

Final Environmental Impact Report

**Los Altos Community Center
Master Plan
SCH# 2009042080**

City of Los Altos

February 2010

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PREFACE

This document, together with the November 2009 Draft Environmental Impact Report (Draft EIR) for the Los Altos Community Center Master Plan, constitutes the Final Environmental Impact Report (Final EIR) for the proposed project. Under the California Environmental Quality Act (CEQA), the Final EIR is an informational document prepared by the Lead Agency that must be considered by the decision-makers before approving the proposed project. CEQA Guidelines Section 15132 specifies that a Final EIR shall consist of the following:

- The Draft EIR or a revision of the draft.
- Comments and recommendations received on the Draft EIR either verbatim or in summary.
- A list of persons, organizations, and public agencies commenting on the Draft EIR.
- The responses of the Lead Agency to the significant environmental points raised in the review and consultation process.
- Any other information added by the Lead Agency.

This Final EIR will be used by the City of Los Altos and other Responsible Agencies in making decisions regarding the project. According to Section 21081 of the California Public Resources Code, no public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects on the environment that would occur if the project is approved or carried out unless both of the following occur:

- (A) The public agency makes one or more of the following findings with respect to each significant effect:
 - (1) Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.
 - (2) Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
 - (3) Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.
- (B) With respect to significant effects which were subject to a finding under paragraph (3) of subdivision (A), the public agency finds that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment.

This Final EIR includes a compact disk of the entire Draft EIR.

The Final EIR will be made available to the public and commenting public agencies 10 days prior to the EIR certification hearing.

All documents referenced in this Final EIR are available for public review on weekdays during normal business hours at the following location: COMMUNITY DEVELOPMENT DEPARTMENT, LOS ALTOS CITY HALL, ONE NORTH SAN ANTONIO ROAD, LOS ALTOS, CA.

SECTION 1 LIST OF AGENCIES AND INDIVIDUALS RECEIVING THE DRAFT EIR OR NOTICE OF AVAILABILITY OF THE DRAFT EIR

State of California

- Resources Agency
- Department of Fish and Game, Region 3
- Office of Historic Preservation
- Department of Parks and Recreation
- Office of Emergency Services
- Department of Water Resources
- California Highway Patrol
- Caltrans, District 4
- Integrated Waste Management Board
- Regional Water Quality Control Board, Region 2
- Department of Toxic Substances Control
- Native American Heritage Commission

The Draft EIR was on file at City Hall, the Los Altos Library, and on the City of Los Altos web site at www.ci.los-altos.ca.us/ during the 45-day circulation period.

SECTION 2 LIST OF AGENCIES AND INDIVIDUALS COMMENTING ON THE DRAFT EIR

Comment Received From

Date of Letter

County and Regional Agencies

A. Santa Clara Valley Transportation Authority December 21, 2009

Local Governments

B. City of Los Altos Planning Commission December 3, 2009 (Meeting Minutes)

C. City of Sunnyvale November 10, 2009

Individuals

D. Randall Hull December 21, 2009 (Letter)

E. Randall Hull December 2, 2009 (Email)

F. Libby Lucas December 21, 2009

SECTION 3 RESPONSES TO COMMENTS RECEIVED ON THE DRAFT EIR

In accordance with Section 15088 of the CEQA Guidelines, this section includes all of the comments received by the City of Los Altos during the noticed 45-day review period (November 4, 2009 – December 21, 2009) for the Draft EIR and written responses to those comments.

The comments are organized under headings containing the source of the letter and its date. The specific comments have been excerpted from the letters and are presented as “comment” with each response directly following. Copies of the actual letters received are found in their entirety in Appendix A of this Final EIR.

A. RESPONSES TO COMMENTS ON THE DRAFT EIR FROM SANTA CLARA VALLEY TRANSPORTATION AUTHORITY DATED DECEMBER 21, 2009.

COMMENT A-1:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Draft EIR for an 18-acre community center site on the east side of North San Antonio Road, between Angela Drive and Hillview Avenue. We have the following comments.

Pedestrian Access to Transit

VTA commends the City for including the proposed pedestrian improvements to the Edith Avenue/San Antonio Road/Main Street intersection. Maintaining and enhancing pedestrian connectivity to bus stops and nearby neighborhoods is important to supporting transit use and promoting walking and bicycling to the project site. VTA also provides direct bus service to the southern portion of the Community Center site near the corner of Hillview & San Antonio Road. This stop is accessible from the project site by an unsignalized crosswalk which provides direct access to the proposed locations for the swimming pool and sports fields. One of the goals outlined in the City's Master Plan is to "specifically enhance programs for seniors and youth," groups who may be more likely to use transit to reach the project site. Given the proximity of the bus stop at Hillview & San Antonio to new uses such as the proposed swimming pool, VTA urges the City to explore similar pedestrian enhancements to this crosswalk to improve safety and access from the bus stop to the project site.

RESPONSE A-1:

During final project design, the City will evaluate pedestrian circulation and access to ensure the safe travel of pedestrians to and from the site and within the project boundaries. The City recently installed Flashing Warning Lights at the crosswalk crossing San Antonio Road at Hillview Avenue to enhance pedestrian safety at this intersection.

COMMENT A-2:

Bicycle Parking

VTA supports bicycling as an important transportation mode and is pleased to see that bicycle parking will be included as part of the project. However, VTA requests that bicycle parking quantities and locations be specified. Due to the project's size and multiple facilities (similar to a campus-type development), VTA recommends conveniently located bicycle parking near each building to accommodate both visitors and employees traveling to the site and between the individual

buildings. VTA also recommends that the City consider a mix of bicycle lockers for long-term parking and bicycle racks for short-term parking. Please refer to VTA's Bicycle Technical Guidance for estimating supply, siting and design for bicycle parking facilities. This document may be downloaded from www.vta.org/news/vtacmplBikes. For more information on bicycle systems and parking, please contact Michelle DeRobertis of the VTA Congestion Management Agency Division at (408) 321-5716.

RESPONSE A-2:

As stated in the comment, the project includes bicycle parking. The exact location and number of spaces and/or lockers provided will be determined during final project design.

COMMENT A-3:

Turning Movement Counts

The Community Center Master Plan (page 2-1) states that turning movements were conducted in March 2009, whereas the Community Pool TIA (page 7) states that turning movement counts were conducted in October/November 2003. Please clarify which date the counts were conducted.

RESPONSE A-3:

The 2004 TIA prepared by Fehr and Peers was for a swim center project previously proposed in the City of Los Altos (*Transportation Impact Analysis for the Los Altos Community Pool*, March 2004). The only information utilized from that TIA was the number of trips generated by such a facility and the directionality of those trips (whether they come from and go to the north, south, east, and west). The number of trips generated by such a facility and their directionality were then applied to the existing street system in the proposed project area as part of the TIA prepared for the Community Center EIR. The number of trips generated by a 39,860-square foot swim center facility would be same in 2009/2010 as they were expected to be in 2004. In addition, the directionality would also be generally the same because both the previous and the proposed facility are expected to serve the same local and regional populations.

COMMENT A-4:

CMP Level of Service Threshold

Please correct the typo on Table 2-1 page 2-2 of the master plan traffic study where the average control delay for LOS C is stated as 13 seconds/vehicle instead of 23 seconds/vehicle.

RESPONSE A-4:

This typo has been changed as shown in Section 4.0 of this Final EIR.

COMMENT A-5:

Traffic Volumes

Intersections 3 and 4 on San Antonio Road are very closely spaced and no driveways in between these intersections. Figures 2-2 and 3-2 shows a volume difference of 800 vehicles in the NB direction in the AM peak hour and a difference of 250 in the SB AM peak hour. Please verify these numbers.

RESPONSE A-5:

A typographical error was found on the traffic data for the San Antonio Road/Foothill Expressway intersection. Level of Service (LOS) calculations have been re-run and the corrected average delay, volume to capacity ratio, and average critical delay were revised as indicated in the appropriate tables in Section 4.0 of this Final EIR. The project condition LOS results did not change as a result; they remain at LOS B, an acceptable level of service. For the cumulative analysis, the LOS went from B to B-, an acceptable level of service.

COMMENT A-6:

Trip Generation Table

The proposed new area for Community center and City Hall (including Police Station) together generate 120 trips in the AM peak hr and 59 trips in the PM peak hr. However, these trip are not included as part of the analysis. VTA recommends adding a note explaining why the new trips generated were not included as part of the analysis.

RESPONSE A-6:

These trips are actually the number of trips currently generated by the community center and City Hall. They are not new trips - they are the existing condition. Therefore, they should not be added to the new trips generated by the new uses proposed as part of the project (this would be double counting).

COMMENT A-7:

Freeway Analysis

The Traffic Study for the development indicates that the project is expected to add less than one percent of capacity to the freeway segments in the area. However VTA recommends including the analysis as shown in sample freeway analysis table, Appendix B of the VTA Transportation Impact Analysis (TIA) Guidelines. The VTA TIA Guidelines include procedures for the analysis of bicycle facilities, parking, site circulation and pedestrian access and roadways, and may be downloaded from <http://www.vta.org/news/vtacmp/O> - Technical Guidelines.

RESPONSE A-7:

The recommendation is noted; however, a freeway analysis will not be completed due to the very small number of project trips that would access a freeway. An analysis of bicycle facilities, parking, site circulation, pedestrian access, and roadways are included in Section 4.2, Transportation and Traffic of the DEIR.

B. RESPONSES TO COMMENTS ON THE DRAFT EIR FROM THE CITY OF LOS ALTOS PLANNING COMMISSION MEETING ON DECEMBER 3, 2009.

COMMENT B-1:

The Commission discussed the project and expressed their general support of the DEIR and provided the following input:

- On page 90, the discussion should note that “interior noise,” not “exterior noise” is reduced to a less than significant impact. Exterior noise still appears to be above the maximum acceptable level.

- On page 41, it should note that the theater and library “may” be privately funded.

RESPONSE B-1:

Please refer to Section 4, *Text Revisions*, of this Final EIR for corrections to the DEIR text. Exterior noise levels at the library would be one dBA higher than the existing condition. Because outdoor activity areas are not planned for the west side of the library structure and the increase is so slight, the City does not consider this to be a significant impact. It should be noted that any outdoor activities ultimately proposed on the east side of library would be shielded from noise on San Antonio Road such that noise levels would be comparable to or less than the existing levels in this location.

COMMENT B-2:

- The EIR should provide a more thorough evaluation of the impacts to the residential properties along Hillview Avenue.

RESPONSE B-2:

The Draft EIR addresses the environmental impacts associated with the project, including the impacts to residential properties on Hillview Avenue, which have been determined to be sensitive receptors. As stated in Section 4.2, *Transportation and Traffic*, vehicle trips on Hillview Avenue would be reduced when compared to existing conditions for two primary reasons: 1) the removal of the day care center and community center uses; and 2) relocating the full-access driveway on Hillview Avenue closer to San Antonio Road. Access on San Antonio Road will be improved and allow visitors of the proposed library, theater, and swim center entry into a parking structure, thus reducing trips on Hillview Avenue. Impacts at the Hillview Avenue/San Antonio Road intersection would be less than significant, as described on page 79 of the DEIR

Long- and short-term noise impacts to residential properties on Hillview Avenue are described in Section 4.3, *Noise*, of the DEIR. These properties would be most affected by noise associated with the operation of the swim center. Worst-case noise levels during public/recreational swim, lap swim, and competitions (including the use of the public address system) were evaluated and described on pages 91 and 92 of the DEIR. At the nearest residences, noise levels resulting from operation of the swim center would exceed the adjacent Municipal Code exterior noise limit of 50 dBA L₅₀. Mitigation measures to reduce the long-term noise impacts to a less than significant level are listed on page 92 of the DEIR.

Construction-related impacts are described throughout the DEIR in Sections 4.1, *Land Use*, 4.2, *Transportation and Traffic*, 4.3, *Noise*, and 4.4, *Air Quality*. Aesthetic impacts are also identified in Section 4.1, *Land Use*.

COMMENT B-3:

- The EIR should provide details about the Master Plan public outreach process.

RESPONSE B-3:

The Master Plan public process is described in the DEIR in Section 1.3.3 on page 19. Public outreach during the process included monthly meetings, multiple community forums, focus groups, key informant interviews, and a community survey (available online and in paper

format). A *Community Needs Assessment* was completed based on the information collected. During the process, public support was expressed for a community pool, more indoor exercise and green space areas, and improved multi-generation recreational facilities. A *Library Services and Space Needs Assessment* was also prepared that recommended an expansion of the existing library.

COMMENT B-4:

- The EIR should provide more details about the replacement apricot orchard.

RESPONSE B-4:

As stated on page 29 of the DEIR, the project would require the removal of the existing historic apricot orchard north of the existing library. To maintain the orchard-like nature of the site, proposed landscaping would include replanting new or transplanting some of the younger apricot trees throughout the site, including near the new Community Center. Existing apricot trees in the upper northeast corner of the site would be preserved.

While the planting of apricot trees on the site would somewhat reduce the impact of the loss of the five-acre historic orchard, it would not reduce the impact to a less than significant level (page 112 of the DEIR).

COMMENT B-5:

- The EIR should address the traffic impacts during construction.

RESPONSE B-5:

Construction-related parking, access, and vehicle traffic impacts are described on pages 84 and 85 of the DEIR. The excavation for the below-grade parking garages would require approximately 7,500 truck trips to and from the site (worst-case). The excavation of the swimming pool would require the removal of approximately 3,500 cubic yards of soil based on an average excavation depth of 9 feet per pool. Assuming a conservative capacity of 10 cubic yards per truck trip, the construction of the swim center would require an additional 350 trips to and from the site. These trips are considered temporary and are not factored into the Level of Service impacts at surrounding intersections.

During all phases of construction, trucks would enter and exit the site only from San Antonio Road and not by way of Hillview Avenue or any of the other nearby residential streets, as stated on page 85 of the DEIR. A Construction Traffic Management Plan (CTMP) would be prepared to determine allowed hours of construction vehicle operation, travel routes to and from the site, the use of flagpersons and other traffic control measures, etc. The CTMP would be reviewed and approved by the Community Development Director prior to the start of construction.

C. RESPONSES TO COMMENTS ON THE DRAFT EIR FROM THE CITY OF SUNNYVALE DATED NOVEMBER 10, 2009.

COMMENT C-1:

On behalf of the City of Sunnyvale's Community Development Department, I would like to thank you for giving us the opportunity to review the DEIR for the Los Altos Community Center Master Plan. We have no comments at this time.

RESPONSE C-1:

The comment is noted. No response is necessary.

D. RESPONSES TO COMMENTS ON THE DRAFT EIR FROM RANDALL HULL DATED DECEMBER 21, 2009.

Mr. Hull also attended the City of Los Altos Planning Commission Hearing on December 3, 2009 and spoke as a member of the public regarding the DEIR. His comments at that hearing are reflected in his comment letter, with one exception. According to the meeting minutes, Mr. Hull stated that weekend trips on Hillview Avenue will result in a significant unavoidable traffic impact. The Congestion Management Agency requires a Traffic Impact Analysis to be performed during the typical weekday AM and PM peak hours, and not during weekends.

COMMENT D-1:

As an original member of the ad hoc committee for this project you have my support for the concept of improving our existing city facilities, particularly the buildings housing City Hall, Police Department, and Recreation Department.

It is no secret that the current Community Center is past its useful lifespan and should be replaced. Our Police Department needs fundamental changes to their building for functional reasons, amongst others. The traffic flow through the civic center area is not ideal and not conducive to pedestrian or bicycle access.

However, I am concerned the overall proposal includes building what amounts to be a sports facility directly across the street from a neighborhood that already carries more than its fair share of non-residential traffic and concomitant impacts.

I have specific concerns with assumptions and statements made in the DEIR. They are addressed below:

Pg. 5, MM NOI-1.2, Mitigation and avoidance measures:

The statement "Route construction related traffic to and from the site via designated truck routes and avoid residential streets where possible" should be strengthened by removing "where possible". Hillview and surrounding residential streets should not be used for construction traffic, as it will cause undo and unnecessary noise and traffic loads on streets not designed for or meant to handle heavy construction traffic and still safely accommodate neighborhood traffic.

RESPONSE D-1:

The opinions in this comment are noted. Please refer to Response B-5. Routing construction equipment via designated truck routes thereby avoiding residential streets is one of the construction noise and traffic mitigation measures intended to reduce short-term impacts to the extent possible (pages 85, 96 and 97 of the DEIR). All construction traffic would enter and exit the site via San Antonio Road – not Hillview Avenue or any of the other surrounding residential streets.

COMMENT D-2:

Pg. 19, 2nd paragraph:

“There is also public demand for a community pool, ...” The sentence is misleading. It is not accurate to describe the interest in a community pool as “demand”.

This is more than a semantics argument. With a master plan promoting a commitment as expensive and impactful as a pool complex will be, it is not only advisable, but also necessary to accurately depict how the community prioritizes the project. There is interest from a portion of the public, but it does not rise to the level of “public demand”.

RESPONSE D-2:

This comment does not raise any environmental issues or question the adequacy of the environmental analysis contained in the DEIR. An extensive outreach process, as described in Section 1.3.3 of the DEIR and Response B-3, was conducted by the City to determine the extent of public interest in constructing a community pool on the site. The public has not “demanded” a pool; however due to the level of interest and support by the public for such a facility in Los Altos, the City concluded that a pool would be included as part of the proposed project.

COMMENT D-3:

Pg. 24, 2nd paragraph:

“The existing community, civic, and recreational facility buildings currently cover approximately 16 percent of the total project site, open space ... covers approximately 46 percent of the site...” There is nothing wrong with open space. In fact, Los Altos prides itself on its open space. We do not have to maximize every square foot of the acreage. It will still serve the community well if open space remains. The more intense the project, the more traffic and noise impact foisted upon the surrounding neighborhoods.

RESPONSE D-3:

The information referenced in this comment was provided in the project description section of the DEIR to describe the existing conditions on the site. As stated in the DEIR, open space (i.e., landscaping, orchard, and playfields) currently covers approximately 46 percent of the total project site. No determination is made as to the importance of open space to the community in this section. A discussion of whether the project is consistent with the Open Space, Conservation & Community Facilities Element of the City’s General Plan can be found in Section 3.1.4 of the DEIR.

COMMENT D-4:

Pg. 25, Conceptual Site Plan:

This illustrates the likelihood of traffic and noise impact to the residents of Hillview. There are several mitigation measures that could be added to reduce impacts.

- Rotate the baseball field so the diamond is on the Northeast end, increasing the distance of the noise-generating portion of the field from the homes across the street. This will also place the diamond next to the internal parking area for easier access.
- Disallow public parking along the North side of Hillview Avenue between San Antonio Road and Eleanor, reducing the amount of noise generated by cars vying for parking, doors slamming, traffic navigating around parked cars along street, the non-residential appearance of a streetscape dominated by parked cars.
- Addition of a berm along the Hillview side of the fields to attenuate site and sound impacts.
- Addition of speed humps at key spots along Hillview between San Antonio Road and Eleanor, to control non-residential traffic.

RESPONSE D-4:

This comment is related to project design and does not raise any issues regarding the analysis in the Draft EIR of the project as currently proposed. Changes to project design and the addition of project components may be considered during the final design and approval process.

COMMENT D-5:

Pg. 27, 2.1.1.5, Swim Center:

Is there a sustainable economic model for the 39,860-square foot swim center that will not require the residents to deal with noise generated seven days a week, starting at 6:00 AM and running until 9:00 PM on most days? 12 – 15 hours a day of sports related noise is too much to impose on the neighborhood directly across the street.

RESPONSE D-5:

An economic analysis of the swim center is not required for the CEQA analysis of the project; therefore, one was not prepared. The City Council can modify the hours of operation of the swim center if the project is approved.

COMMENT D-6:

Pg. 28, Swim Center Cont'd:

The projected number of 1,000 people per day using the swim center from June to September, including a higher number during competitions, outdoor lighting, public address system, and related noise and traffic, is unreasonable for the neighborhood and may not be adequately mitigated by the current proposal. Further consideration of noise, traffic and light impacts will be required.

RESPONSE D-6:

The noise, traffic, and lighting impacts of the proposed project, including the swim center are described in the DEIR in Sections 4.1, *Land Use*, 4.2, *Transportation and Traffic*, and 4.3, *Noise*. Mitigation measures are included in the project to mitigate all significant impacts, as determined by the CEQA Guidelines and the City of Los Altos, to a less than significant level. The City Council will consider all potential impacts during the project approval process.

COMMENT D-7:

Pg. 30, 2.1.1.13, Site Access and Circulation:

The third full access driveway allowing ingress and egress from Hillview coupled with the planned upgrading of the isolated parking area in the southeast corner of the site to two full access driveways will only shift the location of the current traffic impacts already borne by the neighborhood. Mitigation measures to reduce traffic load, speeds and concomitant noise will be required. Refer to page 81 where existing average daily trips of 1,557 vehicles per day on Hillview validates the high traffic volume already present.

RESPONSE D-7:

Please refer to Response B-2. The comment is correct that the project includes a full access driveway on Hillview Avenue. The two other driveways on Hillview Avenue currently exist and provide access to an existing isolated parking area that would remain with the proposed project to serve the soccer and baseball fields in the southeast corner of the site. Project traffic would be shifted to the new full-access western driveway, reducing traffic trips on Hillview Avenue, east of the driveway.

As described in Section 4.2, *Transportation and Traffic*, the existing Average Daily Traffic on Hillview Avenue is 1,557 vehicles per day. Under background conditions (the addition of approved but not yet built projects to the existing condition), the ADT would be 1,572 vehicles per day. A residential street such as Hillview Avenue is designed to accommodate up to approximately 5,000 trips per day. CEQA requires an analysis that compares existing conditions to project conditions. For this reason, mitigation measures are only required when project conditions result in a significant impact. They are not required for existing (or background) conditions.

COMMENT D-8:

Pg. 38, 3.1.4, Open Space, Conservation & Community Facilities Element, Goal 1, Consistency: There is a flawed logic in the statements “The proposed addition of a swim center would expand outdoor recreational opportunities in Los Altos... Although the site is not designated as open space in the General Plan, the project would add passive recreation uses to the site,...” You cannot add *active* recreation such as a swim center, baseball field, and soccer field and create *passive* recreation uses as a result of that act. The statement simply doesn’t follow logic.

RESPONSE D-8:

With the removal of existing buildings and the redevelopment of the site with landscaping and playfields, the overall green or open space on the site would decrease by a small amount (approximately two percent). The proposed project adds both active and passive outdoor recreational opportunities to the project site. Because this is such a small reduction in open

space area on the site and the project is the construction of community facilities, the project is consistent with Goal 1 of the Open Space, Conservation & Community Facilities Element: *Preserve and expand the amount of open space in and around Los Altos*. It should be noted that in the traffic analysis prepared for the project considered the swim center a new use because it would generate traffic not currently generated on the site (page 77 of the DEIR).

COMMENT D-9:

Pg. 42, 3.1.5, Circulation Element, Goal 2, Consistency:

“The reconfigured site layout would minimize exiting to and from Hillview Avenue (a neighborhood street) and encourage the use of San Antonio Road driveways for site access.” The assumption that the traffic pattern on Hillview will change does not follow human behavior or actual usage.

Although not empirical data, more than 9 years of observation from living on Hillview, indicates that much of the traffic is not directly related to the Civic Center. The report’s statement is contradicted by the amount of traffic already existing on Hillview, which will not be displaced by the new project, and in actuality, will increase as indicated by the data in Table 4-4.

The conclusion that this is consistent with the goal is questionable in light of the data.

RESPONSE D-9:

Hillview Avenue currently serves a day care facility, which is part of the Community Center. The proposed project will remove this use. Also, currently there are three driveways that serve the day care facility and the Community Center along Hillview. With the project, these driveways will be closed and a single driveway will be constructed on the western edge of the Community Center. Two other driveways will serve an isolated parking area adjacent to the soccer field. Therefore, most of the people traveling to the Community Center will be using a very short section of Hillview between San Antonio Road and the Community Center driveway. Most of Hillview Avenue along the Community Center frontage will experience a reduction in daily traffic because the only access to the Community Center will be on the western edge of the Center.

COMMENT D-10:

Pg. 62, 4.1.2.2, Land Uses Surrounding the Project Site, 2nd paragraph:

The statement that Hillview Avenue, a residential street, has “relatively low traffic volumes” is incongruous with the data presented on page 81 on the report, where it is stated that existing average daily trips is 1,557 vehicles per day. An ADT of 1,557 vehicles per day is not indicative of “low traffic” volume on a residential street.

The third sentence incorrectly states that Hillview has sidewalks on each side of the street in the project area. Hillview only has sidewalks on the North side.

These statements should be revised to accurately reflect the existing conditions.

RESPONSE D-10:

Please refer to Responses B-2 and D-7. The existing conditions were determined based on the placement of traffic counters on the street adjacent to the soccer field, just west of the existing site access driveways (page 81 of the DEIR) and have been determined to be

accurate by the City of Los Altos. Compared to the design capacity of the street (approximately 5,000 ADT), the existing traffic volume is low.

Please refer to Section 4 of this Final EIR for text revisions that correctly identify the locations of sidewalks on Hillview Avenue.

COMMENT D-11:

Pg. 65, 4.1.3.3, Land Use Compatibility, Land Use Impacts from the Project:

The statements made in the first paragraph do not follow logic or report data. Specifically, the claim that introducing a new land use not existing (the swim center) does not constitute a new land use, is contradictory. You cannot have both a new land use and not introduce a new land use.

Further, the fourth sentence states "...the proposed project would not result in long-term traffic, noise, or air quality impacts that could affect the surrounding neighborhoods". This is proven incorrect by the data in Table 4-4 and ADT on page 81. Simple math shows there is a long-term traffic impact since traffic is increased by the addition of the new land use. It also ignores the noise impacts due to the number of people using the swim center, public address system, and hours of operation.

RESPONSE D-11:

The City of Los Altos considers the swim center to be included in the general land use category of public, institutional, and community uses, and is therefore, compatible with the existing uses to remain on-site, new uses included in the proposed project, and surrounding existing development.

As described in Sections 4.2, 4.3, and 4.4 of the DEIR, the project would not result in long-term significant traffic, noise, or air quality impacts. While traffic would increase with the proposed project, Level of Service impacts (those analyzed under CEQA and the City of Los Altos' impact criteria) at project intersections would not occur (page 79 of the DEIR). In addition, under project conditions (adding the trips generated by the proposed project to the background conditions), the project ADT would actually decrease by approximately 565 vehicles per day, east of the proposed full access driveway on Hillview Avenue. Mitigation measures for this decrease in traffic on Hillview Avenue are not required or proposed.

Mitigation measures are included in the project (page 92 of the DEIR), that reduce long-term noise impacts of the project to a less than significant level. These measures include locating HVAC equipment away from adjacent residences, constructing a noise barrier along the site's eastern boundary, locating the swim center as far as possible from residences on Hillview Avenue, and limiting the use of loudspeakers at the swim center. Finally, as described in Section 4.4.2.3 of the DEIR, the project would not result in long-term air quality impacts.

COMMENT D-12:

Pg. 66, South:

The report states "The project includes maintaining the existing street trees and enhancing the approximately 20- to 50-foot buffer along Hillview Avenue with additional landscaping." What buffer? There is a strip of land that would hardly qualify as a 20- to 50-foot buffer due to no landscaping other than a few trees and barren dirt. It currently offers no buffering qualities.

RESPONSE D-12:

During the final design process, a landscape plan will be prepared that identifies the trees to be retained on-site and what new landscaping will be proposed along Hillview Avenue. It is anticipated that development will be setback from the street in accordance with City of Los Altos Municipal Code and Design Guidelines and to buffer residents on the south side of the street to the extent possible.

COMMENT D-13:

Pg. 77, 4.2.3.2, Intersections, Trip Generation:

Both here and in Table 4-4 on page 78 it is stated that the trips generated by the proposed swim center are based on the TIA prepared by Fehr and Peers, completed in March 2004.

This report is now over five years old and does not account for current changes in population or demographics, nor, more importantly, change in location.

The report was prepared for a different neighborhood and street profile. Taking into account the fact that Rosita is not a through street, whereas Hillview is, the traffic load on Rosita is significantly less than Hillview, the mix of traffic types on Rosita is different than Hillview -- “destination” vs. “cut-through” – it is difficult to accept the conclusions made in the report as current and valid to this project.

RESPONSE D-13:

See Response A-3.

COMMENT D-14:

Pg. 79, Trip Distribution and Assignment:

The assumptions made for trip distribution are confusing.

Assumption three assumes most of the trips generated by the proposed library (1,114 daily trips) and theater would continue access via San Antonio Road, yet admits a “small percentage” of trips will use Hillview for access. What is a “small percentage”? What would be an acceptable percentage? That is not discussed or linked to any data points to support assumption.

Assumption four assumes approximately half of the swim center users would use Hillview for access. If we accept the figures from the Fehr and Peers report used for Table 4-4 that would be approximately 710 daily trips (half of 1,419 Daily Trips). This would be in addition to the existing ADT of 1,557 vehicles and will include a portion of the 1,114 daily trips to the new library, although no percentage was discussed.

RESPONSE D-14:

The “small percentage” of trips referred to in the report is 5%. As indicated on Figure 3-8, approximately 5% of the traffic generated by the new uses at the Community Center is expected to use Hillview Avenue between the Community Center and the residential neighborhood east of the Community Center.

The majority of the swim center traffic assigned to Hillview Avenue is expected to turn from northbound San Antonio Road to Hillview Avenue and then use the only driveway to the

Community Center from Hillview Avenue to access the Swim Center. About 639 vehicles per day are expected to use this route. The remaining 71 trips per day would be traveling between the Community Center and the residential neighborhood east of the Community Center on Hillview Avenue.

COMMENT D-15:

Pg. 81, 4.2.3.3, Neighborhood Streets:

The discussion surrounding the TIRE index shows the heavy volume of traffic Hillview experiences each day – 1,557 vehicles. The text also discusses what amount of traffic can be added before becoming perceptible. When the volume of traffic is already very noticeable, how much more would be acceptable under the TIRE index? This is a simple issue of more is more.

In the second paragraph, Hillview is misspelled. Then an assumption of Background Conditions increases the traffic figure to 1,572 – a mere difference of 15 vehicles, yet no data to support that low figure. As a resident of Hillview I am highly skeptical that the proposed project would only result in a background number of 15. There isn't clear data to indicate how that figure was derived and it doesn't follow observable traffic patterns on Hillview.

Further, the projected ADT for Hillview under Project Conditions is estimated to *decrease* to 565 because of the removal of Hillview Community Center and relocating the driveway. This number is questionable considering the actual behavior of traffic on Hillview. This assumes that 2/3 of the current traffic is related to the Community Center, which is an assumption that lacks credible evidence. Again, I go back to what I have observed for more than 9 years as a resident. The assumption does not take into account the number of trips on Hillview that are *not* related to the Civic Center at all. The assumption also seems to ignore the 710 trips to the swim center presented on page 79. That figure alone exceeds the projected ADT. So, the math is wrong on its face and assumptions do not take all factors into account.

RESPONSE D-15:

According to the TIRE Index values for a street carrying between 1,401 and 1,800 vehicles per day, an increase of 380 vehicles per day would be noticeable.

The increase of 15 vehicles per day between the Background Conditions and the Existing Conditions is determined by reviewing the trip distributions from the Approved but not constructed projects listed in Section 4.2.2.3 of the DEIR. When the projects noted as “Approved Projects” are constructed and fully occupied, the increase in traffic on Hillview Avenue is expected to be 15 vehicles per day. Please refer to Response D-9.

The existing traffic count data on Hillview Avenue was obtained at approximately the center of the Community Center complex. There is one driveway west of the count location and two driveways to the east of the count location. The easterly driveways serve the day care facility. With the proposed project, only one driveway will provide access into the site from Hillview Avenue. This driveway will be west of the count location. Therefore, of the 1,419 daily trips expected to be generated by the swim center, 71 daily trips are expected to travel between the swim center and the residential area east of the Community Center.

COMMENT D-16:

Pg. 85, Construction Vehicle Access and Traffic:

The second paragraph states, "... during all phases...construction vehicles would not be allowed to travel on residential streets." How will this be enforced? The CTMP? Construction vehicles use Gordon, Eleanor, Hillview and Hawthorne now to move between Almond, El Monte and San Antonio Road. We currently lack traffic enforcement on Hillview. So, what assurances do we have that construction vehicles can be kept off the neighborhood streets through all phases? How are construction vehicles defined? Will construction personnel be allowed to park their vehicles along Hillview or other neighborhood streets? If not, how will this be enforced?

RESPONSE D-16:

Please refer to Response B-5. All construction worker parking will occur on-site. Construction parking will not be allowed on Hillview Avenue or any of the other neighborhood streets. These requirements and those of the CTMP will be enforced by the City of Los Altos.

COMMENT D-17:

Pg. 85, 4.2.4, Conclusions Regarding Transportation Impacts:

The second sentence states that "Traffic on Hillview Avenue would *decrease* under the proposed project due to the reconfiguration of the uses on the site." This claim cannot be supported on the data presented as I pointed out in the discussion of the TIRE index assumptions on page 81. It just doesn't hold up under scrutiny and should be reconsidered in light of the data in the report as well as a traffic pattern study to determine not just how many vehicles travel on Hillview but what volume actually is Civic Center related. Otherwise, it is not a supportable claim.

RESPONSE D-17:

Please refer to Responses D-9 and D-15.

COMMENT D-18:

Pg. 91, Sports Fields, 2nd paragraph:

According to the report, the "worst case" noise level determination for games played on the baseball field are about 57 dBA. The normal sounds generated include balls being hit and shouting of players and spectators typically reach a maximum of 65 dBA. This justifies rotating the field to place the diamond, the area of greatest noise generation, at the farthest point from sensitive residential receptors to the South. The residential areas to the East are buffered from the baseball field by the soccer field, which will have its own mitigation measures applied.

RESPONSE D-18:

The comment refers to project design and does not raise any environmental issues or question the adequacy of the DEIR analysis.

COMMENT D-19:

Pg. 92 Conclusion:

The fourth measure to reduce noise does not make sense. It states that the public address system will be prohibited after 10:00 PM daily. The swim centers latest hours of operation end at 9:00 PM. This

must be a mistake. Why would the loudspeakers be allowed after 7:00 PM? Even in summer, the surrounding neighborhoods should be allowed some peace and quiet after a certain time in the evening rather than running into the night.

RESPONSE D-19:

The comment is correct. Loudspeakers would not be used at the Swim Center after 9 PM on weekdays and 8 PM on Saturdays and Sundays. Page 92 of the DEIR will be revised as shown in Section 4 of this FEIR. Adjustments to the proposed hours of operation of the Swim Center can be considered during the project approval process.

COMMENT D-20:

City Counsel making final decision:

Lastly, I am concerned that the final decision to approve all mitigation for this project will be made by people least impacted by street traffic or noise generated by sports facilities close by. Three Council members live on cul-de-sacs, and two live on quiet streets with minimal traffic, especially “cut-through” or other non-neighborhood traffic. As such, unlikely they will be sensitive to the estimated impacts of the proposed project including the sports facilities across the street from a neighborhood already bearing a heavy traffic load.

RESPONSE D-20:

The comment does not raise any environmental issues or question the adequacy of the DEIR analysis. The opinions in this comment are acknowledged and will be considered by the City Council during their deliberation on the Community Center Master Plan project.

E. RESPONSE TO EMAIL COMMENT ON THE DRAFT EIR FROM RANDALL HULL DATED DECEMBER 2, 2009.

COMMENT E-1:

Since I live within 500 feet of the Civic Center, I will recuse myself Thursday and offer comments as a resident only. Since it is likely time won't allow extensive comments, I wanted to note one minor item in the DEIR that should be corrected.

On page 62, second paragraph, third sentence, it says “Both San Antonio and Hillview Avenue have sidewalks on each side of the street in the project area.” Hillview Avenue only has sidewalks on the north side along the project area. It is correctly stated later in the DEIR.

RESPONSE E-1:

The text of the DEIR has been corrected as shown in Section 4 of this Final EIR.

F. RESPONSES TO COMMENTS ON THE DRAFT EIR FROM LIBBY LUCAS DATED DECEMBER 21, 2009.

COMMENT F-1:

In regards the Los Altos Community Center Master Plan DEIR please accept my brief comment on the grave concerns I have with the major tree loss expected to result from this project as noted in Table 4-10, in particular the two Coast Live Oaks and the one Valley Oak, but the loss of all these trees is extremely sad.

The oak trees are in good condition and have an extensive canopy that could not be replaced in decades. If the City of Los Altos is ever intending to call itself a 'green community' or environmentally conscientious then it should rethink this deplorable loss of an historic natural resource. It might be noted that the entire Stanford University golf course was laid out in oak studded foothills with the loss of just three oaks, I believe. If their golf course designer had that respect for oak woodlands then I think Los Altos needs to redesign this plan.

RESPONSE F-1:

As stated in Table 4-10 on page 118 of the DEIR, approximately 192 trees, 30 of which are protected trees (street trees or those with a circumference of 48 inches or greater), would be removed as a result of the proposed project. These trees include one valley oak and two coast live oaks. The City has determined the loss of trees as a result of the proposed project as a significant impact. Mitigation measures are included in the project to reduce these impacts to a less than significant level as described on pages 120 and 121 of the DEIR. These measures include incorporating as many healthy mature trees into the final project design as possible and replacing each removed tree with a 24- or 36-inch box specimen.

COMMENT F-2:

This new Community Center Master Plan also does not retain the concept of vista that our present one has. There is the vista across the soccer fields to the oaks adjacent to Bus Barn Theatre and the library. There is the vista of the apricot orchard surrounding city hall. There are the vista views of Black Mountain throughout the present community center. This is our version of appealing visual open space similar to the village green.

RESPONSE F-2:

The existing visual character of the project site is described in Section 4.1.2.3 of the DEIR (page 62). Views of the site are generally limited to the adjacent development and roadways, and open space areas (i.e., landscaping, orchard, and playfields) cover approximately 46 percent of the site. The proposed project would replace 13 one-story buildings with six new buildings that would be up to two-stories in height. The existing museum on the site, which would not be removed, is three stories in height. Overall, the building coverage on the site would be reduced from approximately 16 to 13 percent of the total site area. New landscaping would be planted throughout the site to replace and augment the existing landscaping that would be removed. For these reasons, and those found in Section 4.1.3.4 of the DEIR, visual impacts of the project would be less than significant.

COMMENT F-3:

Sprinkling apricot trees around buildings is not going to be any equivalent for the loss of the statement that agriculture was the basis for our town and the inspiration for the City seal. If you want to change civic center horticulture to an edible landscape that might have rationale, but this plan needs revision to do so.

RESPONSE F-3:

As stated in Section 4.5.5 of the DEIR, the project would result in a significant unavoidable impact due to the loss of the historic apricot orchard. While planting new or transplanting young apricot trees on other areas of the site would reduce this impact, it would not reduce the impact to a less than significant level. A final landscape plan will be developed during final project design.

COMMENT F-4:

There is also the element of outdoor facility double use that is no longer evident to me. The soccer field provided a backdrop for Bus Barn evening socials, for plant sale events, for dog training or any other high visibility recreation activity. Stuck over next to residences I don't believe it will serve the same function. Also, if I remember from public hearings, neighbors were promised a greater setback from playing fields than are shown in conceptual plans and at that time when I measured it out, the new location of the soccer field did not have regulation dimensions.

RESPONSE F-4:

The comment refers to the design of the proposed project and does not raise any environmental issues or question the analysis included in the DEIR. It is believed that the proposed soccer field could be used for events such as those described in this comment. The setback between the soccer field proposed on the east side of the site and the existing residences would be approximately 100 feet.

COMMENT F-5:

Lastly I do not believe the traffic study is valid in regards the delays to traffic on San Antonio Road due to funneling all traffic going in and out of the Community Center through a five way intersection. You also have to widen San Antonio Road to take into account the extra turn lane from southbound San Antonio Road. At present one can get into and out of both ends of the Community Center without waiting for a light. One merely waits for the break in traffic which is far more efficient. Please go back to the drawing board on this.

RESPONSE F-5:

The additional turn lane on San Antonio Road would be constructed by utilizing the existing landscaped median in the street. The roadway itself will not require widening. The installation of a signal on San Antonio Road would improve safety conditions and no longer require drivers to judge whether there is an adequate amount of time to cross the street and merge into traffic.

COMMENT F-6:

The present design is supposed to be pedestrian friendly but I also feel that is not the result achieved.

Thank you for the opportunity to review this plan.

RESPONSE F-6:

The opinion in this comment is noted. Please refer to Response A-1.

SECTION 4 TEXT REVISIONS

The following section contains revisions to the text of the *Draft Environmental Impact Report, Los Alto Community Center Master Plan*, dated November 2009. Text additions are underlined and text deletions are ~~crossed-out~~.

Page 41: Section 3.1.4, Open Space, Conservation & Community Facilities Element, *Goal 11*, Consistency, **Revise** the text as shown below:

The construction of the new theater and library ~~will~~ may be privately funded, and the new community center and Swim Center will be available for private rentals.

Page 62: Section 4.1.2.2, *Land Uses Surrounding the Project Site*, **Revise** the text as shown below:

~~Both San Antonio Road and Hillview Avenue have~~ has sidewalks on each side of the street in the project area. There are sidewalks only on the north side of Hillview Avenue.

Page 75: Table 4-3, Intersection Levels of Service, Revise the table as shown below:

Intersection	Peak Hour	Existing Conditions		Background Conditions		Project Conditions	
		Delay ¹	LOS	Delay ¹	LOS	Delay ¹	LOS
San Antonio Road, West Edith Avenue, and Main Street	AM	21.4	C+	21.5	C+	28.1	C
	PM	27.4	C	27.8	C	38.9	D+
San Antonio Road and Hillview Avenue	AM	22.4	C	23.0	C	21.3	C
	PM	27.0	D	28.8	D	28.3	D
San Antonio Road, First Street, and Cuesta Drive	AM	15.7	B	15.8	B	18.2	B-
	PM	14.7	B	14.7	B	15.8	B
San Antonio Road and Foothill Expressway	AM	12.9 <u>12.4</u>	B	12.9 <u>12.8</u>	B	13.0	B
	PM	18.0	B	19.2	B-	20.6	C+
Foothill Expressway and West Edith Avenue	AM	22.2	C+	22.3	C+	22.4	C+
	PM	22.2	C+	22.2	C+	22.3	C+
First Street, Los Altos Avenue, and West Edith Avenue	AM	18.7	B-	18.0	B	18.1	B-
	PM	19.9	B-	20.3	C+	20.6	C+

¹ Average Control Delay Per Vehicle (expressed in seconds)
Source: AECOM, April 2009

Page 81: Section 4.2.3.3, Neighborhood Streets, **Revise** the text as shown below:

The projected ADT on Hillview Avenue (east of the proposed driveway) under Project Conditions is projected to decrease to 565 vehicular trips per day.

Page 90: Section 4.3.4.2, *Long-Term Noise Impacts*, Impacts to the Uses on the Project Site, **Revise** the text at the end of the section as shown below:

With the above measure, which is included in the project, ~~exterior~~ interior noise levels at the new library would not exceed the City’s maximum acceptable ~~outdoor~~ noise exposure standards.

Page 92: Section 4.3.4.2, *Long-Term Noise Impacts*, Impacts from the Project, Conclusion, fourth bullet, **Revise** the text at the end of the section as shown below:

The use of loudspeakers or public address systems shall be prohibited before 7:00 AM and after ~~10:00~~ 9:00 PM daily.

Page 164: Section 7.2.1.1, Cumulative Intersection Levels of Service, Revise Table 7-1, as shown below:

Table 7-1 Intersection Levels of Service							
Intersection	Peak Hour	Existing Conditions		Background Conditions		Cumulative Conditions	
		Delay ¹	LOS	Delay ¹	LOS	Delay ¹	LOS
San Antonio Road, West Edith Avenue, and Main Street	AM	21.4	C+	21.5	C+	33.3	C-
	PM	27.4	C	27.8	C	50.7	D-
San Antonio Road and Hillview Avenue	AM	22.4	C	23.0	C	26.4	D
	PM	27.0	D	28.8	D	39.4	E
San Antonio Road, First Street, and Cuesta Drive	AM	15.7	B	15.8	B	19.3	B-
	PM	14.7	B	14.7	B	16.7	B
San Antonio Road and Foothill Expressway	AM	12.9 12.4	B	12.9 12.8	B	14.3 18.5	B B-
	PM	18.0	B	19.2	B-	33.1	C-
Foothill Expressway and West Edith Avenue	AM	22.2	C+	22.3	C+	26.2	C
	PM	22.2	C+	22.2	C+	24	C
First Street, Los Altos Avenue, and West Edith Avenue	AM	18.7	B-	18.0	B	18.5	B-
	PM	19.9	B-	20.3	C+	22.8	C+

¹ Average Control Delay Per Vehicle (expressed in seconds)
Source: AECOM, April 2009

Appendix C: Traffic Reports

Revise Tables 2-1, 2-3, 3-1, 3-4, and 3-5 of the AECOM Traffic Report, as shown below:

**Table 2-1
CMP Signalized Intersection Level of Service Thresholds**

LOS	Average Control Delay (seconds/vehicle)
A	delay \leq 10.0
B+	10.0 < delay \leq 12.0
B	12.0 < delay \leq 18.0
B-	18.0 < delay \leq 20.0
C+	20.0 < delay \leq 23.0
C	13.0 <u>23.0</u> < delay \leq 32.0
C-	32.0 < delay \leq 35.0
D+	35.0 < delay \leq 39.0
D	39.0 < delay \leq 51.0
D-	51.0 < delay \leq 55.0
E+	55.0 < delay \leq 60.0
E	60.0 < delay \leq 75.0
E-	75.0 < delay \leq 80.0
F	delay > 80.0

Source: Santa Clara Valley Transportation Authority Congestion Management Program, Transportation Impact Analysis Guidelines, June 2003.

**Table 2-2
Existing LOS for Study Intersections**

	Intersection	Peak Hour	Existing Condition			
			LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	San Antonio Road / West Edith Ave / Main Street	AM	C+	21.4	0.516	30.7
		PM	C	27.4	0.756	33.2
#2	San Antonio Road / Hillview Avenue (Unsignalized)	AM	C	22.4	0.167	22.4
		PM	D	27.0	0.304	27.0
#3	San Antonio Road / First Street / Cuesta Drive	AM	B	15.7	0.460	14.9
		PM	B	14.7	0.527	12.4
#4	San Antonio Road / Foothill Expressway*	AM	B	12.9 12.4	0.644 0.811	13.7 18.9
		PM	B	18.0	0.881	23.7
#5	Foothill Expressway / West Edith Avenue	AM	C+	22.2	0.620	20.8
		PM	C+	22.2	0.587	23.4
#6	First Street / Los Altos Avenue / West Edith Avenue	AM	B-	18.7	0.450	20.2
		PM	B-	19.9	0.608	22.9

**Table 3-1
Study Intersections LOS for Background Conditions**

	Intersection	Peak Hour	Background Condition			
			LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	San Antonio Road / West Edith Ave / Main Street	AM	C+	21.5	0.521	30.9
		PM	C	27.8	0.766	33.8
#2	San Antonio Road / Hillview Avenue (Unsignalized)	AM	C	23.0	0.176	23
		PM	D	28.8	0.324	28.8
#3	San Antonio Road / First Street / Cuesta Drive	AM	B	15.8	0.466	15
		PM	B	14.7	0.535	12.4
#4	San Antonio Road / Foothill Expressway*	AM	B	12.9 12.8	0.648 0.821	13.8 19.4
		PM	B-	19.2	0.904	25.9
#5	Foothill Expressway / West Edith Avenue	AM	C+	22.3	0.624	20.9
		PM	C+	22.2	0.591	23.5
#6	First Street / Los Altos Avenue / West Edith Avenue	AM	B-	18.0 ¹	0.386	18.4
		PM	C+	20.3	0.618	23.3

**Table 3-3
Comparison of LOS for 'With Project' Conditions**

	Intersection	Peak Hour	Background Condition				Background + Project Con		
			LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C
#1	San Antonio Road / West Edith Ave / Main Street	AM	C+	21.5	0.521	30.9	C	28.1	0.52
		PM	C	27.8	0.766	33.8	D+	38.9	0.783
#2	San Antonio Road / Hillview Avenue (Unsignalized)	AM	C	23.0	0.18	23	C	21.3	0.097
		PM	D	28.8	0.32	28.8	D	28.3	0.195
#3	San Antonio Road / First Street / Cuesta Drive	AM	B	15.8	0.466	15	B-	18.2	0.582
		PM	B	14.7	0.535	12.4	B	15.8	0.594
#4	San Antonio Road / Foothill Expressway*	AM	B	12.9 12.8	0.648 0.821	13.8 19.4	B	13	0.65 0.827
		PM	B-	19.2	0.904	25.9	C+	20.6	0.926
#5	Foothill Expressway / West Edith Avenue	AM	C+	22.3	0.624	20.9	C+	22.4	0.626
		PM	C+	22.2	0.591	23.5	C+	22.3	0.6
#6	First Street / Los Altos Avenue / West Edith Avenue	AM	B-	18.0 ¹	0.386	18.4	B-	18.1	0.39
		PM	C+	20.3	0.618	23.3	C+	20.6	0.632*

**Table 3-4
Study Intersections LOS for Cumulative Conditions**

	Intersection	Peak Hour	Cumulative Condition			
			LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	San Antonio Road / West Edith Ave / Main Street	AM	C-	33.3	0.741	46.9
		PM	D-	50.7	0.879	60.4
#2	San Antonio Road / Hillview Avenue (Unsignalized)	AM	D	26.4	0.144	26.4
		PM	E	39.4	0.310	39.4
#3	San Antonio Road / First Street / Cuesta Drive	AM	B-	19.3	0.665	19.3
		PM	B	16.7	0.678	16.3
#4	San Antonio Road / Foothill Expressway*	AM	B <u>B-</u>	14.3 <u>18.5</u>	0.739 <u>0.936</u>	15.5 <u>30.6</u>
		PM	C-	33.1	1.031	52
#5	Foothill Expressway / West Edith Avenue	AM	C	26.2	0.712	24.1
		PM	C	24	0.681	26.1
#6	First Street / Los Altos Avenue / West Edith Avenue	AM	B-	18.5	0.438	18.9
		PM	C+	22.8	0.709	28.6

APPENDIX A

COMMENT LETTERS



STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

December 22, 2009

Zachary Dahl
City of Los Altos
1 N. San Antonio Road
Los Altos, CA 94002

Subject: Los Altos Community Center Master Plan
SCH#: 2009042080

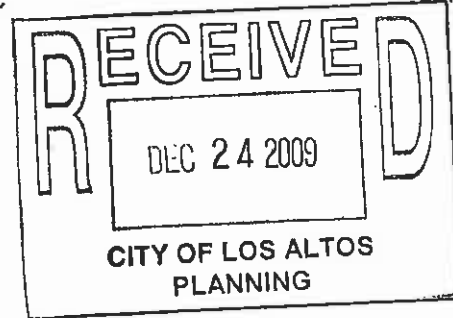
Dear Zachary Dahl:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on December 21, 2009, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Acting Director, State Clearinghouse



**Document Details Report
State Clearinghouse Data Base**

SCH# 2009042080
Project Title Los Altos Community Center Master Plan
Lead Agency Los Altos, City of

Type EIR Draft EIR
Description The proposed project is a Master Plan for the 18 acre Los Altos Community Center site that would reconstruct and relocate on-site the City Hall, Police Station, community center, library, theater, soccer field, baseball field, bocce ball courts, and children's outdoor play areas. The History House and Museum and Neutra House would be maintained as-is and the apricot orchard would be removed. The project would also construct a new community swim center on the site. The new facilities on the site would have a total square footage of ~205,171, an increase of ~94,128 sf.

Lead Agency Contact

Name Zachary Dahl
Agency City of Los Altos
Phone 650-947-2633 **Fax**
email
Address 1 N. San Antonio Road
City Los Altos **State** CA **Zip** 94002

Project Location

County Santa Clara
City Los Altos
Region
Lat / Long
Cross Streets N. San Antonio Rd, Angela Drive and Hillview Avenue
Parcel No. 170-42-029, 170-43-001
Township **Range** **Section** **Base**

Proximity to:

Highways 82
Airports
Railways
Waterways
Schools Egan MS
Land Use GP: Public and Institutional
 Z: Public and Community Facilities (PCF)

Project Issues Air Quality; Archaeologic-Historic; Noise; Public Services; Traffic/Circulation

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 3; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Services; California Highway Patrol; Caltrans, District 4; Integrated Waste Management Board; Regional Water Quality Control Board, Region 2; Department of Toxic Substances Control; Native American Heritage Commission

Date Received 11/04/2009 **Start of Review** 11/04/2009 **End of Review** 12/21/2009

Note: Blanks in data fields result from insufficient information provided by lead agency.



LETTER A

December 21, 2009

City of Los Altos
Community Development Department
One North San Antonio Road
Los Altos, CA 94022

Attention: Zachary Dahl

Subject: Los Altos Community Center Master Plan

Dear Mr. Dahl:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Draft EIR for an 18-acre community center site on the east side of North San Antonio Road, between Angela Drive and Hillview Avenue. We have the following comments.

Pedestrian Access to Transit

VTA commends the City for including the proposed pedestrian improvements to the Edith Avenue/San Antonio Road/Main Street intersection. Maintaining and enhancing pedestrian connectivity to bus stops and nearby neighborhoods is important to supporting transit use and promoting walking and bicycling to the project site. VTA also provides direct bus service to the southern portion of the Community Center site near the corner of Hillview & San Antonio Road. This stop is accessible from the project site by an unsignalized crosswalk which provides direct access to the proposed locations for the swimming pool and sports fields. One of the goals outlined in the City's Master Plan is to "specifically enhance programs for seniors and youth," groups who may be more likely to use transit to reach the project site. Given the proximity of the bus stop at Hillview & San Antonio to new uses such as the proposed swimming pool, VTA urges the City to explore similar pedestrian enhancements to this crosswalk to improve safety and access from the bus stop to the project site.

A-1

Bicycle Parking

VTA supports bicycling as an important transportation mode and is pleased to see that bicycle parking will be included as part of the project. However, VTA requests that bicycle parking quantities and locations be specified. Due to the project's size and multiple facilities (similar to a campus-type development), VTA recommends conveniently located bicycle parking near each building to accommodate both visitors and employees traveling to the site and between the individual buildings. VTA also recommends that the City consider a mix of bicycle lockers for long-term parking and bicycle racks for short-term parking. Please refer to VTA's *Bicycle Technical Guidance* for estimating supply, siting and design for bicycle parking facilities. This

A-2

document may be downloaded from www.vta.org/news/vtacmp/Bikes. For more information on bicycle systems and parking, please contact Michelle DeRobertis of the VTA Congestion Management Agency Division at (408) 321-5716.

Turning Movement Counts

A-3

The Community Center Master Plan (page 2-1) states that turning movements were conducted in March 2009, whereas the Community Pool TIA (page 7) states that turning movement counts were conducted in October/November 2003. Please clarify which date the counts were conducted.

CMP Level of Service Threshold

A-4

Please correct the typo on Table 2-1 page 2-2 of the master plan traffic study where the average control delay for LOS C is stated as 13 seconds/vehicle instead of 23 seconds/vehicle.

Traffic Volumes

A-5

Intersections 3 and 4 on San Antonio Road are very closely spaced and no driveways in between these intersections. Figures 2-2 and 3-2 shows a volume difference of 800 vehicles in the NB direction in the AM peak hour and a difference of 250 in the SB AM peak hour. Please verify these numbers.

Trip Generation Table

A-6

The proposed new area for Community center and City Hall (including Police Station) together generate 120 trips in the AM peak hr and 59 trips in the PM peak hr. However, these trip are not included as part of the analysis. VTA recommends adding a note explaining why the new trips generated were not included as part of the analysis.

Freeway Analysis

A-7

The Traffic Study for the development indicates that the project is expected to add less than one percent of capacity to the freeway segments in the area. However VTA recommends including the analysis as shown in sample freeway analysis table, Appendix B of the VTA *Transportation Impact Analysis (TIA) Guidelines*. The VTA TIA Guidelines include procedures for the analysis of bicycle facilities, parking, site circulation and pedestrian access and roadways, and may be downloaded from <http://www.vta.org/news/vtacmp/0> - Technical Guidelines.

Thank you for the opportunity to review this project. If you have any questions, please call me at (408) 321-5784.

Sincerely,



Roy Molseed
Senior Environmental Planner

RM:kh
LA0901



LETTER B

MINUTES PLANNING COMMISSION

7:30 p.m., December 3, 2009
Los Altos Community Meeting Chambers
One North San Antonio Road, Los Altos, California 94022

CALL TO ORDER

Chair BAER called the meeting to order at 7:30 PM.

ROLL CALL

All Present: Chair BAER, Vice-Chair ABRAMS, Commissioners BRESSACK, UHLIR, HULL,
LORELL and BOCOOK
Staff: Assistant City Manager WALGREN and Associate Planner DAHL

PUBLIC COMMENT

None.

CONSENT CALENDAR

1. Planning Commission Minutes

Approval of minutes – meeting of November 19, 2009

MOTION BY COMMISSIONER HULL, SECONDED BY COMMISSIONER LORELL, to
approve the November 19, 2009 meeting minutes as amended.
THE MOTION CARRIED UNANIMOUSLY.

PUBLIC HEARINGS

2. Environmental Review – Los Altos Community Center Master Plan – 1 N. San Antonio Road

Associate Planner DAHL presented the DEIR, noting that the goal of the public hearing was to provide a forum to hear public and Commissioner input, but that the Commission would not be taking any action on the DEIR.

Commissioner HULL recused himself due to the fact that he owns property within 500 feet of the Community Center.

Commissioner HULL, speaking as a member of the public, stated his concerns with the DEIR; specifically he noted the following:

- On page 19, disputed that there was “demand” for a community pool.
- The baseball diamond should be reoriented to the reduce noise impact along Hillview Ave.
- On page 62, disputed the statement that Hillview Ave has low traffic volumes.
- On page 65, disputed the fact that the swim center does not create any significant unavoidable impacts.

REFER
TO
RESPONSE
D

D

- The Fehr and Peers TIA that was used in the DEIR is too old and was for a different location, and thus should be updated.
- On page 79, weekend trips on Hillview will result in a significant unavoidable traffic impact.
- Disputed the fact that reducing the number of Community Center access points along Hillview Ave will result in significantly less traffic.

The Commission discussed the project and expressed their general support of the DEIR and provided the following input:

B-1

- On page 90, the discussion should note that “interior noise,” not “exterior noise” is reduced to a less than significant impact. Exterior noise still appears to be above the maximum acceptable level.
- On page 41, it should note that the theater and library “may” be privately funded.
- The EIR should provide a more thorough evaluation of the impacts to the residential properties along Hillview Avenue.
- The EIR should provide details about the Master Plan public outreach process.
- The EIR should provide more details about the replacement apricot orchard.
- The EIR should address the traffic impacts during construction.

B-2

B-3

B-4

B-5

DISCUSSION ITEMS

None.

CORRESPONDENCE

None.

COMMISSION REPORTS AND DIRECTION ON FUTURE AGENDA ITEMS

Commissioner ABRAMS gave the report of the Architecture and Site Review Committee.
Commissioner LORELL reported that the Board of Adjustments meeting was cancelled.
Commissioner HULL reported on the November 24, 2009 City Council meeting.

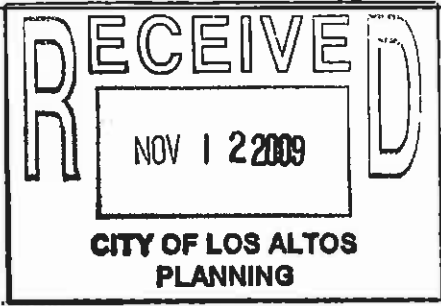
ADJOURNMENT

Chair BAER adjourned the meeting at 8:30 PM.

Zachary Dahl, AICP
Associate Planner



LETTER C



November 10, 2009

City of Los Altos
Community Development Department, Planning Division
Attn: Zachary Dahl
One North San Antonio Road
Los Altos, CA 94022

**Re: Draft Environmental Impact Report (DEIR) for the Los Altos -
Community Center Master Plan**

To whom it may concern,

C-1

On behalf of the City of Sunnyvale's Community Development Department, I would like to thank you for giving us the opportunity to review the DEIR for the Los Altos Community Center Master Plan. We have no comments at this time.

Sincerely,

Rosemarie Zulueta
City of Sunnyvale
Community Development Department, Planning Division
456 W. Olive Ave.
Sunnyvale, CA 94086
408-730-7437
rzulueta@ci.sunnyvale.ca.us

ADDRESS ALL MAIL TO: P.O. BOX 3707 SUNNYVALE, CALIFORNIA 94088-3707
TDD (408) 730-7501

♻️ Printed on Recycled Paper

Comments to the Draft Environmental Impact Report
for the Los Altos Community Center Master Plan
Randall Hull
108 Hillview Avenue

As an original member of the ad hoc committee for this project you have my support for the concept of improving our existing city facilities, particularly the buildings housing City Hall, Police Department, and Recreation Department.

It is no secret that the current Community Center is past its useful lifespan and should be replaced. Our Police Department needs fundamental changes to their building for functional reasons, amongst others. The traffic flow through the civic center area is not ideal and not conducive to pedestrian or bicycle access.

However, I am concerned the overall proposal includes building what amounts to be a sports facility directly across the street from a neighborhood that already carries more than its fair share of non-residential traffic and concomitant impacts.

D-1 I have specific concerns with assumptions and statements made in the DEIR. They are addressed below:

Pg. 5, MM NOI-1.2, Mitigation and avoidance measures:

The statement "Route construction related traffic to and from the site via designated truck routes and avoid residential streets where possible" should be strengthened by removing "where possible". Hillview and surrounding residential streets should not be used for construction traffic, as it will cause undue and unnecessary noise and traffic loads on streets not designed for or meant to handle heavy construction traffic and still safely accommodate neighborhood traffic.

Pg. 19, 2nd paragraph:

"There is also public demand for a community pool, ..." The sentence is misleading. It is not accurate to describe the interest in a community pool as "demand".

D-2 This is more than a semantics argument. With a master plan promoting a commitment as expensive and impactful as a pool complex will be, it is not only advisable, but also necessary to accurately depict how the community prioritizes the project. There is interest from a portion of the public, but it does not rise to the level of "public demand".

Pg. 24, 2nd paragraph:

D-3 "The existing community, civic, and recreational facility buildings currently cover approximately 16 percent of the total project site, open space ... covers approximately 46 percent of the site..." There is nothing wrong with open space. In fact, Los Altos prides itself on its open space. We do not have to maximize every square foot of the acreage. It will still serve the community well if open space remains. The more intense the project, the more traffic and noise impact foisted upon the surrounding neighborhoods.

Pg. 25, Conceptual Site Plan:

This illustrates the likelihood of traffic and noise impact to the residents of Hillview. There are several mitigation measures that could be added to reduce impacts.

- Rotate the baseball field so the diamond is on the Northeast end, increasing the distance of the noise-generating portion of the field from the homes across the street. This will also place the diamond next to the internal parking area for easier access.

- Disallow public parking along the North side of Hillview Avenue between San Antonio Road and Eleanor, reducing the amount of noise generated by cars vying for parking, doors slamming, traffic navigating around parked cars along street, the non-residential appearance of a streetscape dominated by parked cars.

- Addition of a berm along the Hillview side of the fields to attenuate site and sound impacts.

- Addition of speed humps at key spots along Hillview between San Antonio Road and Eleanor, to control non-residential traffic.

Pg. 27, 2.1.1.5, Swim Center:

Is there a sustainable economic model for the 39,860-sqar foot swim center that will not require the residents to deal with noise generated seven days a week, starting at 6:00 AM and running until 9:00 PM on most days? 12 - 15 hours a day of sports related noise is too much to impose on the neighborhood directly across the street.

Pg. 28, Swim Center Cont'd:

The projected number of 1,000 people per day using the swim center from June to September, including a higher number during competitions, outdoor lighting, public address system, and related noise and traffic, is unreasonable for the neighborhood and may not be adequately mitigated by the current proposal. Further consideration of noise, traffic and light impacts will be required.

Pg. 30, 2.1.1.13, Site Access and Circulation:

The third full access driveway allowing ingress and egress from Hillview coupled with the planned upgrading of the isolated parking area in the southeast corner of the site to two full access driveways will only shift the location of the current traffic impacts already borne by the neighborhood. Mitigation measures to reduce traffic load, speeds and concomitant noise will be required. Refer to page 81 where existing average daily trips of 1,557 vehicles per day on Hillview validates the high traffic volume already present.

Pg. 38, 3.1.4, Open Space, Conservation & Community Facilities Element, Goal 1, Consistency:

There is a flawed logic in the statements "The proposed addition of a swim center would expand outdoor recreational opportunities in Los Altos... Although the site is not designated as open space in the General Plan, the project would add passive recreation uses to the site,..." You cannot add *active* recreation such as a swim center, baseball field, and soccer field and create *passive* recreation uses as a result of that act. The statement simply doesn't follow logic.

Pg. 42, 3.1.5, Circulation Element, Goal 2, Consistency:

"The reconfigured site layout would minimize exiting to and from Hillview Avenue (a neighborhood street) and encourage the use of San Antonio Road driveways for site

access." The assumption that the traffic pattern on Hillview will change does not follow human behavior or actual usage.

D-9 Although not empirical data, more than 9 years of observation from living on Hillview, indicates the much of the traffic is not directly related to the Civic Center. The report's statement is contradicted by the amount of traffic already existing on Hillview, which will not be displaced by the new project, and in actuality, will increase as indicated by the data in Table 4-4.

The conclusion that this is consistent with the goal is questionable in light of the data.

Pg. 62, 4.1.2.2, Land Uses Surrounding the Project Site, 2nd paragraph:

D-10 The statement that Hillview Avenue, a residential street, has "relatively low traffic volumes" is incongruous with the data presented on page 81 on the report, where it is stated that existing average daily trips is 1,557 vehicles per day. An ADT of 1,557 vehicles per day is not indicative of "low traffic" volume on a residential street.

The third sentence incorrectly states that Hillview has sidewalks on each side of the street in the project area. Hillview only has sidewalks on the North side.

These statements should be revised to accurately reflect the existing conditions.

Pg. 65, 4.1.3.3, Land Use Compatibility, Land Use Impacts from the Project:

D-11 The statements made in the first paragraph do not follow logic or report data. Specifically, the claim that introducing a new land use not existing (the swim center) does not constitute a new land use, is contradictory. You cannot have both a new land use and not introduce a new land use.

Further, the fourth sentence states "...the proposed project would not result in long-term traffic, noise, or air quality impacts that could affect the surrounding neighborhoods". This is proven incorrect by the data in Table 4-4 and ADT on page 81. Simple math shows there is a long-term traffic impact since traffic is increased by the addition of the new land use. It also ignores the noise impacts due to the number of people using the swim center, public address system, and hours of operation.

Pg. 66, South:

D-12 The report states "The project includes maintaining the existing street trees and enhancing the approximately 20- to 50-foot buffer along the Hillview Avenue with additional landscaping." What buffer? There is a strip of land that would hardly qualify as a 20- to 50-foot buffer due to no landscaping other than a few trees and barren dirt. It currently offers no buffering qualities.

Pg. 77, 4.2.3.2, Intersections, Trip Generation:

D-13 Both here and in Table 4-4 on page 78 it is stated that the trips generated by the proposed swim center are based on the TIA prepared by Fehr and Peers, completed in March 2004.

This report is now over five years old and does not account for current changes in population or demographics, nor, more importantly, change in location.

D-13 | The report was prepared for a different neighborhood and street profile. Taking into account the fact that Rosita is not a through street, whereas Hillview is, the traffic load on Rosita is significantly less than Hillview, the mix of traffic types on Rosita is different than Hillview -- "destination" vs. "cut-through" -- it is difficult to accept the conclusions made in the report as current and valid to this project.

Pg. 79, Trip Distribution and Assignment:

The assumptions made for trip distribution are confusing.

D-14 | Assumption three assumes most of the trips generated by the proposed library (1,114 daily trips) and theater would continue access via San Antonio Road, yet admits a "small percentage" of trips will use Hillview for access. What is a "small percentage"? What would be an acceptable percentage? That is not discussed or linked to any data points to support assumption.

Assumption four assumes approximately half of the swim center users would use Hillview for access. If we accept the figures from the Fehr and Peers report used for Table 4-4 that would be approximately 710 daily trips (half of 1,419 Daily Trips). This would be in addition to the existing ADT of 1,557 vehicles and will include a portion of the 1,114 daily trips to the new library, although no percentage was discussed.

Pg. 81, 4.2.3.3, Neighborhood Streets:

The discussion surrounding the TIRE index shows the heavy volume of traffic Hillview experiences each day -- 1,557 vehicles. The text also discusses what amount of traffic can be added before becoming perceptible. When the volume of traffic is already very noticeable, how much more would be acceptable under the TIRE index? This is a simple issue of more is more.

D-15 | In the second paragraph, Hillview is misspelled. Then an assumption of Background Conditions increases the traffic figure to 1,572 -- a mere difference of 15 vehicles, yet no data to support that low figure. As a resident of Hillview I am highly skeptical that the proposed project would only result in a background number of 15. There isn't clear data to indicate how that figure was derived and it doesn't follow observable traffic patterns on Hillview.

Further, the projected ADT for Hillview under Project Conditions is estimated to *decrease* to 565 because of the removal of Hillview Community Center and relocating the driveway. This number is questionable considering the actual behavior of traffic on Hillview. This assumes that 2/3 of the current traffic is related to the Community Center, which is an assumption that lacks credible evidence. Again, I go back to what I have observed for more than 9 years as a resident. The assumption does not take into account the number of trips on Hillview that are *not* related to the Civic Center at all. The assumption also seems to ignore the 710 trips to the swim center presented on page 79. That figure alone exceeds the projected ADT. So, the math is wrong on its face and assumptions do not take all factors into account.

Pg. 85, Construction Vehicle Access and Traffic:

D-16 The second paragraph states, "... during all phases...construction vehicles would not be allowed to travel on residential streets." How will this be enforced? The CTMP? Construction vehicles use Gordon, Eleanor, Hillview and Hawthorne now to move between Almond, El Monte and San Antonio Road. We currently lack traffic enforcement on Hillview. So, what assurances do we have that construction vehicles can be kept off the neighborhood streets through all phases? How are construction vehicles defined? Will construction personnel be allowed to park their vehicles along Hillview or other neighborhood streets? If not, how will this be enforced?

Pg. 85, 4.2.4, Conclusions Regarding Transportation Impacts:

D-17 The second sentence states that "Traffic on Hillview Avenue would *decrease* under the proposed project due to the reconfiguration of the uses on the site." This claim cannot be supported on the data presented as I pointed out in the discussion of the TIRE index assumptions on page 81. It just doesn't hold up under scrutiny and should be reconsidered in light of the data in the report as well as a traffic pattern study to determine not just how many vehicles travel on Hillview but what volume actually is Civic Center related. Otherwise, it is not a supportable claim.

Pg. 91, Sports Fields, 2nd paragraph:

D-18 According to the report, the "worst case" noise level determination for games played on the baseball field are about 57 dBA. The normal sounds generated include balls being hit and shouting of players and spectators typically reach a maximum of 65 dBA. This justifies rotating the field to place the diamond, the area of greatest noise generation, at the farthest point from sensitive residential receptors to the South. The residential areas to the East are buffered from the baseball field by the soccer field, which will have its own mitigation measures applied.

Pg. 92 Conclusion:

D-19 The fourth measure to reduce noise does not make sense. It states that the public address system will be prohibited after 10:00 PM daily. The swim centers latest hours of operation end at 9:00 PM. This must be a mistake. Why would the loudspeakers be allowed after 7:00 PM? Even in summer, the surrounding neighborhoods should be allowed some peace and quiet after a certain time in the evening rather than running into the night.

City Counsel making final decision:

D-20 Lastly, I am concerned that the final decision to approve all mitigation for this project will be made by people least impacted by street traffic or noise generated by sports facilities close by. Three Council members live on cul-de-sacs, and two live on quiet streets with minimal traffic, especially "cut-through" or other non-neighborhood traffic. As such, unlikely they will be sensitive to the estimated impacts of the proposed project including the sports facilities across the street from a neighborhood already bearing a heavy traffic load.

LETTER E

Jodi Starbird

From: Zach Dahl [ZDahl@losaltosca.gov]
Sent: Monday, December 28, 2009 3:14 PM
To: Demetri Loukas; Jodi Starbird
Subject: FW: DEIR Comment

Here is the email from Randall Hull dated December 2, 2009.

Zachary Dahl, AICP
Associate Planner

City of Los Altos
Community Development Department
One North San Antonio Road
Los Altos, CA 94022

(650) 947-2633
(650) 947-2733 (f)
zdahl@losaltosca.gov

P Please consider the environment before printing this message.

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

From: Randall Hull [mailto:randall@randallhull.com]
Sent: Wednesday, December 02, 2009 2:18 PM
To: Zach Dahl
Cc: David Kornfield
Subject: DEIR Comment

Hi Zach,

Since I live within 500 for the Civic Center I will recuse myself Thursday and offer comments as a resident only. Since it is likely time won't allow extensive comments I wanted to note one minor item in the DEIR that should be corrected.

E-1

On page 62, second paragraph, third sentence is says "Both San Antonio and Hillview Avenue have sidewalks on each side of the street in the project area." Hillview Avenue only has sidewalks on the North side along the project area. It is correctly stated later in the DEIR.

Randall Hull

LETTER F

James Walgren
Assistant City Manager
City of Los Altos,
North San Antonio Road
Los Altos, Ca 94022

December 21, 2009

Dear James Walgren,

In regards the Los Altos Community Center Master Plan DEIR please accept my brief comment on the grave concerns I have with the major tree loss expected to result from this project as noted in Table 4-10, in particular the two Coast Live Oaks and the one Valley Oak, but the loss of all these trees is extremely sad.

F-1 The oak trees are in good condition and have an extensive canopy that could not be replaced in decades. If the City of Los Altos is ever intending to call itself a 'green community' or environmentally conscientious then it should rethink this deplorable loss of an historic natural resource. It might be noted that the entire Stanford University golf course was laid out in oak studded foothills with the loss of just three oaks, I believe. If their golfcourse designer had that respect for oak woodlands then I think Los Altos needs to redesign this plan.

F-2 This new Community Center Master Plan also does not retain the concept of vista that our present one has. There is the vista across the soccer fields to the oaks adjacent to Bus Barn Theatre and the library. There is the vista of the apricot orchard surrounding city hall. There are the vista views of Black Mountain throughout the present community center. This is our version of appealing visual open space similar to the village green.

F-3 Sprinkling apricot trees around buildings is not going to be any equivalent for the loss of the statement that agriculture was the basis for our town and the inspiration for the City seal. If you want to change civic center horticulture to an edible landscape that might have rationale, but this plan needs revision to do so.

F-4 There is also the element of outdoor facility double use that is no longer evident to me. The soccer field provided a backdrop for Bus Barn evening socials, for plant sale events, for dog training or any other high visibility recreation activity. Stuck over next to residences I don't believe it will serve the same function. Also, if I remember from public hearings, neighbors were promised a greater set back from playing fields than are shown in conceptual plans and at that time when I measured it out, the new location of the soccer field did not have regulation dimensions.

F-5 Lastly I do not believe the traffic study is valid in regards the delays to traffic on San Antonio Road due to funneling all traffic going in and out of the Community Center through a five way intersection. You also have to widen San Antonio Road to take into account the extra turn lane from southbound San Antonio Road. At present one can get into and out of both ends of the Community Center without waiting for a light. One merely waits for the break in traffic which is far more efficient. Please go back to the drawing board on this.

F-6 The present design is supposed to be pedestrian friendly but I also feel that is not the result achieved.

Thank you for the opportunity to review this plan.

Sincerely,

Libby Lucas
174 Yerba Santa Ave.,
Los Altos, CA 94022

