, and the presence of shielding. Implementation of the mitigation measures identified in the 2010 EIR would

reduce potentially significant mechanical equipment noise impacts to a less than significant level. **[Same Impact as Approved Project (Less Than Significant Impact with Mitigation Incorporated)]**

Community Center Building

Aside from the operation of auxiliary mechanical equipment, moving the proposed community center building to the southwestern portion of the project site along Hillview Avenue and adjacent to existing commercial development would not result in a new significant source of noise in the project area, compared to its location in the approved LACC Master Plan. **[Same Impact as Approved Project (Less Than Significant Impact)]**

Parking Lot Activities

As described in the 2010 EIR, parking lot noise would not exceed Municipal Code standards and would not substantially increase hourly or daily average noise levels at adjacent residential receivers. The project proposes to replace many previously-approved surface parking spaces with one level of below-grade parking under the proposed community center building. The underground parking garage would not result in new or more significant noise impacts as vehicular traffic and parking lot noises would occur underground. **[Same Impact as Approved Project (Less Than Significant Impact)]**

Construction Impacts

Construction of the community center building, bocce courts, children's play areas, and underground parking garage would occur over a period of approximately 18-24 months. Construction of the swimming pool facility, baseball field, soccer field, and surface parking would last approximately 10-12 months. The mitigation measures described in the 2010 EIR to reduce construction noise impacts to a less than significant level would be implemented during construction of the proposed LACC Master Plan Update. Construction of the proposed project, with the implementation of the construction noise mitigation measures described in the 2010 EIR, would not result in new or more significant construction noise impacts. **[Same Impact as Approved Project (Less Than Significant Impact with Mitigation Incorporated)]**

4.4.3 **Conclusion**

With the implementation of mitigation measures included in the 2010 EIR, the construction and operation of the proposed LACC Master Plan Update would result in the same less than significant noise impacts as described in the approved 2010 EIR. **[Same Impact as Approved Project (Less Than Significant Impact with Mitigation Incorporated)]**

4.5 TRANSPORTATION

4.5.1 Existing Setting

The project site is bounded by San Antonio Road to the west and Hillview Avenue to the south. Access to the project site is currently provided by four non-signalized full-access driveways, including two on San Antonio Road and two on Hillview Avenue. The two driveways on San Antonio Road are located north and south of the signalized San Antonio Road/Main Street/Edith Avenue intersection. The driveway north of the intersection provides access to a surface parking lot that serves the existing City Hall, Police Station, and LAYC. This parking lot is connected to the parking lot of the AT&T facility, located adjacent to the northern site boundary. The driveway south of the intersection provides direct access to surface parking areas that serve the existing library.

The two driveways on Hillview Avenue provide access to the large surface parking lot between the existing community center, baseball field and soccer field. In addition, a one-way turnaround driveway with nine parking spaces is also located off Hillview Avenue, at the entrance to the existing community center. Additional surface parking areas are provided adjacent to the Bus Barn Theater and the History House and Museum. A north-south internal driveway links the parking areas on the site (refer to Figure 2.2-3).

The existing project site currently provides 343 surface parking spaces. There are currently enough parking spaces on the site to accommodate demand generated by the existing uses; however, some of the facilities experience functional parking shortfalls, because sufficient parking is not provided in the parking lots serving these facilities to accommodate peak demand. There are no above- or below-grade parking garages currently on the site.

4.5.2 *Transportation System*

The transportation system in the project area includes the roadway network, pedestrian and bicycle facilities, and public transit. These components of the transportation system, as they relate to the project site, are discussed in further detail below.

Roadway Network

Local access is provided by San Antonio Road, Hillview Avenue, and West Edith Avenue. The roadway network is shown on Figure 2.2-2, and described in further detail below.

San Antonio Road is a major roadway located east of the project site that extends northward from Foothill Expressway to U.S. 101. San Antonio Road is a six-lane roadway north of El Camino Real and a four-lane roadway with Class II bicycle lanes south of El Camino Real. San Antonio Road provides direct access to the site via two full access driveways with left-turn pockets for southbound traffic. In the project area, San Antonio Road has a landscaped median, and parking is generally prohibited along both sides of the roadway.

Hillview Avenue is a two-lane residential street that extends east from San Antonio Road to Osage Avenue. Hillview Avenue provides direct access to the site via two full access driveways and a one-

way turnaround driveway. Street parking is allowed on the north side of Hillview Avenue, but is prohibited on the south side in the project area.

West Edith Avenue is a two-lane undivided collector road, extending west from San Antonio Road to West Fremont Road in Los Altos Hills. West Edith Avenue is west of the site, and provides access to the site via San Antonio Road and Foothill Expressway.

Regional access to the project site is provided by Interstate 280 (I-280), Foothill Expressway, and El Camino Real. *I-280* (Junipero Serra Freeway) is an eight-lane, north-south facility with an interchange at El Monte Avenue that serves Los Altos and the project site. *Foothill Expressway* is a four-lane divided expressway that extends between Cupertino and Palo Alto through Los Altos. *El Camino Real* (State Route 82) is generally a six-lane, north-south arterial that runs from San Francisco to San Jose, parallel to and between US-101 and I-280. Foothill Expressway and I-280 are located south of the site, while El Camino Real is located to the north. Access from these regional facilities is provided by San Antonio Road and West Edith Avenue.

Pedestrian Facilities

Pedestrian facilities within the project area include sidewalks and signalized and unsignalized crosswalks. San Antonio Road has an eight-foot sidewalk along the western site boundary. Hillview Avenue has a sidewalk on the north side of roadway along the southern site frontage, although no sidewalks exist on the south side of the roadway. Sidewalks are provided on one or both sides of most of the other streets in the area, including West Edith Avenue. Street lighting is located along San Antonio Road in the project area.

Signalized crosswalks on San Antonio Road occur at Edith Avenue, Almond Avenue, Cuesta Drive and Foothill Expressway. Unsignalized crosswalks are provided on San Antonio Road at the intersections with Hillview Avenue, Hawthorne Avenue, and Pepper Drive. The signalized crosswalks at the San Antonio Road/Main Street/Edith Avenue intersection provide connections to the downtown; however, this intersection is complex because of the number of intersecting streets and because of the angle of Main Street. The signal cycle length is fairly long, and pedestrians crossing San Antonio Road on the south side of the intersection must use at least two crosswalks, each with a separate signal phase.

While there are many pedestrian paths throughout the project site, there are some areas where no sidewalks exist.¹ For example, there are no sidewalks along the internal north-south driveway. The lighting for the on-site pedestrian pathways appears to be inconsistent, as some pathways have many light poles and others have none.

¹ Anderson Brulé Architects, Inc., *Los Altos Community Center Master Plan*, “Existing Facility Assessment,” page 143.

Bicycle Facilities

Bicycle facilities include paths (Class I), lanes (Class II), and routes (Class III). Bike lanes are delineated sections of the roadway that are separated from the vehicle travel lanes by a painted white stripe and are designated for bicycle use. The nearest Class I bike path is provided along Berry Avenue between El Monte Avenue and Miramonte Avenue, southeast of the site. Class II bike lanes are provided on San Antonio Road, Almond Avenue (to the north), and El Monte Avenue (to the east). Bicycles are also allowed on Foothill Expressway.

Public Transit

The VTA provides bus services in the vicinity of the project site. Bus route #40 runs past the site on San Antonio Road between Foothill College in Los Altos Hills and Shoreline Boulevard in Mountain View. The headways for this route are about 30 minutes Monday through Saturday and 60 minutes on Sundays. Bus stops are located west of the site at the corner of San Antonio Road and Hillview Avenue, and north of the site near the driveway to the existing City Hall. Existing sidewalks and crosswalks provide pedestrian access between the project site and the bus stops.

Bus route #40 provides access to the San Antonio Transit Center, located on Showers Drive in Mountain View approximately 1.5 miles north of the site. From the Transit Center, passengers can transfer to other forms of transit, including the Shopping Express Marguerite Service operated by Stanford University. The Marguerite Service, which is free and open to the public, runs between the University and San Antonio Transit Center on evenings and weekends during the academic year. In addition, passengers can walk about a half mile north from the San Antonio Transit Center to the San Antonio Caltrain Station. Caltrain, a commuter rail service operated by the Peninsula Corridor Joint Powers Board, runs between San Francisco and San José with some service extending to Gilroy.

Light Rail Transit (LRT) services operated by VTA are available at the Mountain View Transit Center, located approximately 2.5 miles from the site. The Mountain View - Winchester LRT line runs seven days a week with various frequencies. Bus route #35 provides access between the San Antonio Transit Center and the Mountain View Transit Center.

The above existing conditions have not changed since the 2010 EIR was certified in 2010.

4.5.1

Environmental Checklist and Discussion of Impacts

	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
Would the project:						
1. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
2. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
3. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
5. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2

	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as “Approved Project”	Less Impact than “Approved Project”	Checklist Source(s)
Would the project:						
6. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2

4.5.1.1 *Transportation Impacts*

Intersections and Neighborhood Streets

The proposed uses, programming, and building areas in the LACC Master Plan Update are the same as those described in the approved LACC Master Plan. The LACC Master Plan Update does not propose any new or more intense uses. Therefore, the trip generation of the proposed LACC Master Plan Update would be the same as the approved LACC Master Plan. The location and number of driveways under the proposed LACC Master Plan Update would be similar to existing conditions and those planned under the approved LACC Master Plan, with two driveways onto both Hillview Avenue and San Antonio Road (refer to Figure 3.1-1). For these reasons, the effects of increased in traffic on neighborhood streets and intersections under the proposed LACC Master Plan would be the same as the approved LACC Master Plan, which were evaluated in the 2010 EIR. **[Same Impact as Approved Project (Less Than Significant Impact)]**

Site Access and Circulation

The location and number of driveways under the proposed LACC Master Plan Update would be similar to existing conditions and those planned under the approved LACC Master Plan, with two driveways onto both Hillview Avenue and San Antonio Road (refer to Figure 3.1-1). The driveways and parking areas would be designed per City of Los Altos standards to provide sufficient queuing and maneuvering space for cars entering, exiting and circulating through the Community Center site. For these reasons, the proposed LACC Master Plan Update would not result in any new or greater impacts compared to the approved Master Plan Update, which were evaluated in the 2010 EIR. **[Same Impact as Approved Project (Less Than Significant Impact)]**

Pedestrian and Bicycle Facilities

The proposed LACC Master Plan Update includes pedestrian pathways throughout the project site connecting the proposed buildings and facilities. Although the pedestrian paths would be located in different areas, compared to what was evaluated in the 2010 EIR. Relocation of the paths would not conflict with relevant adopted plans, policies, or regulations, nor result in a new or more significant impact. **[Same Impact as Approved Project (Less Than Significant Impact)]**

Parking

Two underground parking garages, one with 170 spaces and one with 66 spaces, are planned under the approved LACC Master Plan. The proposed LACC Master Plan Update includes an additional underground parking garage beneath the proposed community center in the location of the existing soccer field. The additional underground garage would contain 190 parking spaces that could be accessed from both Hillview Avenue and San Antonio Road. The additional underground parking garage would reduce on-site surface parking, allowing for additional landscaping and pedestrian facilities. The overall amount of parking provided on-site under the proposed LACC Master Plan Update would be the same as that provided under the approved LACC Master Plan and evaluated in the 2010 EIR. **[Same Impact as Approved Project (Less Than Significant Impact)]**

4.5.1.2 *Construction-related Parking, Access, and Vehicle Traffic*

Parking

The number of parking spaces on the site would change depending on the phase of project construction. As described in the 2010 EIR, during each phase, the project will provide adequate parking spaces to accommodate parking demand generated by the on-site uses. Construction workers and vehicles would park on the project site. **[Same Impact as Approved Project (Less Than Significant Impact)]**

Construction Vehicle Access and Traffic

Excavation of the below-grade parking garages proposed by the project would generate a substantial amount of soil, most of which would be exported from the site during construction of the project. Using an average of 320 cubic yards of soil per below-grade parking space, construction of the proposed below-grade parking garages would generate approximately 136,000 cubic yards of soil.² The capacity of soil hauling trucks ranges from 10 to 20 cubic yards. Assuming a capacity of 10 cubic yards per truck, exporting 136,000 cubic yards of soil from the site would require 13,600 truck trips to and from the site. If the capacity of all the trucks were 20 cubic yards, then 6,800 truck trips would be required. Some of this soil could be used on-site for building pads and to provide proper drainage. In which case, the amount of soil hauled off the site would be incrementally reduced.

Although this is a substantial amount of truck trips, during all phases, construction vehicles would enter and exit the site via San Antonio Road, and construction vehicles would not be allowed to travel on residential streets. A Construction Traffic Management Plan (CTMP) would be prepared prior to the issuance of project-related building/grading permits. The CTMP would be subject to review and approval by the Los Altos Community Development Director. All necessary permits for construction vehicle traffic will be obtained from Caltrans and/or the County of Santa Clara, if the construction traffic route includes state or county roadway facilities. For these reasons, construction vehicle traffic is not expected to impact traffic operations in the area. **[Same Impact as Approved Project (Less Than Significant Impact)]**

² City of Los Altos, *LACC Draft EIR*, November 2009.

Other Transportation Impacts

The proposed LACC Master Plan Update would not result in inadequate emergency access, substantially increase hazards due to site design, nor result in a change to air traffic patterns. **[Same Impact as Approved Project (Less Than Significant Impact)]**

4.5.3 Conclusion

Construction and operation of the proposed LACC Master Plan Update would result in the same less than significant transportation impacts that are described in the approved 2010 EIR. **[Same Impact as Approved Project (Less Than Significant Impact)]**

SECTION 5.0 CHECKLIST SOURCES

1. Professional judgement and expertise of the environmental specialist preparing this assessment, based upon a review of the site and surrounding conditions, as well as a review of the project plans.
2. City of Los Altos. *Los Altos Community Center EIR*. 2009.
3. Illingworth & Rodkin, Inc. *Los Altos Community Center Master Plan Environmental Noise Assessment*. June 12, 2015.

SECTION 6.0 AUTHORS AND CONSULTANTS

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