

DISCUSSION CALENDAR

Agenda Item # 12

AGENDA REPORT SUMMARY

Meeting Date: August 28, 2018

Subject: Use Permit for Children's Corner Preschool to Operate at 1555 Oak Avenue

Prepared by: Zachary Dahl, Planning Services Manager Reviewed by: Jon Biggs Community Development Director

Approved by: Chris Jordan, City Manager

Attachment(s):

1. Resolution No. 2018-33

- 2. Planning Commission Meeting Minutes, July 19, 2018
- 3. Planning Commission Agenda Report, July 19, 2018
- 4. Supplemental Traffic Letter
- 5. Public Correspondence
- 6. Project Plans

Initiated by:

Peter Ko, Ko Architects, Applicant

Previous Council Consideration:

None

Fiscal Impact:

None

Environmental Review:

The use permit is exempt from environmental review pursuant to Section 15301 of the State Guidelines implementing the California Environmental Quality Act (CEQA), as amended. The use permit allows for the occupancy of an existing church facility, involving negligible expansion of use, and will have no significant environmental impacts.

Policy Question(s) for Council Consideration:

• Is Children's Corner Preschool an appropriate use to occupy a portion of the Foothill Covenant Church facility at 1555 Oak Avenue?

Summary:

- This is a use permit application for a new preschool use, Children's Corner Preschool, to occupy 4,480 square feet of floor area and use two existing playground areas in the Foothill Covenant Church facility at 1555 Oak Avenue
- Children's Corner Preschool has up to 60 students and 14 employees and is currently located at the Hillview Community Center at 97 Hillview Avenue



Staff Recommendation:

Move to adopt Resolution No. 2018-33 to approve Use Permit 18-UP-05 (1555 Oak Avenue)



Purpose

Consider a use permit to allow Children's Corner Preschool to operate at the Foothill Covenant Church at 1555 Oak Avenue.

Background

The Foothill Covenant Church is located at the corner of Oak Avenue and Truman Avenue. The site is designated as a "Public and Institutional" land use in the General Plan and is located in the R1-10 Single-Family District. The R1-10 (Single-family) District allows preschool uses as a conditional use when located in an existing public and community facility. The site is adjacent to a California Water Company tank site and Oak Avenue Elementary School to the west, to multiple-family residential housing in the City of Mountain View to the north, Mountain View High School to the east and single-family residential properties to the south.

The site is 3.90 acres in size and includes a 10,800 square-foot sanctuary (248 seats), a 5,450 square-foot fellowship hall/multi-purpose building (Building II) and a single-family residence (on the corner of Oak and Truman Avenues), with 128 on-site parking spaces. In addition, the Mountain View Parent Nursery School occupies the northwest portion of the site and is comprised of three portable classrooms (2,880 square feet total) and associated outdoor play areas. This use was approved in 2014 via Use Permit 13-UP-02. The Foothill Covenant Church congregation currently includes approximately 110 people and the Mountain View Parent Nursery School has up to 48 children and 14 employees. Additional information about these uses is included in the Planning Commission Agenda Report (Attachment 3).

The R1-10 District allows for existing community facility uses, per Chapter 14.70 of the Zoning Code (Community Facilities), as a conditional use. As defined in Chapter 14.70, pre-existing community facilities in the R1-10 District are allowed to remain, expand, and/or renovate within the site area and physical parcel boundaries that currently exist. In this case, a preschool use that occupies an existing facility is allowed with the approval of a conditional use permit.

On July 19, 2018, the Planning Commission held a public hearing to consider this use permit application. The Commission received public comments, both written and verbal, that raised concerns about the new use creating a negative impact by adding additional traffic to the existing poor traffic conditions on Oak and Truman Avenues during the morning peak hour, and that there were already too many public and institutional uses in the neighborhood. The Commission acknowledged the existing morning traffic issues, noting that the two schools, Oak Elementary School and Mountain View High School, should work with the City to improve the function of the Oak-Truman intersection. However, the Commission also noted that the existing church was a good location for a preschool use and that it would contribute very few additional trips during the morning peak hour. Following the discussion, the Commission voted 5-1, with Commissioner Lee absent, to recommend approval of the use permit to the City Council. The meeting minutes and agenda report are included in Attachments 2 and 3.



Discussion/Analysis

In response to the traffic concerns raised at the Planning Commission meeting, the applicant worked with their traffic engineer, Hexagon Transportation Consultants, to provide a supplemental traffic letter to better address the questions about traffic impacts along Truman Avenue (Attachment 4). The overall finding that the preschool use will not result in any significant traffic impacts does not change, but the letter does provide some additional discussion about how the intersections on Truman Avenue will not be affected by Children's Corner Preschool since a significant majority of the new trips will occur after the morning traffic peak related to the elementary school and high school has subsided. Staff has reviewed this letter and concurs with the findings.

In addition to the public correspondence attached to the Planning Commission Agenda Report, there were 12 letters submitted prior to the July 19, 2018 meeting that are included as Attachment 5. Of this public correspondence, 11 expressed support for the use permit and one raised concerns about traffic and safety impacts related to a new preschool use being located at Foothill Covenant Church. This letter also included a petition that appears to be signed by numerous nearby residents in Los Altos and Mountain View. While it does appear that there is a significant amount of traffic on Oak and Truman Avenues during the morning peak hour, Children's Corner Preschool would be generating very little additional traffic during this time and would not be making any of the existing traffic conditions worse.

Overall, per the recommendation of the Planning Commission and as outlined in the attached Resolution, the findings to support approval of this use permit can be made. The proposed preschool use is being located on the site of an existing community facility, is adjacent to two public/community facilities – California Water Company and Oak Avenue Elementary School, will be occupying an existing church facility and will not be generating any significant new traffic or parking impacts. As documented in the traffic impact analyses, the supplemental traffic letter and the use permit application information on Children's Corner, and based on the long standing existing public and community facility use in this location, the proposed preschool use will not cause any potentially significant project-specific or cumulative impacts on any of the surrounding streets or intersections.

Therefore, with the included conditions, the proposed use permit is consistent with the General Plan and Zoning Ordinance and does not create any negative impacts to public health, safety or welfare.

Options

1) Adopt Resolution No. 2018-33 to approve Use Permit 18-UP-05

Advantages:

An existing church facility is best suited to host a preschool use, Children's Corner Preschool, which has operated in Los Altos for more than 40 years, will be able to continue to operate in the City and the preschool will continue to serve the needs of families in the community



Disadvantages: The preschool use will add some additional traffic to Truman and Oak

Avenues during the morning peak hour, which already receives a high volume

of traffic related to the nearby elementary school and high school

2) Deny Use Permit 18-UP-05

Advantages: No additional traffic will be added to the existing street network in the

neighborhood

Disadvantages: Children's Corner Preschool will need to find a different location to continue

operations and may have to locate outside of the City, which would result in

the loss of a preschool that serves families in the community

Recommendation

Staff and the Planning Commission recommend Option 1.

RESOLUTION NO. 2018-33

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LOS ALTOS GRANTING A USE PERMIT FOR A PRESCHOOL USE TO OPERATE AT THE FOOTHILL COVENANT CHURCH AT 1555 OAK AVENUE AND MAKING FINDINGS OF EXEMPTION FROM CALIFORNIA ENVIRONMENTAL QUALITY ACT ("CEQA") REVIEW

WHEREAS, the City of Los Altos received a conditional Use Permit Application (18-UP-05) from Peter Ko with Ko Architects, to allow Children's Corner Preschool to operate at the Foothill Covenant Church at 1555 Oak Avenue; and

WHEREAS, the use permit is exempt from environmental review pursuant to Section 15301 of the State Guidelines implementing the California Environmental Quality Act of 1970 (CEQA), Cal. Pub. Res. Code Section 21000, et seq., as amended, because it allows for the occupancy of an existing church facility and involves negligible or no expansion of use beyond that currently existing use; none of the exceptions to the use of a categorical exemption under CEQA Guidelines Section 15301 apply; and

WHEREAS, the use permit has been processed in accordance with the applicable provisions of the California Government Code and the Los Altos Municipal Code, including without limitation Section 14.80, et seq.; and

WHEREAS, the Planning Commission held a duly noticed public hearing on the use permit on July 19, 2018, at which all public comment was considered and voted to recommended approval to the City Council; and

WHEREAS, the City Council held a duly noticed public meeting on the use permit on August 28, 2018 at which all public comment was duly considered; and

WHEREAS, the location and custodian of the documents or other materials which constitute the record of proceedings upon the City Council's decision was made are located in the Office of City Clerk.

NOW THEREFORE, BE IT RESOLVED, that the City Council of the City of Los Altos hereby approves Use Permit 18-UP-05 subject to the findings and conditions attached hereto as "Exhibit A" and incorporated by this reference.

I HEREBY CERTIFY that the foregoing is a true and correct copy of a Resolution passed and adopted by the City Council of the City of Los Altos at a meeting thereof on the 28th day of August, 2018 by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

	Jean Mordo, MAYOR
Attest:	Jeun 1.10140, 1.1111 011
Jon Maginot, CMC, CITY CLERK	

EXHIBIT A

FINDINGS

With regard to Use Permit 18-UP-05 for a preschool use, Children's Corner Preschool, to operate at the Foothill Covenant Church at 1555 Oak Avenue, based upon substantial evidence in the record before the City, the City Council finds in accordance with Section 14.80.060 of the Los Altos Municipal Code that:

- 1. The proposed location of the conditional use is desirable or essential to the public health, safety, comfort, convenience, prosperity or welfare because it is an educational use being located in an existing religious institution building that was designed to provide for this type of use;
- 2. The proposed location of the conditional use is in accordance with the objectives of the zoning plan as stated in Chapter 14.02 of this title because it is an appropriate location for a needed community facility, a preschool use, and it is an appropriate business activity to be located in an existing church facility;
- 3. The proposed location of the conditional use, under the circumstances of the particular case, will not be detrimental to the health, safety, comfort, convenience, prosperity or welfare of persons residing or working in the vicinity or injurious to property or improvements in the vicinity because a preschool use already exists on the site, the use will occupy existing classrooms and playground facilities, and the preschool schedule will ensure that a minimal amount of additional traffic will be added to the neighborhood street network during the morning (AM) peak hour when the adjacent schools start; and
- 4. The proposed conditional use will comply with the regulations prescribed in Chapter 14.70, community facilities in an R1-10 District, and the general provisions of Chapter 14.02 because it is a preschool use that is occupying existing space in a church facility, it will maintain the existing character and appearance of the Foothill Covenant Church, it has adequate onsite parking to meet the needs of the new preschool use as well as the existing uses, it meets all other regulations prescribed for public and community facilities.

CONDITIONS

1. Approved Plans

The use permit approval is based upon the plans and materials received on June 26, 2018, except as modified by these conditions.

2. Hours of Operation

The preschool is permitted to operate between the hours of 8:00 a.m. and 5:30 p.m., Monday through Friday.

3. Occupancy

The preschool is permitted to have up to 60 students and 14 staff on the site at any given time.

4. Pick-Up and Drop-Off Times

The preschool shall coordinate its pick-up and drop-off times to minimize conflict with the start and end times at Oak Avenue Elementary School and Mountain View High School.

5. **Indemnification**

The applicant agrees to indemnify, defend, protect and hold City harmless from all costs and expenses, including attorney's fees, incurred by the City or held to be the liability of City in connection with City's defense of its actions in any proceeding brought in any State or Federal Court, challenging any of the City's action with respect to this use permit.

MINUTES OF A REGULAR MEETING OF THE PLANNING COMMISSION OF THE CITY OF LOS ALTOS, HELD ON THURSDAY, JULY 19, 2018 BEGINNING AT 7:00 P.M. AT LOS ALTOS CITY HALL, ONE NORTH SAN ANTONIO ROAD, LOS ALTOS, CALIFORNIA

ESTABLISH QUORUM

PRESENT: Chair Bressack, Vice Chair Samek, Commissioners Bodner, Enander, McTighe and

Meadows

ABSENT: Commissioner Lee

STAFF: Planning Services Manager Dahl

PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

Resident John Seeman stated his concern regarding the proposed stadium lights and PA system at Los Altos High School, and urged the Planning Commission to have a full public discussion with the neighborhood before approving the project.

ITEMS FOR CONSIDERATION/ACTION

CONSENT CALENDAR

1. <u>Planning Commission Minutes</u>

Approve the minutes of the June 7, 2017 Regular Meeting.

2. <u>18-UP-03 – Los Altos Lutheran Church – 460 S. El Monte Avenue</u>

Use Permit for a new after-school program and a new music program to use existing classrooms at the Los Altos Lutheran Church. The after-school programs would include up to 12 students and operate between 8am to 6pm, Monday – Friday, and the music program would include 12 students and operate between 8am to 8pm, Monday – Saturday. The new programs will be in addition to the existing private daycare program (10-UP-01) that operates at the site with up to 30 students. *Project Planner: Gallegos*

Commissioner Enander asked a clarifying question regarding the use permit at 460 S. El Monte Avenue.

Action: Upon motion by Commissioner Enander, seconded by Commissioner McTighe, the Commission approved the Consent Calendar. The motion was approved (6-0) by the following vote:

AYES: Bodner, Bressack, Enander, McTighe, Meadows and Samek

NOES: None ABSTAIN: None ABSENT: Lee

PUBLIC HEARING

3. <u>18-UP-05 – Peter Ko, AIA – 1555 Oak Avenue</u>

Use Permit for a new preschool, Children's Corner, to use existing classrooms at the Foothill Covenant Church facility. The preschool would include up to 60 students and operate between 8:00am to 5:30pm, Monday – Friday. The preschool use will be in addition to the existing daycare

program, Mountain View Parent Nursery School, (13-UP-02) that operates at the site with up to 48 students. *Project Manager: Dahl*

Planning Services Manager Dahl presented the staff report with a recommendation that the Commission recommend approval of Use Permit 18-UP-05 to the City Council subject to the listed findings and conditions.

Project applicant/architect Peter Ko presented the project.

Public Comment

Children's Corner site director, Laura Bernal, outlined the programs that they offer and said she wanted the preschool to be a positive force in the neighborhood.

Resident Susan Gise noted that a preschool already exists at the site and is opposed to the use permit because there are too many existing non-residential use that add traffic on Oak Avenue; traffic on Oak and Truman is already congested; and there are safety issues with the intersection in the morning.

Resident Darren Liccardo and Board member for Children's Corner stated that there is a variety of pick-up/drop-off times, with most occurring outside of the morning peak hour.

Resident Kester Fong stated his opposition; submitted a petition with five pages of signatures of neighbors that are opposed (85); the traffic report should have studied the intersections of Oak/Truman and Bryant/Truman; and other locations for Children's Corner should be considered.

Commission Discussion

Commissioner McTighe expressed concerns, noting that the Truman and Oak Avenue intersection should have been studied; Oak Avenue Elementary and Mountain View High School (MVHS) have a high number of bikes on Truman Avenue; and he has mixed feelings on the Use Permit, but noted that it does not appear to add a lot of traffic during the AM peak.

In response to Commissioner McTighe's comments, the applicant's traffic engineer, Ling Li with Hexagon, noted that the Truman/Bryant and Truman/Oak intersections have less traffic than Grant Road, so based on the finding that the Grant Road was not impacted, these intersections did not require further study.

Commissioner Bodner expressed support, noting that the site design supports a preschool use; this type of use is a critical service for Los Altos; traffic is distributed over the day; this is a longstanding community preschool; and the City should look at other ways to improve traffic and safety on Truman and Oak Avenues.

Vice-Chair Samek expressed support, noting that if Truman and Fremont Avenues are backed up, traffic will adjust and that this is a good location for this use.

Commissioner Meadows expressed support, noting that the AM peak time from 7-9 is most critical and most Children's Corner drop offs occur after 9 AM, so the use will have a minimal impact on the existing conditions.

Commissioner Enander expressed concerns, noting that the traffic report is insufficient and should have studied Oak and Truman, with mitigation measures provided; the City should look at safe routes to school opportunities; and the use permit should be continued to further address traffic questions.

Chair Bressack expressed support, noting that she could not support requiring an update to the traffic report due to the delay that would be incurred; the traffic impact is minimal; traffic will be staggered; Children's Corner should work with families to reduce traffic during the A.M. peak hours; and the school district needs to do more to address the existing traffic issues.

Action: Upon motion by Commissioner Meadows, seconded by Commissioner Bodner, the Commission approved Use Permit 18-UP-05 subject to the listed findings and conditions, with the following change:

Correct the California Environmental Quality Act (CEQA) Finding in the draft resolution.

The motion was approved (6-0) by the following vote:

AYES: Bodner, Bressack, Enander, McTighe, Meadows and Samek

NOES: None ABSTAIN: None ABSENT: Lee

4. <u>18-CA-04 – City of Los Altos – Chapter 14.28 Affordable Housing Code Amendment</u>

Amendment to the City's Affordable Housing Ordinance (Zoning Code Chapter 14.28). The proposed amendment would increase the affordable housing requirement from 10 percent to 15 percent for all residential development projects that include five or more new units. *Project Manager: Dahl*

Planning Services Manager Dahl presented the staff report with a recommendation that the Commission recommend approval of amendments to Zoning Code Chapter 14.28 (Affordable Housing) to the City Council.

Public Comment

Resident Jeremy Macaluso expressed support for the increase to 15 percent in the affordable housing requirement.

Commission Discussion

Chair Bressack asked that the City Attorney review the Planning Commissions' questions prior to the City Council meeting.

Commissioner Enander noted that the code amendment reflects the City Council's goal to encourage affordable housing, but is concerned that the increase will hinder housing production; and an economic analysis is needed to better understand the true impact.

Commissioner Meadows expressed support for the increase to 15 percent, but noted concerned about including single-family projects; asked if rental and for-sale units will be treated equally; and should the requirements for projects with 5-9 units be reduced.

Vice-Chair Samek expressed support, noting that the 15 percent requirement still makes projects feasible; and was concerned about including single-family projects in the ordinance.

Commissioner Bodner expressed support, but noted concern about including single-family projects.

Commissioner McTighe expressed support for the 15 percent increase.

Chair Bressack expressed support, but noted some concern about the impact on single-family projects, such as the Woods Lane site.

Commissioner Enander noted that Section 14.28.030 D and E should be reviewed again to ensure that an alternative means of compliance, as required under State Law, was provided; and if E was written appropriately.

<u>Action</u>: Upon motion by Commissioner McTighe, seconded by Chair Bressack, the Commission recommended approval to the City Council of amendments to Zoning Code Chapter 14.28 (Affordable Housing), with the following changes:

- Exclude single-family projects from the ordinance; and
- Review Section 14.28.030 E to ensure it was consistent with State Law requirements

The motion was approved (5-1) by the following vote:

AYES: Bodner, Bressack, Enander, McTighe and Meadows

NOES: Samek ABSTAIN: None ABSENT: Lee

COMMISSIONERS' REPORTS AND COMMENTS

Commissioners' Reports was continued to the August 2, 2018 Planning Commission meeting.

POTENTIAL FUTURE AGENDA ITEMS

Chair Bressack asked to add the City's Story-Pole Policy to a future agenda to review and discuss duration of installation and aesthetic impacts, and proposed writing a letter to the Complete Streets Commission to ask for Oak Avenue and Truman Avenue to be reviewed.

ADJOURNMENT

Chair Bressack adjourned the meeting at 9:18 P.M.

Zachary Dahl, AICP Planning Services Manager



PLANNING COMMISSION AGENDA REPORT

Meeting Date: July 19, 2018

Subject: 18-UP-05 – Use Permit for New Preschool Use at 1555 Oak Avenue

Prepared by: Zachary Dahl, Planning Services Manager

Initiated by: Peter Ko, Applicant and Architect

Attachments:

A. Draft Resolution

B. Applicant Cover Letter and Project Information

C. Application

D. Area, Vicinity and Notification Maps

E. Traffic Impact Analysis

F. Public Correspondence

Recommendation:

Recommend to the City Council approval of Use Permit 18-UP-05 subject to the listed findings and conditions

Environmental Review:

This use permit is exempt from environmental review pursuant to Section 15301 of the California Environmental Quality Act Guidelines, as amended, because it involves the occupancy of an existing office building.

Summary:

This is conditional use permit application for a new preschool use, Children's Corner, to occupy 4,480 square feet of floor area in an existing church facility, Foothill Covenant Church, at 1555 Oak Avenue. The preschool would also use two existing playground areas adjacent to the church buildings.

Background

The property is designated as a "Public and Institutional" land use in the General Plan and is located in the R1-10 Single-Family District. The church is located in the R1-10 (Single-family) District and preschool uses in an existing public and community facility are a conditional use. The site is adjacent to a California Water Company tank site and Oak Avenue Elementary School to the west, to multiple-family residential housing in the City of Mountain View to the north, Mountain View High School to the east and single-family residential properties to the south.

Subject:

The site is 3.90 acres (169,900 square feet) in size and includes a 10,800 square-foot sanctuary (248 seats), a 5,450 square-foot fellowship hall/multi-purpose building (Bldg III) and a single-family residence (on the corner of Oak and Truman), with 128 on-site parking spaces. In addition, the Mountain View Parent Nursery School occupies the northwest portion of the site and is comprised of three portable classrooms (2,880 square feet total) and associated outdoor play areas. This use was approved in 2014 via Use Permit 13-UP-02. The Foothill Covenant Church congregation currently includes approximately 110 people and the Mountain View Parent Nursery School has up to 48 children and 14 employees. A schedule that outlines the existing operations and activities for the Foothill Covenant Church and Mountain View Parent Nursery School is included in Attachment B.

The R1-10 District allows for existing community facility uses, per Chapter 14.70 of the Zoning Code (Community Facilities), as a conditional use. As defined in Chapter 14.70, pre-existing community facilities in the R1-10 District are allowed to remain, expand, and/or renovate within the site area and physical parcel boundaries that currently exist. In this case, a nursery school use that occupies an existing facility is allowed with the approval of a conditional use permit.

Discussion/Analysis

Proposed Use

Children's Corner, a not-for-profit preschool use, is seeking a use permit to locate at 1555 Oak Avenue and use a portion of the existing church facility. The preschool is currently located at the Hillview Community Center at 97 Hillview Avenue in Los Altos. Children's Corner is licensed to have up to 60 students and would have up to 14 staff on the site at any one time. A total of 4,480 square feet of floor area in the existing church buildings would be occupied, with an additional 7,900 square feet of outdoor play space adjacent to the classroom areas. The preschool's hours of operation would be 8:00am to 5:30pm, Monday through Friday. A cover letter with additional information about Children's Corner and the existing uses on the site is included as Attachment B.

Traffic

The preschool is a new use on the site that will add traffic to the surrounding streets that provide access to the site. The primary driveways that access the site are located on Truman Avenue, with a secondary driveway located on Oak Avenue. To evaluate any potential traffic impacts related to the proposed use, a traffic impact analysis (TIA) was prepared (Attachment E).

The preschool is anticipated to generate 245 average daily trips, with 47 occurring during the AM peak hour and 47 during the PM peak hour. It is anticipated that the majority of traffic related to Children's Corner will come from Grant Road using Oak Avenue or Bryant Avenue/Truman Avenue, but a small percentage of traffic may come from Fremont Avenue using Truman Avenue. A trip distribution exhibit is included on page 8 of the TIA. Based on this anticipated traffic pattern, the intersections at Oak Avenue/Grant Road and Bryant Avenue/Grant Road were studied. Currently, the Oak/Grant intersection functions at a Level of Service (LOS) B for both the AM and PM hours. The Bryant/Grant intersection functions at a LOS C during the AM peak and a LOS B during the PM peak. The TIA found that the preschool use would have a negligible impact on either intersection, with an increase in critical delay of only 1.5 seconds during the worst-case scenario (AM peak at Bryant/Grant). Therefore, based on the findings outlined in the TIA, it does not appear that the new preschool use will result in any significant traffic impacts.

July 19, 2018 Page 2 Subject:

However, it should be noted that the existing uses in the vicinity of this site, which include Oak Elementary School, Mountain View High School and Alta Vista High School, generate a significant amount of traffic on Truman Avenue, Oak Avenue and Bryant Avenue. Therefore, Children's Corner should be sensitive to the start and end times for the elementary and high schools, and be willing to alter their schedule during high traffic periods, specifically for Oak Elementary School to help reduce congestion on the surrounding streets. Therefore, in order to further reduce the potential for any traffic impacts during high traffic times along Oak Avenue, a condition has been added that requires the preschool to adjust its class schedule to minimize pick-ups and drop-offs during Oak Avenue Elementary School's start and end time.

Parking

As outlined in Section 14.74.120 of the Zoning Code, community facilities are subject to the following parking requirements:

For private schools...one parking space for every two employees, including teachers and administrators, plus sufficient space for the safe, convenient loading and unloading of students, and such additional area for student and visitor parking as may be prescribed by the commission; and

For churches, not less than one parking space for every three and one-half seats in the main sanctuary, plus one additional space for each church official resident on the premises, and one additional space for every two employees, plus such additional parking area as may be prescribed by the commission.

The existing church has a sanctuary with 248 seats, two employees and no church residents (the house is rented to a family unaffiliated with the church), thus a minimum of 72 parking spaces is required by the Zoning Code. The existing preschool on the site (Mountain View Parent Nursery School) has up to 14 employees and 31 reserved parking spaces. Children's Corner will have up to 14 employees and is proposing 21 reserved spaces. Overall, there are 128 parking spaces on the site.

As proposed, the existing parking spaces on the north end of the site, adjacent to Truman Avenue and Church Building III will be used for short-term student loading/unloading and for longer-term employee parking. The long driveways on the church site that provide access to the preschool will be able to handle any vehicle queuing that may occur during peak pick-up and drop-off times. This will ensure that the project will not result in any traffic delays or vehicle congestion on Oak Avenue or Truman Avenue. The TIA also evaluated the onsite parking to ensure that the new preschool did not result in any parking impacts or shortages. It should also be noted that when the preschool is not in session, during the evenings and on the weekends, all of the parking will be available for church activities. Overall, since the peak parking demand for the church occurs when both preschools are closed, there appears to be ample parking supply to accommodate both preschool uses.

Use Permit Findings

In order to add a new preschool/daycare use to this existing church facility, a use permit is required. The proposed preschool facility is being located on the site of an existing community facility, is adjacent to two public/community facilities - California Water Company and Oak Avenue

July 19, 2018 Page 3 Elementary School, will be occupying an existing church facility and will not be generating any significant new traffic or parking impacts. Therefore, with the included conditions, staff finds that the proposed conditional use permit is consistent with the General Plan and zoning ordinance, and does not create any negative impacts with regard to the public health, safety or welfare. The draft ordinance (Attachment A) contains the findings and conditions for the use permit.

Public Correspondence

The City has received two comment letters from nearby residents raising concerns about traffic impacts related to the proposed preschool use. These letters are included in Attachment F.

July 19, 2018 Page 4

ATTACHMENT A

RESOLUTION NO. 2018-___

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LOS ALTOS APPROVING A CONDITIONAL USE PERMIT FOR CHILDREN'S CORNER PRESCHOOL TO OPERATE AT THE FOOTHILL COVENANT CHURCH AT 1555 OAK AVENUE

WHEREAS, the City of Los Altos received a conditional use permit application (18-UP-05) from Peter Ko with Ko Architects, to allow Children's Corner Preschool to operate at the church facility 1555 Oak Avenue, referred herein as the "UP"; and

WHEREAS, the UP is exempt from environmental review as a multiple-family structure totaling no more than four residences qualifies for an exemption in accordance with Section 15303(b) of the California Environmental Quality Act of 1970 as amended ("CEQA"); and

WHEREAS, the UP has been processed in accordance with the applicable provisions of the California Government Code and the Los Altos Municipal Code; and

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WHEREAS, the Planning Commission held a duly notion 19, 2018, at which all public comment was duly constant to the City Council; and	
WHEREAS, the City Council held a duly noticed public n the UP on at which all public comment was du	
WHEREAS , the location and custodian of the document the record of proceedings upon the City Council's decision of City Clerk.	
NOW THEREFORE, BE IT RESOLVED , that the hereby the UP subject to the findings and cond "Exhibit A" and incorporated by this reference.	
I HEREBY CERTIFY that the foregoing is a true and and adopted by the City Council of the City of Los Altoday of, 2018 by the following vote:	1,
AYES: NOES: ABSENT: ABSTAIN:	
Attest:	Jean Mordo, MAYOR

Jon Maginot, CMC, CITY CLERK

EXHIBIT A

FINDINGS

With regard to the Use Permit for a new preschool use, Children's Corner, the City Council finds in accordance with Section 14.80.060 of the Los Altos Municipal Code that:

- 1. The proposed location of the conditional use is desirable or essential to the public health, safety, comfort, convenience, prosperity, or welfare;
- 2. The proposed location of the conditional use is in accordance with the objectives of the zoning plan as stated in Chapter 14.02 of this title;
- 3. The proposed location of the conditional use, under the circumstances of the particular case, will not be detrimental to the health, safety, comfort, convenience, prosperity, or welfare of persons residing or working in the vicinity or injurious to property or improvements in the vicinity; and
- 4. The proposed conditional use will comply with the regulations prescribed for the district in which the site is located and the general provisions of Chapter 14.02.

CONDITIONS

GENERAL

1. Approved Plans

The use permit approval is based upon the plans and materials received on June 26, 2018, except as modified by these conditions.

2. Hours of Operation

The preschool is permitted to operate between the hours of 8:00am to 5:30pm Monday through Friday.

3. Occupancy

The preschool is permitted to have up to 60 students and 14 staff on the site at any given time.

4. Pick-Up and Drop-Off Times

The preschool shall coordinate its pick-up and drop-off times to minimize conflicting with the start and end times at Oak Avenue Elementary School.

5. Indemnification

The applicant agrees to indemnify, defend, protect, and hold City harmless from all costs and expenses, including attorney's fees, incurred by the City or held to be the liability of City in connection with City's defense of its actions in any proceeding brought in any State or Federal Court, challenging any of the City's action with respect to the applicant's project.

May 8, 2018 (Revised 6/27/18)

To: City of Los Altos – Planning Department & Planning Commission

RE: Children's Corner Preschool Project

PROJECT DESCRIPTION:

Children's Corner is an accredited non-profit organization providing a developmentally appropriate preschool experience for children age two years of age through kindergarten for the families in Los Altos and the surrounding communities. We are committed to provide an inclusive experience for all children, including those with or without special needs. It is currently located within Los Altos community center for more than years, engaging functions as part of social fabric in local neighborhood community. Due to reconstruction of the new community center buildings, the preschool is proposing to relocate to its new location at the existing classrooms in Foothill Covenant Church 1555 Oak Avenue, Los Altos for its temporary home, taking approximate floor area of +/- 4,482 square feet of indoor space and +/-7,898 square feet of existing outdoor play space.

Children's Corner's hours of operations are 8 AM - 5:30 PM Monday - Friday. We offer full-time and flexible part-time scheduling with option to choose from a 2 (T-Th), 3 (MWF), or 5 - day a week schedule from any combination of Morning (till 12:30pm), Afternoon (12:30pm - 3:30pm), Late Afternoon (3:30pm - 5:30pm), or Full Day.

We are licensed for 60 kids. Every year we enroll a total of ~100 families and employ 16-20 staff members. But due to above part-time flexible scheduling, we have a maximum of up to 60 kids and up to 14 staff at any given time.

Our program consists of three classrooms: A) 2s and young 3s, B) 3s and young 4s, C) 4s and young 5s. Our classrooms are broken out as such: A) maximum of 15 kids + 3 teachers, B) maximum of 20 kids + 4 teachers, C) maximum of 24 kids + 4 teachers. In addition, we have 1 - 3 staff members in our office during the hours of operation.

Given that we offer flexible scheduling and both part-time and full-time programs, our drop off and pick up times vary throughout the day. Parents have a choice of dropping off and/or picking up at any time during their registered program period. Our busiest drop off times are between 8:45 am - 9:15 am with ~20 families. Please see attached for a break out of the number of kids that are dropped off or picked up throughout the day.

Given that the Church is primarily used for worship on Sundays, there is not an overlap between their heavy use of the property and our hours of operations. For Foothill Covenant Church existing use, please see attached Church Operation hours.

Mountain View Parent Nursery School (MVPNS) is a part-time parent participatory program for children age one to five, offering 2-3 hours of care for different age groups during the day. It is currently located on the far end of the property at 1535 Oak Ave, Los Altos. They have been allocated designated parking spots on the other parking lot on the property (see plans). Their hours of operations are 8:45 am – 3:30 pm Monday - Friday. They are licensed up to 48 kids and 14 employees.

Children's Corner Preschool is committed to serve the needs of the community for preschool education by using the existing classrooms and the existing open play spaces in the Foothill Covenant Church Los Altos. The relocation of the preschool will be a good fit to the existing neighborhood uses by blending with its use to a neighborhood environment.

Prepared by:

Children's Corner

Children's Corner Preschool 2018-2019 pickup/drop off Schedule

Given that we offer flexible scheduling and both part-time and full-time programs, our drop off and pick up times vary throughout the day. Parents have a choice of dropping off and/or picking up at any time during their registered time. Our busiest drop off times are between 8:45 am - 9:15 am period with ~20 families.

Below are the approximate times and the number of kids that are dropped off or picked up during each period noted:

- 8:00 am 8:45 am => ~16 families
- 8:45 am 9:15 am => ~20 families
- 9:15 am 9:45 am => ~15 families
- 9:45 am 11:00 am => ~5 families
- 12:15 pm 12:45 pm => ~20 families
- 3:15 pm 3:45 pm => ~15 families
- 4:00 pm 5:30 pm => ~25 families

Foothill Covenant Church 2018-2019 Operations Schedule

The following is the usage for our church:

- 1. Sunday: 110 people and 60 parking spaces <u>from 9:30 a.m. to noon</u>; 10 people and 5 parking spaces <u>from noon to 4</u>for worship services.
- 2. <u>Monday through Friday</u> during business hours <u>8am to 5pm</u>: 2 people and 2 parking spaces for regular work hours.
- 3. Tuesday evenings from 7 to 8:30 p.m. 10 people + 10 parking spaces for evening meetings.
- 4. Wednesday mornings from 9 a.m. to noon 10 people and 10 parking spaces for a Bible study.
- 5. Thursday evenings <u>from 6 p.m. to 8 p.m.</u> 20 people and 10 parking spaces for family potluck and Gathering.
- 6. Friday mornings from 7:30 a.m. to 9 a.m. 3 people and 3 parking spots for Bible study.

There is another group called from fellowship that meets for alcohol recovery. They meet four times each day with about 15 people and 10 parking spaces used. This is every day of the week.

- 1. The first meeting is from 7 a.m. to 8 a.m.
- 2. The noon meeting is from Noon to 1 p.m.
- 3. The first evening meeting is from 6 p.m. to 7 p.m. and
- 4. The second evening meeting is from 8 p.m. to 9 p.m.

Notation:

Some of the functions at the church are for adults only so there is the same number of cars and people. Other functions at the church are for families so there are less cars than number of people.

MVPNS 2018-2019 Operations Schedule

The following is the operation hours for Mountain View Parent Nursery School: MVPNS' operation hours are 8:45-3:30 M-F We have a maximum number of 48 children at one time We have 14 part-time employees.

The maximum number of employees working during a class session is 5.

ATTACHMENT C



CITY OF LOS ALTOS GENERAL APPLICATION

Type of Review Requested: (Check all boxes that apply)

Telephone No.: 805

Mailing Address:

City/State/Zip Code:



Permit #

One-Story Design Review Commercial/Multi-Family **Environmental Review** Two-Story Design Review Sign Permit Rezoning Variance Use Permit R1-S Overlay Lot Line Adjustment Tenant Improvement General Plan/Code Amendment Tentative Map/Division of Land Sidewalk Display Permit Appeal **Historical Review** Preliminary Project Review Other: Project Address/Location: 1555 Project Proposal/Use: reschoo **Current Use of Property:** Assessor Parcel Number(s): Site Area: New Sq. Ft.: Altered/Rebuilt Sq. Ft.: NA Existing Sq. Ft, to Remain. (No change Total Existing Sq. Ft .: ± 23.000 3F __ Total Proposed Sq. Ft. (including besemen Is the site fully accessible for City Staff inspection? 125 Applicant's Name: INC Telephone No.: 650 -Mailing Address: City/State/Zip Code: 3

Architect Designer's Name: Poter Ko AIA

Telephone No.: 650-853-1908 Email Address: design @ koarch. con

Mailing Address: 900 High Street, St. #1

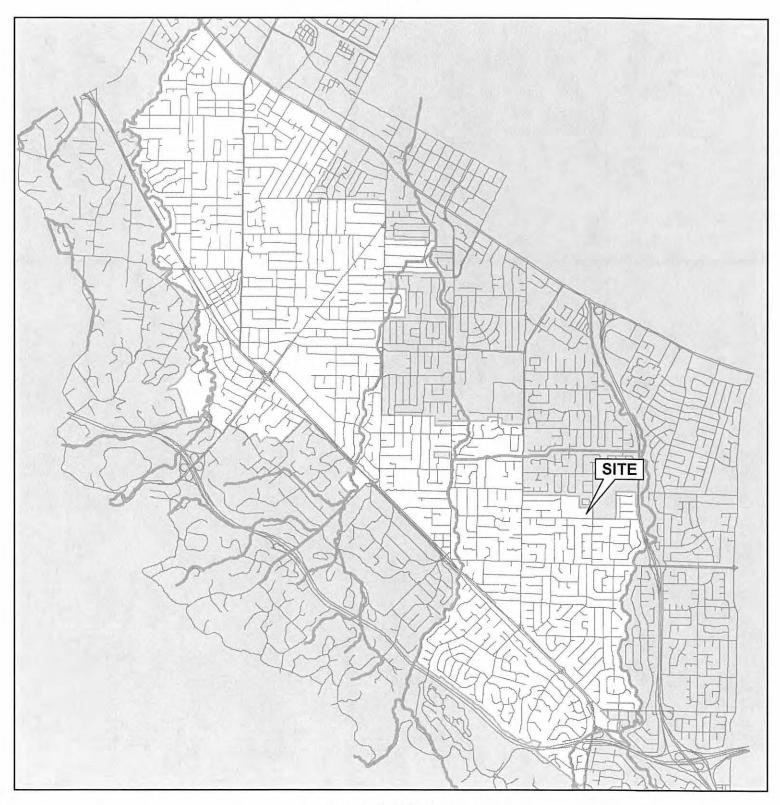
City/State/Zip Code: Palo Alto, CA 94301

Email Address:

^{*} If your project includes complete or partial demolition of an existing residence or commercial building, a demolition permit must be issued and finaled prior to obtaining your building permit. Please contact the Building Division for a demolition package. *

ATTACHMENT D

AREA MAP



CITY OF LOS ALTOS

APPLICATION: 18-UP-05

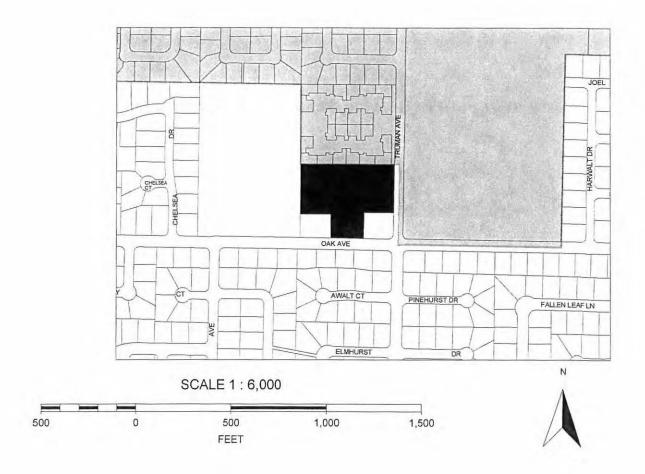
APPLICANT: Peter Ko, AIA/ Golnaz Golshan, Children's Corner Preschool

SITE ADDRESS: 1555 Oak Avenue



Not to Scale

VICINITY MAP



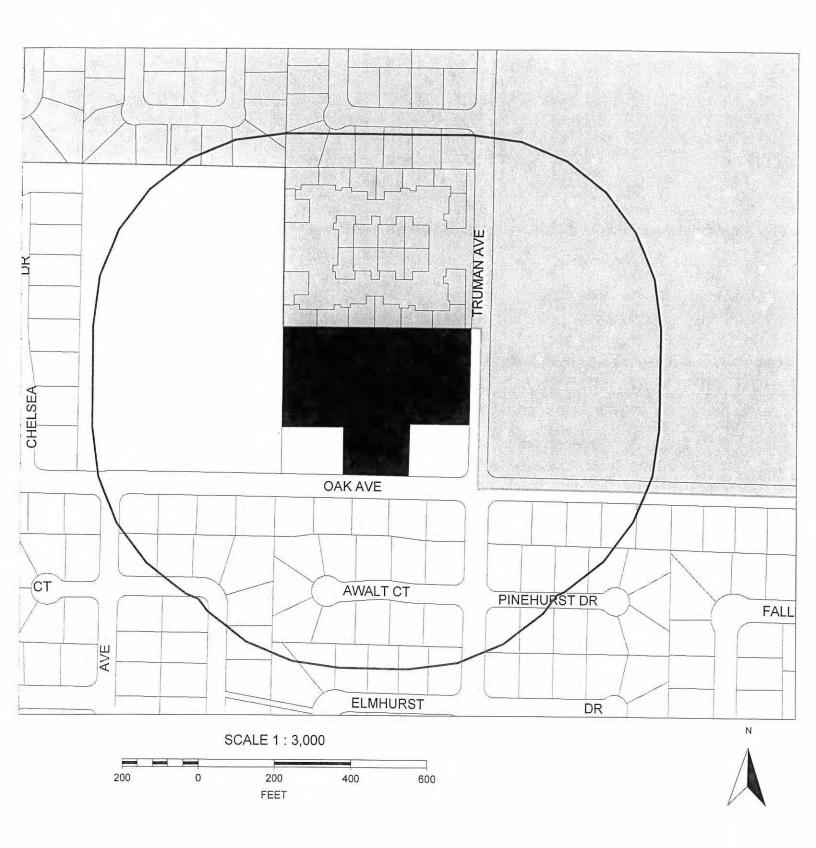
CITY OF LOS ALTOS

APPLICATION: 18-UP-05

APPLICANT: Peter Ko, AIA/ Golnaz Golshan, Children's Corner Preschool

SITE ADDRESS: 1555 Oak Avenue

1555 Oak Avenue 500-foot Notification Map









Memorandum



Date: June 21, 2018

To: Ms. Tracy Wang, Ko Architects, Inc.

From: Gary Black

Ling Jin

Subject: Traffic Impact Analysis for the Preschool at 1555 Oak Avenue in Los Altos, California

Hexagon Transportation Consultants, Inc. has completed a traffic impact analysis for the proposed relocation of the Children's Corner preschool to 1555 Oak Avenue in Los Altos, California. The proposed preschool would have an enrollment of up to 60 children and a maximum of 14 employees at a given time and would operate between 8:00 AM and 5:30 PM on weekdays (Monday – Friday). The proposed site is located on the east side of the Foothill Covenant Church (see Figure 1). The parking lot will be shared between all of the on-site buildings including the Foothill Covenant Church and Mountain View Parent Nursery School. Access to the project site is provided by two existing one-way driveways on Truman Avenue and one two-way driveway on Oak Avenue (see Figure 2).

The purpose of this analysis is to identify any potentially significant traffic impacts and to analyze roadway improvements that may be necessary to support the proposed uses. The study also includes a parking demand analysis and an assessment of site access and onsite circulation.

Scope of Study

The impacts of the project were evaluated following the standards and methodologies set forth by the Cities of Los Altos and Mountain View. The study determined the traffic impacts of the proposed preschool relocation on the following two intersections in the vicinity of the project site during the weekday AM and PM peak hours of traffic (7:00-9:00 AM and 4:00-6:00 PM):

- 1. Grant Road and Bryant Avenue (City of Mountain View)
- 2. Grant Road and Oak Avenue (City of Los Altos)





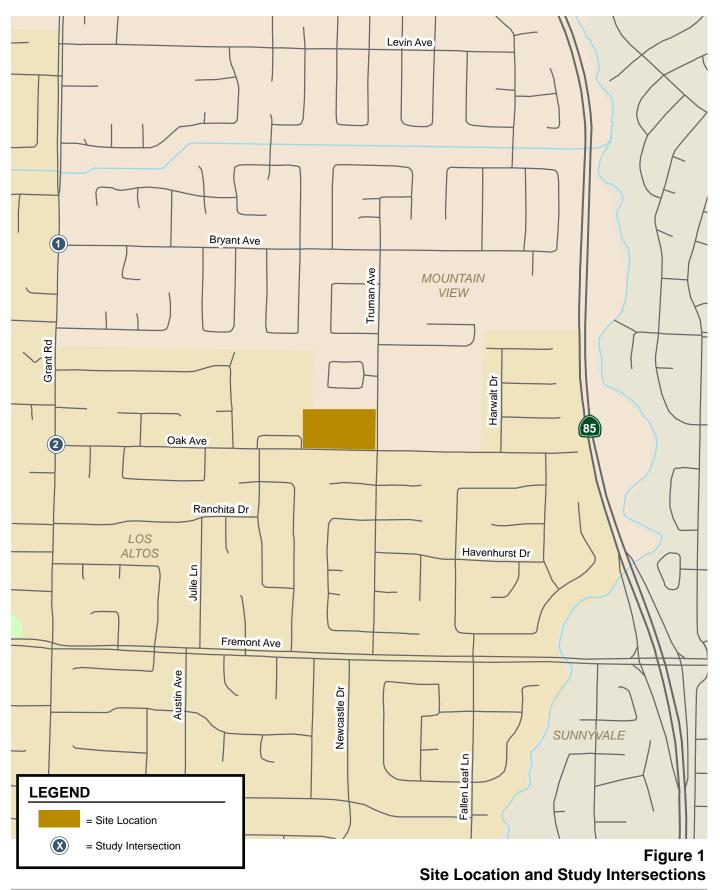
















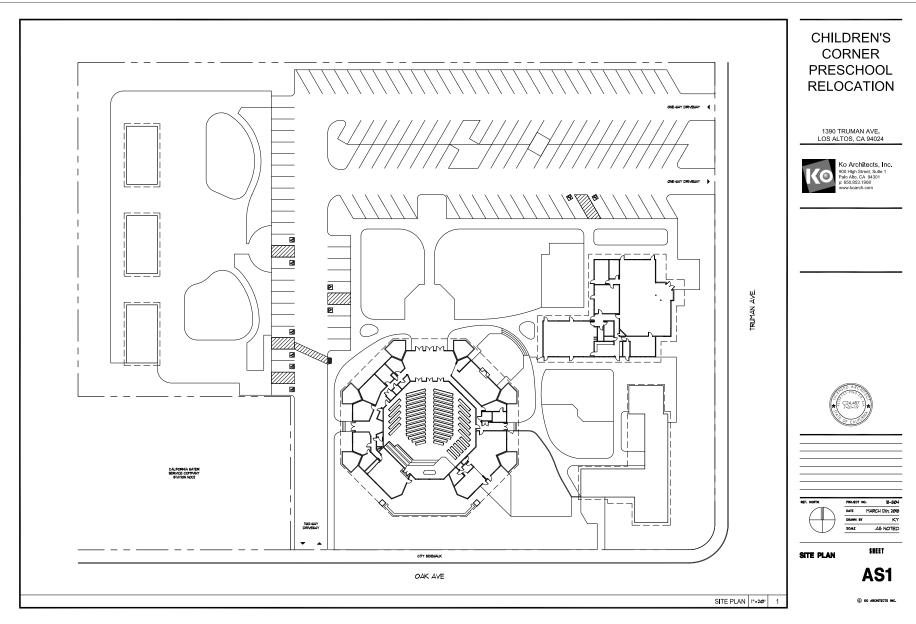


Figure 2 Proposed Site Plan





Traffic conditions at the study intersections were analyzed for the weekday AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) peak hours of commute traffic, which represent the peak hours of traffic for the roadway network and the peak period of trip generation for the proposed project. Traffic conditions were evaluated for the following scenarios:

- **Scenario 1:** Existing Conditions. Existing traffic volumes were obtained from traffic counts conducted in April 2018 for this study.
- **Scenario 3:** Existing Plus Project Conditions. Existing plus project traffic volumes were estimated by adding to existing traffic volumes the trips associated with the proposed development. Existing plus project conditions were evaluated relative to existing conditions in order to determine potential project impacts.

Methodology

This section describes the methods used to determine the traffic conditions for each scenario described above. It includes descriptions of the data requirements, the analysis methodologies, and the applicable level of service standards.

Data Requirements

The data required for the analysis were obtained from field observations and new traffic counts. The following data were collected from these sources:

- Existing intersection peak-hour volumes
- Lane configurations
- Signal timing and phasing

Level of Service Standards and Methodology

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The analysis methods are described below.

The Cities of Los Altos and Mountain View utilize TRAFFIX software and the 2000 Highway Capacity Manual (HCM) methodology to evaluate signalized intersection operations. All signalized study intersections were analyzed using the CMP default analysis parameters. The HCM methodology evaluates signalized intersection operations on the basis of average delay time for all vehicles at the intersection. The correlation between average delay and level of service is shown in Table 1. The two signalized intersections evaluated in this report are subject to the LOS D standard.

City of Mountain View and City of Los Altos Signalized Intersection Impact Criteria

According to Mountain View and Los Altos level of service standards, a development is said to create a significant adverse impact on traffic conditions at a signalized intersection if for either peak hour, either of the following conditions occurs:

- The level of service at the intersection degrades from an acceptable level (LOS D or better for local intersections) under no-project conditions to an unacceptable level (LOS E or F for local intersections) under project conditions, or
- 2. The level of service at the intersection is an unacceptable level under no-project conditions and the addition of project trips causes the average critical delay to increase by four (4) or



more seconds and causes the critical-movement volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

For Mountain View intersection, an exception to rule #2 above applies when the addition of project-generated traffic reduces the amount of average control delay for critical movements (i.e., the change in average control delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by one percent (.01) or more.

A significant impact is said to be satisfactorily mitigated when measures are implemented that would restore intersection conditions to its level of service standard <u>or</u> to an average delay that is better than no-project conditions.

Existing Intersection Levels of Service

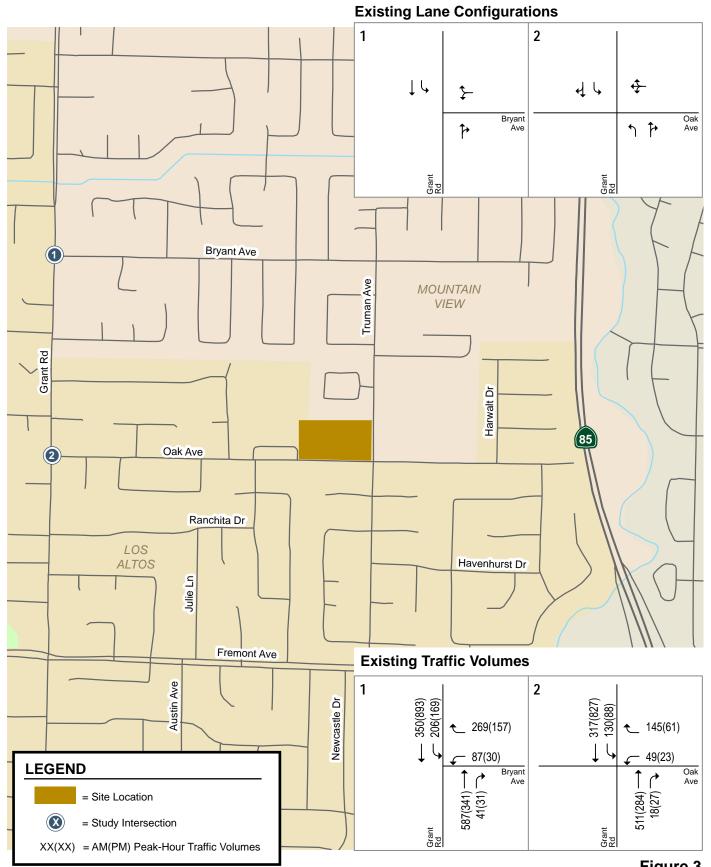
The existing lane configurations at the study intersections were obtained from field observations. Existing traffic volumes were obtained from traffic counts conducted on April 4, 2018. The existing AM and PM peak hour intersection volumes are shown graphically on Figure 3.

Intersection levels of service were evaluated against the Los Altos and Mountain View standards (see Tables 1). The results of the analysis show that both study intersections currently operate at acceptable levels during both AM and PM peak periods.

Table 1
Existing Intersection Level of Service Summary

					Existing		
#	Intersection	LOS Standards	Peak Hour	Count Date	Avg Delay	LOS	
1	Grant Rd & Brant Ave	D	AM	4/4/2018	27.6	С	
			PM	4/4/2018	16.0	В	
2	Grant Rd & Oak Ave	D	AM	4/4/2018	18.7	В	
			PM	4/4/2018	10.0	В	





Existing Intersection Lane Configurations and Traffic Volumes



Project Trip Generation

Through empirical research, data have been collected that quantify the amount of traffic produced by common land uses. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. The magnitude of traffic added to the roadway system by a particular development is estimated by multiplying the applicable trip generation rates by the size of the development. The trip generation rates published in the Institute of Transportation Engineers' (ITE) manual entitled *Trip Generation*, 10th Edition (2012) for Day Care Center (Land Use 565) were used for this study. As shown in Table 2, the proposed project would generate 245 daily trips with 47 trips during the AM peak hour and 47 trips during the PM peak hour.

Table 2
Project Trip Generation Estimates

				AM Peak Hour			PM Peak Hour				
Land Use	Size	Daily Rate	Daily Trips	Rate	In	Out	Total	Rate	In	Out	Total
Day Care Center ¹	60 Children	4.09	245	0.78	25	22	47	0.79	22	25	47
¹ Day Care Center (Land Use 565) rate from ITE Trip Generation, 10th Edition (2017).											

Project Trip Distribution and Assignment

The project trips were assigned to the surrounding roadway network based on existing travel patterns in the study area and the locations of complementary land uses (see Figure 4).

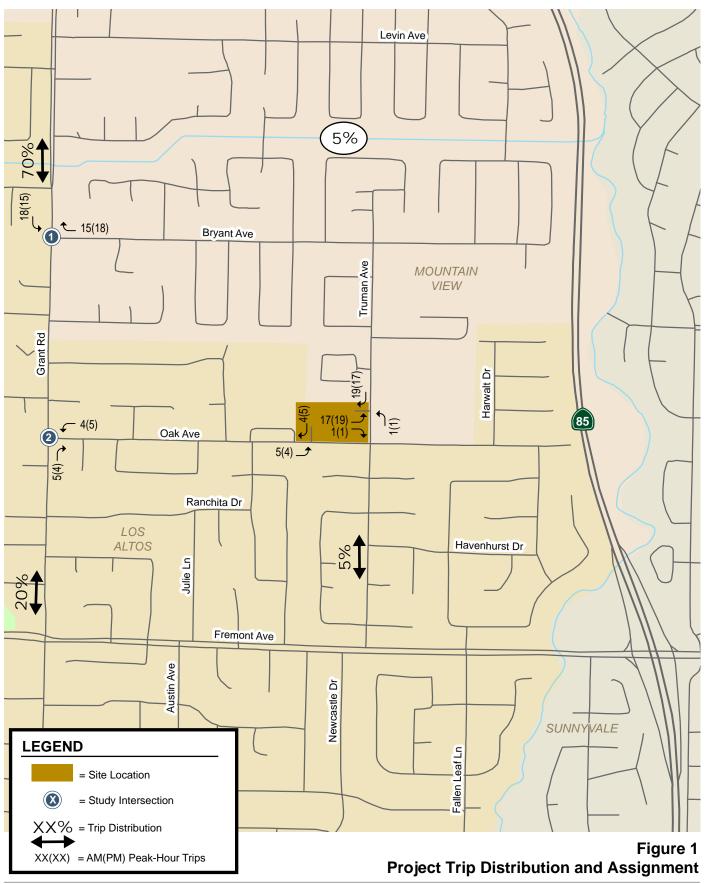
Existing Plus Project Conditions Intersection Levels of Service

For the existing plus project scenario, the new trips generated by the proposed developments were added to the existing traffic volumes to derive the existing plus project traffic volumes (see Figure 5). The results of the intersection level of service analysis under existing plus project conditions show that both study intersections are expected to operate at LOS B or better during both peak hours (see Table 3).

Table 3
Existing Plus Project Intersection Level of Service Summary

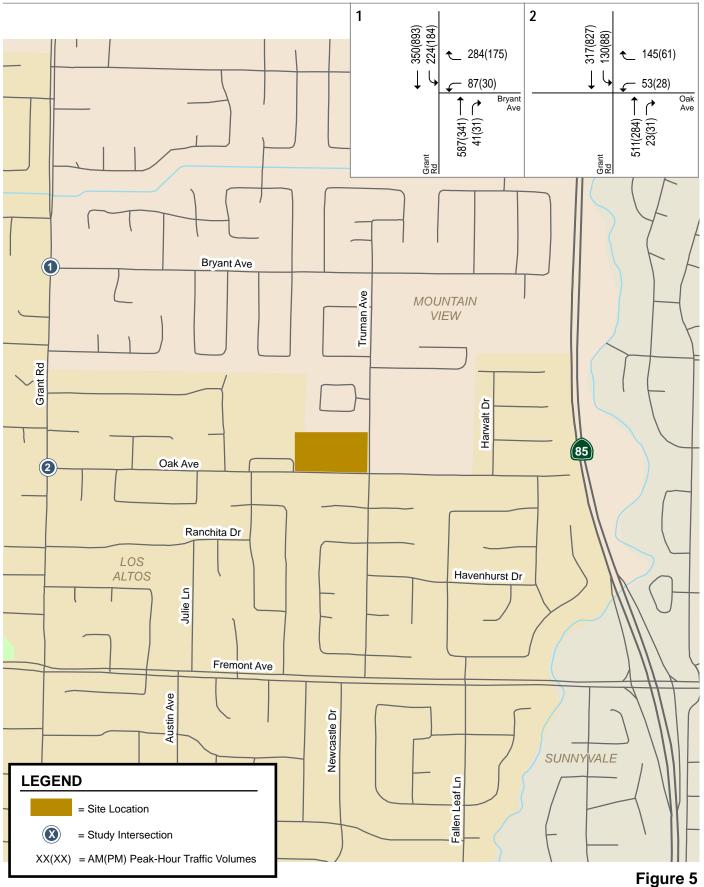
				Exis	Е	Existing Plus Project					
#	Intersection	LOS Standards	Peak Hour	Avg Delay	LOS	Avg Delay	Los	Incr. In Crit. Delay	Incr. In Crit. V/C		
1	Grant Rd & Brant Ave	D	AM	27.6	С	28.9	С	1.5	0.021		
			PM	16.0	В	17.1	В	1.0	0.011		
2	Grant Rd & Oak Ave	D	AM	18.7	В	18.8	В	0.1	0.006		
			PM	10.0	В	10.2	В	0.3	0.003		











Existing Plus Project Conditions Traffic Volumes





Parking Analysis

The existing parking lot will be shared by the existing uses including Foothill Covenant Church and Mountain View Parent Nursery School and the new school. The Mountain View Parent Nursery School offers parents and child preschool programs on weekdays. While the peak parking demand occurs on weekends when the Church is operating, the proposed daycare center and the existing Mountain View Parent Nursery School have their highest demand on weekdays during the AM and PM peak hours. (Both the proposed daycare center and the existing nursery school are closed on weekends.)

To determine whether the available parking supply will meet the peak parking demand for the proposed preschool, Hexagon conducted a survey of the parking demand at the existing Foothill Covenant Church parking lot during AM (7:00-9:00 AM) and PM (4:00-6:00 PM) peak hours on Thursday, April 5, 2018. The survey quantified the existing parking lot usage patterns and the number of spaces available for the proposed school.

The Institute of Transportation Engineers (ITE) publication *Parking Generation, 4th Edition* (2010) provides the results of parking surveys conducted throughout the country for numerous popular land uses. ITE *Parking Generation* rates for land use 565, Day Care Center, were used to estimate the peak parking demand generated by the proposed project. The ITE peak parking demand rate is 0.24 spaces per student. Based on the ITE data, the proposed preschool (maximum 60 students) is estimated to experience a peak parking demand of 15 spaces during any one time on a weekday during the peak period between 4:00 PM and 6:00 PM.

The existing parking lot contains 128 parking spaces, including 9 accessible spaces. The parking occupancy survey results showed that 41 spaces were occupied during the AM peak hour, and 38 spaces were occupied during the PM peak hour (see Table 4). Thus, there would be 87 spaces available for the proposed school during the AM peak hour and 90 spaces available during the PM peak hour, which would meet the peak parking demand of the proposed preschool.

Table 4
Parking Occupancy Survey Results

AM	Occupancy	PM	Occupancy
7:00	16	4:00	38
7:15	18	4:15	34
7:30	18	4:30	35
7:45	15	4:45	35
8:00	24	5:00	35
8:15	14	5:15	25
8:30	19	5:30	26
8:45	35	5:45	23
9:00	41	6:00	24

Site Access and On-Site Circulation

A review of the project site plan was performed to determine whether adequate site access and onsite circulation would be provided. This review was based on the site plan provided by Ko Architects, Inc. dated March 12, 2018 (see Figure 2). The project would not alter the parking lot,



walkways, or orientation of the buildings on the site. The changes involve mostly interior modifications to an existing building.

Site Access

The site access was evaluated to determine the adequacy of the site's driveways with regard to the following: traffic volume, delays, vehicle queues, truck access, pedestrian and bicycle access.

The site plan shows that the new proposed daycare center would be accessed by two existing one-way driveways on Truman Avenue and one two-way driveway on Oak Avenue. The project is estimated to generate 47 trips during the AM and PM peak hours. It is estimated that 38 vehicles would use the driveways on Truman Avenue to access or exit the project site, and 9 trips would use the driveway on Oak Avenue. The project traffic would be accommodated easily with the existing driveways. Because the traffic volume on both Truman Avenue or Oak Avenue is low, queues and delays for inbound and outbound project traffic would be reasonable.

Sight distance generally should be provided in accordance with Caltrans design standards. Sight distance requirements vary depending on the roadway speeds. In the vicinity of the project site, the speed limits on both Truman Avenue and Oak Avenue are 25 mph. The Caltrans recommended stopping sight distance is 150 feet. This means that a driver must be able to see 150 feet down Truman Avenue to locate a sufficient gap to turn out of the driveways. There are no sharp roadway curves or landscaping features shown on the site plan that would obstruct the vision of exiting drivers. Existing red curb prohibits parking between the two driveways on Truman Avenue.

On-Site Circulation

The northern inbound driveway on Truman Avenue leads to a 20-feet wide one-way drive circle with diagonal parking spaces along both sides. It is assumed that most parents would enter from the northern inbound driveway and would exit at the southern outbound driveway on Truman Avenue. The driveway on Oak Avenue leads to a two-way drive aisle running along the west side of the church building and provides access to 90-degree parking spaces along both sides of the drive aisle. The section of the drive aisle along the perpendicular spaces measures 26 feet wide, which is adequate for two-way circulation and provides sufficient room for vehicles to back out of the parking spaces. Generally, the site plan shows good circulation through the parking area.

Potential Impacts on Pedestrians, Bicycles and Transit

The roadways in the vicinity of the project site include sidewalks that provide adequate access for pedestrians walking to and from the site. There is one existing crosswalk across the parking lot west of the school building, which provides pedestrian connections between the school building and parking areas along the west side of the project site. In-street "yield to pedestrian" signs should be considered at this crosswalk to provide an additional measure of safety by encouraging drivers to yield to pedestrians. Since the proposed project is serving preschool students, all parents would park on-site and walk their children to and from the proposed facility. It is recommended to add a new pedestrian path in the parking area north of the school building to provide pedestrian connections for those parents who park in that area. It is recommended that this new pedestrian path be raised, which would slow traffic and more safely allow pedestrians to cross the parking lot.

Sidewalks are present along both sides of Truman Avenue and along north side of Oak Avenue within the vicinity of the project site. Crosswalks are provided at all intersections in the study area and pedestrian walk signals are provided at the signalized intersections.



There are no existing bicycle paths or bike lanes in the vicinity of the project site. However, the neighborhood streets surrounding the project site are conducive to bicycle travel due to their low traffic volumes and low speeds.

It is possible that some staff might take a bus to the site. Existing transit service to the study area is provided by one VTA bus route – Route 81, which runs along Grant Avenue and Truman Avenue with 30-minute headways during the AM and PM peak hours. This level of bus service is adequate to serve the site.

Conclusions

The proposed preschool development would not result in any significant impacts to the study intersections during the AM and PM peak hours under the existing plus project scenario.

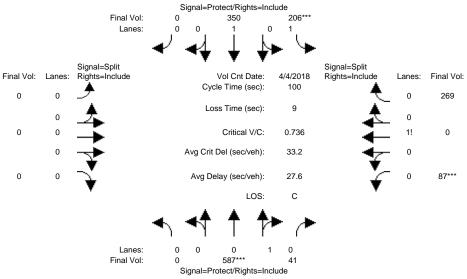
The project trips generated by the proposed preschool would be able to be accommodated by the existing driveways. The design should consider a raised crosswalk through the northern parking area and an in-street "yield to pedestrian" sign in the existing crosswalk west of the school building.

The proposed preschool is estimated to experience a peak parking demand of 15 spaces during weekday peak period between 4:00 PM and 6:00 PM. The parking survey results show that 87 spaces are available for the proposed school during the AM peak hour, and 90 spaces are available during the PM peak hour, which would meet the peak parking demand of the proposed preschool.



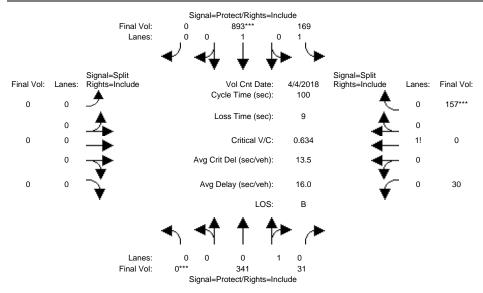
AppendixIntersection Level of Service Calculations

Level Of Service Computation Report 2000 HCM Operations (Future Volume Alternative) Existing AM



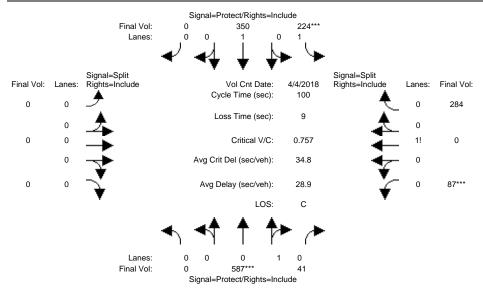
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Movement:			– R	L -	- T ·	- R	L ·	- T	– R		- T	
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Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module Base Vol:	e: >> 0		Date:	4 Apı 206	350	<< 0	0	0	0	87	0	260
Growth Adj:			1.00	1.00		1.00	1 00	1.00	1.00		1.00	269 1.00
Initial Bse:			41	206	350	0.11	0.00	0	0	87	0	269
Added Vol:	0			200	0	0	0	0	0	0	0	209
PasserByVol:			0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	587		206		0	0	0	0	87	0	269
		1.00			1.00	1.00		1.00	1.00		1.00	1.00
PHF Adj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
	0		41	206	350	0	0.00	0	0	87	0	269
Reduct Vol:		0	0	200	0	0	0	0	0	0	0	0
Reduced Vol:	0		41	206		0	0	0	0	87	0	269
		1.00			1.00	1.00		1.00	1.00		1.00	1.00
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Lanes:	0.00	0.93	0.07	1.00	1.00	0.00	0.00	0.00	0.00	0.24	0.00	0.76
Final Sat.:	0	1682	118				0		0	428	0	1322
Capacity Ana	_			0 10	0 10	0 00	0 00	0 00	0 00	0 00	0 00	0 00
<pre>Vol/Sat: Crit Moves:</pre>			0.35	0.12 ****	0.18	0.00	0.00	0.00	0.00	****	0.00	0.20
Green Time:			47 4	16 0	63.4	0.0	0.0	0.0	0.0	27.6	0.0	27.6
Volume/Cap:					0.29	0.00		0.00	0.00		0.00	0.74
Uniform Del:			21.3	40.0	8.2	0.0	0.0	0.0	0.0	32.9	0.0	32.9
IncremntDel:			3.4	9.8		0.0	0.0	0.0	0.0	5.9	0.0	5.9
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Delay Adj:			1.00		1.00	0.00		0.00	0.00		0.00	1.00
Delay/Veh:			24.6	49.8		0.0	0.0	0.0	0.0	38.7	0.0	38.7
User DelAdj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
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Level Of Service Computation Report 2000 HCM Operations (Future Volume Alternative) Existing PM



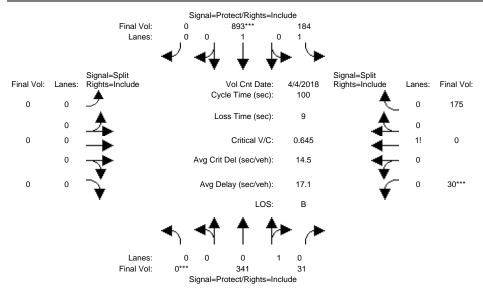
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Movement: L						- R					- T	
				7				0			0	10
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 Volume Module:				•								
Base Vol:	0	341	31	169		0	0	0	0	30	0	157
Growth Adj: 1.	-		1.00			1.00		1.00	1.00		1.00	1.00
Initial Bse:		341	31	169	893	0	0	0	0	30	0	157
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:			31	169	893	0	0	0	0	30	0	157
User Adj: 1.	00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj: 1.	00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	341	31	169	893	0	0	0	0	30	0	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	341	31	169	893	0	0	0	0	30	0	157
PCE Adj: 1.	00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj: 1.			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	341	31	169	893	0	0	0	0	30	0	157
Saturation Flow	Мо	dule:	·						•	•		
Sat/Lane: 19	00	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment: 0.	92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes: 0.	00	0.92	0.08	1.00	1.00	0.00	0.00	0.00	0.00	0.16	0.00	0.84
Final Sat.:			150				0	0	0	281	0	1469
Capacity Analys												
		0.21	0.21	0.10	0.47	0.00	0.00	0.00	0.00	0.11	0.00	0.11
Crit Moves: **					***							****
Green Time: 0			50.5		74.1	0.0	0.0	0.0	0.0	16.9		16.9
Volume/Cap: 0.			0.41		0.63	0.00		0.00	0.00		0.00	0.63
Uniform Del: 0			15.4	32.3	6.3	0.0	0.0	0.0	0.0	38.7		38.7
IncremntDel: 0		0.3	0.3	0.7		0.0	0.0	0.0	0.0	4.5	0.0	4.5
InitQueuDel: 0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj: 0.			1.00		1.00	0.00		0.00	0.00		0.00	1.00
Delay/Veh: 0			15.7	33.0	7.3	0.0	0.0	0.0	0.0	43.2	0.0	43.2
User DelAdj: 1.			1.00		1.00	1.00		1.00	1.00		1.00	1.00
AdjDel/Veh: 0			15.7	33.0	7.3	0.0	0.0	0.0	0.0	43.2		43.2
LOS by Move:			В	C	A	A	A		A	D		D
HCM2k95thQ:			14	10	25	0	0	0	0	13	0	13
Note: Queue rep	ort	ed is	the n	umber	of ca	rs per	lane	•				

Level Of Service Computation Report 2000 HCM Operations (Future Volume Alternative) Ex+Project AM



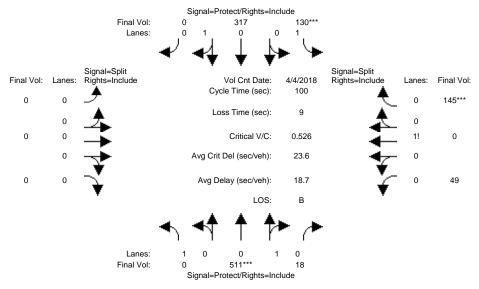
Street Name: Approach:		rth Bo	Gran		ıth Bo	und	Ea	ast Bo	Brant		est Bo	und
Movement:									- R		- T	
Min. Green:				7				0			0	10
Y+R:		4.0	4.0		4.0			4.0				
Volume Module	e: >> 0			_			0	0	0	0.7	0	260
Base Vol: Growth Adj:	-	587	41 1.00	206	350 1.00	0 1.00	1 00	0 1.00	0 1.00	87	0 1.00	269 1.00
Initial Bse:		587	41	206	350	0	0	0	0	87	0	269
Added Vol:	0		0	200		0	0	0	0	0	0	209
Project Tri:			0	18		0	0	0	0	0	0	15
Initial Fut:			41	224		0	0	0	0	87	0	284
User Adj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Volume:			41	224	350	0	0	0	0	87	0	284
Reduct Vol:	0	0	0	0		0	0	0	0	0	0	0
Reduced Vol:			41	224	350	0	0	0	0	87	0	284
	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:			1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	587	41	224	350	0	0	0	0	87	0	284
Saturation F	low M	odule:	•						·			·
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	0.93	0.07	1.00	1.00	0.00	0.00	0.00	0.00	0.23	0.00	0.77
Final Sat.:			118			0	0	0	0	410	0	1340
Capacity Anal	_											
Vol/Sat:			0.35		0.18	0.00	0.00	0.00	0.00		0.00	0.21
Crit Moves:		***		****						****		
Green Time:			46.1		63.0	0.0	0.0	0.0	0.0	28.0		28.0
Volume/Cap:			0.76		0.29	0.00		0.00	0.00		0.00	0.76
Uniform Del:			22.3	39.6	8.4	0.0	0.0	0.0	0.0	32.9	0.0	32.9
IncremntDel:			4.0	10.7	0.1	0.0	0.0	0.0	0.0	6.7	0.0	6.7
InitQueuDel:		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:			1.00		1.00	0.00		0.00	0.00		0.00	1.00
Delay/Veh:			26.4	50.3	8.5	0.0	0.0	0.0	0.0	39.6	0.0	39.6
User DelAdj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:			26.4	50.3	0.5	0.0	0.0	0.0	0.0	39.6		39.6
LOS by Move:			C 21	D 17	A 9	A 0	A 0		A 0	D	A 0	D 23
HCM2k95thQ: Note: Queue	0		31 +ho.n		-	•	-	-	0	23	U	∠3
More. Quede 1	rebor	Lea IS	the fi	uiiber	or ca	rs ber	тапе	•				

Level Of Service Computation Report 2000 HCM Operations (Future Volume Alternative) Ex+Project PM



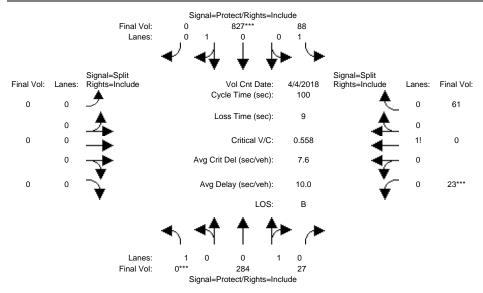
Street Name: Approach:		rth Bo	Gran		ıth Bo	und	Ea	ast Bo	Brant		est Bo	und
Movement:						- R					- Т	
Min. Green:	0	10		7		0					0	10
Y+R:		4.0				4.0			4.0			
				•								
Volume Module				_			0	0	0	2.0	0	1.55
Base Vol:	0	341	31	169		0	1 00		0	30	0	157
Growth Adj:		341	1.00		1.00 893	1.00	1.00	1.00	1.00	30	1.00	1.00 157
Initial Bse: Added Vol:	0		0	169 0		0	0	0	0	0	0	157
Project Tri:			-	15		0	0	0	0	0	0	18
Initial Fut:			31	184		0	0	0	0	30	0	175
User Adj:			1.00			1.00		1.00	1.00		1.00	1.00
	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Volume:		341	31	184	893	0	0	0	0	30	0	175
Reduct Vol:	0		0	0		0	0	0	0	0	0	0
Reduced Vol:			31	184	893	0	0	0	0	30	0	175
			1.00			1.00	-	1.00	1.00		1.00	1.00
MLF Adj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
FinalVolume:			31			0	0	0	0	30	0	175
Saturation F	•			1		1	1		1	1		ı
Sat/Lane:			1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	0.92	0.08	1.00	1.00	0.00	0.00	0.00	0.00	0.15	0.00	0.85
Final Sat.:			150				0	0	0	256	0	1494
Capacity Anal	lysis	Modul	e:									
Vol/Sat:		0.21	0.21	0.11	0.47	0.00	0.00	0.00	0.00		0.00	0.12
Crit Moves:	****				****					****		
Green Time:						0.0	0.0	0.0	0.0	18.2		18.2
Volume/Cap:			0.43		0.65	0.00		0.00	0.00		0.00	0.65
Uniform Del:			16.9	31.8	7.0	0.0	0.0	0.0	0.0	37.9		37.9
IncremntDel:		0.3	0.3	0.7		0.0	0.0	0.0	0.0	4.5	0.0	4.5
InitQueuDel:		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:			1.00		1.00	0.00		0.00	0.00		0.00	1.00
Delay/Veh:			17.2	32.5	8.0	0.0	0.0	0.0	0.0	42.5	0.0	42.5
User DelAdj:			1.00		1.00	1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:			17.2	32.5	8.0	0.0	0.0	0.0	0.0	42.5		42.5
LOS by Move:			В 1 г	C		A	A		A	D		D
~	0		15	11	26	0	0		0	14	0	14
Note: Queue	epor	Lea IS	the n	uilber	or ca	rs per	тапе	•				

Level Of Service Computation Report 2000 HCM Operations (Future Volume Alternative) Existing AM



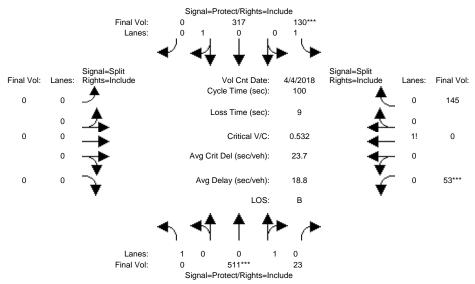
Street Name: Approach: No	rth Bou	Gran		ıth Boi	ınd	E.a	ast Bo	0ak		est Bo	ound
Movement: L											
Min. Green: 7	10			10		. 0	0	0	10	0	10
	4.0		4.0	4.0	4.0			4.0			4.0
Volume Module: >>			_								
Base Vol: 0		18	130	317	0		0	0	49	0	145
Growth Adj: 1.00		1.00	1.00		1.00		1.00	1.00	1.00		1.00
Initial Bse: 0		18	130	317	0	0	0	0	49	0	145
	0	0	0	0	0	0	0	0	0	0	0
PasserByVol: 0			0	0	0	0	0	0	0	0	0
Initial Fut: 0			130		0	0	0	0	49	0	145
User Adj: 1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00
3		1.00	1.00		1.00		1.00	1.00		1.00	1.00
PHF Volume: 0	511	18	130	317	0	0	0	0	49	0	145
Reduct Vol: 0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol: 0		18	130	317	0	0	0	0	49	0	145
PCE Adj: 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj: 1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00
FinalVolume: 0		18		317	0	. 0	0	0	49	0	145
Saturation Flow M											
		1900		1900			1900	1900		1900	1900
Adjustment: 0.92			0.92	0.95	0.92		1.00	0.92		0.92	0.92
Lanes: 1.00			1.00		0.00			0.00		0.00	0.75
Final Sat.: 1750		61				. 0		0	442	0	1308
Capacity Analysis											
Vol/Sat: 0.00		0.29		0.18	0.00	0.00	0.00	0.00	0.11	0.00	0.11
Crit Moves:	****		****								****
Green Time: 0.0		55.8	14.1		0.0	0.0	0.0	0.0	21.1		21.1
Volume/Cap: 0.00		0.53	0.53		0.00		0.00	0.00		0.00	0.53
Uniform Del: 0.0		13.8	39.8	5.5	0.0	0.0	0.0	0.0	35.0	0.0	35.0
IncremntDel: 0.0		0.5	2.1	0.1	0.0	0.0	0.0	0.0	1.4		1.4
InitQueuDel: 0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj: 0.00		1.00	1.00		0.00		0.00	0.00		0.00	1.00
Delay/Veh: 0.0		14.3	41.9	5.6	0.0	0.0	0.0	0.0	36.5	0.0	36.5
User DelAdj: 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh: 0.0	14.3	14.3	41.9	5.6	0.0	0.0	0.0	0.0	36.5	0.0	36.5
LOS by Move: A			D	A	A	A	А	A	D		D
HCM2k95thQ: 0		19	9	7	0	0	-	0	12	0	12
Note: Queue repor	ted is	the n	umber	of car	rs per	lane	·				

Level Of Service Computation Report 2000 HCM Operations (Future Volume Alternative) Existing PM



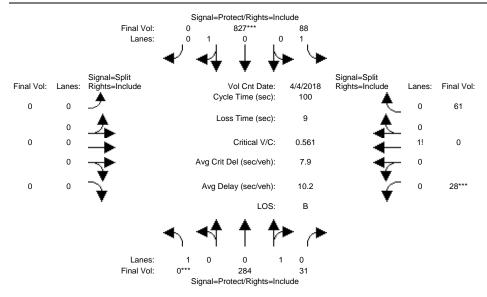
Street Name: Approach: No	rth Bo	Gran und		ıth Bo	und	Ea	ast Bo	0ak ound		est Bo	ound
Movement: L	- T	- R	L -	- T	- R	L -	- T	- R		- Т	
Min. Green: 7			7			0				 0	10
Y+R: 4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Base Vol: 0		27	4 Api	827	0	0	0	0	23	0	61
Growth Adj: 1.00		1.00		1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse: 0		27	88	827	0	0	0	0	23	0	61
Added Vol: 0		0	0	0	0	0	0	0	0	0	0
PasserByVol: 0		0	0	0	0	0	0	0	0	0	0
Initial Fut: 0		27	88	827	0	0	0	0	23	0	61
User Adj: 1.00		1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj: 1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
PHF Volume: 0	284	27	88	827	0	0	0	0	23	0	61
Reduct Vol: 0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol: 0	284	27	88	827	0	0	0	0	23	0	61
PCE Adj: 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj: 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume: 0	284	27	88	827	0	0	0	0	23	0	61
Saturation Flow M	odule:				·			•	·		•
Sat/Lane: 1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment: 0.92	0.95	0.95	0.92	0.95	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes: 1.00	0.91	0.09	1.00	1.00	0.00	0.00	0.00	0.00	0.27	0.00	0.73
Final Sat.: 1750		156				0	0	0	479	0	1271
Capacity Analysis	Modul	e:									
	0.17	0.17	0.05	0.46	0.00	0.00	0.00	0.00		0.00	0.05
Crit Moves: ****				***					****		
Green Time: 0.0		57.6			0.0	0.0	0.0	0.0	10.0		10.0
-	0.30	0.30		0.57	0.00		0.00	0.00		0.00	0.48
Uniform Del: 0.0		10.8	30.9		0.0	0.0	0.0	0.0	42.5	0.0	42.5
IncremntDel: 0.0		0.2	0.3	0.5	0.0	0.0	0.0	0.0	2.1	0.0	2.1
InitQueuDel: 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1 3	1.00	1.00		1.00	0.00	0.00	0.00	0.00		0.00	1.00
Delay/Veh: 0.0		11.0	31.2	3.9	0.0	0.0	0.0	0.0	44.6	0.0	44.6
User DelAdj: 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh: 0.0		11.0	31.2	3.9	0.0	0.0	0.0	0.0	44.6	0.0	44.6
LOS by Move: A		В	С		A	A		A	D	A	D
HCM2k95thQ: 0		10	5	18	0	0	0	0	7	0	7
Note: Queue repor	ted is	the n	umber	of ca	rs per	lane					

Level Of Service Computation Report 2000 HCM Operations (Future Volume Alternative) Ex+Project AM



Street Name:			Gran	t Rd					0ak	Ave		
	No	rth Bo		Soı	ıth Bo	und	Εá	ast Bo	und		est Bo	und
Movement:	L	- T	- R	L -	- T	- R	L -	- T	- R		- T	
Min. Green:		10	 10		 10	10		 0	 0	•	 0	10
Y+R:	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0
1+1.												
Volume Module				•			1		1	1		I
Base Vol:	0	511	18	130	317	0	0	0	0	49	0	145
Growth Adj:	1.00		1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:			18	130	317	0	0	0	0	49	0	145
Added Vol:	0		0	0	0	0	0	0	0	0	0	0
Project Tri:	0	0	5	0	0	0	0	0	0	4	0	0
Initial Fut:			23	130	317	0	0	0	0	53	0	145
User Adj:		1.00	1.00		1.00	1.00	-	1.00	1.00		1.00	1.00
PHF Adj:		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Volume:	0	511	23	130	317	0	0	0	0	53	0	145
Reduct Vol:	0		0	0	0	0	0	0	0	0	0	0
Reduced Vol:			23	130	317	0	0	0	0	53	0	145
PCE Adj:		1.00	1.00		1.00	1.00	-	1.00	1.00		1.00	1.00
MLF Adj:		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
FinalVolume:		511	23	130		0	0	0	0	53	0	145
							_		_		-	
Saturation F			Į	İ		ı	I		I	I		ļ
Sat/Lane:		1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:		0.95	0.95		0.95	0.92		1.00	0.92		0.92	0.92
Lanes:		0.96	0.04		1.00	0.00		0.00	0.00		0.00	0.73
Final Sat.:			78		1800	0.00	0.00		0.00	468	0	1282
						-			_			
Capacity Ana				ļ		1	I		1	1		Į
Vol/Sat:	_	0.30	0.30	0 07	0.18	0.00	0 00	0.00	0.00	0 11	0.00	0.11
Crit Moves:	0.00	****	0.50	****	0.10	0.00	0.00	0.00	0.00	****	0.00	0.11
	0.0	55 8	55.8	14 0	69.7	0.0	0.0	0.0	0.0	21.3	0.0	21.3
Volume/Cap:		0.53	0.53		0.25	0.00		0.00	0.00		0.00	0.53
Uniform Del:		13.9	13.9	40.0	5.6	0.0	0.0	0.0	0.0	34.9	0.0	34.9
IncremntDel:	0.0	0.6	0.6	2.2	0.1	0.0	0.0	0.0	0.0	1.5	0.0	1.5
InitQueuDel:	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:		1.00	1.00	1.00		0.00		0.00	0.00		0.00	1.00
Delay/Veh:			14.5	42.2	5.7	0.0	0.0	0.0	0.0	36.4	0.0	36.4
User DelAdj:			1.00	1.00		1.00		1.00	1.00		1.00	1.00
AdiDel/Veh:		14.5	14.5	42.2	5.7	0.0	0.0	0.0	0.0	36.4	0.0	36.4
LOS by Move:			14.5 B	42.2 D	5./ A	0.0 A	0.0 A		0.0 A	36.4 D	0.0 A	
-	A 0		В 20	ط 9	A 7	A 0	A 0	A 0	A 0	12	A 0	D 12
HCM2k95thQ: Note: Queue :	-			-	-	-	-	-	U	12	U	12
Note: Queue	rebor	rea IS	the n	unber	or ca	ıs per	тапе	•				

Level Of Service Computation Report 2000 HCM Operations (Future Volume Alternative) Ex+Project PM



Street Name:			Gran	t Rd					0ak	Ave		
Approach:	Noi	rth Bo	und	Soi	ith Bo	und	Εá	ast Bo	und	We	est Bo	und
Movement:	L -	- T ·	- R	L -	- T	- R	ь -	- T	– R	L -	- T	- R
Min. Green:	./	10	10	./	10	10	0	0	0	10	0	10
Y+R: -	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:			27	88		0	0	0	0	23	0	61
Growth Adj: 1			1.00	1.00		1.00			1.00	1.00		1.00
Initial Bse:			27	88	827	0	0	0	0	23	0	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:				0	0	0	0	0	0	5	0	0
Initial Fut:				88		0	0	0	0	28	0	61
User Adj: 1			1.00		1.00	1.00		1.00	1.00		1.00	1.00
_		1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00
	0	284	31	88	827	0	0	0	0	28	0	61
PHF Volume: Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:			31	88	827	0	0	0	0	28	0	61
PCE Adj: 1	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj: 1	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	284	31	88	827	0	0	0	0	28	0	61
-												
Saturation Flo	ow Mo	odule:										
Sat/Lane: 1	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment: 0	0.92	0.95	0.95	0.92	0.95		0.92	1.00	0.92	0.92	0.92	0.92
Lanes: 1			0.10		1.00				0.00		0.00	0.69
Final Sat.: 1			177				. 0		0	551	0	1199
Capacity Analy	-			0 05	0 16	0 00	0 00	0 00	0 00	0 05	0 00	0 05
Vol/Sat: 0 Crit Moves: *		0.18	0.18	0.05	0.46	0.00	0.00	0.00	0.00	0.05 ****	0.00	0.05
Green Time:		57 9	57.9	23 1	81.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
		0.30	0.30	0.22		0.00		0.00	0.00		0.00	0.51
Uniform Del:			10.8	31.1	3.3	0.0	0.0	0.0	0.0	42.7	0.0	42.7
		0.2	0.2	0.3		0.0	0.0	0.0	0.0	2.5	0.0	2.5
InitOueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
~		1.00	1.00	1.00		0.00		0.00	0.00		0.00	1.00
Delay/Veh:			10.9	31.4		0.0	0.0	0.0	0.0	45.1	0.0	45.1
User DelAdj: 1			1.00	1.00		1.00	1.00		1.00		1.00	1.00
AdjDel/Veh:			10.9	31.4	3.9	0.0	0.0	0.0	0.0	45.1	0.0	45.1
LOS by Move:			В	C	A	A	A	A	A	D	A	D
HCM2k95thQ:	0	10	10	5	18	0	0		0	7	0	7
Note: Queue re			the n	umber	of car	rs per	lane					

ATTACHMENT F

Zach Dahl

From:

Kester Fong < kester.fong@gmail.com>

Sent:

Wednesday, July 11, 2018 1:16 PM

To:

Zach Dahl; Jean Mordo; Lynette Lee Eng; Jeannie Bruins; Jan Pepper; Mary Prochnow

Cc:

'Susan Gise'; nellef75@gmail.com; 'Mary Takahashi'; 'Karl Kramer'

Subject:

Regarding Conditional Use Permit for a new preschool, Children's Corner

Dear City Council members and Zachary Dahl,

This email is in response to the notice we received on July 9th about the planned public hearing on Conditional Use Permit for Children's Corner preschool.

As owners of the house directly across Foothill Covenant church, we oppose this development. The project can significantly increase current local automobile traffic in a school day morning with many young children on foot or bike.

Starting around 8 am each school day, you can see nothing but cars, bikes, and pedestrians outside our house. The car traffic is mostly due to parents rushing to drop off kids before work. Kids are not good at following traffic rules and often poor in judgment. Furthermore, the existing student population from Oak Elementary and Mountain View High are expanding. In this environment, are you sure it is safe to add more car traffic to Oak and Truman? Aren't we beyond the limit already? If not, what is a reasonable traffic capacity for a residential neighborhood in Los Altos during morning rush hour? If we are over the limit, why are you considering this proposal?

Foothill Covenant church holds Alcoholics Anonymous meetings at 7 am, around noon, 6 pm, and 8 pm every day. https://aasanjose.org/meetings?tsml-day=any&tsml-region=292 Preschool children are more mobile than nursery kids, need more space, and harder to control. Placing another vulnerable population right next to AA meeting attendees should be a cause for concern.

We have endured more than our fair share of traffic congestion, noise and light pollution than typical Los Altos residents have had. We called 1560 Oak Avenue our home since 1990 and raised our children here. Deterioration of children safety should be a priority concern for every Los Altos resident.

Sincerely,

Kester Fong

Ellen Fong

7/11/18

From: Susan Gise <scgise@yahoo.com>
Sent: Tuesday, July 10, 2018 2:02 PM

To: Jean Mordo; Lynette Lee Eng; Jeannie Bruins; Jan Pepper; Mary Prochnow; Zach Dahl **Subject:** Conditional Use Permit for new Preschool, Children's Corner for Site Project 1555 Oak

Ave

Dear City Council Members and Project Planner,

Several years ago when Mountain View Parent Nursery School was added to our already congested, highly trafficked street we were highly concerned about the impact it would have on the environment.

Now it seems that there would be more than double the number of students at this location by adding Children's Corner. We are strongly opposed to the addition of any further development of this already strained location which sits between an Elementary School, a Church, a Parent Nursery School and a High School.

All of these facilities are bursting at the seams and are over capacity. The impact to traffic which is already extremely congested with cars, bicycles and students attempting to negotiate these obstacles while walking to school is frightfully dangerous and should not be burdened any further by this addition.

Please have consideration for this already negatively impacted traffic situation.

Regards, Dr. Peter Gise Susan Gise Oak Ave. August 14, 2018

Ms. Tracy Wang Ko Architects, Inc. 900 High Street, Suite 1 Palo Alto, CA 94301

Re: Supplemental Letter for the Traffic Impact Analysis for the Preschool at 1555 Oak Avenue in Los Altos, California

Dear Ms. Wang:

Hexagon Transportation Consultants, Inc. recently completed a traffic impact analysis (TIA) for the proposed relocation of the Children's Corner preschool to 1555 Oak Avenue in Los Altos, California. The Traffic Impact Analysis Study, dated June 21, 2018, analyzed the traffic impacts of the proposed preschool relocation on two intersections along Grant Avenue at Oak Avenue and Bryant Avenue in the vicinity of the project site during the weekday AM and PM peak hours of traffic (7:00-9:00 AM and 4:00-6:00 PM).

The purpose of this supplemental letter is to address the concerns about the traffic impacts of the project at three unsignalized intersections along Truman Avenue: at Oak Avenue, Bryant Avenue, and Fremont Avenue.

The project site is adjacent to Oak Avenue Elementary School and Mountain View High School, which generate a significant amount of traffic on Truman Avenue, Oak Avenue, and Bryant Avenue immediately before and after school. Children's Corner would not have a set schedule – parents could drop off and pick up their children at any time. Presumably, parents would avoid dropping off or picking up children at the peak times for the adjacent schools.

The traffic study included locations where there is a reasonable possibility for impacts to occur. Hexagon studied intersections along Grant Road because these are the busiest nearby intersections to which the project might add traffic. The intersections that we studied along Grant Avenue operate at LOS B and C. Truman Avenue is a minor street compared to Grant Avenue. The intersections along Truman Avenue can be assumed to experience less traffic and therefore to operate at an acceptable LOS. The Children's Corner project is estimated to generate only 47 trips during the AM and PM peak hour, which is fewer than one trip every minute. Even if parents pick up and drop off during the peak traffic times, the addition of project trips would not cause any noticeable changes to existing traffic conditions.



The trip distribution pattern utilized in the traffic study was taken from the zip code data for the Mountain View Parent nursery school, which shares the site. The zip code data showed very little likely usage of Fremont Avenue. Even if a different trip distribution pattern were assumed for the outbound project trips, as has been suggested by some comments, the number of project trips added to Fremont Avenue would be minimal and would not cause any significant impacts.

Sincerely,

HEXAGON TRANSPORTATION CONSULTANTS, INC.

Gary K. Black President Date: August 14, 2018

To: Zachary Dahl, Planning Division

From: Golnaz Golshan, Children's Corner Preschool

Subject: Children's Corner Preschool Relocation

Please see attached graphics that was created based on our current families' addresses. It shows that only <5% of our families travel from South or East (intersection of Foothill and Truman). The rest will be coming from West/North West/North directions.

Regarding comments from resident Fong on where parents go after drop offs: We don't collect information on our parents' address of employment. And even if we did, it wouldn't be a good representation of where parents go after drop offs: we have baby sitters, nannies, grandparents, stay at home/ work from home moms or dads doing drop offs or pick-ups all the time. Implying that everyone will get on 85 after drop-offs in rush hours is grossly inaccurate.

North	North-West	West	East	South
35%	40%	15%	< 5%	< 5%

From: Maura Rees <mlrees@yahoo.com>
Sent: Wednesday, July 18, 2018 2:46 PM

To: Zach Dahl
Cc: City Council

Subject: In Support of Children's Corner Preschool

I support the relocation of Children's Corner to Foothill Covenant Church. This amazing preschool has been providing high quality child care for 40 years, in an area where there is a dire shortage of child care. This move has been forced by the reconstruction of Hillview, where Children's Corner has been a strong asset to the community for decades.

I personally live across the street from a different preschool, with an even higher enrollment than Children's Corner, and I have never experienced any traffic problems or inconvenience. I am proud that my neighborhood supports our preschool and I would hope that other neighborhoods would do so as well, for the sake of our community's toddlers and young children who represent the future of our area.

Thank you for your time,

Maura Rees

From: Melissa Pak-Wittel <melpak@gmail.com>

Sent: Wednesday, July 18, 2018 2:40 PM

To: Zach Dahl; City Council

Subject: Support for Children's Corner relocation at Foothill Covenant Church

I support Children's Corners Relocation project to Foothill Covenant Church. Children's Corner preschool has been in Los Altos for the last 40 years providing a much needed service to the community and young families. The school has been a tenant of City of Los Altos for many years and is being forced to relocate to a new site due to the Hillview rebuild project. Moving to Foothill Covenant Church gives Children's Corner the ability to continue providing high quality childcare when there is a real shortage in the area. If the relocation does not occur, I do not know where we can all find room at such short notice for preschool next year. The students have different schedules which leads to staggered drop off and pick ups.

Sincerely, Melissa Pak-Wittel

From: Autumn Looijen <autumn.looijen@gmail.com>

Sent: Wednesday, July 18, 2018 3:19 PM

To: Zach Dahl; City Council

Subject: Please approve Children's Corner's temporary relocation

As Children's Corner prepares its temporary location, I have heard that the neighbors are concerned about traffic.

I understand the concern -- traffic is a concern in my neighborhood too!

In this case, the data shows that Children's Corner will have a minimal impact on traffic.

Here's the story behind that.

The impact is small partly because Children's Corner is a tiny school -- just three classrooms.

But it's mostly because they have very flexible dropoff and pickup times. And parents really make use of this flexibility!

Many of the kids have older siblings who must be at elementary school on time, so the preschoolers trickle in over an hour or two, making the impact very small at any given time.

Please vote to support Children's Corner's relocation, so they can continue to provide support to busy working families like mine.

Thank you, Autumn

From: Roberta Phillips <robertaphillips1@gmail.com>

Sent: Thursday, July 19, 2018 2:20 PM

To: Zach Dahl
Subject: Children's Corner

Hi Zach

Will you please forward this to the Planning Commission

I know Jon Biggs is out

I am encouraged that Children's Corner has found a location to move.

I hope you will treat the application fairly.

Sincerely

Roberta Phillips

650-41-6940

From: Citlali Tolia <citlali.tolia@gmail.com>
Sent: Thursday, July 19, 2018 11:16 AM

To: Zach Dahl
Cc: City Council

Subject: Approve Children's Corner relocation proposal

Dear Mr. Dahl,

I support Children's Corner's relocation project to Foothill Covenant Church. Children's Corner preschool has been in Los Altos for the last 40 years providing a much needed service to the community and young families. Moving to Foothill Covenant Church gives Children's Corner the ability to continue providing high quality childcare when there is a real shortage in the area.

If conflicts with school hours are a concern, please remember that Children's Corner's drop-off and pickup times are flexible: kids come in at any time between 8:30-9:30am, when most kids have already been dropped off, and leave in batches at 12:30, 3:30 and 5:30pm, which are not typical school pickup times. Additionally, the school would not increase street parking congestion because the church has more than enough parking to accommodate its needs.

Thank you in advance for your support.

Sincerely, Citlali Tolia

From: James Kim <jamesk.m@gmail.com>
Sent: Thursday, July 19, 2018 9:21 AM

To: Zach Dahl
Cc: Amy Choi

Subject: Support for Children's Corner Relocation

I support Children's Corners Relocation project to Foothill Covenant Church. Children's Corner preschool has been in Los Altos for the last 40 years providing a much needed service to the community and young families. The school has been a tenant of City of Los Altos for many years and is being forced to relocate to a new site due to the Hillview rebuild project. Moving to Foothill Covenant Church gives Children's Corner the ability to continue providing high quality childcare when there is a real shortage in the area.

More info on the traffic concerns:

Children's Corner has scattered drop off times in the morning, easing the traffic at any given time. The traffic report found negligible impact during the AM or PM rush hours, showing only a delay of 1.5 seconds during the worst case scenario. In addition, the report shows ample parking spots available in the Church parking lot during drop-offs and pick-ups which alleviates the need for street parking.

From: Lan Nguyen < lnguyen9@gmail.com>
Sent: Thursday, July 19, 2018 10:50 AM

To: Zach Dahl
Cc: City Council

Subject: In support of Children's Corner project at Foothill Covenant Church

Dear Zach,

I support Children's Corners Relocation project to Foothill Covenant Church. Children's Corner preschool has been in Los Altos for the last 40 years providing a much needed service to the community and young working families with a full-time preschool option.

Children's Corner has very flexible scheduling and scattered drop-off times in the morning. My daughter's official start time was 8:30 am, but she was dropped off between 9:30-10 am. There were many other families who routinely dropped off their kids mid-morning.

Note that an 8:30 am start time at Children's Corner means 8:30 is the earliest your child can arrive. It does not mean that children arrive at 8:15 for an 8:30 start. It looks like Oak Elementary starts class at 8:30 am (so kids arrive earlier than that) and 1st period at MVHS starts at 8:10 am. The traffic report found negligible impact during the AM or PM rush hours, showing only a delay of 1.5 seconds during the worst case scenario. In addition, the report shows ample parking spots available in the Church parking lot during drop-offs and pick-ups which alleviates the need for street parking.

The school has been a tenant of City of Los Altos for many years and is being forced to relocate to a new site due to the Hillview rebuild project. Moving to Foothill Covenant Church gives Children's Corner the ability to continue providing high quality childcare when there is a real shortage in the area.

Regards, Lan Nguyen

From: Greg Wittel <glwittel@gmail.com>
Sent: Thursday, July 19, 2018 6:59 AM

To: Zach Dahl

Subject: Children's Corner at Foothill Covenant Church

I wanted to voice my support for the proposal. They provide top quality preschool and are one of only 3 NAEYC accredited schools in the region. These schools typically have a waiting list one year or longer. It is also one of the few preschools in Los Altos providing full time care options for working parents.

School pick up and drop offs are scattered throughout the day mitigating any traffic impact. The traffic study to be presented later today confirms this.

Children's Corner has been in Los Altos for the last 40 years providing a much needed service to the community and young families. The school has been a tenant of City of Los Altos for many years and is being forced to relocate to a new site due to the Hillview rebuild project. Moving to Foothill Covenant Church gives Children's Corner the ability to continue providing high quality childcare when there is a real shortage in the area.

Thank you,

-Greg

From: Tom Goff <tomgoff@gmail.com>
Sent: Wednesday, July 18, 2018 10:22 PM

To: Zach Dahl
Cc: City Council

Subject: In support of Children's Corner

Dear Planning Commission and Council-

I'm writing in support of Children's Corner Preschool, particularly for the Relocation project to Foothill Covenant Church. The school is a major asset to the community, providing high-quality children during hours that allow parents to hold regular jobs. Modern life in this area requires two incomes, making childcare a necessity. Children's Corner provides this in a way that leaves us feeling great at dropoff and pickup - we do not worry if we're doing the right thing.

I greatly support the continued presence of the preschool at the rebuilt Community Center. Great educations and family life is what drives Los Altos.

The traffic impact study for the preschool clearly show there is extremely limited negative impact on surrounding neighbors to Foothill Covenant Church. I've visited the site and there is a lot of parking. After 1.5 years of doing dropoff at the school, I've never notice a 'rush', the arrival of the kids is truly staggered.

I strongly support the swift approval of the renovations to demonstrate your leadership and belief in the importance of educated kids and support of working parents.

Sincerely, Tom Goff

From: Ann Sunhachawee Kanodia <anns97@gmail.com>

Sent: Wednesday, July 18, 2018 4:21 PM

To: Zach Dahl
Cc: City Council

Subject: Support for Children's Corner relocation

I support Children's Corners Relocation project to Foothill Covenant Church. Children's Corner preschool has been in Los Altos for the last 40 years providing a much needed service to the community and young families. The school has been a tenant of City of Los Altos for many years and is being forced to relocate to a new site due to the Hillview rebuild project. Moving to Foothill Covenant Church gives Children's Corner the ability to continue providing high quality childcare when there is a real shortage in the area.

Thank you,

Ann Kanodia (mother of a current Children's Corner student)

From: Sara Mooser <saramooser@gmail.com>
Sent: Wednesday, July 18, 2018 4:04 PM

To: Zach Dahl
Cc: City Council

Subject: In support of Children's Corner @ Foothill Covenant

To Whom It May Concern:

I support Children's Corners Relocation project to Foothill Covenant Church. Children's Corner preschool has been in Los Altos for the last 40 years providing a much needed service to the community and young families. The school has been a tenant of City of Los Altos for many years and is being forced to relocate to a new site due to the Hillview rebuild project.

I'm disappointed that the school has continued to have opposition as it has worked so hard to secure a location. They provide an invaluable service to the community of Los Altos and surrounding areas. Moving to Foothill Covenant Church gives Children's Corner the ability to continue providing high quality childcare when there is a real shortage in the area.

More info on the traffic concerns:

Children's Corner has scattered drop off times in the morning, easing the traffic at any given time. The traffic report found negligible impact during the AM or PM rush hours, showing only a delay of 1.5 seconds during the worst case scenario. In addition, the report shows ample parking spots available in the Church parking lot during drop-offs and pick-ups which alleviates the need for street parking.

From my experience, a decent parking lot will be enough to sustain the traffic of Children's Corner. Based on the report above and my personal experience of being a participant and observer of the traffic, I am confident that there won't be any significant traffic related impacts for the community around Foothill Covenant Church.

All the best, Sara Brannin-Mooser

Sent from my iPhone, please excuse any typos!

Introduction

We, Kester & Ellen Fong of 1560 Oak Ave, became aware of the project on July 9th due to a notice from the Los Altos Planning Commission. The planning commission agenda report (*referred to as the agenda report from here on*) became available to us on July 14th. Below is our response.

In summary we rejected findings in Exhibit A of the agenda report, disputed the project traffic analysis, conducted a neighborhood project objection signup campaign, and questioned the safety considerations within the report.

Rejection of Findings in Exhibit A of the Agenda Report

While there can be social good from a preschool establishment, one can make the same statements about social good if you place the school at a nearby Lutheran church, the church of Jesus Christ of Latter Day Saints, the Baptist, or the Catholic church nearby off Grant Avenue. The question is why would one want to place one more preschool at Foothill Covenant church and not elsewhere?

We assume the proposed location conditional use is in accordance with the objective of the zoning plan because MVPNS was approved to use at the same site. But this does not mean it is a good or fair thing to do to the community. Instead of growing a congregation, Foothill Covenant is getting into the landlord business. The implicit contract between a church and its neighborhood is to conduct its business primarily as a church. A church typically generates Sunday morning traffic but instead Foothill Covenant is becoming a preschool center that adds weekday rush hour traffic in a congested area.

We categorically object to the claim that "The proposed location of the conditional use, under the circumstances of the particular case, will not be detrimental to the health, safety, comfort, convenience, prosperity, or welfare of persons residing or working in the vicinity or injurious to property or improvements in the vicinity;". Below sections on Traffic Analysis, Neighborhood reaction, and Safety concerns address the objection.

About Traffic Analysis

In Attachment E of the agenda report, the analysis was flawed due to uninformed assumptions made about local experience and traffic pattern.

The scope of study explicitly focused on Bryant/Grant and Oak/Grant intersections. These two intersections are the most well-regulated intersections. They both have traffic lights and cross walk guards during morning rush hour. Although unstated, both Bryan Ave and Oak Ave are treated as buffers that can absorb additional load without consequences to the intersections that feed them. There was also the implicit assumption that points of vehicle entry and exit are the same.

In the neighborhood, many area residents need to access highway 85 to go to work. Same can be said about future Children's Corner working parents after drop-off. This puts traffic pressure on Truman/Oak intersection and Truman/Fremont intersections. Therefore, traffic departure pattern may have no bearing on the entry pattern.

If there is indeed a significant entry point at Oak/Grant intersection, the car traffic will avoid Oak/Truman intersection and enters Foothill campus from Oak directly. Therefore, the assumption that

Foothill parking lot incoming traffic enters via Truman is questionable as shown in the drawing on page 2 of 18-UP-05_1555_Oak_Avenue_project_plans. On a separate note, there are often local vehicles entering Foothill parking lot from Truman intending to exit Oak to avoid Truman/Oak junction jam in the morning.

If there is a significant entry point at Bryant/Grant, the additional car traffic is added to the congested Bryant/Truman junction. On a school day starting before 8, this junction and the area around Bus #51 Stop on Truman is a nightmare. The bus, bikers, pedestrians, and many drop-off vehicles all vies for space around that time.

Traffic arrival patterns at Oak/Truman, Fremont/Truman, and Bryant/Truman are dependent on local school bell schedule. Oak school morning start time is 8:30 am incurring a heavy load on Oak Ave before that time. Mountain View high school tends to incur the heaviest Truman traffic penalty right around 8. Therefore, it makes sense for MVPNS to start at 8:45 am. Unfortunately, the current plan for Children's Corner is to start at 8 am.

Truman/Fremont junction is notorious for accidents. This is common knowledge in the neighborhood and a quick check with Los Altos police on traffic accident record should give you an idea about how bad it is. In a typical morning rush hour at that junction, there is a long queue on Truman trying to turn left and a very long queue on Truman heading north waiting in front of Oak/Truman junction.

To seriously evaluate traffic congestion and safety issues for the neighborhood surrounding Foothill church, please study the Oak/Truman, Fremont/Truman, and Bryant/Truman junction traffic from 7:45 to 9:15 AM and model them. Afterwards, add the proposed car traffic from Children's Corner to the overall model and then evaluate how the added traffic impact biker and pedestrian safety, driver behavior and wait time, and potential increases in accidents and traffic violations.

Neighborhood Reaction

Neighbors of Foothill Covenant church along Oak, Truman, and their side streets understand the above traffic quandary well. We canvassed these streets to ask if they would object to the new pre-school project with an additional 60 student capacity being placed at Foothill Covenant church and an 8 am morning traffic presence. The response overwhelmingly shows neighborhood opposition.

The approach

- In each petition signup sheet, we repeat the project description as provided in public hearing notice by the planning commission and then add the sentence "The following residents in Los Altos/Mountain View object to the above proposal.".
- We showed a resident the actual Planning Commission notice and asked if he/she had seen it.
- We asked if they knew what it was about and if not, verbally stated the content of the notice and stated our concerns about local traffic and children safety. About half the signatures were gathered at this point.
- Some residents would debate a bit and then sign. Some would argue preschool is a good thing.
 We then raised the issue of fairness to the neighborhood because there are four other churches of comparable size along Grant avenue in southern Los Altos. Most residences would sign by then.

There were a few houses refused to sign. Two homes refused to open doors. A handful more wanted to research and then decide. In those cases, we left them information to help with their research. Primary reason for missing household signatures was due to resident absence at time of collection.

After canvassing over 100 households, 85 households signed with 50 from Los Altos and 35 from Mountain View. This performance can be improved significantly if we have more time.

Safety concerns

Increased traffic in a highly congested area can lead to neighborhood safety concerns.

- Increased car traffic. When talking to neighbors, some are so worried about their children's morning walk to Oak school that they wanted to drive them to school instead.
- Increased violation of traffic rules.
 - Morning vehicles cut across Foothill parking lot to avoid Oak/Truman junction are doing so illegally and in an unsafe manner. This pattern is very tempting for cars driving south on Truman to go to Oak school. With Children's Corner introducing traffic starting by 8 am and have a potential for 36 family drop-offs between 8 and 9:15, the incentive to do so increases due to longer delays along Truman south bound. This illegal maneuver increases chances of accident within the parking lot.
 - Making a left turn from Truman onto Fremont early in the morning is difficult. The is partly because there is East bound traffic coming from Fremont into Truman rushing to meet Oak and Mountain View school bell schedule. That traffic takes priority over poor folks on Truman trying to turn left on Fremont (to go East) and hence the long queue in Truman. A frustrated lead driver can wait a long time and the car behind him/her does not understand. Temper flares and often extremely aggressive maneuvers are deployed to get out of that jam. Drivers on Truman also attempt to turn right on Fremont and then do a U turn. It shouldn't be legal to have a second south bound lane for right turn blocking bike traffic but people try. A lot of area young bikers ride on the wrong side of the road. These are the reasons that the intersection is notorious for accidents. Adding more cars to that long queue from Truman out on to Fremont cannot be a good thing.

The agenda report does not address children safety within the church premise.

- If the project proposal moves forward, we will have two groups of preschool children (a total of 108) residing in Foothill Covenant campus. While MVPNS (with 48 children) has a distinctly segregated area away from the main church building, such is not the case for the space reserved for Children's Corner. The main church building is shared with Alcoholic Anonymous meetings that happen 3 times per day 7 days a week. The project plan does not address children safety in such a shared environment. There should be near zero chance for the adult population in AA meetings to mix with the children in any of the two preschools.
- The project plan does not detail any remodeling and safety enhancements required to convert a church facility into a proper preschool facility. Shouldn't a commitment from Children's Corner and Foothill Covenant church to perform specific detailed facility improvement/upgrade be required prior to approval?

The following residents in Los Altos/Mountain View object to the above proposal.

Name	Signature	Address	Date	Ho
KESTER FONG	Keter Dong	1560 OAK AVE, LA	7/11/18	
Ellen Fong	Filendore 20	1560 Ball Ave LA	7/11/18	
Susan Sibe	Lusa De	1540 Oakay - Jos atos	7/11/18	
Peter Gise	2-5	1540 Oak Ave - Los Altos	7/11/18	
Michael Hsu	Michaelthe	11	7/11/18	
Gloria Hister	explicer.	1500 Oak Ave Loc Mtos	7/11/10	6
Jeroline Burns	Jun Dr	1435 Meribaragh Re Gy Alter	1/11/18	
Ring Yeh	Piny yell	1436 Marcharensh Ave. Los Altos	7/11/18	3 ×
Joseph McCertly	Ju me	1460 Cak Avena Los Altos	7/11/18	·x
Peter Chen	1 3m	1552 GGE Ave, LA	7/11/18	~
Doyce thin	7	1550 Oak Avenue, Los Altos	7/11/18	~
Tag Jiang	4 cz 6	1614 OAK AVENUE, LOS ACTOS	7/12/18	
MATT MOW	2	1624 OAKL AVE -, LOS ALTOS	7/14/19	
Yout Romm	Shotul	1670 Oak Ave lociAlos	7/14/18	
Reny Adgrand	Konn	1694 ode Au	7114/18	
Priya Amant	Bill	1706 OLK Are	7/14/18	
Saching Gadler	Se-	1706 Onk Auz	7/14/18	
Evika Ekiel	man	1718 Oak Ave	71412	
Jim Maily	1	1400 Ravers was 1 Dr.	7/14/18	

Have Nistic

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The following residents in Los Altos/Mountain View object to the above proposal.

Name	Signature	Address	Date
Ichen V Lin	116	1701 Oak Ave. Los Altos	7/14/8
D. Lapadia	Johne	1721 Caktive Les Altos	7-14-18
SANJEEVSIN	94 Janjer high	1727 OAK AVE, LOS ALTOS	7-14-2018
Tom Murphy	of the Marky	1739 OAK AUD LOS Altos	7-14/2018
JOSEPH SHEN	EZ /	1745 Que Aux Los Acros CA	7-14-2018
Jason Kim		1471 Fallen Leaf (n Los Altos	7/14/2018
wishah Save	than I Savehaux	ISIO WAK AVE LOSALTOS	7.14/2018.
Artallin		1439 Oak Ave, LOS Altos	7/14/2018
L. GAGLIANI	2 Jagliani	1429 DAK AVE LOS ALTOS	7/14/2018
M. Munay	Marion Mure	1419 CAK ALZ 65 THES	7/59/2018
Star You	87	1325-CAK AUR (GRALTES	4/15/self
Rris Mint	ago KRIS MONT	AGUE 1392 Oak Ave. L.A.	7/14/2018
Ray Calabe	Ray 6 Sas At	1394 MARINOVICH WAY	7/11/12018
Windy Masti	Agres Co	1396 Marnovich uty, Los Altos	7-14-18
Mike JORDA	114	1398 Marinovich Way, Lus Actos	7/14/18
Frances Wan	9 Thomas de	1402 Marinovich Wey, Los Ato	7/14/18
JANE HARVEY	I Jane Horney	1490 OAKAVE, LOSAITOS EA 94024	7/11/18
C'INDY GAMO	or C Dankie	1401 Oak Are 1 Los Attos Ca 9 4074	1/16/18
Anne Cécik	Amer	1450 OAKALE LOS A 1 tos 96024	7/14/19
Bellisa	×2		

The following residents in Los Altos/Mountain View object to the above proposal.

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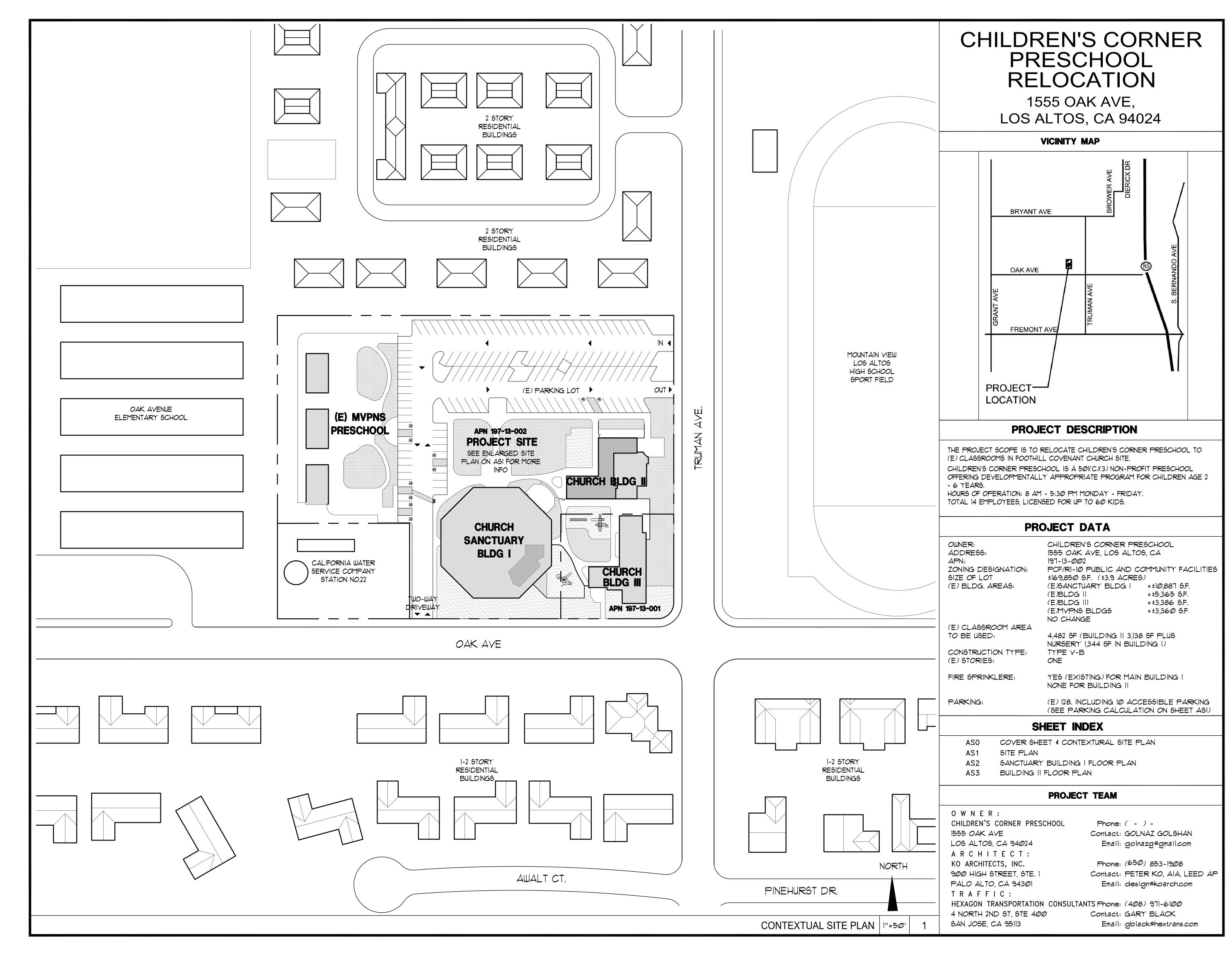
Name	Signature	Address	Date
Henry Li	Midia	1531 Awalt Ct. Los Altos CA	7/14/2018
Tricia Tordan	Postmire de relea	1521 Awalt Ct. Los totos CA	7-14-12
Marta Wild.	al III	1550 Queensbury Ang LA CA	7-14-18
Ankit Meut	Ashre	1570 Wakefield textue LICA	7-14-18
Amouda Radia	Atmos C	1624 Wakefield Terrace los Altos	7-14-17.
Niteen Bhat	Vatur Bhal	1610 Hovenhurst Drive, Los Altos, GA	7-14-18
Grey Rome	1 Dh	1375 Oak AUC LOSGITOS CA	7-14-18
EDDY NG	90 \$	1401 MANNOVICH WAY COSALORS	7-17-18
Shedal Sakanya	Shenge	1410 marinovich way LUS Altos	7-17-18
Steven W	Atrice O	1420 Marinevich Way los Altes	7-17-18
Seyng Hyun Kin	n Sork	1399 Chelsen Dr. Cos Attos	7-17-18
POTER SANTOS	12de	1398 Curised De Los Acres	7.17.18
Frances Bun	A Prairie Dung	1384 Oldrea Dr. Fos colos, CA	7/17/18
Sebouh Tonias	of Deborah Tomasille	1370 CHelsey court (os Alfos, CA.	7/17/18
Gillianto	gitt yes	Moo Dak Are. Los Altos CA	7/,7/8
Dave Lordeling	1 Wastore	-1724 OAK AUE, LOS ALTOS	7/17/18
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		1 1

The following residents in Los Altos/Mountain View object to the above proposal.

Name	Signature	Address	Date
LEON SU	2/1	1161 BRUCKNER CIR MIN VIEW CA 94040	7.15.18
LUCILLE TAWNE	R L. Froner	3440 Truman ave my	9/15/18
Ksenia Lewing	ti hot	1110 Bruckner circle, Monstain Vow 94070	4/15/18
Gresselate	Mes n	un Bruckne Cir	7/15/18
There Schang	Strong	1128 Blue Lake Sa	7/16/18
DHARANIPAL DOPPAR	notor Days	1127 Bhelake Ss	7/16/18
Dingining Wang	My Day	1126 Blue Lake So,	7/16/18
Christine Lai		1121 Blue Late Sa	7/16/18
Songpingum	500	1112 Blue lake Sa	7/16/18
Tranh Goolish		1107 Blue Lake Sa.	7/16/18
Jun Carnalla	Grall Curk	1105 Blue Lake Sq MV CA 94046	7/16/18
R. MURRAH	1 King	1151 BRICKHER CIRCLE	7/16/12
A. Terry	aliveres	3460 Bricking Gi MV	7/16/18
3HARATH BLANGARATA	The state of the s	3450 BENERICE CER MN	7/16/18
Alan Huve	Olan Dane	3451 Bridger Circle MV	7/16/18

The following residents in Los Altos/Mountain View object to the above proposal.

Name	Signature	Address	Date
Payvand Milani	Put ne	1124 Blue Lake Sq, 14th View, CA, 94040	7/15/2018
Thomas Kosenberg	7	1123 Blue Lake Sy Mtu View 94040	7/15/18
Hays Verholly	SAN	1122 Blue Lake of Man View 11	7/15/18
Chris Wish	and with	1120 Blue Cake Sq my 94640	7/15/18
Janet Kitajima	Ic Milym	1116 Blue Lake Ja MV 94040	7/15/18
Meuc King	1 the to	1103 blue kke fq. HV 940+0	7/15/+2
Bernie Culve	& Culver	1/02 Blue Lake Somu 94040	7/15/18
Walter & Ray	Watter B tac	1100 Blue Lake SQ MV 94040	7/15/18
Shakh Sinha	14/1011	1131 REODEREY CIE MV. 94040	7 1/15/18
Viola Robertson	Violy Kolutu	1141 Brucker Cr MV 94040	7/15/18
ing thong	Listop	3490 Bruckner. 94040	0/15/18
Sylcin Caner	Critica	3470 Bruckher Circle	7/15/18
Mike Roboin?	MALA	3430 Bruckner CI	7/15/18
EL-EN SANCELY	Elme yoursey	1160 Bruckner Cir.	1/15/18
TO FREE	100 rypen	1180 GREENER CIR	2/15/18
Nac Nic Connell	CMQu	1181 Brockny Circle MV 94040	7/15/18
Laty Mc Consu	3mc Connue		7/15/18
(Mark Stinson	HA	19 514 ck 10 6 001 m 9451	7/0/10
-1067 nilson	o diffich	1193 Bruhner Ginte, MV 94043	7/15/18



1555 OAK AVE. LOS ALTOS, CA 94024



Ko Architects, Inc. 900 High Street, Suite 1 Palo Alto, CA 94301 p: 650.853.1908



PLANNING USE PERMIT APPLICATION NO. 18-UP-05

REF. NORTH

PROJECT NO. 18-804

DATE MARCH 12th, 2018

DRAWN BY KY

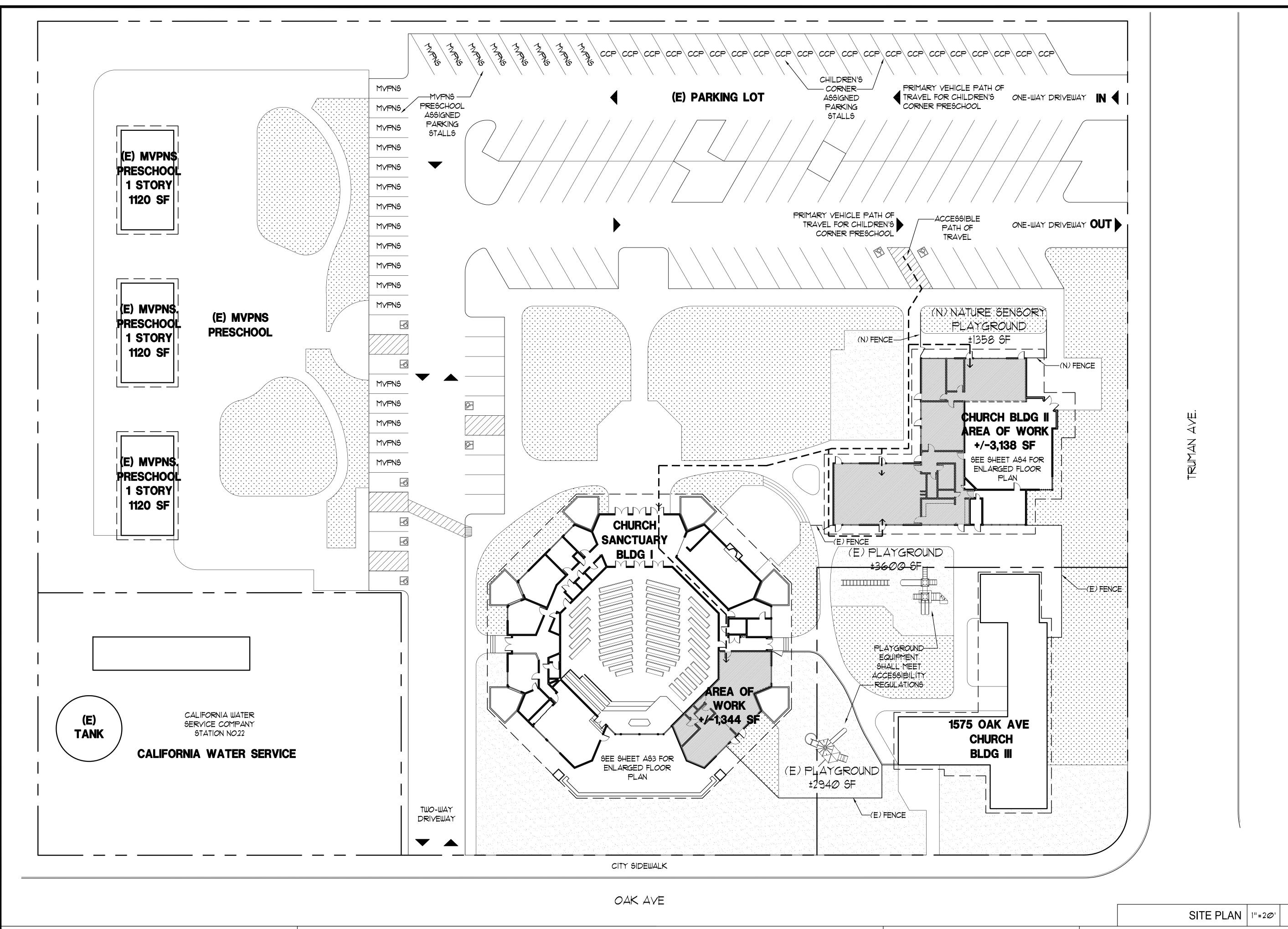
SCALE AS NOTED

CONTEXTUAL SITE PLAN

SHEET

ASO

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Ko Architects, Inc. 900 High Street, Suite Palo Alto, CA 94301 www.koarch.com



PLANNING USE PERMIT APPLICATION NO. 18-UP-05

REF. NORTH

18-804 PROJECT NO. MARCH 12th, 2018 DRAWN BY AS NOTED

SITE PLAN

SHEET

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PARKING CALCULATIONS LOS ALTOS PARKING REQUIREMENTS (ZONING ORDINANCE SECTION 14.74.120): TOTAL STANDARD STALLS ON SITE 128 STALLS

21 STALLS (WEEKDAY ONLY)

ACCESSIBLE SPACE PROVIDED

CHILDREN'S CORNER ALLOCATION

CHURCH SPACE ALLOCATION

(E) MYPNS ALLOCATION

FOR DAYCARE CENTERS, ONE PARKING SPACE FOR EVERY 2 10 (COMPLIANT) EMPLOYEES. 74 STALLS FOR CHURCHES, NOT LESS THAN ONE PARKING SPACE FOR 31 STALLS (WEEKDAY ONLY)

SEATS IN SANCTUARY *248 CHURCH EMPLOYEES #5

(E) MYPNS DAYCARE EMPLOYEES #14

SPACE REQUIRED 11 SPACE REQUIRED 3

SPACE REQUIRED 1 CHILDREN'S CORNER PRESCHOOL EMPLOYEES #14 SPACE REQUIRED 1

TOTAL (E) CLASSROOM AREA TO BE USED BY CHILDREN'S CORNER PRESCHOOL: 4,482 SF (BLDG | 1 3,138 SF PLUS NURSERY 1,344 SF IN BLDG 1) TOTAL PLAYROUND AREA FOR CHILDREN'S

CORNER PRESCHOOL: ±7898 SF

SIZE OF LOT (E) BLDG. AREAS: (E)SANCTUARY BLDG I (E)BLDG || (E)BLDG III

±169,850 S.F. (±3.9 ACRES) =±10,887 S.F. = ±5,365 S.F. =±3,386 S.F. =±3,36Ø S.F

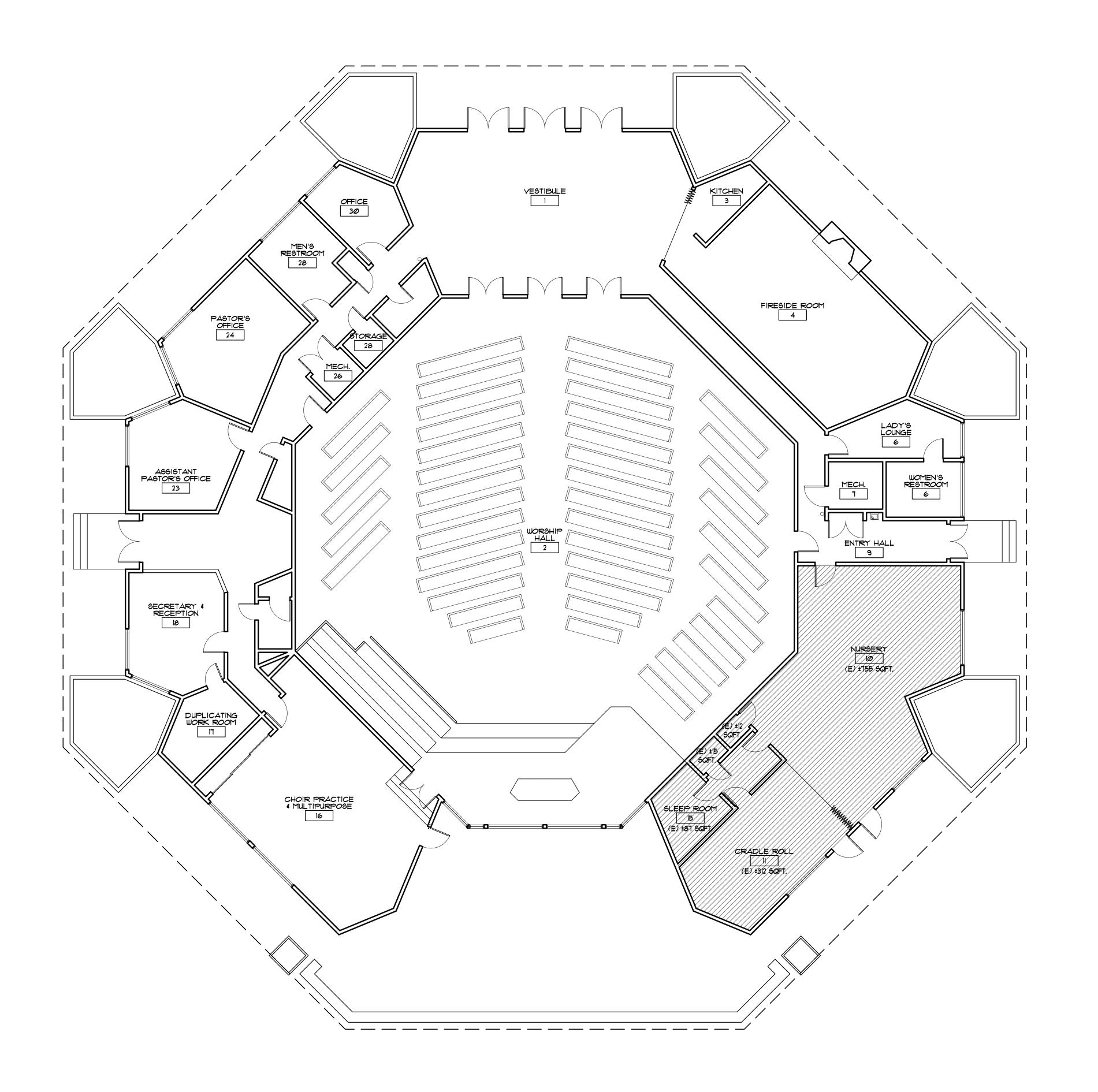
SPACE REQUIRED 88

(E)MYPNS BLDGS

EVERY 3.5 SEATS IN THE MAIN SANCTUARY, AND ONE ADDITIONAL SPACE FOR EVERY 2 EMPLOYEES.

AVAILABLE STALLS 128, COMPLIANT

NO CHANGE



1555 OAK AVE. LOS ALTOS, CA 94024



Ko Architects, Inc. 900 High Street, Suite 1 Palo Alto, CA 94301 p: 650.853.1908 www.koarch.com



PLANNING USE PERMIT APPLICATION NO. 18-UP-05

F.	NORTH	

PROJECT NO. 18-804

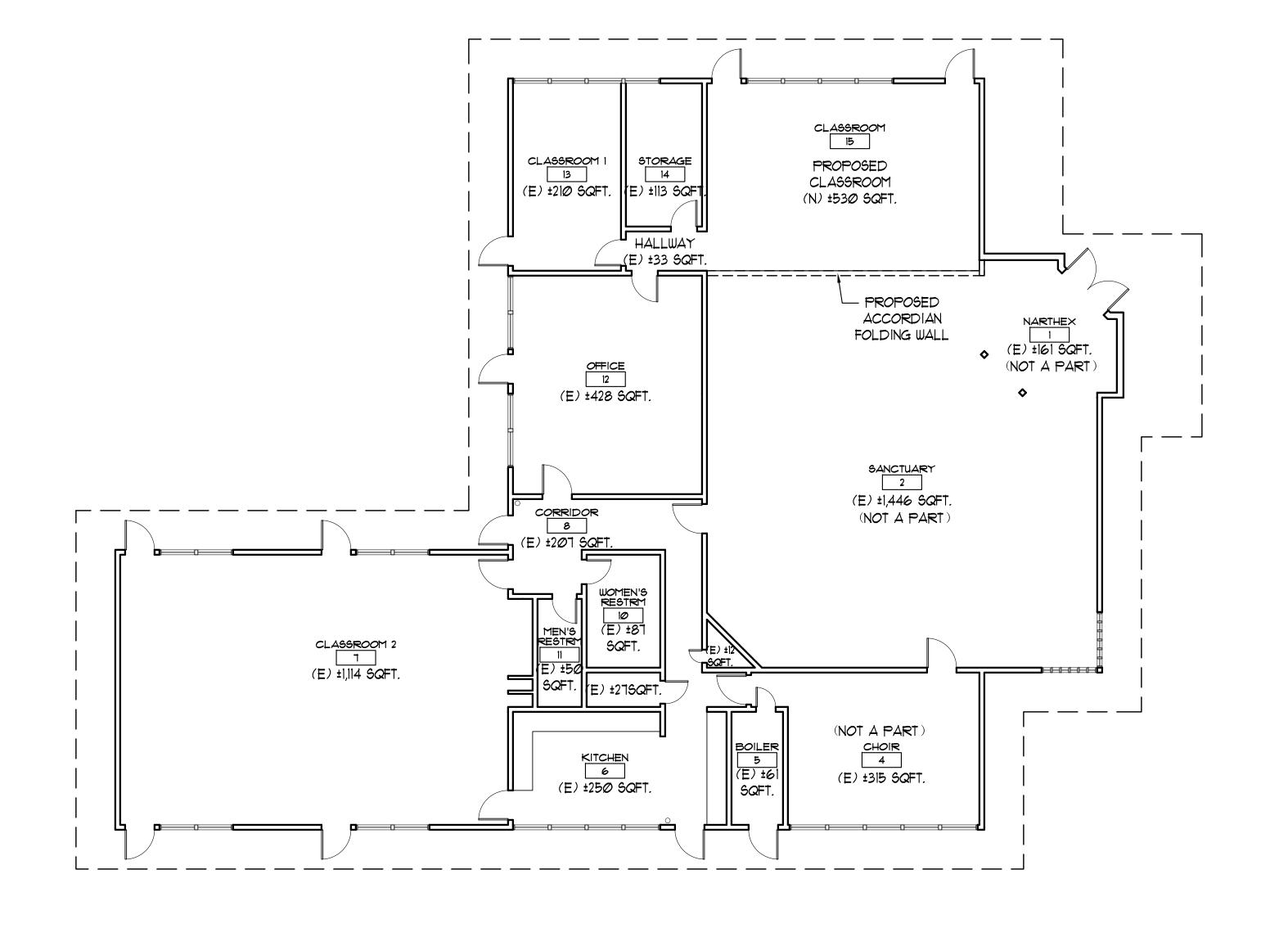
DATE MARCH 12th, 2018

DRAWN BY KY

SCALE AS NOTED

SANCTUARY BLDG FLOOR PLAN

AS2



1555 OAK AVE. LOS ALTOS, CA 94024



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PLANNING USE PERMIT APPLICATION NO. 18-UP-05

REF. NORTH	PROJECT N	10.	8-804
	DATE	MARCH 12t	h, 2018
	DRAWN BY		KY

CHURCH BLDG II FLOOR PLAN SHEET

AS NOTED

AS3