II. ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

A. AESTHETICS

1. Existing Setting

The project site is located in a developed public use area within the boundaries of Rosita Park and land leased to the City by the Los Altos Elementary School District. Land uses adjacent to the project site include Covington elementary school and single-family residences. Rosita Park is five acres in size and contains a baseball diamond with bleachers, a soccer field, a gymnasium building (previously St. Williams Parish Hall), and a large surface parking lot. Demolition of the gymnasium building is included in the City's 5-year Capital Improvement Program (CIP), and will occur prior to or concurrent with construction of the community swim center.

The project site contains two unlit tennis courts and paved parking lots (refer to Figure 3). Minimal landscaping exists on the project site. The area adjacent to the eastern side of the project site is developed with a gymnasium building. As stated previously, the demolition of the gymnasium building is included the City's CIP and will be demolished prior to or concurrent with construction of the proposed swim center. The area adjacent to the northern side of the project site is a baseball diamond and playing fields. The area adjacent to the western side of the project site is developed with single-story elementary school buildings and associated parking lots; adjacent to the southeast of the project site is a public street; south of the street are one- and two- story single-family residences.

Nighttime lighting in the project area includes street lights along Rosita Avenue in front of Rosita Park, and security and parking lot lights at the adjacent elementary school.

Due to the flat topography of the project area, the site is only visible from the immediate area. The site is not located within a scenic viewshed or along a scenic highway.

2. Impacts

For the purposes of this project, a visual impact is considered significant if the project would:

- Substantially alter existing views of scenic vistas or resources; or
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area; or
- Substantially degrade the existing visual character or quality of the site and its surroundings.

Visual Impacts

Daytime Views

The project proposes the demolition of the existing tennis courts and a paved parking lots and the construction of an outdoor community swim center. Prior to or concurrent with construction of the proposed project, the previously planned demolition of the existing gymnasium will also occur. The community swim center will include two pools and a water feature, a terraced spectator seating area, and a building (refer to Figure 3). The swim center will be surrounded by a fence or wall. The single

story building will have a maximum height of 15 feet and would be approximately 4,000 square feet in size. The building would be of similar scale and size as the adjacent elementary school buildings and residences and its design will be subject to the *City of Los Altos Residential Design Guidelines.* Landscaping will be planted along the perimeter of the site. As described, replacement of the existing outdoor recreation facilities and paved parking lots with the proposed community swim center would not degrade the existing visual character of the site or the area, and would not result in a significant visual impact to the surrounding land uses.

Nighttime Views

The proposed project includes outdoor lighting that would be located throughout the swim center for the purpose of security and safety of the community swim center users. The lighting for the proposed project would be similar to the lighting installed at the adjacent elementary school. The lights on the project site are not expected to exceed 20 feet in height and will probably be 15 feet in height.

The low-pressure sodium lighting will be fully shielded. Outdoor lighting would generally increase the level of illumination in the area, but would not cause significant glare or light spillover onto adjacent properties. The lights will be turned off by 10:30 PM each night. As described, the project lighting will be similar to the found on the adjacent school, and at other public facilities in Los Altos. Therefore, the project will not significantly impact nighttime views in the project area.

Conclusion: The proposed project would not result in significant visual impacts. **(Less Than Significant Impact)**

B. LAND USE

1. Existing Setting

Existing and Surrounding Land Uses

The approximately 0.80-acre project site is located at the west end of Rosita Avenue in the City of Los Altos. The project site contains two paved tennis courts and paved parking. Land uses adjacent to the project site include Rosita Park to the north and east, single-family residences to the south, and an elementary school to the west. There are no agricultural uses in the project area. An aerial photograph of the project site and the surrounding land uses is shown on Figure 4. Rosita Park includes a gymnasium building, a baseball diamond with bleachers, and a soccer field. A sports field is also located on the adjacent elementary school. The recreation facilities in Rosita Park and the adjacent elementary school are used by local athletic leagues and the residents of Los Altos. Direct vehicular access to the existing tennis courts and Rosita Park is provided by Rosita Avenue. Rosita Avenue is a local street with an asphalt pathway on the north side of the street that ends at the project site. Parking for Rosita Park is provided on-site.

Existing General Plan and Zoning Designations

The project site is designated *Public School Land* and *Parks* on the City of Los Altos General Plan and is zoned PCF (Public and Community Facilities). *Public School Land* is defined by the General Plan as land owned by public school districts and used for education, recreation, administration, and other non-commercial, non-residential, or non-industrial purposes. *Parks* is defined as publicly owned and dedicated parkland.

2. Impacts

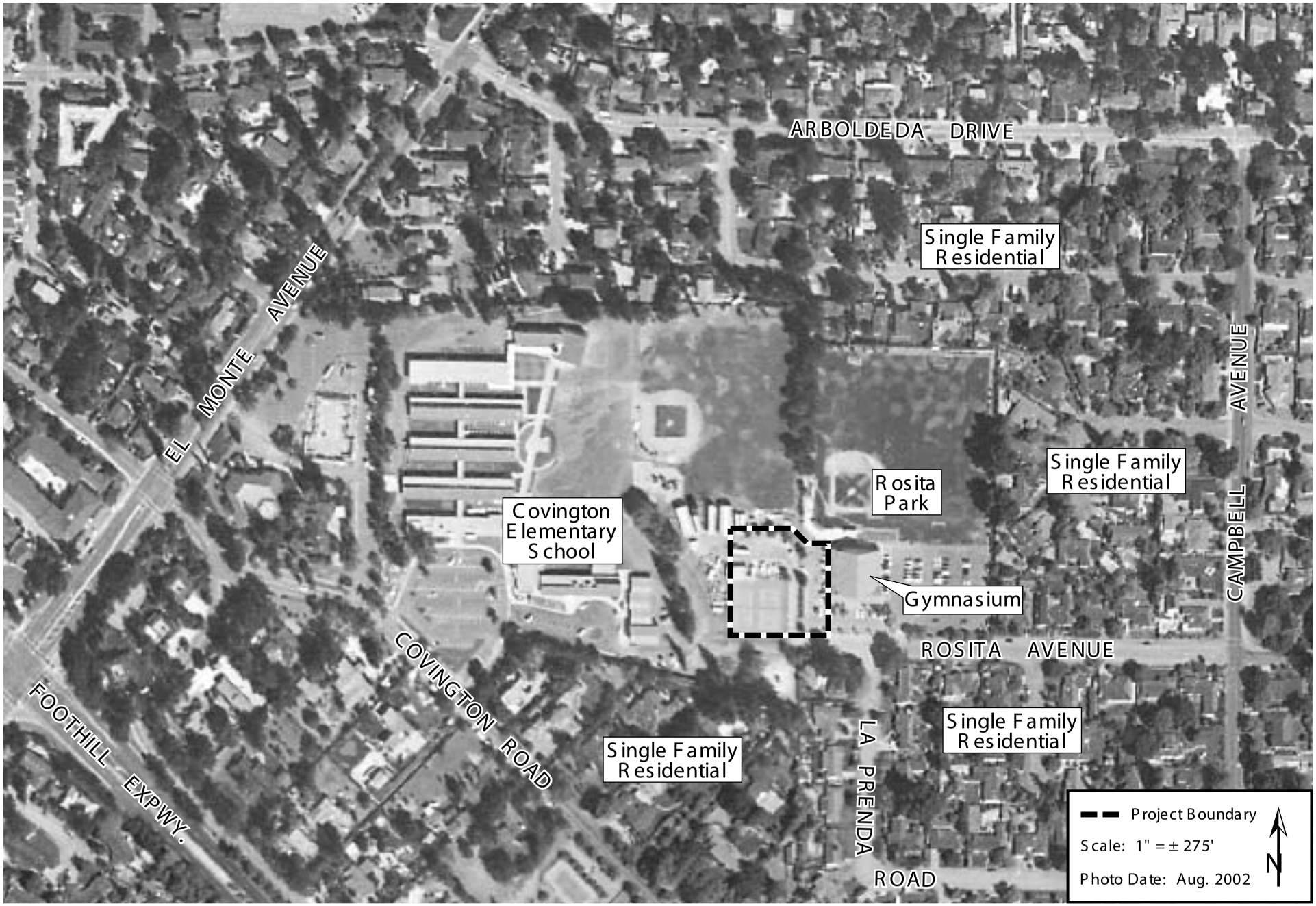
Thresholds of Significance

For the purposes of this project, a land use impact is considered significant if the project would:

- Physically divide an established community;
- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use; or
- 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.

Land Use Compatibility

Land use conflicts can arise from two basic causes: 1) conditions on or near the project site may have impacts on persons or development introduced onto the site by the project; or 2) a new development or land use may cause impacts to persons or the physical environment in the vicinity of the project site or elsewhere. Both of these circumstances are aspects of land use compatibility. Potential incompatibility may arise from placing a particular development or land use at an inappropriate location, or from some aspect of the project's design or scope. Depending on the nature and severity of the project's impact, land use compatibility conflicts can range from minor irritations and nuisance



AERIAL PHOTOGRAPH

FIGURE 4

to potentially significant effects on human health and safety [2]. The following discussion distinguishes between potential impacts from the proposed project upon persons and the physical environment, and potential impacts from the project's surroundings upon the project itself.

Impacts from the Project

Recreational uses are typically found within residential neighborhoods, as shown and supported by the City of Los Altos General Plan, which shows recreational facilities scattered throughout residential neighborhoods within the City. The proposed community swim center is compatible with the adjacent school and parks because it is also a recreational use similar to the use of much of the park and school properties. Because the swim center is intended to primarily serve the residents of Los Altos, it is proposed proximate to residential neighborhoods.

The community swim center is proposed on a site designated for *Public School Land* and *Parks* land uses by the General Plan. The proposed building would be the same scale and size of the adjacent elementary school buildings and residences. The proposed project would not conflict with any agricultural uses, nor would it 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, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect, other than the noise from project related traffic.

Although the project site is situated within and adjacent to *Public School Land* and *Parks* land uses to the north, east, west, and partially to the south, single-family residences are located adjacent to the project site across Rosita Avenue to the south and to the east beyond Rosita Park. Direct access to the project site is provided by Rosita Avenue. Rosita Avenue terminates at the project site and, therefore, currently experiences low traffic volumes. As discussed in **Section II. K. Traffic**, the proposed project will increase volumes on Rosita Avenue during both the non-summer months (September to June) and during the summer (June to September). The increase in traffic would not significantly impact any of the intersections in the project area, but it would incrementally change the character of the roadways in the project area, especially Rosita Avenue. More cars driving on these streets would be different than the existing condition, but would not exceed the volumes (1,500 to 2,500 VPD) identified in the General Plan as characterizing residential streets[3]. The increase in traffic would also increase noise levels along Rosita Avenue (refer to **Section II. J. Noise**).

As discussed in **Section II. J. Transportation**, the project proposes to provide 110 to 126 parking spaces. The proposed parking will accommodate typical weekday demand and most of the peak parking demand.

As discussed in more detail in the Transportation section of this EIR, overflow parking may cause annoyance, but will not interfere with the operation or use of public streets.

Impacts upon the Project

Surrounding land uses are compatible with the proposed community swim center and no impacts upon the proposed project are anticipated. As stated previously, the proposed project is located on and is bounded by *Public/Quasi-Public* and *Open Space* land uses to the south, west, north, and east, and a public street to the south (Rosita Avenue). Single-family residences are located south of Rosita Avenue and to the east beyond Rosita Park. There are no known conditions adjacent or near the

[2] The word nuisance is used in this EIR to mean "annoying, unpleasant, or obnoxious" and not in its legal sense.
[3] Fehr & Peers Associates, Inc., Circulation Element Background Report and Draft Goals, Policies, and Implementation Measures, February 7, 2002

project site that would have adverse impacts on persons or activities introduced onto the site by the project.

Conclusion: The proposed project would not result in significant land use impacts. (**Less Than Significant Impact**)

C. BIOLOGICAL RESOURCES

The following discussion is based upon a site visit and tree survey completed for the project site by *David J. Powers and Associates*. The tree survey is included in Appendix B of this EIR.

1. Existing Setting

The project site is located in the City of Los Altos and is developed with two tennis courts and paved parking lots. A small amount of landscaping occurs on the site that consists of shrubs and several trees.

City of Los Altos Tree Ordinance

The City of Los Altos Tree Ordinance protects the following trees:

A. Any tree designated by City Council resolution (Oak, Redwood, London Plane, Sycamore, or Bay Laurel with a circumference over 48 inches measure and 48 inches above the ground);

B. Any tree designated by the Historical Commission as a heritage tree or any tree under official consideration by the Historical Commission for heritage tree designation;

C. Any tree located on property zoned other than R1;

D. Any tree which was required by the City to be either saved or planted in conjunction with a development review application filed on or after April 23, 1993;

E. Any tree located on undeveloped property or on developed property where additional development or redevelopment is anticipated. (See Sec. 11.08.120).

The project site is zoned PCF. Therefore, all of the trees on the project site are protected by the City of Los Altos Tree Ordinance. The tree survey completed for the project site identified a total of fourteen mature trees on the project site (refer to Appendix B).

Special Status Species and Sensitive Habitats

There are no sensitive habitats on or adjacent to the project site, including streams or waterways. Endangered, threatened, and special status animal and plant species are not expected to occur on the project site because none of the habitats that support these species exist on the project site. The project site is not within the boundaries of a habitat conservation plan, natural community conservation plan, or other conservation plans.

2. Impacts

Thresholds of Significance

For the purposes of this project, impacts to vegetation and wildlife are considered significant if the project would:

- ⁄# Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations; or
- ⁄# Have a substantial adverse effect on any riparian habitat or other sensitive natural communities identified in local or regional plans, policies, or regulations; or
- ⁄# Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means; or
- ⁄# Interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites; or
- ⁄# Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or
- ⁄# Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Impacts to Biological Resources

The proposed project would result in the removal of the existing tennis courts, pavement, and landscaping on the project site, and the development of two pools, a water feature, a terraced spectator area, and a building. Landscaping would be planted around the perimeter of the site.

The proposed project would not directly or indirectly affect any special status species or sensitive habitat, or conflict with any conservation plan.

The proposed project would result in the removal of up to 14 trees on the project site. In addition, reconfiguration of the existing Rosita Park parking lot adjacent to the site and demolition of the existing gymnasium building may also result in the removal of up to 10 trees. All of the trees on the project site and adjacent to the project site in the Rosita Park parking lot are protected by the City of Los Altos Tree Ordinance. The proposed project will conform to the City of Los Altos Tree Ordinance. In accordance with the City of Los Altos Tree Ordinance, a tree removal permit will be obtained for each tree removed as a result of the proposed project.

- Æ The proposed project may result in the removal of up to 24 trees on and adjacent to the project site. **(Significant Impact)**

3. Mitigation and Avoidance Measures

The following measures would be implemented by the project during development:

- **ü** All healthy, mature trees will be incorporated into the proposed project to the greatest extent feasible.

- ü Each tree removed by the proposed project on or adjacent to the project site will be replaced by one 24-inch box specimen, incorporated into the site landscaping.

Conclusion: The proposed project, with the mitigation measures listed above, would not result in a significant impact to biological resources. **(Less Than Significant Impact with Mitigation Incorporated)**

D. CULTURAL RESOURCES

The following discussion is based upon a cultural resources report prepared for the project area by *Basin Research Associates* in August 2003. The report is on file with the City of Los Altos, Community Development Department and can be viewed during normal business hours.

1. Existing Setting

Prehistoric Period

The project area, located between Adobe and Hale creeks, was probably used by Native Americans for occupation and hunting and gathering activities. The area would have provided a favorable environment during the prehistoric period with riparian and inland resources readily available, and the bayshore in relative close proximity.

The project area is within the territory of the Tamyen (Tamien) tribelet of the Costanoan Indians (alternatively the Ohlone). The closest Tamien village has been identified as San José Cupertino. The village was located in the mountains and valleys of upper Pescadero Creek, Stevens Creek and Saratoga Creek watersheds.

No known or inferred prehistoric trails have been identified in or near the project site. No known prehistoric, ethnographic or contemporary Native American resources, including sacred places and traditional use areas, have been identified in or near the project site.

Historic Period

Hispanic Period

The Spanish philosophy of government in northwestern New Spain was directed at the founding of presidios, missions, and secular towns with the land held by the Crown (1769-1821), while later Mexican policy stressed individual ownership of the land. During the Mexican Period (1822-1846/1848) tracts of land were granted to individuals.

The expedition of Spanish Army Colonel Juan Bautista de Anza, accompanied by Franciscan priest Pedro Font, 11 soldiers, seven servants and muleteers passed through the general study area. The historic route of the "Juan Bautista de Anza National Historic Trail (1776)," is plotted east of the project site. The project site is located in what were ungranted lands just north of the Rancho San Antonio.

No known Hispanic Period dwellings, roads or other features were located in or adjacent to the project area.

American Period

The townsite of Los Altos was laid out by the Altos Land Company in 1908, as a result of the expansion of interurban train service, the Suburban Interurban Railroad, and the development of small communities or suburbs throughout the Santa Clara Valley. A historical map of Santa Clara County showed the site as an undeveloped area in 1866. A structure and small orchard were within or in the vicinity of the project site in 1876. An 1899 topographic map shows El Monte Avenue, Foothill Road, and Grant Road. By the early 1940s, Covington and Rosita Avenues were built, but there were still no structures located on the project site. The project site was developed in the early

1950s, and the buildings were subsequently removed. The project site has no known association with historic events or persons.

2. Impacts

Thresholds of Significance

For the purposes of this project, a cultural resources impact is considered significant if the project would:

- ¢# Cause a substantial adverse change in the significance of an archaeological resource;
- ¢# Cause a substantial adverse change in the significance of a historic resource;
- ¢# Directly or indirectly destroy a unique palenontological resource or site or unique geological feature; or
- ¢# Disturb any human remains, including those interred outside of formal cemeteries.

Impacts to Prehistoric Archaeological Resources

Due to the absence of recorded prehistoric resources on or near the site, the general area is believed to have a low potential for containing buried or obscured prehistoric archaeological resources. Development of this property is not anticipated to impact prehistoric archaeological resources.

Impacts to Historic Resources

Due to the absence of known historic sites or associations on or near the project site, the general area is believed to have a low potential for containing buried or obscured historic archaeological resources. Development of this property is not anticipated to impact historic resources of any type.

- Æ Archaeological resources may be discovered during construction of the proposed project. **(Significant Impact)**

3. Mitigation and Avoidance Measure

The following measure would be implemented by the project during development:

- ü In the event of the discovery of unanticipated buried prehistoric or historic era cultural materials, operations would stop within 25 feet of the find and the Director of Public Works would be notified. The find would be evaluated by a professional archaeologist, and if the find is significant, treatment recommendations would be developed and implemented.

Conclusion: The project includes appropriate measures to ensure that impacts to any cultural resources are avoided. **(Less Than Significant Impact with Mitigation Incorporated)**

E. GEOLOGY AND SOILS

The following discussion is based upon the Cooper-Clark, Geotechnical Investigation for the City of San José Sphere of Influence (1974), the USGS Generalized Geologic Map (1975).

1. Existing Setting

Geology and Topography

The project site is located in the Santa Clara Valley, an alluvial basin, bounded by the Santa Cruz Mountains to the west, the Mt. Hamilton Diablo Mountain Range to the east, and the San Francisco Bay to the north. The Santa Clara Valley was formed when sediments derived from the Santa Cruz Mountains and the Mt. Hamilton-Diablo Range were exposed by continued tectonic uplift and regression of the inland sea that had previously inundated this area. Bedrock in this area is made up of the Franciscan Complex, a diverse group of igneous, sedimentary and metamorphic rocks of Upper Jurassic to cretaceous age (70 to 140 million years old). Overlaying the bedrock at substantial depths are marine and terrestrial sedimentary rocks of Tertiary and Quaternary age. The project site area is primarily flat. There are no significant topographical features on the site.

Seismicity and Seismic Hazards

The project site is located within the seismically active San Francisco Bay region. The Uniform Building Code designates the entire South Bay as Seismic Activity Zone 4, the most seismically active zone in the United States. The faults in the region are capable of generating earthquakes of at least 7.0 in magnitude, therefore, it can be expected that earthquakes could produce very strong ground shaking at the subject site during the life of the proposed project. The major earthquake faults in the project area are the San Andreas Fault, located approximately five miles southwest of the site, the Hayward Fault, located approximately 13 miles east of the sites, and the Calaveras Fault, located approximately 17 miles east of the site. A moderate to major earthquake on the San Andreas Fault is most likely to generate the strongest ground shaking at the site.

The Association of Bay Area Governments (ABAG) has reported that the Working Group on California Earthquake Probabilities (1990) has estimated that there is a 67% probability that one or more major earthquakes would occur in the San Francisco Bay Area within the next 30 years.

Liquefaction

Seismically-induced liquefaction results in the transformation of loose water-saturated soils from a solid state to a liquid state during ground shaking. Many elements influence the potential for liquefaction including the soil type, soil cohesion, and groundwater level. Due to the presence of unsaturated soils on the project site and a groundwater depth of at least 25 feet, the potential for liquefaction on the site is considered low.

Soils

The soils in the project area consist of predominately unsaturated silty, clayey, and gravelly sand, which has a medium dense to very dense relative density at depths greater than seven feet. These soils are moderately expansive. Expansive soils shrink and swell as a result of moisture changes. These changes can cause heaving and cracking of slabs-on-grade, pavements, and structures founded on shallow foundations. The site topography is generally flat and there are no water features on or adjacent to the project site, therefore, the potential for erosion and sedimentation on the site is low.

2. Impacts

Thresholds of Significance

For the purposes of this project, a geology and soils impact is considered significant if the project:

- Results in development or infrastructure being constructed on a site with geologic features which would pose a substantial hazard to property and/or human life (i.e., an active fault, active landslide, etc.); or
- Would expose people or property to major geologic hazards that cannot be mitigated through the use of standard engineering design and seismic safety design techniques.

Seismic Shaking

As previously stated, the project site is located in a seismically active region, and as such, strong ground shaking would be expected during the lifetime of the proposed project. While no active faults are known to cross the project site, ground shaking on the site could damage buildings and other proposed structures and threaten residents and occupants of the proposed development. All portions of the project would be designed and constructed in accordance with the State of California Uniform Building Code guidelines for Seismic Zone 4, to avoid or minimize potential damage from seismic shaking.

Liquefaction

Due to the type of soils and depth of groundwater at the project site (at least 25 feet), the potential for soil liquefaction is low.

Soils

The project site is underlain by moderately expansive soils which may expand and contract as a result of seasonal or man-made soil moisture content changes. The expansive soil conditions could damage the proposed structures on the site. A design-level geotechnical report will be prepared for the project and all of the design measures identified in the report will be included in the project. Damage to structures and improvements would be avoided or minimized through proper design and standard engineering techniques.

Due to the flat topography of the site, development is not expected to be exposed to slope instability, erosion, or landslide related hazards.

Conclusion: Construction of the project with the use of standard engineering and seismic design techniques would avoid all potential soils, geologic and seismic hazards impacts or reduce them to a less than significant level. **(Less Than Significant Impact)**

F. HAZARDS AND HAZARDOUS MATERIALS

1. Existing Setting

Previous development on the project site included Covington Junior High School and St. Nicholas School. Existing development on the project site includes two tennis courts and paved parking lots. According to the Initial Study prepared for the adjacent elementary school in March 2000, the project site is not included on the Hazardous Waste and Substance Sites List, nor is it located within one-quarter mile of any facilities that might emit hazardous or acutely hazardous air emissions.

2. Impacts

Thresholds of Significance

For the purpose of this project, hazardous materials impacts are considered significant if the project would:

- Expose the public to a significant risk associated with the storage, use, and disposal of hazardous materials, or existing hazardous materials contamination on the site; or
- Pose a hazard to people or animal or plant populations; or
- Create a public health hazard.

The project proposes to replace the existing tennis courts and paved parking lots with an outdoor community swim center. Most of the project site will be paved or covered with structures, except for an approximately 15 foot wide terraced spectator seating area along the western edge of the site.

The development and operation of the proposed project would require the use and transportation of chemicals to maintain water balance and chemical control of each of the proposed pools. Chlorine would be used to maintain water sanitation levels and muriatic acid would be used to maintain the pH of the pools. These materials would be stored at the site and would be brought to the site about one to two times per month. Both materials would be kept in double containment tanks inside the new building. Generally, there would be enough of these materials at the site at one time to be used for a two-week period.

The use, storage, and transportation of these materials would be managed in accordance with federal, state, and local laws and regulations. The project plans would be reviewed and approved by the Fire Department prior to issuance of a building permit. The implementation of the proposed project in accordance with federal, state, and local laws and regulations would ensure that the on-site use of chemicals results in a less than significant hazardous materials impact.

Conclusion: The proposed project would not result in hazardous materials impacts**. (Less Than Significant Impact)**

G. HYDROLOGY AND WATER QUALITY

1. Existing Setting

Drainage and Flooding

There are no waterways present on or adjacent to the project site. The nearest waterway to the site is Hale Creek, which is located approximately 0.5 miles east of the proposed site. Hale Creek flows into Permanente Creek, which flows in a northerly direction and eventually empties into the San Francisco Bay. Nearby storm drains flow into Hale Creek.

Except for the small amount of landscaping, the existing project site consists of impermeable paved surfaces. Runoff from the site is conveyed to the storm drain system within Rosita Park and on Rosita Avenue. According to the Los Altos General Plan Development Constraints Diagram (1987), the project site is not located within the 100-year floodplain.

Water Quality

The water quality of streams, creeks, ponds, and other surface water bodies can be greatly affected by pollution carried in contaminated surface runoff. Pollutants from unidentified sources, known as non-point source pollutants, are washed from streets, construction sites, parking lots, and other exposed surfaces into storm drains. Runoff often contains contaminants such as oil and grease, plant and animal debris (e.g., leaves, dust, animal feces, etc.), pesticides, litter, and heavy metals. In sufficient concentration, these pollutants have been found to adversely affect the aquatic habitats to which they drain.

In October 2001, the Regional Water Quality Control Board (RWQCB) approved an amendment to the NPDES Municipal Separate Storm Sewer System (MS4) Permit Number CAS 029718, Provision C.3, issued to the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP). The amendment to Provision C.3 calls for more stringent standards for the management of stormwater runoff, and includes new stormwater discharge requirements for projects greater than one acre that occurs within the boundaries of the 15 jurisdictions/co-permittees that constitute SCVURPPP, including the City of Los Altos. The project site is approximately 0.8 acres in size and therefore, is not subject to this requirement. However, the project is required by the City to comply with Best Management Practices (BMPs) and the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP) during construction.

2. Impacts

Thresholds of Significance

For the purposes of this project, a hydrologic impact is considered significant if the project would:

- Increase the potential for flood-related property loss or hazard to human life; or
- Substantially degrade or deplete groundwater resources; or
- Significantly increase storm water pollution discharges to storm water systems; or
- Significantly degrade water quality.

Drainage and Flooding

The existing project site is almost completed covered with paved, impermeable surfaces (tennis courts and parking lots). The proposed project would slightly decrease the amount of impervious surfaces on the site. The proposed pools would contain some runoff during a storm, further reducing the volume of runoff from the site. The proposed project would not, therefore, adversely impact the capacity of the area drainage system.

The site is not located in the 100-year flood plain and, therefore, the potential for flooding on the site is very low.

Water Quality

Construction activities on the site may increase the amount of sedimentation in the storm water system. Construction activities have the potential to generate dust, sediment, litter, oil, paint, and other pollutants that can contaminate runoff from the site. This is a significant impact.

Groundwater would not be affected by the construction of the proposed project. The project would not use groundwater on the site, but would utilize existing City water sources provided by the California Water Service Company. The groundwater on the site is found at a depth of 25 feet. The proposed project would require excavation to a depth of approximately 13-15 feet and, therefore, would not impact the site's underlying groundwater.

Æ Construction activities on the project site could contaminate runoff from the project site. **(Significant Impact)**

3. Mitigation and Avoidance Measure

The following mitigation measure would be incorporated into the project during development of the project site:

ü In accordance with the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP), as well as the City of Los Altos' ordinances, policies, processes, and other local, state, and federal requirements, the project would implement Best Management Practices (BMPs) for reducing the volume of runoff and pollution in runoff to the maximum extent practicable, both during and after construction. These BMPs may include source control measures, site design elements, and post-construction treatment measures such as the following:

- ¢# Restrict grading to the dry season or meet City requirements for grading during the rainy season.
- ¢# Provide temporary cover of all disturbed surfaces to help control erosion during construction.
- ¢# Cover soil, equipment, and supplies that could contribute non-visible pollution prior to rainfall events or perform monitoring of runoff.
- ¢# Use effective, site-specific erosion and sediment control methods during the construction and post-construction periods.
- ¢# Provide permanent cover as soon as is practical to stabilize the disturbed surfaces after construction has been completed.
- ¢# Implement regular maintenance activities such as sweeping driveways between the construction area and public streets.

- ¢# Stencil on-site catch basins to discourage illegal dumping.
- ¢# Preclude non-storm water discharges to the storm water system.

Conclusion: The proposed project, with the incorporation of BMPs and compliance with the SCVURPPP, would not result in significant hydrologic impacts. **(Less Than Significant Impact with Mitigation Incorporated)**

H. AIR QUALITY

1. Existing Setting

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.

The Bay Area typically has moderate ventilation, frequent inversions that restrict vertical dilution, and terrain that restricts horizontal dilution. During the summer, inversions are generally elevated above ground level, but are present for over 90 percent of both the morning and afternoon hours. In winter, surface-based inversions dominate in the morning hours, but frequently dissipate by afternoon. These factors give the Bay Area a relatively high atmospheric potential for pollution.

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. Table 2 identifies the major criteria pollutants, characteristics, health effects, and typical sources.

The federal and California state ambient air quality standards are summarized in Table 3 for "criteria" pollutants. The federal and state ambient standards were developed independently, although both processes attempted to avoid health-related effects. As a result, the federal and state standards differ in some cases. In general, the California State standards are more stringent. This is particularly true for ozone and PM10.

In addition to the criteria pollutants discussed above, Toxic Air Contaminants (TACs) are another group of pollutants of concern. TACs are injurious in small quantities and are regulated despite the absence of criteria documents.

Ambient Air Quality

The Bay Area Air Quality Management District (BAAQMD) monitors air quality at several locations within the San Francisco Bay Air Basin, but none are located in Los Altos. The closest monitoring stations to the project site are a multi-pollutant monitoring site in Redwood City and a single-pollutant monitoring site in Sunnyvale. Table 4 summarizes the number of days that concentrations exceeded state and federal standards at these monitoring sites during the period 2000-2002. Table 4 shows that PM10 exceeds the state standards in the project area.

PM10 is considered a regional pollutant in that concentrations are not determined by proximity to individual sources, but show a relative conformity over a region. Thus, the data shown in Table 4 for PM10 provides a good characterization of levels of this pollutant at the project site.

Because of the differences between the federal and state standards, the designation of non-attainment areas is different under federal and state legislation.

Table 2: Major Criteria Pollutants

Pollutant	Characteristics	Health Effects	Major Sources
Ozone	A highly reactive photochemical pollutant created by the action of sunshine on ozone precursors (primarily reactive hydrocarbons and oxides of nitrogen. Often called photochemical smog.	⁄# Eye Irritation ⁄# Respiratory function impairment.	The major sources of ozone precursors are combustion sources such as factories and automobiles, and evaporation of solvents and fuels.
Carbon Monoxide	Carbon monoxide is an odorless, colorless gas that is highly toxic. It is formed by the incomplete combustion of fuels.	⁄# Impairment of oxygen transport in the bloodstream. ⁄# Aggravation of cardiovascular disease. ⁄# Fatigue, headache, confusion, and dizziness. ⁄# Can be fatal in the case of very high concentrations.	Automobile exhaust, combustion of fuels, combustion of wood in woodstoves and fireplaces.
Nitrogen Dioxide	Reddish-brown gas that discolors the air, formed during combustion.	⁄# Increased risk of acute and chronic respiratory disease.	Automobile and diesel truck exhaust, industrial processes, fossil-fueled power plants.
Sulfur Dioxide	Sulfur dioxide is a colorless gas with a pungent, irritating odor.	⁄# Aggravation of chronic obstruction lung disease. ⁄# Increased risk of acute and chronic respiratory disease.	Diesel vehicle exhaust, oil-powered power plants, industrial processes.
Particulate Matter	Solid and liquid particles of dust, soot, aerosols and other matter which are small enough to remain suspended in the air for a long period of time.	⁄# Aggravation of chronic disease and heart/lung disease symptoms.	Combustion, automobiles, field burning, factories and unpaved roads. Also a result of photochemical processes.

Table 3: Federal and State Ambient Air Quality Standards			
Pollutant	**Averaging Time**	**Federal Primary Standard[4]**	**State Standard**
Ozone	1-Hour 8-Hour	0.12 PPM 0.08 PPM	0.09 PPM --
Carbon Monoxide	1-Hour 8-Hour	35.0 PPM 9.0 PPM	20.0 PPM 9.0 PPM
Nitrogen Dioxide	Annual Average 1-Hour	0.05 PPM --	-- 0.25 PPM
Sulfur Dioxide	Annual Average 24-Hour	0.03 PPM 0.14 PPM	-- 0.04 PPM
PM_{10}	Annual Average 24-Hour	50 µg/m^3 150 µg/m^3	30 µg/m^3 50 µg/m^3

Table 4: Summary of Air Quality Data for Redwood City and Sunnyvale Monitoring Sites[5]					
Pollutant	**Standard**	**Station**	**Days Exceeding Standard in:**		
			2000*	**2001**	**2002**
Ozone	State 1-Hour	Redwood City Sunnyvale	0 --	0 0	0 0
Ozone	Federal 1-Hour	Redwood City Sunnyvale	0 --	0 0	0 0
Ozone	Federal 8-Hour	Redwood City Sunnyvale	0 --	0 0	0 0
Carbon Monoxide	State/Federal 8-Hour	Redwood City	0	0	0
Nitrogen Dioxide	State/Federal 1-Hour	Redwood City	0	0	0
PM_{10}**	State 24-Hour	Redwood City	1	4	1
PM_{10}**	Federal 24-Hour	Redwood City	0	0	0

*The Sunnyvale station opened in 2001 therefore 2000 data is not available.
**PM_{10} is sampled every sixth day-*actual* days over standard can be estimated to six times the numbers listed.

[4] PPM = Parts per Million; µg/m^3 = Micrograms per Cubic Meter

[5] Bay Area Air Quality Management District, *California Air Quality Data,* Bay Area Air Pollution Summaries, 2000-2002, BAAQMD, 2003.

Attainment Status and Regional Air Quality Plans

The 1982 Bay Area Air Quality Plan and 2000 Clean Air Plan (2000 CAP) establish regional policies and guidelines to meet the requirements of the Clean Air Act, as amended through 1990. The Bay Area is a non-attainment area for ozone and PM10, since federal standards are exceeded for these pollutants.

The California Clean Air Act requires the local air pollution control districts of non-attainment areas to prepare air quality attainment plans. These plans must provide for district-wide emission reductions of five percent per year averaged over consecutive three-year periods or, if not, provide for adoption of "all feasible measures on an expeditious schedule".

Sensitive Receptors

The Bay Area Air Quality Management District defines sensitive receptors as facilities where sensitive receptor population groups (children, elderly, acutely ill and chronically ill) are likely to be located. These land uses include residences, schools, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and medical clinics. Sensitive receptors in the project area include nearby residences, an elementary school, and the surrounding playfields.

2. Impacts

Thresholds of Significance

For the purposes of this project, an air quality impact is considered significant if the project would:

- ⊄# Violate an ambient air quality standard or contribute substantially to an existing or projected air quality violation[6]; or
- ⊄# Result in substantial emissions or deterioration of ambient air quality; (The significance thresholds recommended by the BAAQMD for criteria air pollutants are considered to represent "substantial" emissions. For mobile sources, these thresholds are 80 pounds per day and/or 15 tons per year for nitrogen oxides, reactive organic gases, and PM10.); or
- ⊄# Result in carbon monoxide emissions of 550 pounds per day or 100 tons or more per year[7]; or
- ⊄# Create objectionable odors; or
- ⊄# Expose sensitive receptors or the general public to substantial levels of toxic air contaminants;
- ⊄# Alter air movement, moisture, or temperature, or result in any change in climate either locally or regionally.

[6] State and federal air quality standards are shown in Table 6 of this EIR.

[7] The BAAQMD CEQA Guidelines (1999) identifies a significance threshold for carbon monoxide from vehicular emissions as 550 pounds per day, although exceedance of this threshold only triggers the need for estimates of carbon monoxide "hot spot" concentrations. The BAAQMD CEQA Guidelines do not specify a significance threshold for carbon monoxide from stationary sources. A major new facility is defined as a facility that has the potential to emit 100 tons or more of any regulated pollutant per year..." This is equivalent to approximately 550 pounds per day. For the purpose of assessing the impacts of the stationary sources and total emissions of the project, a significant impact would occur if the project would result in emissions of over 550 pounds per day or 100 tons of carbon monoxide per year.

Long-term Air Quality Impacts

The Bay Area Air Quality Management District has established thresholds for what would be considered a significant addition to existing air pollution. A project that generates more than 80 pounds per day of reactive organic gases (ROG) should prepare a detailed analysis of its impacts, according to BAAQMD guidelines. BAAQMD generally does not recommend preparing a detailed air quality analysis for projects generating less than 2,000 vehicle trips per day.

In accordance with the Bay Area Air Quality Management District CEQA Guidelines, it has been determined that a detailed air quality analysis for the project does not need to be prepared. In the summer months (June to September), the project is expected to generate 1,935 vehicle trips per day and 1,419 daily trips during the non-summer months, both of which fall below the BAAQMD threshold (2,000 vehicle trips per day). A detailed air quality analysis is not required, because the proposed project is not of sufficient size to result in significant air pollution emissions.

Construction Impacts

The dry, windy climate of the area during the summer months creates a high potential for dust generation if and when underlying soils are exposed to the atmosphere. Construction vehicle traffic and wind blowing over exposed earth generate exhaust emissions and fugitive particulate matter emissions that affect local and regional air quality. Construction activities are also a source of organic gas emissions. Solvents in adhesives, non-waterbase paints, thinners, and some insulating and caulking materials evaporate into the atmosphere and participate in the photochemical reaction that creates urban ozone. Asphalt used in paving is also a source of organic gases for a short time after its application.

Construction dust could affect local air quality at various times during construction of the project. The primary effects of construction activities would be increased dustfall and locally elevated levels of particulate matter downwind of construction activity. Construction dust has the potential for creating a nuisance at nearby properties [8].

Æ Air quality impacts resulting from construction, particularly generation of construction dust, could affect nearby sensitive receptors. **(Significant Impact)**

3. Mitigation and Avoidance Measures

Construction Impacts

Development of the proposed project includes the BAAQMD construction dust control measures that will reduce construction related impacts to a less than significant level. The following provisions to control dust and exhaust emissions shall be followed during site excavation, grading and construction:

ü Water all active construction areas at least twice daily.
ü Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard.
ü Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.

[8] The word nuisance is used in this EIR to mean "annoying, unpleasant, or obnoxious" and not in its legal sense.

- ü Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at the construction site.
- ü Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site.
- ü Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 mph.
- ü Limit the area subject to excavation, grading and other construction activity at any one time.

Conclusion: Implementation of the above dust control mitigation measures would reduce construction related impacts to a less than significant level. **(Less Than Significant Impact with Mitigation Incorporated)**

I. UTILITIES AND SERVICE SYSTEMS

1. Existing Setting

The project site is located in a developed area within the City of Los Altos and is currently served by or has adjacent existing phone, electrical, water, stormwater, wastewater, and solid waste service systems. Phone service is provided to the project site by SBC, electrical service is provided by PG&E, water service is provided by the California Water Service Company, wastewater treatment is provided by the Palo Alto Regional Water Quality Control Plant, and solid waste from Los Altos is collected by the Los Altos Garbage Company and transferred to the Newby Island Landfill in San Jose.

2. Impacts

Thresholds of Significance

For the purposes of this project, a utility and service system impact is considered significant if the project would:

- ⊄# Require or result in the construction of new stormwater or wastewater facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; or
- ⊄# Result in a determination by the wastewater treatment provider that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments; or
- ⊄# Need new or expanded entitlements for water supplies; or
- ⊄# Be served by a landfill with insufficient permitted capacity.

Utility and Service System Impacts

The project site is served by all necessary existing utilities and service systems. The proposed project includes two pools, a water feature, and a 4,000 square foot building. In accordance with the General Plan, the project will be designed to conserve energy and water to the greatest extent feasible. As discussed in **Section II. F. Hydrology and Water Quality,** the proposed project would reduce the volume of runoff to the stormwater system compared to existing conditions. While there may be small amounts of trash brought onto the site by visitors to the community swim center, the proposed uses will not generate substantial quantities of waste.

The demand from the proposed project on existing utilities would not require the expansion or extension of any major infrastructure, such as pipelines, water storage facilities, or treatment plants. The site would continue to be served by the Los Altos Garbage Company on a weekly basis and would not require additional landfills or waste facilities.

Periodic pool maintenance such as cleaning the filters requires pumping pool water into the sanitary sewer system. Pool repairs may also require the complete draining of the pools. The City's Public Works Director has concluded that the occasional addition of the additional water will not exceed the capacity of the existing sanitary sewer system.

Conclusion: The demand from the proposed project on existing utilities and service systems would not require the expansion of existing facilities or construction of new facilities. **(Less Than Significant Impact)**

J. TRANSPORTATION

The following discussion is based on a Traffic Impact Analysis prepared for the proposed project in December 2003, by *Fehr and Peers Associates, Inc.,* and is included as Appendix C of this EIR.

1. Existing Setting

Existing Roadway System

The project site is located at the west end of Rosita Avenue in the City of Los Altos. Regional access is provided to area by Interstate 280 (I-280), Foothill Expressway, and El Camino Real. El Monte Avenue, Cuesta Drive, Springer Road, Campbell Avenue, Covington Road, and Rosita Avenue provide local access to the project site. Figure 5 illustrates the local roadway system in the project area.

Existing Transit Service

The Santa Clara Valley Transportation Authority (VTA) operates bus, light rail transit, and paratransit service throughout Santa Clara County. Bus transit service within the City of Los Altos includes six fixed routes and paratransit service (dial-a-ride service for qualified individuals). Bus routes 23 and 52 operate in the vicinity of the project site.

Bus route 23 operates between Downtown San Jose and the San Antonio Shopping Center via Foothill Expressway and San Antonio Road in the City of Los Altos. The weekday hours of operation are from 5:00 am to 12:30 am with 15- to 60-minute headways. Weekend operations are provided between the hours of 6:00 am and midnight with 15- to 60-minute headways.

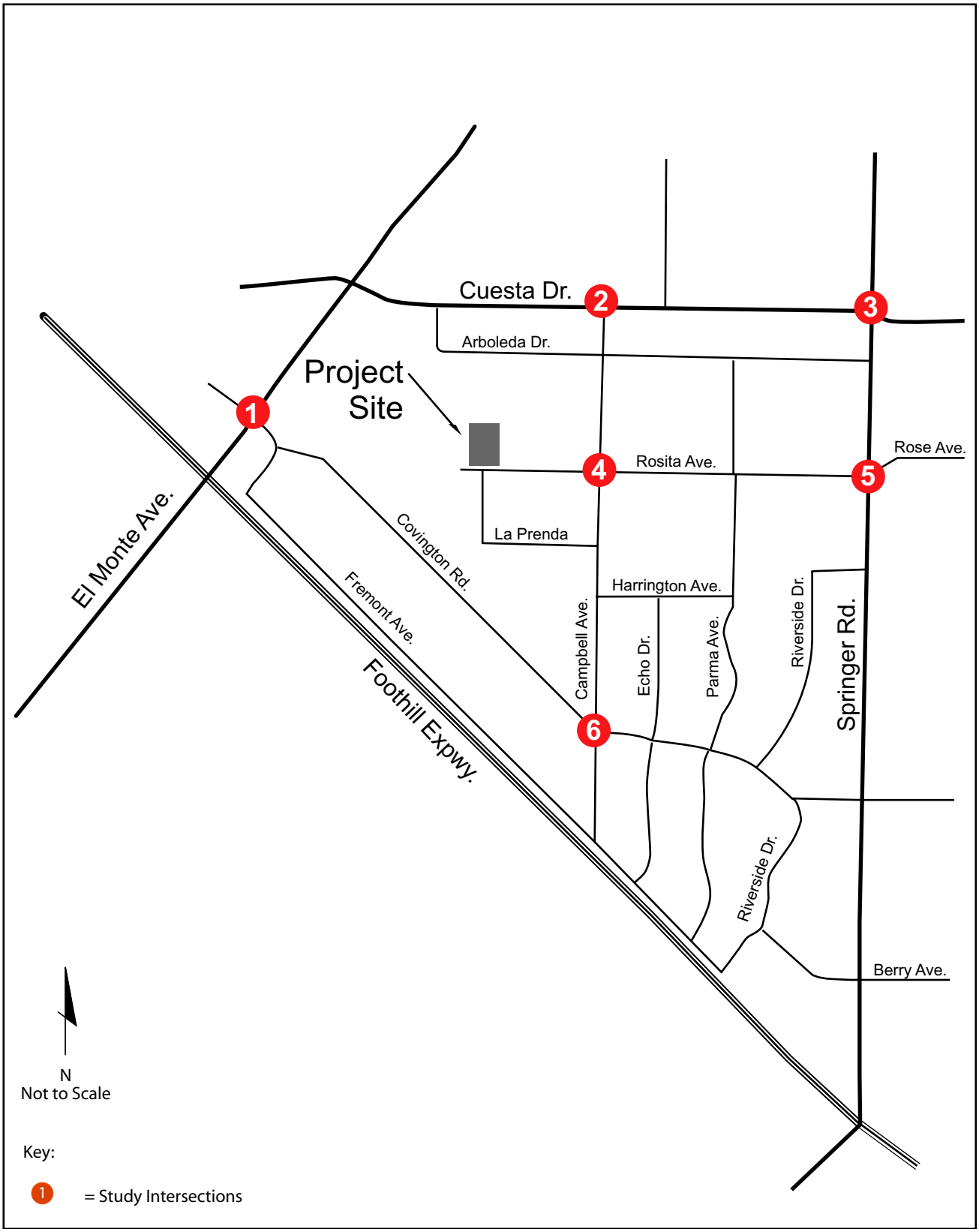
Bus route 52 operates between Foothill College and Downtown Mountain View via El Camino Real and El Monte Avenue in the City of Los Altos. The weekday hours of operation are from 6:30AM to 10:00PM with 30- to 60-minute headways. Bus route 52 does not provide weekend service. Route 52 is the closest transit route to the site with bus stops just north of the Covington Road/El Monte Road intersection (approximately 850 feet from the site).

Paratransit service is operated under contract with OUTREACH, a private, non-profit paratransit broker. This door-to-door service is provided within the County to riders who meet the eligibility requirements established by the Americans with Disabilities Act (ADA).

Caltrain provides heavy rail passenger service between Gilroy and San Francisco. Service is maintained and operated by the Joint Powers Board. The two closest Caltrain stations to the project site are located along Central Expressway; one is near San Antonio Road and the other is located near Castro Street at the Downtown Mountain View Transit Center. Bus routes 23 and 52 provide transit between the project site and these stations, respectively.

Existing Bicycle and Pedestrian Facilities

Bicycle facilities comprise bike paths (Class I), bike lanes (Class II), and bike routes (Class III). Bike paths are paved pathways that are completely separated from roadways. Bike lanes are lanes on roadways designated for bicycle use. Bike routes are designated with signs only and require bicyclists to share the road with motorists. In the vicinity of the site, bike lanes are delineated on El Monte Avenue and Springer Road, while bike routes are designated on Cuesta Drive. Foothill Expressway has wide shoulder strips that connect to regional bicycle facilities.



SITE LOCATION AND ROADWAY NETWORK FIGURE 5

Pedestrian facilities improve safety for pedestrians and can also encourage the use of alternative modes of transportation. These facilities include sidewalks, paths, trails, pedestrian bridges, crosswalks, and pedestrian signals with crosswalks at signalized intersections to accommodate pedestrian circulation. Near the site, sidewalks are located along El Monte Avenue, Campbell Avenue north of Rosita Avenue, and along Cuesta Drive east of El Monte Avenue. There is an asphalt pathway along the north side of Rosita Avenue, between the project site and Springer Road. Crosswalks are provided at the intersections of El Monte Avenue and Covington Road, El Monte Avenue and Cuesta Drive, Springer Road and Cuesta Drive, Springer Road and Rosita Avenue, and Campbell Avenue and Rosita Avenue.

Existing Intersection Traffic Volumes

Intersection operations were evaluated for both morning (AM) and evening (PM) peak traffic conditions. New intersection turning movement counts were conducted in October and November 2003 and the results are included in Appendix C. Additionally, intersection turning movement counts were completed in August 2003 in order to compare summer and non-summer time periods. The comparison found that morning peak-hour traffic volumes were approximately forty percent less during the summer and evening peak-hour volumes were approximately twenty percent lower.

Figure 6 shows the existing AM and PM peak-hour turning movement volumes for the study intersections and Figure 7 presents existing lane configurations. The intersection of El Monte Avenue and Covington Road is controlled with a traffic signal. The remaining intersections are controlled by stop signs.

Methodology

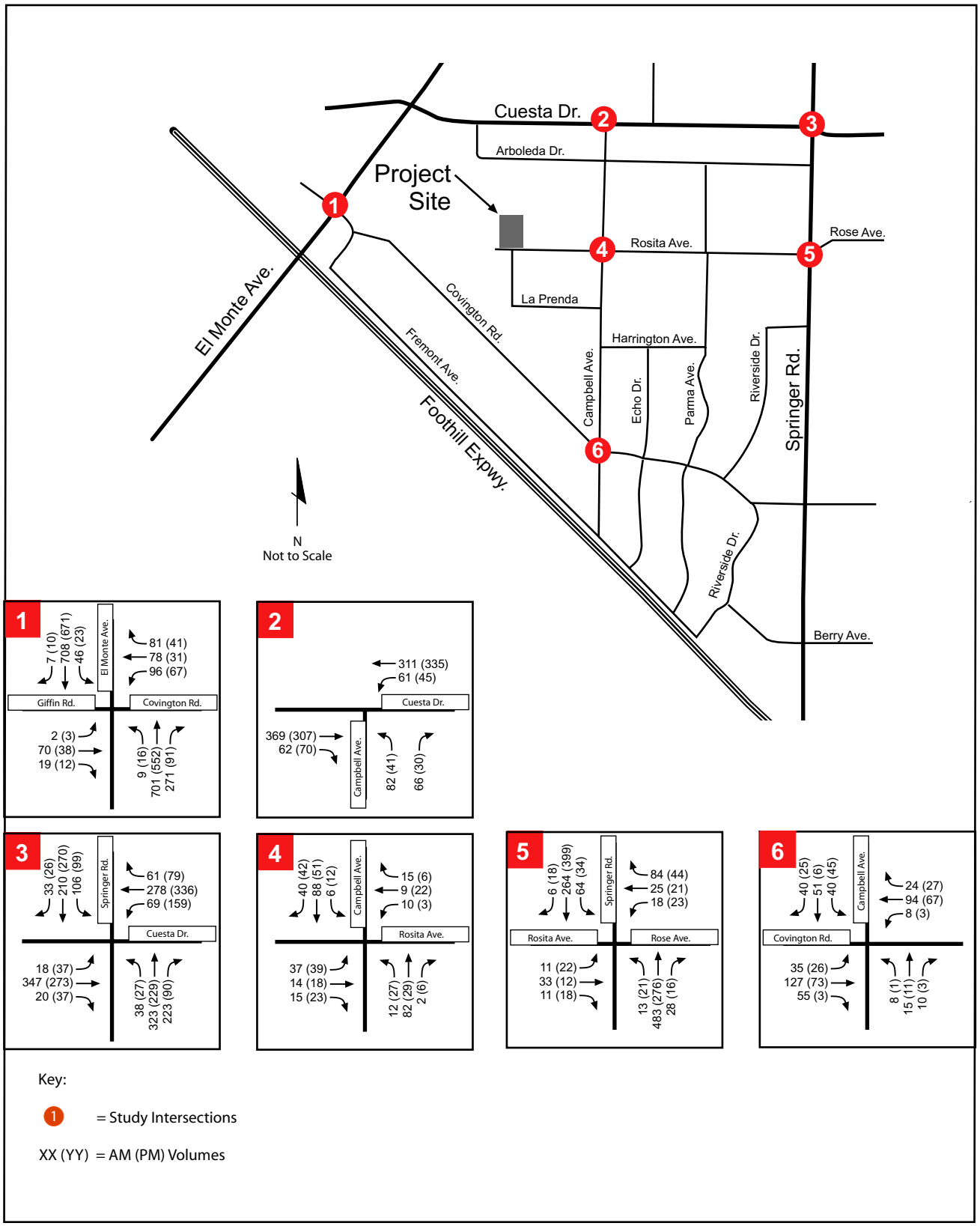
The operations of the roadways were evaluated using Level of Service (LOS) calculations. Level of Service is a qualitative description of an intersection's operation, ranging from LOS A (free-flow conditions) to LOS F (oversaturated conditions). The transportation analysis completed for City of Los Altos General Plan is based on LOS.

It is a generally accepted that if intersections are operating efficiently, then roadways are also operating acceptably and the volumes that are present on the roadways are within their capacity. The background transportation analysis completed for the General Plan states that intersection peak-hour volumes are a better indicator of roadway operations than roadway volumes, especially in Los Altos, where widening of roadway segments to accommodate existing and future volumes is limited by right-of-way and other physical constraints. The same report identified 1,500 to 2,500 vehicles per day as an acceptable volume range for residential streets[9].

The traffic report prepared for the Rosita Park Master Plan used a threshold of 1200 vehicles per day (VPD) for the roadway capacity of Rosita Avenue in the project area. In contrast, the transportation impact analysis completed for the General Plan states that 1,500 to 2,500 vehicles per day (VPD) is often considered to be the maximum that can be tolerated by residents of a local street.

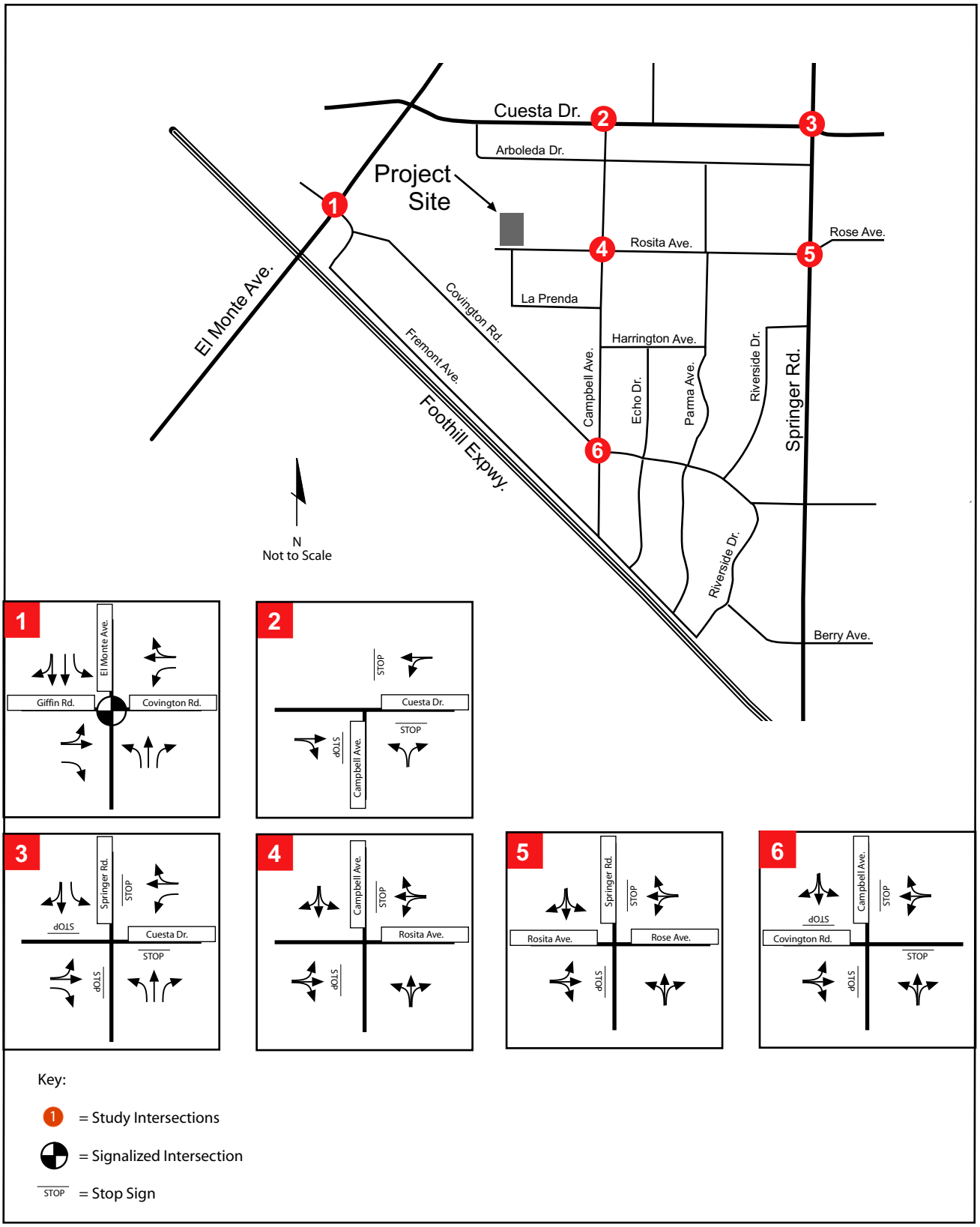
The signalized study intersection at El Monte and Covington was evaluated with the method adopted by the City of Los Altos and the Santa Clara Congestion Management Agency (CMA). This method evaluates intersection operations based on the average control vehicular delay for all vehicles entering the intersection, as described in the 2000 Highway Capacity Manual, with adjustments to the

[9] A traffic report prepared for the Rosita Park Master Plan identifies 1,200 VPD as the roadway capacity for Rosita Avenue, but no source or justification is provided for that number.



EXISTING PEAK-HOUR INTERSECTION VOLUMES

FIGURE 6



EXISTING LANE CONFIGURATIONS

FIGURE 7

saturation flow rates to reflect local (Santa Clara County) conditions. The average control delay for signalized intersections was calculated using the TRAFFIX analysis software and correlated to a LOS designation, as shown in Table 5. The level of service standard (i.e., minimum acceptable operations) for the City of Los Altos is LOS D.

Table 5: Signalized Intersection Level of Service Definitions

Level of Service	Average Control Delay Per Vehicle (Seconds)	Description
A	Ω10.0	Operations with very low delay occurring with favorable progression and/or short cycle lengths.
B+ B B-	10.1 to 12.0 12.1 to 18.0 18.1 to 20.0	Operations with low delay occurring with good progression and/or short cycle lengths.
C+ C C-	20.1 to 23.0 23.1 to 32.0 32.1 to 35.0	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.
D+ D D-	35.1 to 39.0 39.1 to 51.0 51.1 to 55.0	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.
E+ E E-	55.1 to 60.0 60.1 to 75.0 75.1 to 80.0	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.
F	> 80.0	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.

Source: VTA's *Congestion Management Program Transportation Impact Analysis Guidelines*, June 2003 and *Highway Capacity Manual* 2000.

For unsignalized intersections [all way stop controlled and two way (side street) stop controlled], the level of service calculations used the methodology contained in Chapter 17 of the 2000 Highway Capacity Manual. The LOS rating at all way stop-controlled intersections is based on the weighted average control delay expressed in seconds per vehicle for all approaches. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration. At two-way or side street-controlled intersections, level of service is calculated for each controlled movement, not for the intersection as a whole. For approaches composed of a single lane, the control delay is computed as the average of all movements in that lane. Table 6 summarizes the relationship between delay and LOS for unsignalized intersections.

Existing Traffic Conditions

To evaluate current operations for the study intersections, existing volumes and lane configurations were used as inputs to the TRAFFIX level of service program. Peak hour volumes represent the maximum use periods in the morning and afternoon/evening. The results are summarized in Table 7 and the corresponding LOS calculation sheets are in Appendix C.

Table 6: Level of Service Criteria for Unsignalized Intersections

Level of Service	Description	Average Control Delay Per Vehicle (Seconds)
A	Little or no delay	Ω10.0
B	Short traffic delays	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays with intersection capacity exceeded	> 50.0

Source: Transportation Research Board, *Highway Capacity Manual*, 2000.

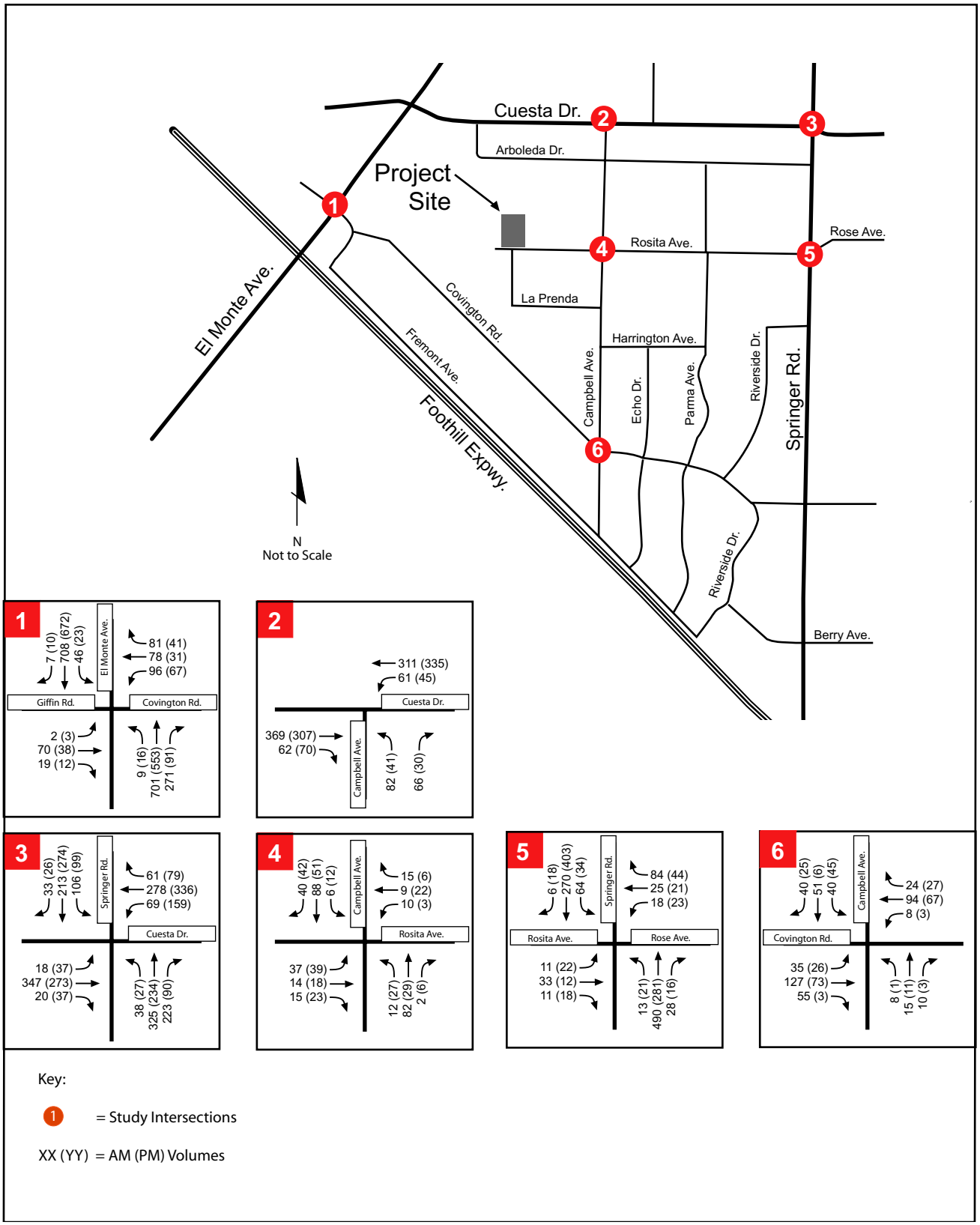
Table 7: Existing Intersection Levels of Service

Intersection	Peak Hour	Count Date	Delay (sec)[1]	LOS[2]
El Monte Avenue and Covington Road (s)	AM	10/09/03	12.4	B
	PM	10/09/03	9.6	A
Campbell Avenue and Cuesta Drive (us)	AM	10/09/03	12.5	B
	PM	10/09/03	11.0	B
Springer Road and Cuesta Drive(us)	AM	11/13/03	30.4	D
	PM	10/09/03	28.8	D
Campbell Avenue and Rosita Avenue(us)	AM	10/09/03	10.4	B
	PM	10/09/03	10.1	B
Springer Road and Rosita Avenue(us)	AM	10/09/03	22.3	C
	PM	10/09/03	17.8	C
Campbell Avenue and Covington Road (us)	AM	10/09/03	8.5	A
	PM	10/09/03	7.6	A

Notes:
[1] Whole intersection weighted average control delay expressed in seconds per vehicle for signalized intersections. For two-way stop controlled unsignalized intersections, total control delay for the worst movement/approach, expressed in seconds per vehicle, is presented. For all way stop controlled unsignalized intersections, the average control delay of all movements expressed in seconds per vehicle, is presented. Calculations performed using the 2000 *Highway Capacity Manual* (HCM) methodology contained in TRAFFIX.
[2] LOS = Level of service
(s) denotes signalized intersection.
(us) denotes unsignalized intersection.

Background Traffic Conditions

The traffic volumes for Background Conditions were estimated by adding to the existing volumes traffic generated by approved but not yet constructed projects in the vicinity of the site. Two approved projects were identified: 1) the Trader Joe's market in the Foothill Plaza shopping center and 2) a 56 unit residential development on El Camino Real. No planned and funded intersection improvements were identified. Traffic from those approved projects was assigned to the study intersections and added to existing volumes. The resulting background traffic volumes are shown on Figure 8.



BACKGROUND PEAK-HOUR INTERSECTION VOLUMES FIGURE 8

Background Intersection Levels of Service

Table 8 summarizes the LOS for the study intersections under Background Conditions. The LOS calculation sheets are contained in Appendix C. All study intersections are expected to continue to operate at the same level of service as under Existing Conditions (LOS D or better during both peak hours) with the addition of traffic from approved but not yet constructed developments.

Table 8: Background Intersection Levels of Service
Non-Summer Months

Intersection	Peak Hour	Delay (sec)[1]	LOS[2]
El Monte Avenue and Covington Road (s)	AM PM	12.4 9.6	B A
Campbell Avenue and Cuesta Drive (us)	AM PM	12.5 11.0	B B
Springer Road and Cuesta Drive(us)	AM PM	30.8 29.4	D D
Campbell Avenue and Rosita Avenue(us)	AM PM	10.4 10.1	B B
Springer Road and Rosita Avenue(us)	AM PM	22.7 17.9	C C
Campbell Avenue and Covington Road (us)	AM PM	8.5 7.6	A A

Notes:
[1] Whole intersection weighted average control delay expressed in seconds per vehicle for signalized intersections. For two-way stop controlled unsignalized intersections, total control delay for the worst movement/approach, expressed in seconds per vehicle, is presented. For all way stop controlled unsignalized intersections, the average control delay of all movements expressed in seconds per vehicle, is presented. Calculations performed using the 2000 *Highway Capacity Manual* (HCM) methodology contained in TRAFFIX.
[2]LOS = Level of service.
(s) denotes signalized intersection.
(us) denotes unsignalized intersection.

2. Impacts

Thresholds of Significance

For the purposes of this project, a traffic impact is considered significant if the project would:

- ⊄# Cause a local intersection to deteriorate below LOS D, or if a signalized intersection is already operating at LOS E or F, cause an increase in the average stopped delay for the critical movements by four seconds or more and the critical V/C value to increase by 0.01 or more;
- ⊄# Exacerbate unacceptable operations (LOS E or F) at an unsignalized intersection by increasing the control delay,
- ⊄# Substantially impede the development or function of planned pedestrian or bicycle facilities;
- ⊄# Substantially impede the operation of a transit system as a result of congestion; or
- ⊄# Create an operational safety hazard,
- ⊄# Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system.

Project Conditions

The amount of traffic associated with a project is estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In the first step, the amount of traffic that will be entering and exiting the site is estimated on both a daily and a peak-hour basis. In the second step, the directions the trips will use to approach and depart from the site are estimated. The trips are assigned to specific street segments and intersection turning movements in the third step. The results of this analysis are described in the following sections.

It should be noted that the schedule in Appendix A did not assign time for regular pool maintenance, which would have the effect of reducing pool use time. The schedule (and traffic) evaluated in this EIR is, therefore, more intensive than will likely occur under normal operating conditions.

Trip Generation

The amount of traffic generated by the proposed project was estimated based on a preliminary schedule provided by SPLASH, a survey of an existing swim center, and assumptions regarding the number of participants and length of stay per event. These assumptions and trip estimates were verified by SPLASH and are considered to be a conservatively high estimate. The proposed project would generate an average of 1,419 daily trips during non-summer weekdays and 1,935 average daily trips during summer weekdays.

The non-summer time period was chosen to evaluate project traffic impacts, due to the higher existing volumes on the roadways compared to the summer time period. Although the proposed project will generate more trips during the summer, the existing roadway volumes in the project area during the non-summer months are 20 to 40 percent higher. Therefore, evaluating the proposed project's potential traffic impacts during the non-summer looks at the maximum loading or the worst case scenario.

The proposed swim center is estimated to generate 1,419 daily trips with 124 AM peak-hour trips (59 inbound/65 outbound) and 116 PM peak-hour trips (74 inbound/42 outbound). The trip generation estimates are presented in Table 9 below.

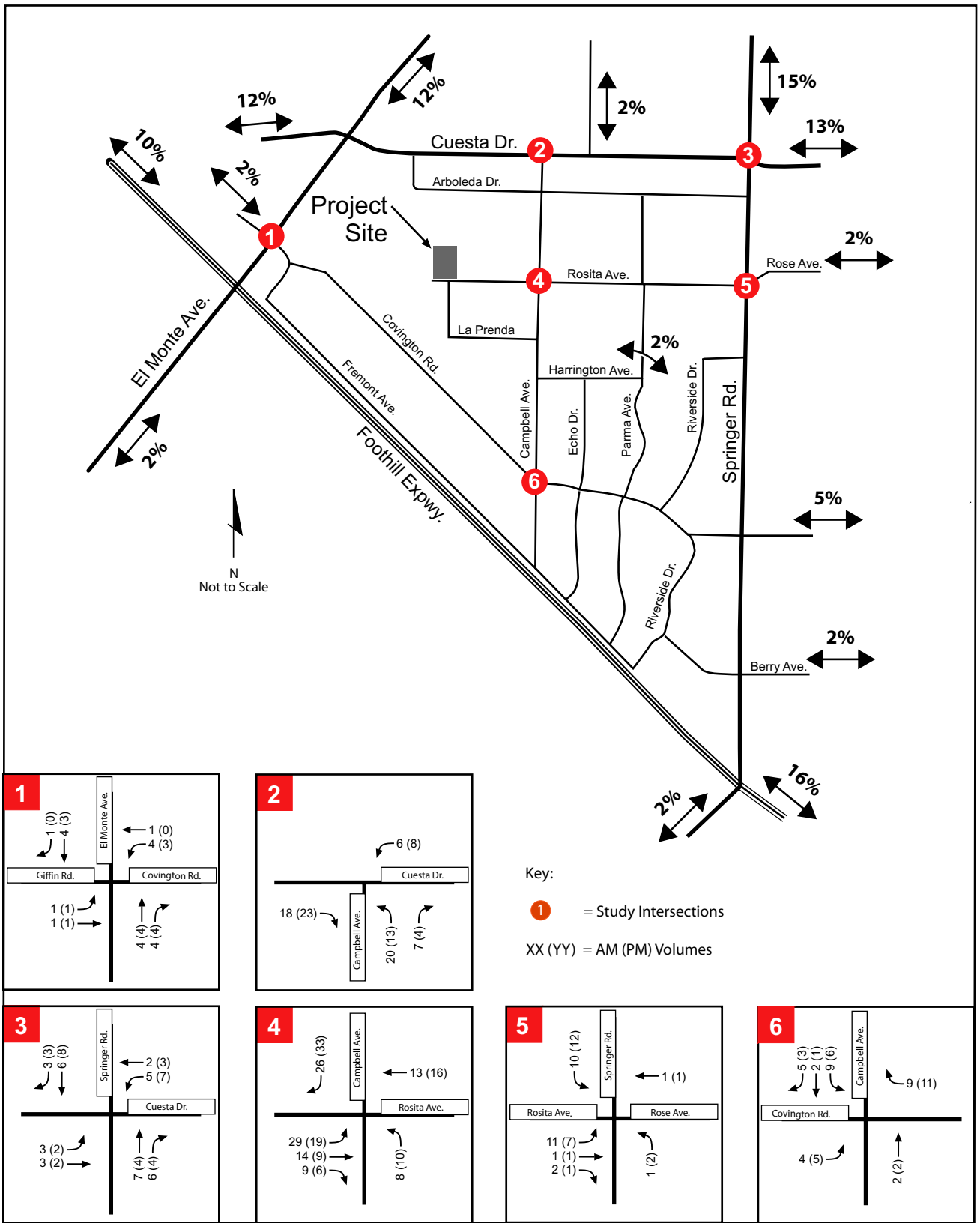
Table 9: Project Trip Generation Estimates

Land Use	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Aquatic Center	1,419	59	65	124	74	62	116

Source: Trip estimate assumptions summarized in Appendix C.

Trip Distribution

The trip distribution pattern for the proposed community swim center was estimated based on existing travel patterns in the vicinity of the site, the relative locations of complementary land uses in the area, and information regarding the participants that was provided by SPLASH and confirmed by the City. The major directions of approach and departure for the project site are shown on Figure 9.



PROJECT TRIP ASSIGNMENT AND DISTRIBUTION FIGURE 9

Trip Assignment

The trips generated by the proposed community swim center were assigned to the roadway system based on the directions of approach and departure discussed above. The project trip assignment is shown on Figure 9. Project trips were added to Background traffic volumes to identify Project Conditions. These volumes are shown on Figure 10.

Project Conditions Intersection Levels of Service

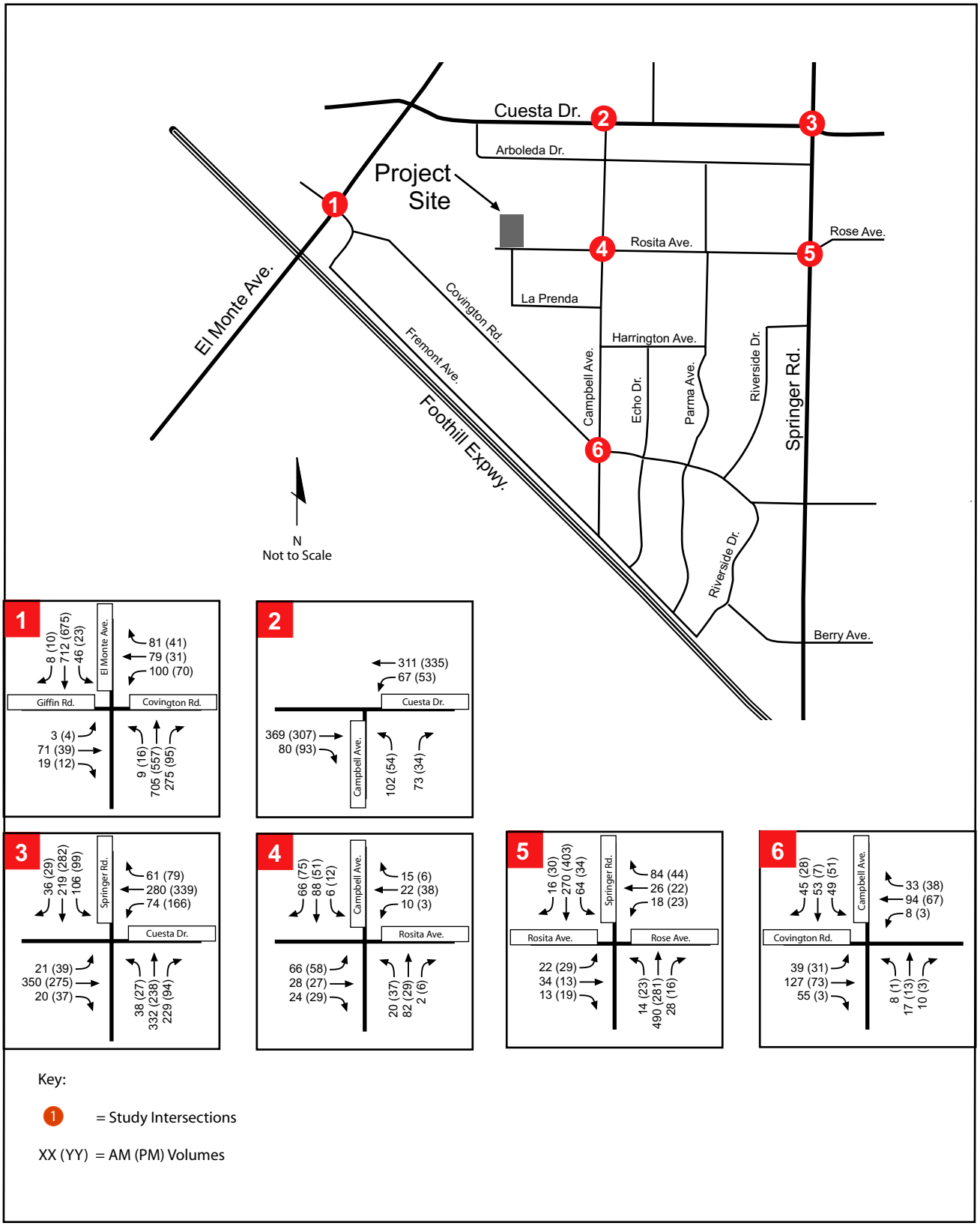
Intersection level of service calculations were completed to evaluate the operating conditions of the intersections with project traffic and to identify traffic impacts. The results of the intersection level of service calculations for Background and Project Conditions are summarized in Table 10. Project Conditions are compared to Background Conditions to identify significant project traffic impacts (As discussed in the Methodology section above, LOS is calculated differently for signalized and unsignalized intersections. The information in the last two columns of Table 10 can only be calculated for signalized intersections).

Table 10: Background and Project Signalized Intersection Levels of Service

		Background		Project			
	Peak Hour	Delay (sec)[1]	LOS[2]	Delay (sec)	LOS	÷ in Crit. Delay[3]	÷ in Crit. V/C[4]
El Monte Avenue and Covington Road (s)	AM PM	12.4 9.6	B A	12.5 9.6	B A	0.1 0.0	0.003 0.003
Campbell Avenue and Cuesta Drive (us)	AM PM	12.5 11.0	B B	13.3 11.5	B B	NA NA	NA NA
Springer Road and Cuesta Drive (us)	AM PM	30.8 29.4	D D	33.1 31.3	D D	NA NA	NA NA
Campbell Avenue and Rosita Avenue (us)	AM PM	10.4 10.1	B B	11.3 10.9	B B	NA NA	NA NA
Springer Road and Rosita Avenue (us)	AM PM	22.7 17.9	C C	26.0 19.2	D C	NA NA	NA NA
Campbell Avenue and Covington Road (us)	AM PM	8.5 7.6	A A	8.6 7.7	A A	NA NA	NA NA

[1] Whole intersection weighted average control delay expressed in seconds per vehicle for signalized intersections. For two-way stop controlled unsignalized intersections, total control delay for the worst movement/approach, expressed in seconds per vehicle, is presented. For all way stop controlled unsignalized intersections, the average control delay of all movements expressed in seconds per vehicle, is presented. Calculations performed using the 2000 *Highway Capacity Manual* (HCM) methodology contained in TRAFFIX.
[2] LOS = Level of service.
[3] Increase in average critical movement delay between Background and Project Conditions for signalized intersections.
[4] Increase in volume to capacity ratio between Background and Project Conditions for signalized intersections.
NA = Not applicable (s) denotes signalized intersection (us) denotes unsignalized intersection.

All of the study intersections would continue to operate at LOS D or better under Project Conditions, during both peak hours with the addition of traffic from the proposed project. Based on the thresholds of significance identified above, the increase in traffic from the proposed project would not significantly impact any of the study intersections.



PROJECT PEAK-HOUR INTERSECTION VOLUMES

FIGURE 10

Roadway Volumes

As discussed previously, it is a generally accepted that if intersections are operating efficiently, then roadways are also operating acceptably and volumes are within their capacity. The constraints of the roadway system are represented by the intersections. Because the controlled approach on Rosita Avenue is LOS B under all scenarios with an average delay of less than 12 seconds per vehicle, no significant congestion is expected and no additional analysis was warranted. In addition, the roadway volumes on local streets will not exceed 1,500 to 2,500 VPD under project conditions. These are the roadway volumes the background transportation analysis completed for the City of Los Altos General Plan identifies as acceptable volumes on residential streets.

Rosita Park Activities

The proposed project is located within and adjacent to Rosita Park. Traffic and parking resulting from special events at Rosita Park and the adjacent school have the potential to be compounded by the additional use of the proposed community swim center. The organized use of the community swim center including special events will be scheduled in coordination with the adjacent park and school uses (e.g., baseball and soccer) to ensure that special events at the community swim center do not conflict or coincide with special events for the adjacent uses.

Site Access

The project proposes to provide one driveway on Rosita Avenue directly across from La Prenda Road, adding a fourth leg to this intersection. A site plan of the proposed project is shown on Figure 3. Based on the projected volume of traffic on Rosita Avenue and the project-generated traffic, the consulting traffic engineer concluded that one driveway is sufficient to accommodate the proposed project.

Parking

There are no standard parking rates for community pools. The site plan shows 110 to 126 on-site parking spaces.

The parking demand for the proposed project was estimated by observing parking demand at an existing swim center. The Summer Sanders Aquatic Center (SSAC) in Roseville, California has 100 designated parking spaces, plus 80 overflow spaces in an adjacent dirt lot, plus access to another 75 parking spaces at the adjacent high school, for a total of 250 spaces for its three pools. Observations by the traffic engineer at the SSAC found that, during typical weekdays, the peak parking demand was approximately 125 parked vehicles for the three swimming pools. This results in a rate of 41.7 parking spaces per pool. Using this rate would require the proposed project to provide 84 parking spaces. Parking demand during weekends and major events (up to six per year) would be greater.

The parking lot is also expected to serve the existing uses at Rosita Park. Current users include visitors and organized sports teams that practice on weekday evenings and play games on the weekends. Since the existing gymnasium will be removed prior to concurrent with construction of the proposed project, no parking demand for the gymnasium was assumed under project conditions. According to data provided by the City Recreation Department, the number of parking spaces required by evening practices is estimated to be 24 (four coaches and 20 parents). It is conservatively estimated that another five parking spaces could be required by other visitors to the park during weekday evenings.

The sum of the estimated project demand (84 spaces) plus the existing parking demand generated by Rosita Park (29 spaces) yields an estimated total weekday evening parking demand of 113 spaces.

On summer weekends, the swim center is conservatively estimated to require a maximum of 115 spaces, depending largely on the number of recreational swimmers. This is the number of spaces needed during the transition between classes when some patrons are arriving before the previous patrons depart. After classes begin, the parking demand will lessen. With this estimated peak demand, the remaining supply for park users including sports teams and other visitors may temporarily be as few as ten spaces. Thus, it is possible that the combined community pool and Rosita Park parking demand may exceed the proposed parking supply on summer weekend days, depending on pool and park usage. During the spring and fall, pool usage will be lower and the estimated community pool parking demand will be substantially less.

The project proposes to provide 110 to 126 (depending on design) off-street parking spaces to accommodate as many visitors to the project site as possible. Parking is likely, however, to overflow into the surrounding neighborhood during periods of heavy use and events at the community swim center. Unsafe conditions such as blocked driveways and parking in crosswalks can occur when overflow parking cannot be accommodated by on-street parking. Due to the limited space available for spectators at the proposed swim center, events at the swim center are not expected to result in substantial overflow parking into the surrounding neighborhood. Maximum use of the community swim center is likely to occur during the summer on weekends. As stated previously, combined parking demand during heavy use on a summer weekend is conservatively estimated not to exceed 144 and may result in some 18 to 34 vehicles parking on neighborhood streets. Parking is available in the surrounding neighborhood along both sides of Rosita Avenue, La Prenda Road, and Campbell Avenue and is sufficient to meet the overflow demand. Overflow parking on the residential streets in the project area will not result in unsafe conditions or the inability of emergency vehicles to access the project area. For these reasons, overflow parking into the surrounding neighborhood is not a significant impact.

Although no significant environmental impact from parking is identified, the City will evaluate possible implementation of a Parking Management Plan that could include some or all of the following elements: 1) Establish an agreement with the Los Altos School District to allow pool event parking in the adjacent Covington School lot to accommodate overflow parking needs during multi-event weekends or major pool events. 2) Coordination with organized park users (e.g., baseball and soccer leagues) to determine potential peak days and times for parking. This could result in adjusting the pool schedule to minimize overlap with sporting events in the park. 3) Employees required to park in the Covington School lot on peak demand days, and visiting swim teams could also be required to park in this lot if numerous games/events are scheduled at the park. 4) Personnel volunteer could be assigned to direct drivers to the Covington School parking lot, should the project parking lot be at capacity.

Conclusion: Project generated traffic would not substantially impact any of the intersections or roadways in the project area. Access to and from the project site is adequate and would not result in any safety hazards. The proposed project would not impede the development or function of a pedestrian or bicycle facility or impede the operation of a transit system as a result of congestion. While the project generated traffic would not result in significant transportation impacts, the increase in traffic in the project area would be noticeable. As discussed in **Section II. J. Noise**, project-generated traffic would substantially increase noise levels along Rosita Avenue, and as discussed in **Section II. L. Land Use**, the increase in traffic would change the character of the surrounding neighborhood. **(Less Than Significant Impact)**

K. NOISE

The following discussion of noise is based upon a noise analysis conducted by *Illingworth and Rodkin, Inc.*, in September, 2003. This report is included as Appendix D of this EIR

1. Existing Setting

Background Information on Acoustics

Airborne sound is a rapid fluctuation of air pressure above and below atmospheric pressure. Sound levels are usually measured and expressed in decibels (dB) with zero dB corresponding roughly to the threshold of hearing. Each ten decibel increase corresponds approximately to doubling the perceived loudness of the sound. On this scale, noise at zero decibels is barely audible, while noise at 120-140 dB is painful and may cause hearing damage. These extremes are not encountered in commonplace environments.

Most of the sounds in normal environments do not consist of a single frequency, but rather a broad range of frequencies. As humans do not have perfect hearing, environmental sound measuring instruments have an electrical filter built in so that the instrument's detector replicates human hearing. This filter is called the "A-weighted" network which filters out low and very high frequencies. All environmental noise is reported in terms of A-weighted decibels, referred to as dBA. All sound levels used in this EIR are A-weighted unless otherwise noted.

Although the A-weighted noise level may adequately indicate the level of environmental noise at any instant in time, community noise levels vary continuously. Most environmental noise includes a mixture of noise from distant sources which create a relatively steady background noise in which no particular source is identifiable. To describe the time-varying character of environmental noise, the statistical noise descriptors, L10, L50, and L90 are commonly used. They are the A-weighted noise levels exceeded during 10 percent, 50, percent and 90 percent of a stated time period, respectively. The continuous equivalent energy level (Leq) is that level of steady state noise which has the same sound energy as a time varying noise. It is often considered the "average" noise level. Table 11 defines the technical acoustical terms used in this report, and Table 12 shows representative outdoor and indoor noise levels in dBA units.

To account for human sensitivity to nighttime noise levels, and because excessive noise interferes with the ability to sleep, 24-hour average noise level descriptors have been developed. These descriptors add noise penalties to nighttime noise levels. The Day- Night Level (DNL) (average sound level) is a measure of cumulative noise exposure with a ten dB addition to noise levels at night (10:00 PM to 7:00 AM).

City of Los Altos General Plan and Noise Ordinance

The City of Los Altos updated its General Plan in November 2002. The Noise Element contains a land use compatibility chart that correlates acceptable noise levels for land uses. For residential areas, 50 to 60 DNL is considered acceptable, and 61 to 70 DNL is considered conditionally acceptable. Conditionally acceptable means that, "New construction or development shall be undertaken only after a detailed noise analysis is made and noise reduction measures are identified and included in the project design."

Table 11: Definitions of Acoustical Terms	
TERM	**DEFINITIONS**
Decibel, dB	A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).
Frequency, Hz	The number of complete pressure fluctuations per second above and below atmospheric pressure.
A-Weighted Sound Level, dBA	The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise. All sound levels in this report are A-weighted, unless reported otherwise.
L_{01}, L_{10}, L_{50}, L_{90}	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
Equivalent Noise Level, L_{eq}	The average A-weighted noise level during the measurement period.
Community Noise Equivalent Level, CNEL	The average A-weighted noise level during a 24-hour day, obtained after addition of 5 decibels in the evening from 7:00 pm to 10:00 pm and after addition of 10 decibels to sound levels measured in the night between 10:00 pm and 7:00 am.
Day/Night Noise Level, DNL	The average A-weighted noise level during a 24-hour day, obtained after addition of 10 decibels to levels measured in the night between 10:00 pm and 7:00 am.
L_{max}, L_{min}	The maximum and minimum A-weighted noise level during the measurement period.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

Table 12: Representative Indoor and Outdoor Noise Levels

At a Given Distance From Noise Source	A-Weighted Sound Level in Decibels	Noise Environments	Subjective Impression
	140		
Civil Defense Siren (100')	130		
	120		Pain Threshold
Jet Takeoff (200')			
	110	Rock Music Concert	
	100		Very Loud
Diesel Pile Driver (100')	90		
		Boiler Room	
	80	Printing Press Plant	
Freight Cars (50')			
Pneumatic Drill (50')	70		Moderately Loud
Freeway (100')		In Kitchen With Garbage Disposal Running	
Vacuum Cleaner (10')	60		
	50		
			Quiet
	40		
Light Traffic (100')		Data Processing Center	
Large Transformer (200')	30		
	20	Department Store	Threshold of Hearing
Soft Whisper (5')	10		
	0		
		Private Business Office	
		Quiet Bedroom	
		Recording Studio	

The City Noise Ordinance further limits acceptable sound levels for various land uses. The City of Los Altos Noise Ordinance establishes maximum permissible sound levels, based on the receiving land use. The allowable limits are based on the sound levels not to be exceeded more than 30 minutes in any hour. This is equivalent to the L_{50} noise metric. The Noise Ordinance states that the acceptable noise limit at adjacent single-family residences is an L_{50} of 55 dBA between the hours of 7AM and 10PM and an L_{50} of 45 dBA between the hours of 10PM and 7AM. If the noise contains a steady, audible tone, such as a whine, screech, or hum, or contains music or speech conveying informational content, the limits stated above shall be reduced by five dBA.

Existing Noise Levels

The project site is located in a public recreation area, within the City of Los Altos (refer to Figures 1, 2, and 3). Existing noise sources in the project area include sports fields with a baseball diamond and bleachers, an indoor recreation building, surface parking, tennis courts, and an elementary school on and adjacent to the project site. Neighborhood motor vehicle traffic also creates some noise. All nearby streets are posted at 25 miles per hour.

Two noise studies have been prepared for the project. One noise study was prepared in February 2001 and another in September 2003. The 2001 noise study found that the ambient sound level at La Prenda Road, south of Rosita Avenue, was 53 dBA CNEL. A sound level measurement was taken at the project site at 3:00 p.m. on Thursday, September 11, 2003. Ambient sounds during this sound level measurement were from children's voices, air conditioning units on portable buildings, and distant aircraft. No athletic competition or practice was occurring on nearby fields when the measurement was taken. This short-term measurement was 48 dBA Leq, which is consistent with the ambient noise level (53 dBA CNEL) reported in the noise study prepared in 2001.

2. Impacts

Thresholds of Significance

For the purposes of this project, a noise impact is considered significant if the project would:

- Result in a substantial increase in ambient noise levels; or
- Conflict with established plans and policies; or
- Expose people to noise levels in excess of established City or state standards; or
- Expose people to a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

The California Environmental Quality Act does not define what noise level increase would be considered substantial. Typically, in lower noise environments such as the project area, if the DNL would increase by more than five dBA at noise-sensitive receptors due to the project, the impact is considered significant.

Project Operation Noise Levels

As shown on the site plan, the swim center would include one competitive pool, one recreational pool, a water feature, and a building. A terraced spectator area would be located along the west side of the project site. Vehicles would access the community swim center from Rosita Avenue. The swim center would be open for use year-round. Maximum usage of the swim center would occur during the summer months, with up to 1,000 people using the swim center each day from June to September.

Up to six competition events per year would be held at the swim center. Four of the competitions would be held during the summer, one would be held during the fall, and the other would most likely be held during the spring. Due to the small spectator capacity of the proposed swim center and the limited frequency of the events, the noise from competition events is not expected to be substantially greater than noise from peak use and is, therefore, not considered significant.

In August 2003, long-term sound level measurements were performed at the Petaluma community pool, a community swim center similar to the proposed project. Measurements at the Petaluma facility were taken at a location about 75 feet from the pool. Table 13 shows the Petaluma pool activities and their corresponding measured sound levels. The two types of activities which generated noise above background ambient levels were water fitness and recreation swim. Lap swimming and lessons were not found to be noisy activities.

Table 13: Petaluma Pool Activities and Corresponding Noise Levels

Activity	Time of Day	Sound Level (L_{50})
AM Pool closed - background sounds	05:00 – 06:00	56
PM Pool closed - background sounds	20:30 – 22:00	55
PM Lap Swim	18:45 - 20:00	56
AM Lessons	09:30 – 11:45	55
Mid-day Water Fitness	12:00 – 13:00	62
Mid-day Lap Swim	11:30 – 12:30	57
Sunday Recreation Swim	14:00 – 16:15	67
Tuesday Recreation Swim	13:00 – 16:15	66
PM Lessons	16:30 – 19:00	58
PM Water Fitness	19:00 – 20:00	59

As discussed previously, the City of Los Altos Noise Ordinance establishes maximum permissible sound levels, based on the use of the receiving land use. The nearest sensitive receivers are residences located along Rosita Avenue. The noise ordinance provides correction for the character of sound. Because the sounds from the swimming pool area would contain speech, the allowable limits are reduced by five dBA. The daytime noise limit would, therefore, be an L_{50} of 50 dBA and the nighttime limit would be an L_{50} of 40 dBA as measured at any residential property boundary.

There are five different schedules for the swim center depending on the time of the year and the day of the week. The five different schedules and specific hours of activity are presented in tabular form in Appendix A. Summarized below are the noise impacts that would result from each of these activity schedules. Note that the noise levels reported below are all worst-case scenario or maximum levels at the nearest residence, which is located about 150-200 feet away from the pool area.

Sunday - Year Round

The pool would open at 8AM, with lap swimming programmed until 11:30AM. Most of the lanes in the competition pool would be available for Masters (competitive age graded) training. Usually, a coach would guide this group. This activity is not expected to significantly increase noise levels in the area. Recreational swim would occur from noon to 4:30PM in both pools. When the pool is full,

as in summer, recreational swimming can produce sounds of about 63-64 dBA L_{50} at a distance of 150 feet. These noise levels would substantially exceed both existing ambient levels and the 50 dBA limit during the recreational swim hours.

Monday through Friday – Summer

Masters and adult swimming would take place early in the morning, from 6AM to about 7:15AM. Youth swim team starts at 7:15AM and goes until 9:30AM. Based on experience with youth swim teams, it is the professional opinion of the noise engineer that youth swim team practice would produce noise levels equivalent to the water fitness classes that were measured at the Petaluma community swim center. Thus, sound levels would be about 58 dBA L_{50} at the nearest residence. Lessons and Masters swim would occur from about 10AM to 1PM. Sound levels would not be substantial during this three-hour block. Youth programs and recreational swim begin at about 1:15PM, and continue until about 6PM. Noise would substantially exceed existing ambient levels and the 50 dBA limit during summertime recreational swim hours. Masters swimming and lessons would occur from about 6PM to 7:30PM. Kayak and/or scuba instruction could occur from about 7:15PM to 8:30PM. This is generally a quiet activity and would not exceed background sound levels at nearby residences.

Monday to Friday – Non-Summer

The youth swim team would practice from about 6AM to 7:30AM. During swim practice, sound levels may reach an L_{50} of about 58 dBA at the nearest residence. Noise would substantially exceed existing ambient levels and the 40 dBA limit during swim practice. Recreational swim would occur between the hours of 8AM and 3:30PM. Although on busy days noise levels could be as high as described above for recreational swim during the summer, sound levels during non-summer recreational swim hours are expected to be much less. Youth swim team practice would resume about 4PM, and end about 7:15PM. Noise levels for afternoon swim team practice would be the same as the morning period. Kayak and/or scuba instruction could occur from about 7:15PM to 8:30PM.

Saturday – Summer

Youth swim team practice would be held from about 6AM to 8:30AM. During swim practice, sound levels may reach an L_{50} of about 58 dBA at the nearest residence. Noise would substantially exceed existing ambient levels and the 40 dBA limit during the morning swim practice. In the afternoon, recreational swimming would be held from noon to 5:30PM. Noise would substantially exceed existing ambient levels and the 50 dBA limit during summertime recreational swim hours.

Saturday – Non-Summer

Youth swim team practice would be held from about 6AM to 8:30AM. During swim practice, sound levels may reach an L_{50} of about 58 dBA at the nearest residence. Noise would substantially exceed existing ambient levels and the 40 dBA limit during the morning swim practice. Masters, lessons, and adult lap swimming would occur from about 8AM, to noon. Recreational swim would occur from noon to 5:30PM. On busy days, noise levels could be as high as described above for recreational swim during the summer. In reality, for much of the non-summer period, sound levels during recreational swim hours would be much less than sound levels in the summertime.

Swim team practice in the morning (6AM to 7AM) will substantially exceed the 40 dBA nighttime limit at the nearest residences intermittently each morning of the year. Recreation swimming in the

afternoon will substantially exceed the 50 dBA daytime limits at the nearest residences intermittently each day during the summer, and potentially during the non-summer.

Æ The proposed use of the community swim center would result in sound levels that substantially exceed the 40 dBA nighttime and 50 dBA daytime limits at the nearest residences intermittently each day. **(Significant Impact)**

Project-Generated Traffic

According to the traffic analysis completed for the proposed project, the traffic to and from the community swim center would increase traffic volumes on Rosita Avenue from about 720 Average Daily Trips (ADT) to 2,260 ADT in the summer, and from about 830 ADT to 1,960 ADT during non-summer months. This traffic increase would raise traffic noise levels on Rosita Avenue by about 5 dBA DNL above the current level during the summer and by about 4 dBA DNL during the non-summer. The resultant daily average noise level would remain within the Acceptable Range of 50-60 dB DNL, but the project-generated traffic would substantially increase noise levels along Rosita Avenue west of Campbell Avenue, based on the thresholds of significance identified at the beginning of this section. Noise levels would not increase substantially along other streets in the area.

Æ The project-generated traffic would cause a substantial increase in noise levels along Rosita Avenue west of Campbell Avenue. **(Significant Impact)**

Project Construction

Operation of construction equipment would temporarily increase noise levels in the project area. The amount of noise would depend on the type of construction equipment, timing of construction, duration of each noise-generating activity, and the distance between construction noise sources and noise-sensitive receptors. The maximum noise levels generated by project construction would be between 90-98 dBA at a distance of 50 feet from the noise source. At 100 to 150 feet (nearest residence from the center of construction activity), noise levels drop about 6 dBA lower than at 50 feet. Most of the time, the noise levels would be between 70 and 78 dBA, or lower. The noisiest construction phases are expected to last for less than one year.

Æ Construction activities would temporarily substantially increase noise levels in the project area. **(Significant Temporary Impact)**

3. Mitigation and Avoidance Measures

The following mitigation will be incorporated into the final project design, and will reduce noise impacts to a less than significant level:

Project Noise

ü The project design will include a noise barrier along the south property line of the community swim center. At a minimum, the noise barrier will be a 10-foot soundwall; a 15-foot soundwall will be considered. Alternatively, the site plan may be revised to locate the building along the south and east property lines in the southeast corner of the site to form a noise barrier. Refer to Appendix D for more information regarding the use of the proposed building as a noise barrier.

- ü Youth swim practice will not occur before 7:00AM unless noise levels can be controlled so as not to exceed an L_{50} of 40 dBA or the ambient noise level, whichever is greater. If complaints are received and noise levels are determined to exceed the 40 dBA limit or the ambient noise level, whichever is greater, changes necessary to control noise to within the allowable limits will be made. Such changes may include, but are not limited to, prohibiting the use of whistles and/or loud speech.

Project Construction Noise

The following noise control program will be included in the construction contract awarded for the project:

- ü Noise-generating activities at the construction site or in areas adjacent to the construction site associated with the project in any way will be restricted to the hours of 7:00AM to 5:00PM, Monday through Friday.

- ü All internal combustion engine-driven equipment will be equipped with intake and exhaust mufflers that are in good condition and appropriate for the equipment.

- ü Unnecessary idling of internal combustion engines will be strictly prohibited.

- ü "Quiet" air compressors and other stationary noise sources will be utilized where technology exists.

- ü Noise from construction workers' radios will be kept at a level where they are not audible at existing residences bordering the project site.

- ü Residents near the project site will be notified of the construction schedule.

- ü The contractor will designate a "noise disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaints (e.g., starting too early, bad muffler, etc.) and would require that reasonable measures to correct the problem be implemented. A telephone number for the disturbance coordinator will be posted at the construction site and will be included in the notice sent to neighbors regarding the construction schedule. (The City will be responsible for designating a noise disturbance coordinator and the individual project sponsor will be responsible for posting the phone number and providing construction schedule notices).

Project-Generated Traffic Noise

There are no reasonable or feasible measures to mitigate or avoid the noise impact to adjacent residential land uses resulting from project-generated traffic along Rosita Avenue west of Campbell Avenue. Rosita Avenue is a low-speed residential street with unlimited access. Construction of noise barriers is not practical along front property lines. There are no other available noise attenuation measures. This impact is significant and unavoidable.

Conclusion: Project-generated traffic would increase traffic noise levels on Rosita Avenue by about five dBA DNL above the current level during the summer and by about four dBA DNL during the non-summer use periods. A five dBA increase in noise is substantial. Increased traffic would cause a significant noise impact along Rosita Avenue west of Campbell Avenue during the summer.

Noise levels would not increase substantially along other streets in the area. There are no available noise attenuation measures that will reduce this impact to a less than significant level. **(Significant Unavoidable Impact)**

L. POPULATION AND HOUSING

1. Existing Setting

According to Association of Bay Area Governments (ABAG), the population for the City of Los Altos in 2000 was 27,693 with 10,462 households. The average number of persons per household was 2.65.

2. Impacts

For the purposes of this project, population and housing impacts are considered significant if the project would:

- Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure ; or
- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; or
- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

Population and Housing Impacts

The proposed project would allow the continued use of the site as a recreational facility. The project proposes the demolition of the existing tennis courts and the development of an outdoor recreational swim center. Los Altos residents currently use pool facilities in neighboring cities, and have done so since Covington Pool was demolished in March 2001.

The proposed community swim center would accommodate the City's need for pool facilities and is designed to serve the existing population. The proposed project does not propose any housing development and would not result in the loss of housing. The proposed project would not induce population or job growth or displace either housing or persons.

Conclusion: The proposed project would not result in significant population or housing impacts. **(Less Than Significant Impact)**

M. RECREATION

1. Existing Setting

The project site is located at the west end of Rosita Avenue in the City of Los Altos. The site is within Rosita Park and land leased to the City of Los Altos from the Los Altos Elementary School District. The project site presently contains two tennis courts and parking lots.

2. Impacts

For the purposes of this project, a recreational impact is considered significant if the project would:

- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or
- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Recreational Impacts

The project proposes the demolition of the existing tennis courts and on-site parking lots, and the development of a community swim center. The proposed project is a recreational project that would serve the Los Altos residents. The proposed swim center would include one competitive pool, one recreational pool, a water feature, and a building that is intended to contain ancillary uses, such as offices, locker rooms, and/or a mechanical room. The project would not increase the use or require the construction or expansion of existing neighborhood and regional parks or other recreational facilities.

Although the project would result in the demolition of the existing tennis courts, the project would serve to meet the existing demand for a public swim center in the City of Los Altos. No public swim center currently exists in the City of Los Altos and Los Altos residents use pool facilities of neighboring cities. Therefore, the project would be incrementally reduce the use of aquatic facilities in neighboring cities. Public tennis courts exist at other parks in Los Altos, including Marymeade Park and Montclaire Park. The swim center is designed to serve a wide range of ages, and to be used for a variety of water-related recreational activities.

The site is within a developed urban neighborhood, in an area having minimal habitat values. The environmental effects of replacing one recreational facility are described throughout this EIR.

The demolition of the existing tennis courts and construction of the community swim center would not have a substantial adverse recreational impact.

Conclusion: The proposed project would not result in significant recreational impacts. **(Less Than Significant Impact)**