



DATE: March 21, 2013

AGENDA ITEM # 2

TO: Planning and Transportation Commission
FROM: Zachary Dahl, Senior Planner
SUBJECT: Amendment to 10-UP-04 – 858 University Avenue

RECOMMENDATION:

Deny amendment to Use Permit 10-UP-04 subject to the listed findings

PROJECT DESCRIPTION

This application is an amendment to a Use Permit for an existing private preschool and elementary school that operate at the Union Presbyterian Church facility at 858 University Avenue. The amendment would allow the private schools to increase their combined student capacity from 100 students to 120 students. Additional information regarding the amendment is included in the applicant's cover letter (Attachment A). Area and vicinity maps are included in Attachment B. The conditions of approval for the existing Use Permit are included in Attachment C.

BACKGROUND

The Union Presbyterian Church is located at the corner of University Avenue and Madonna Way. The site is designed as Public and Institutional in the General Plan, zoned R1-H (single-family hillside residential), is developed with an existing church facility and has a history of use permits for school related uses.

In 1980, the City Council approved a use permit for a private nursery school on the property and in 1987, the church was granted design approval to expand the classrooms at the rear of the property. In 1992, a use permit was granted for a private junior and senior high school for up to 100 students. That use permit was subject to a one-year time limit, in which the applicant would be required to request an extension of that approval to continue operating on the property. No extension was filed, that use permit subsequently expired and the user vacated the property. In more recent years, the church received administrative approval to have two, 25-student schools ancillary to the primary church operations.

In 2010, in order to recognize that the school capacity had outgrown their approval, the church submitted a use permit application to recognize the increased enrollment of the existing schools, a preschool and an elementary school, which were operating on the site. The application was to allow the schools to have an enrollment capacity of up to 120 students. The application included a traffic study, prepared by AECOM in January of 2011, which evaluated the El Monte-University intersection and the traffic volumes on University Avenue (Attachment C). The traffic study found

that an enrollment capacity of 120 students would not have any significant impacts on the adjacent streets or intersections. Following multiple public meetings, on May 10, 2011, the City Council approved the use permit application with a condition to limit the enrollment capacity to 100 students. The May 10, 2011 City Council meeting minutes (Attachment E) and agenda report (Attachment F) include additional background information on the original use permit application process and approval.

DISCUSSION

In order to approve the amendment to the conditional use permit, the Commission must make the following findings pursuant to Section 14.80.060 of the Los Altos Municipal Code:

1. The proposed location of the use is desirable or essential to the public health, safety, comfort, convenience, prosperity, or welfare;
2. The proposed location of the use is in accordance with the objectives of the Zoning Code;
3. The proposed location of the 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 use will comply with the regulations prescribed for the R1-H District and the general provisions of Chapter 14.02.

Following almost two years of school operations at the site since the use permit approval, the church has submitted a request to allow an increase of 20 students, for an enrollment capacity of up to 120 students for both schools. As noted in their cover letter, based on the fact that there have not been any significant issues regarding traffic or school operations, they are seeking reconsideration of the original request to allow 120 students. Since there has not been any significant new development in the vicinity or changes to traffic circulation patterns, the 2011 traffic study is still considered current and accurate with regard to its findings.

As outlined above, the one of the findings that needs to be made when approving a conditional use permit is if it 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. In the case of this particular use, there was substantial deliberation and discussion regarding what the appropriate size of a school at this location should be in order to balance the needs of the neighborhood and the church. After considering all of the issues, the City Council found that limiting the school enrollment to 100 students was the appropriate threshold. In making recommendations on issues such as conditional uses, staff gives deference to the prior actions of the legislative body. Therefore, based on the previous action taken by the City Council, staff is recommending that the Commission deny the use permit amendment.

ENVIRONMENTAL REVIEW

This project is categorically exempt from environmental review under Class 1, Section 15301 of the California Environmental Quality Act, as it maintains an existing facility.

Cc: Union Presbyterian Church, Applicant and Property Owner
Heritage Academy, School Operator

Attachments:

- A. Application and Applicant Cover Letter
- B. Area and Vicinity Map
- C. Use Permit Conditions of Approval
- D. Traffic Study Report by AECOM, January 2011
- E. City Council Meeting Minutes, May 10, 2011
- F. City Council Agenda Report, May 10, 2011

FINDINGS

10-UP-04 Amendment – 858 University Avenue

With regard to the Use Permit amendment for an increase in student capacity for the preschool and elementary school, the Planning and Transportation Commission makes the following finding pursuant to Section 14.80.060 of the Los Altos Municipal Code:

1. The proposed amendment to the conditional use permit to increase the enrollment capacity from 100 to 120 students at the Union Presbyterian Church at 858 University Avenue is not desirable or essential to the public health, safety, comfort, convenience, prosperity, or welfare based on the City Council action that was taken on May 10, 2011.



ATTACHMENT A

CITY OF LOS ALTOS GENERAL APPLICATION

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

Permit # 1105461

<input type="checkbox"/> One-Story Design Review	<input type="checkbox"/> Sign Review	<input type="checkbox"/> Multiple-Family Review
<input type="checkbox"/> Two-Story Design Review	<input type="checkbox"/> Sidewalk Display Permit	<input type="checkbox"/> Rezoning
<input type="checkbox"/> Variance(s)	<input checked="" type="checkbox"/> Use Permit <u>Amendment</u>	<input type="checkbox"/> RI-S Overlay
<input type="checkbox"/> Lot Line Adjustment	<input type="checkbox"/> Tenant Improvement	<input type="checkbox"/> General Plan/Code Amendment
<input type="checkbox"/> Tentative Map/Division of Land	<input type="checkbox"/> Preliminary Project Review	<input type="checkbox"/> Appeal
<input type="checkbox"/> Subdivision Map Review	<input type="checkbox"/> Commercial Design Review	<input type="checkbox"/> Other:

Project Address/Location: 858 University Ave

Project Proposal/Use: Church / School

Current Use of Property: Church / School

Assessor Parcel Number(s) 336-03-005 Site Area: _____

New Sq. Ft.: 0 Remodeled Sq. Ft.: 0 Existing Sq. Ft. to Remain: 31,101

Total Existing Sq. Ft.: 31,101 Total Proposed Sq. Ft. (including basement): same

Applicant's Name: Union Presbyterian Church

Home Telephone #: 650-948-4361 Business Telephone #: same

Mailing Address: 858 University Ave

City/State/Zip Code: Los Altos CA 94024

Property Owner's Name: same

Home Telephone #: _____ Business Telephone #: _____

Mailing Address: _____

City/State/Zip Code: _____

Architect/Designer's Name: _____ Telephone #: _____

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

(continued on back)

Union Presbyterian Church

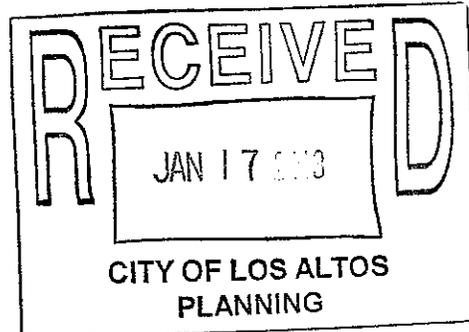
858 University Avenue, Los Altos, CA 94024

Phone: (650) 948-4361 Fax: (650) 948-4403

www.unionpc.org

January 17, 2013

Planning Department
City of Los Altos
One North San Antonio Rd
Los Altos, CA 94022



Dear Council members,

Union Presbyterian Church respectfully request that the number of children on our campus attending both University Child Development Center for pre-school children and Heritage Academy be increased from its present level of 100 students to 120 students. This 120 number is the combined number for both schools on campus at any one time. Several years ago we asked for 120 children but the council decided 100 was a better number at that time. We have made sure to keep the number of children on the campus below 100, but we feel it is now time to ask that our maximum number be increased.

We believe our facilities can handle this number of little folks. We had originally asked for a limit of 120 because we believed then as we do now that this is the limit of our capacity. We will not be coming back next year to request another increase in our capacity. This is it.

The traffic studies done at the time were done for 120 children, and to my knowledge there have been no complaints from our neighbors about any matters relating to the schools. We have varied the start times of the two school to reduce the traffic impact on University Avenue and we remind everyone to drive respectfully on University as they leave our property.

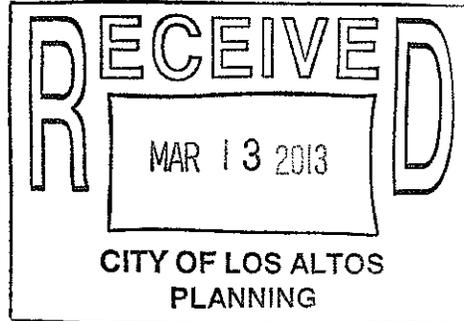
The school is well run, the feedback I get from parents is very positive. I have the highest regard for the staff and teachers. The children are bright and delightful; a joy to have running around our campus. Thank you for your consideration of our request.

Blessings,

Pastor David Moore
Union Presbyterian Church
858 University Ave
650-948-4361

Union Presbyterian Church

858 University Avenue, Los Altos, CA 94024
Phone: (650) 948-4361 Fax: (650) 948-4403
www.unionpc.org



March 12, 2013
To the Los Planning Commission

Union Presbyterian Church, 858 University Avenue, is applying to amend their Use Permit issued for 100 students in two schools in 2011. The request is to increase enrollment to 120 students. The following is a summary of the changes and improvements that have been made since that date to address both neighbor requests and City of Los Altos conditions:

1. All conditions of the Use Permit have been followed.
2. The combined school daily totals have never exceeded 100, and those numbers have been reported to the city as requested. The church board has received the school's report of daily numbers on a quarterly basis.
3. The drop-off and pick-up of students has always been limited to a maximum of 70 students at any one time. Drop-off and pick-up time are purposely staggered, and we make every effort to keep the number of students around 60 at the most.
4. Heritage Academy installed a second playground near the front of the property. The neighbors use the playground daily.
5. Union Presbyterian re-planted shrubs along Madonna Drive.
6. University Child Development Center altered their morning routine so that school begins at 9:00 instead of 8:45, and to further help lower noise levels, the children now begin their day inside the classroom, rather than on the playground.
7. The striping on University Avenue done by the City of Los Altos has slowed traffic. Union posted a sign to remind everyone leaving the Union Pres parking lot about the 25 mph limit. Heritage Academy reminds families often in their newsletters about honoring the neighbors by driving slowly and safely.
8. The number of Los Altos students attending Heritage and UCDC has increased to 20% of the enrollment. We encourage those families to recruit heavily within the city.
9. The church and the schools have reached out to the community with invitations to events like the Fourth of July Picnic and to a very popular Easter Egg Hunt. There has been excellent attendance at these events. The schools also delivered Christmas ornaments to our close neighbors.
10. The schools wrote a letter to the neighbors in June, 2012 to ask for input on how we were doing as neighbors and requested phone calls or visits with any suggestions on how we could improve. We received no replies.

Union Presbyterian Church, Heritage Academy, and University Child Development Center respectfully request that the Planning Commission consider the request to slightly increase our permitted enrollment from 100 to 120 students. The increased traffic would be severely limited as we often add families with multiple students. The increase of twenty students would suggest an increase of ten or fewer cars on University Avenue. The facility can sufficiently house 120 students and no more, so no request will ever be made regarding increased enrollment beyond this number. Both Heritage and UCDC are requesting this increase, therefore, both will be adding a few students. This translates as minimal increase in noise for the neighbors as the additional children will be divided between two playgrounds for outdoor recesses. We sincerely believe that we have succeeded in reaching out to the neighbors in positive ways, and we are grateful for those neighbors who have come by our schools to support us.

Thank you for your consideration,

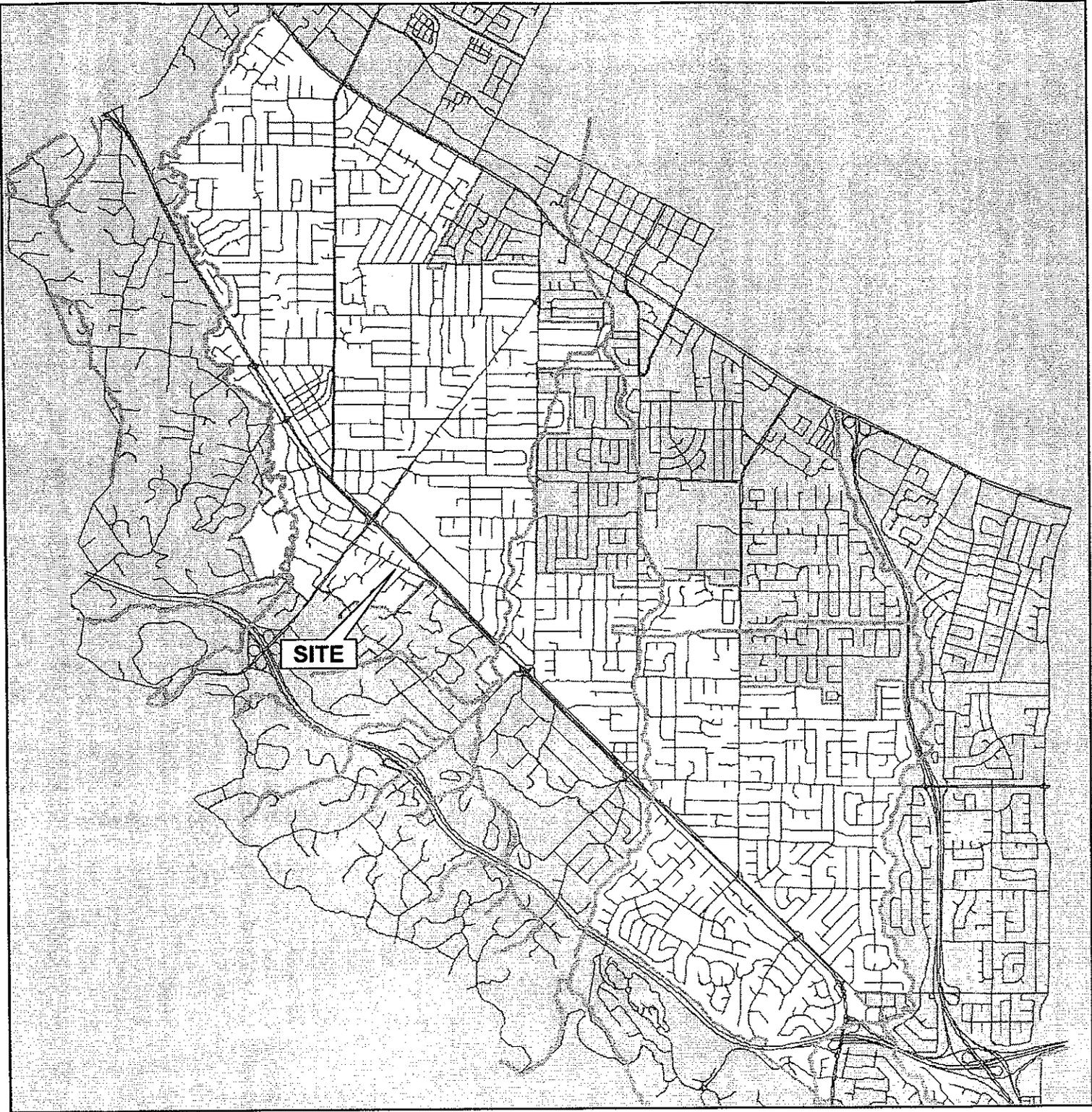
Sincerely,

David Moore (Pastor, Union Presbyterian)

Marilyn Davidson (Principal, Heritage Academy)

Brenda Milhem (Director, University Child Development Center)

AREA MAP



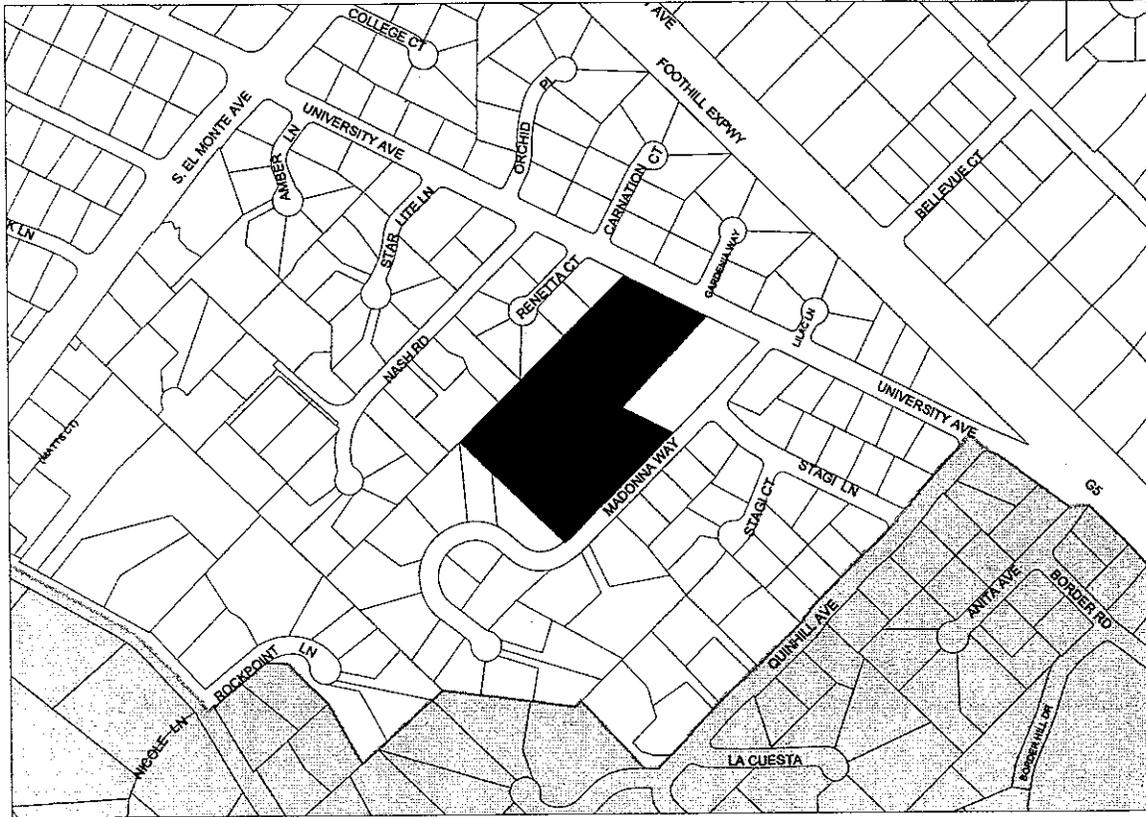
CITY OF LOS ALTOS

APPLICATION: 10-UP-04
APPLICANT: T. Brown
Union Presbyterian Church
SITE ADDRESS: 858 University Avenue

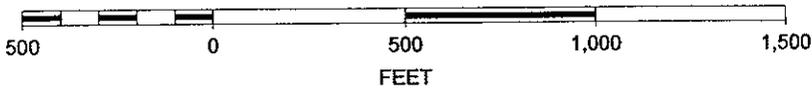


Not to Scale

VICINITY MAP



SCALE 1 : 6,000



CITY OF LOS ALTOS

APPLICATION: 10-UP-04
APPLICANT: T. Brown
Union Presbyterian Church
SITE ADDRESS: 858 University Avenue



ATTACHMENT C

Community Development Department

One North San Antonio Road
Los Altos, California 94022-3087

May 12, 2011

Union Presbyterian Church
858 University Avenue
Los Altos, CA 94024

SECTION I

At its May 10, 2011, meeting the City Council held a public meeting to consider application 10-UP-04 from Union Presbyterian Church for a use permit application to allow a private elementary school and preschool at the church totaling 120 students at the property located at 858 University Avenue.

Project Address: 858 University Avenue

SECTION II

Your application was presented to the City Council on the above date and was:

- Approved.** Prior to submittal for Building permits, applicant shall submit to the Planning Division staff four (4) sets of complete construction plans incorporating these Conditions of Approval into the title page. Call your project planner to make an appointment to review the plans.
- Denied.**
- Continued to:**
- Conditions:** See Attachment
- Other agency comments:** Santa Clara County Fire Department
- Enclosures:**

CC: Ted Brown
1360 County Club Drive
Los Altos, CA 94024

City of Los Altos
Community Development Dept.
Building Division

Shaun Lacey
Assistant Planner



CONDITIONS

10-UP-04—858 University Avenue

CONDITIONS

1. The preschool and K-6 elementary school shall not exceed a combined maximum enrollment of 100 students on-site per day, with enrollment preference given to Los Altos residents.
2. The preschool and K-6 elementary school shall operate Monday through Friday only.
3. The church shall not hold regularly-scheduled worship services in the sanctuary during school hours, except for funerals, baptisms or other ancillary services.
4. All drop-off and pick-up must occur on-site and be staggered such that no more than 70 students are scheduled to arrive or depart at the same time.
5. Classroom instruction hours shall be 8:45 a.m. to 11:45 a.m. for the preschool, and 8:30 a.m. to 2:45 p.m. for the K-6 elementary school. Ancillary activities such as parent-teacher conferences, after-school student tutoring and care, staff meetings, etc. shall be permitted beyond classroom instruction hours. After-school care shall be limited to 10 students and end by 5:30 p.m.
6. The applicant shall report its daily combined maximum enrollment, and priority enrollment program, activity to the Community Development Director on an annual basis within 30 days of the start of each school year.
7. Landscape screening shall be added along the perimeter of the site to fill in significant gaps, per the direction of staff, prior to the beginning of the 2011 school year.

ATTACHMENT D

Final

Union Presbyterian School Traffic Study Report

Prepared for

Union Presbyterian School

Prepared by

AECOM

January 2011

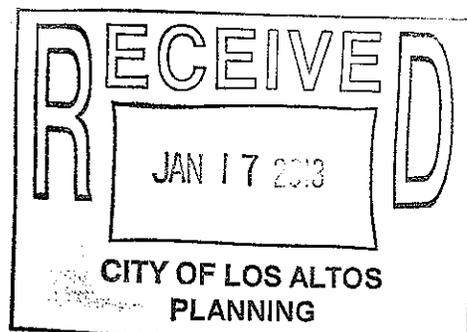


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1.0 INTRODUCTION

The Union Presbyterian School, located at 858 University Avenue in the City of Los Altos, proposes to increase its student population by next year. The Union Presbyterian School, consisting of both pre-school and elementary school students, currently has a student population of approximately 90 students. The proposed increased in both pre-school and elementary students would bring the student population to 120.

This report presents the traffic analysis of the proposal and highlights any adverse impacts brought about by the proposed project.

1.1 Study Area

The study intersection for this project is El Monte Avenue / University Avenue. Existing traffic counts were conducted for the AM peak hours (7:00 am – 9:00 am) and PM peak hours (4:00 pm – 6:00 pm). Figure 1-1 shows the project location and study intersection.

1.2 Analysis Scenarios

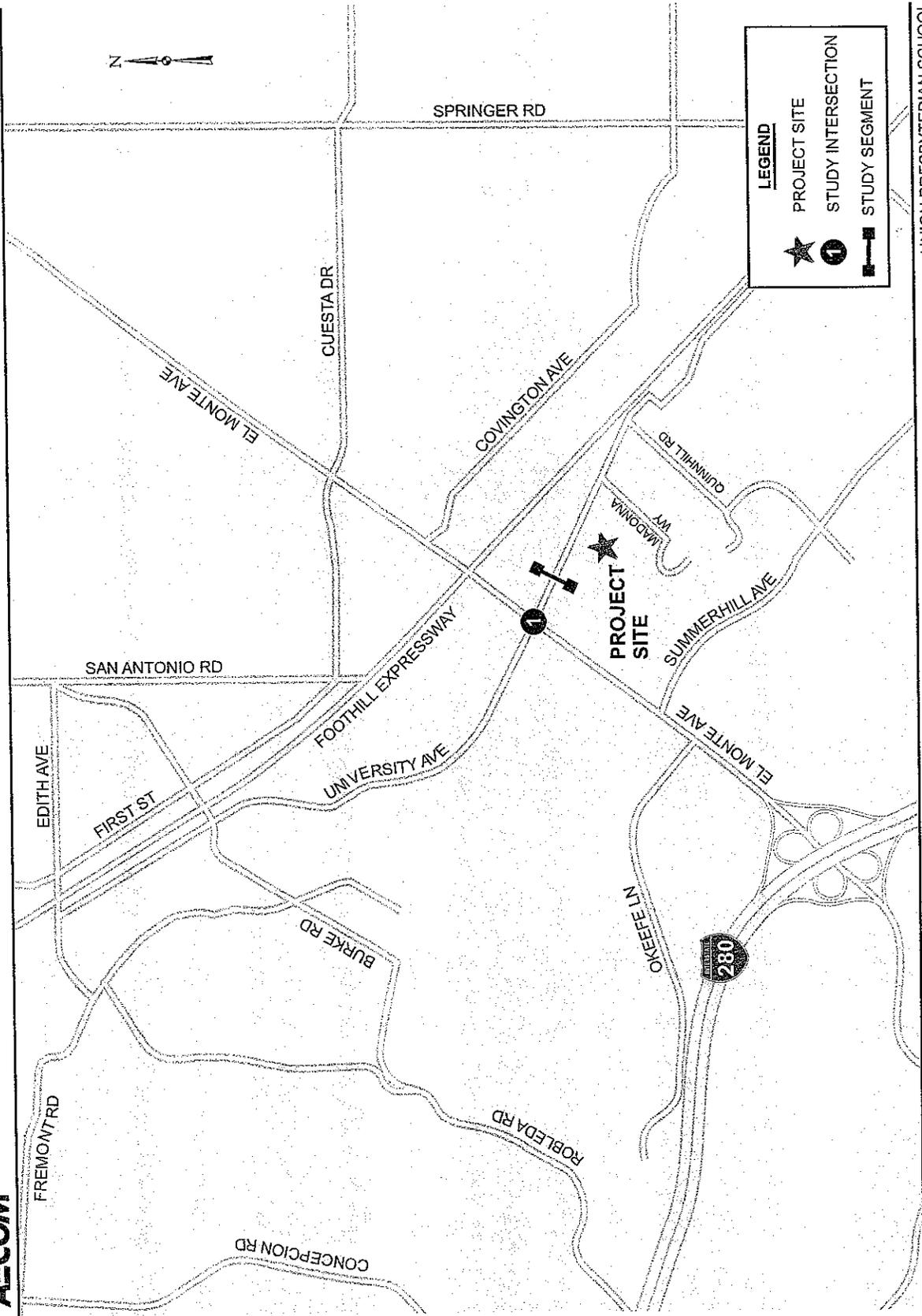
The study consists of three scenarios:

1. Existing Conditions
2. Background Conditions
3. Background Conditions plus Project Conditions

It is assumed that the traffic growth in the area would be about 1% per year which is consistent with other traffic studies performed for the City of Los Altos.

1.3 Background

The schools at the Union Presbyterian Church which started in 2008 is made up of a pre-school (University Development) and an elementary school (Heritage Academy, K-6). The current enrollment for the pre-school is 30 students and 57 for the elementary school. Weekday classes for the pre-school are from 8:45 am to 11:45 am and the class hours for the elementary school are from 8:30 am to 2:45 pm. There are 6 full time staff members at the elementary school and 9 at the elementary school. While most students get dropped-off at the school each morning, about two elementary school students walk/cycle to school per day on an average.



UNION PRESBYTERIAN SCHOOL

Figure 1-1

STUDY AREA AND INTERSECTIONS

2.0 EXISTING CONDITIONS

This section presents the existing traffic conditions. Intersection performance, site circulation and roadway conditions will be discussed.

2.1 Intersection Analysis Methodology

The current methodologies adopted for intersection operational analysis in Santa Clara County are according to the Highway Capacity Manual (HCM) 2000. HCM 2000 analysis is applied via the TRAFFIX 8.0 software package per the requirements of the Santa Clara County Congestion Management Agency. Level of service for signalized intersections is defined in terms of control delay. The thresholds of level of service (LOS) A through F are noted in Table 2-1. Control delay includes initial deceleration delay, queue move-up time, stopped delay and final acceleration delay. Average control delay weighs the delay per movement according to the traffic volumes for that movement. The critical volume to capacity (v/c) ratio is an approximate indicator of the overall efficiency of an intersection. The critical v/c ratio depends on the conflicting critical lane flow rates and the signal phasing. V/C ratio ranges from 1.0 when the flow rate equals capacity to 0.0 when the flow rate is zero. Values above 1.0 indicate an excess of demand over capacity. Average critical delay weighs the delay for the critical (conflicting) movements based on the traffic volume for that movement.

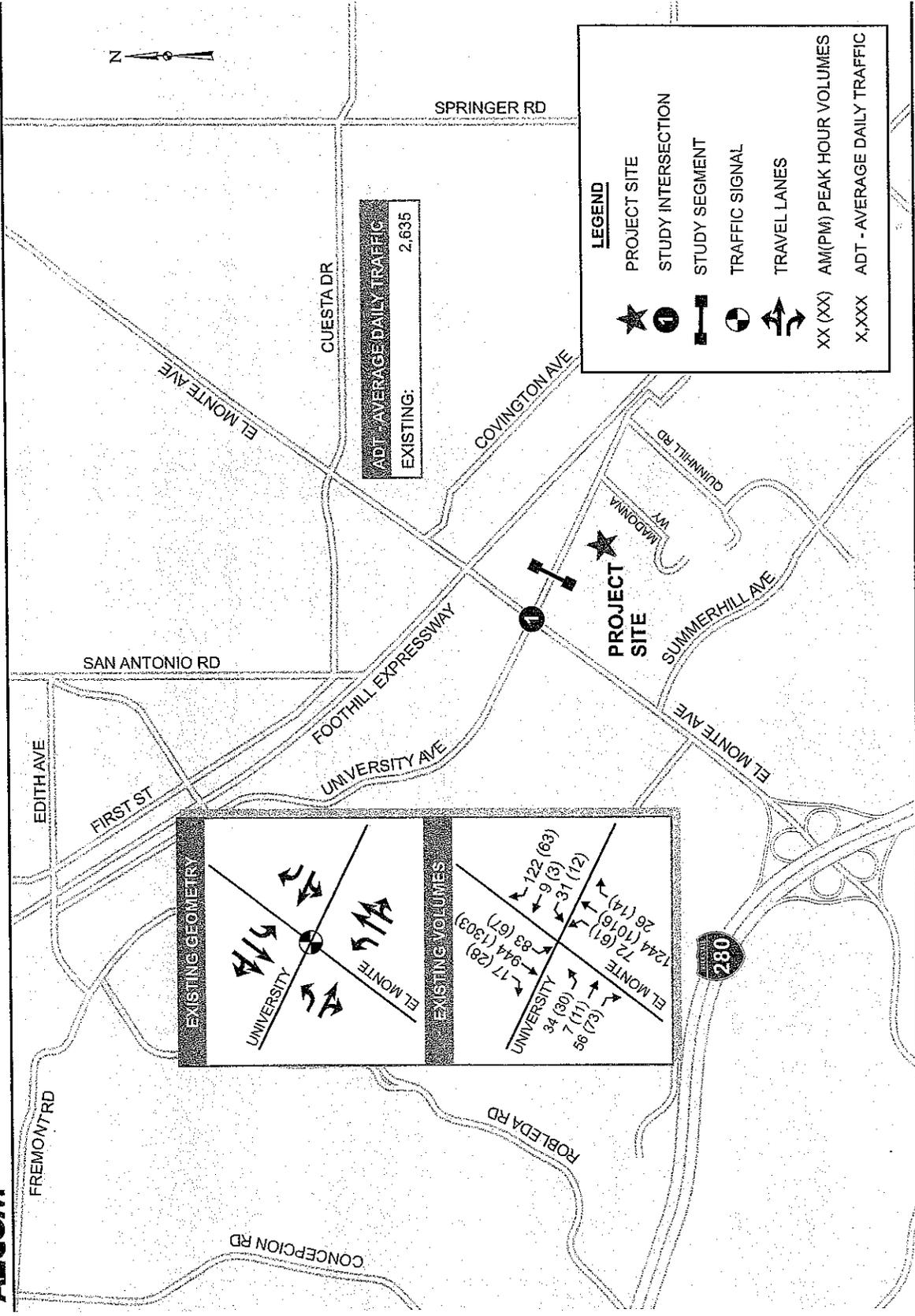
Table 2-1
 CMP Signalized Intersection Level of Service Thresholds

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

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

2.1.1 Intersection Performance

Figure 2-1 presents the intersection geometry and volume for the study intersection of El Monte Avenue and University Avenue. Under existing conditions, this intersection is operating at LOS B, with an average delay of 13.5 seconds and a V/C ratio of 0.519 during the AM peak hour and LOS B+ during the PM peak hour with an average delay of 11.9 seconds and a V/C ratio of 0.497. This intersection is currently operating within acceptable LOS standards for both the City and the Congestion Management Agency. Analysis details are included in the Appendix.



UNION PRESBYTERIAN SCHOOL

Figure 2-1

EXISTING CONDITIONS GEOMETRY AND VOLUMES

2.2 Site Access and Circulation

Currently, access to the school campus can be made directly from University Avenue. The driveway from the University Avenue to the front of the school/church building is more than 200 feet long and provides an adequate queuing area within the school / church property. No queue was observed to extend beyond the driveway under existing conditions.

AECOM observed a total of 62 cars entering the school campus in the AM peak hour and 29 cars exiting during the elementary dismissal time between 2:30 pm to 3:30 pm on the survey day. The number of cars entering and exiting the school compound during the highway peak hour of 4:00 pm to 6:00 pm is less than 5 and they are considered negligible, with no impact on the surrounding roadway network.

2.3 Parking

There are more than 160 parking spaces at the school / church property, of which six are handicap parking. AECOM observed 22 parked vehicles on the survey day; approximately 13 percent occupancy. As such, there is sufficient parking within the school property under existing conditions. The parking rate for the school, based on the number of student present, is calculated to be 0.35 vehicle/student.

2.4 TIRE Index

TIRE Index is a numerical representation of a resident's perception of the influence of traffic on daily life. Streets with TIRE levels above 3.0 are considered traffic dominated, while those with indices below 3.0 are better suited for residential activities. The current TIRE Index of University Avenue is 3.4 based on the estimated average daily traffic (ADT) of approximately 2,635 vehicles per day. The TIRE Index values are presented in the Appendix for reference.

2.5 Additional Information

The study also analyzes the condition of the study intersection and University Avenue if the school is not there today. The analysis details are presented in the Appendix. The intersection of El Monte Avenue and University Avenue would perform at the same level as 'with' the school and the TIRE Index would not change without the school.

3.0 BACKGROUND CONDITIONS

This section presents the background conditions analysis, for the 'with' and 'without' project scenarios. Background condition traffic volumes are obtained by increasing the existing volumes by one percent to account for growth around the study area. Project trips are subsequently added to give the 'with' project scenario.

3.1 Background Conditions – Without Project

Traffic volumes used in the background conditions are obtained by increasing existing traffic volumes by one percent to account for growth in the study area vicinity when the enrollment is scheduled to increase in one year's time. The traffic volumes at the study intersection are shown in Figure 3-1. Under background conditions, this intersection is operating at LOS B, with an average delay of 13.6 seconds and a V/C ratio of 0.524 during the AM peak hour and LOS B+ during the PM peak hour with an average delay of 12.0 seconds and a V/C ratio of 0.502. This intersection will operate within acceptable LOS under background conditions. Analysis details are included in the Appendix.

3.2 Project

The proposal by the Union Presbyterian School is to increase its student population to 120 students by next year. The following discussion looks at the expected number of trips generated by the increase and its impact on the study intersection and surrounding roadway network.

3.2.1 Trip Generation

Trip generation for the schools at the Union Presbyterian Church is calculated based on the observed trips arriving and leaving the school compound during the AM and PM peak hours. In particular, the observed trips generated during the afternoon dismissal time are treated as the PM peak hour trip generation in order to provide a more conservative analysis.

Table 3-1 presents the observed trip generation, collected at the school's driveway. Based on the number of students attending school on the survey day, the trip generation rates for the AM and PM peak hours were calculated. Using the calculated trip generation rates, the additional trips generated by the proposed project are presented in Table 3-2. The project is expected to generate a total of an additional 78 trips in the AM peak hour and 38 trips in the PM peak hour.

Table 3-1
Peak Hour Trip Generation Rates

	AM			PM			# of Students Present
	In	Out	Total	In	Out	Total	
Observed Trips	62	43	105	23	29	52	69
Calculated Rates	0.899	0.623	1.522	0.333	0.420	0.753	

Source: AECOM, 2010

Table 3-2
Peak Hour Project Trips

Project		AM			PM		
		In	Out	Total	In	Out	Total
Rates		0.899	0.623	1.522	0.333	0.420	0.753
Students	51	46	32	78	17	21	38

Source: AECOM, 2010

In comparison, based on the ITE trip rates (*Trip Generation*, ITE 2008) for Private School with kindergarten to grade eight (Land Use 534), the project is expected to generate at total of 46 trips in the AM peak hour (average trip rate = 0.9) and 31 trips in the PM peak hour (average trip rate = 0.6). Again, adopting a more conservative approach, the observed trip rates are being used in this analysis instead of the ITE rates.

3.2.2 Trip Distribution and Assignment

Figure 3-2 presents the trip distribution percentages used for analysis. The number of project trips derived above are distributed according to these percentages and assigned to the study intersection. The assigned project trips at the study intersection are shown in Figure 3-1.

3.2.3 Significance Criteria

The level of service standard defined as acceptable by the City of Los Altos is LOS D or better for City controlled intersections. Whereas, the VTA defines an acceptable operating level of service as LOS E or better for CMP designated intersections. A significant project impact for signalized City controlled intersection is defined as:

- The intersection operating at level D or better under No Build Conditions deteriorates to LOS E or F, or
- An increase in the critical movement delay at an intersection operating at LOS E or F under No Build Conditions by four (4) or more seconds and an increase in the critical V/C ratio by 0.01 or more.

3.3 Background Conditions – With Project

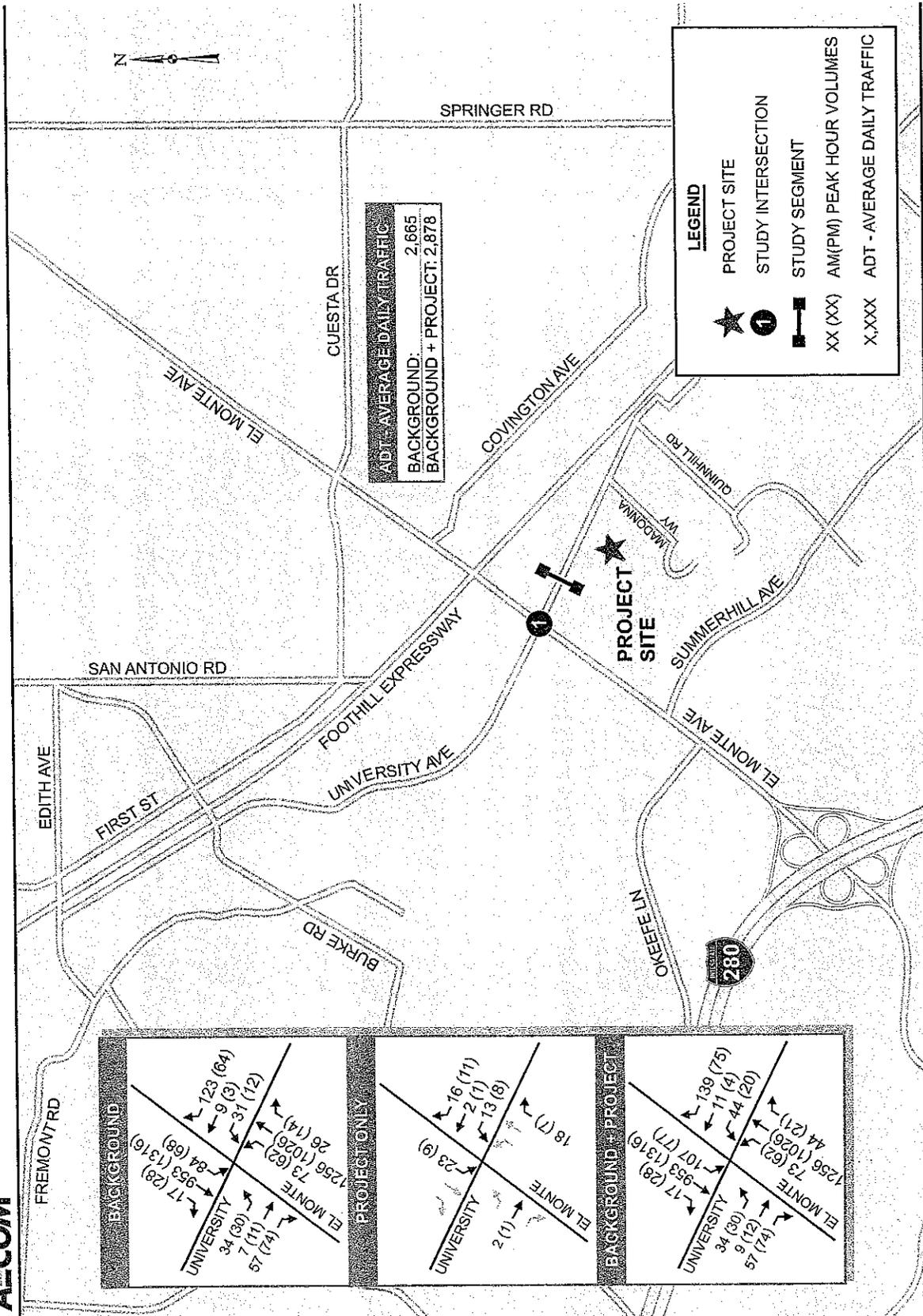
This section evaluates the 'with project' conditions. In order to determine the effects of the project, analysis results of the 'with project' scenario were compared to the 'without project' scenario using the significance criteria described in Section 3.2.3.

Traffic volumes for the 'with project' scenario are shown in Figure 3-1. The intersection performance under this scenario is compared with the 'no project'. Table 3-3 presents the comparison. It can be seen that the study intersection will continue to operate within an acceptable LOS of B with the project during both peak hours. As such, the project would not adversely impact the study intersection. The analysis details are presented in the Appendix.

**Table 3-3
Background With Project Intersection LOS Comparison**

#	Intersection	Background AM				Background + Project AM				Background PM				Background + Project PM			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
1	El Monte Avenue / University Avenue	B	13.6	0.524	12.7	B	14.8	0.555	14.5	B+	12.0	0.502	10.6	B	12.2	0.503	10.6

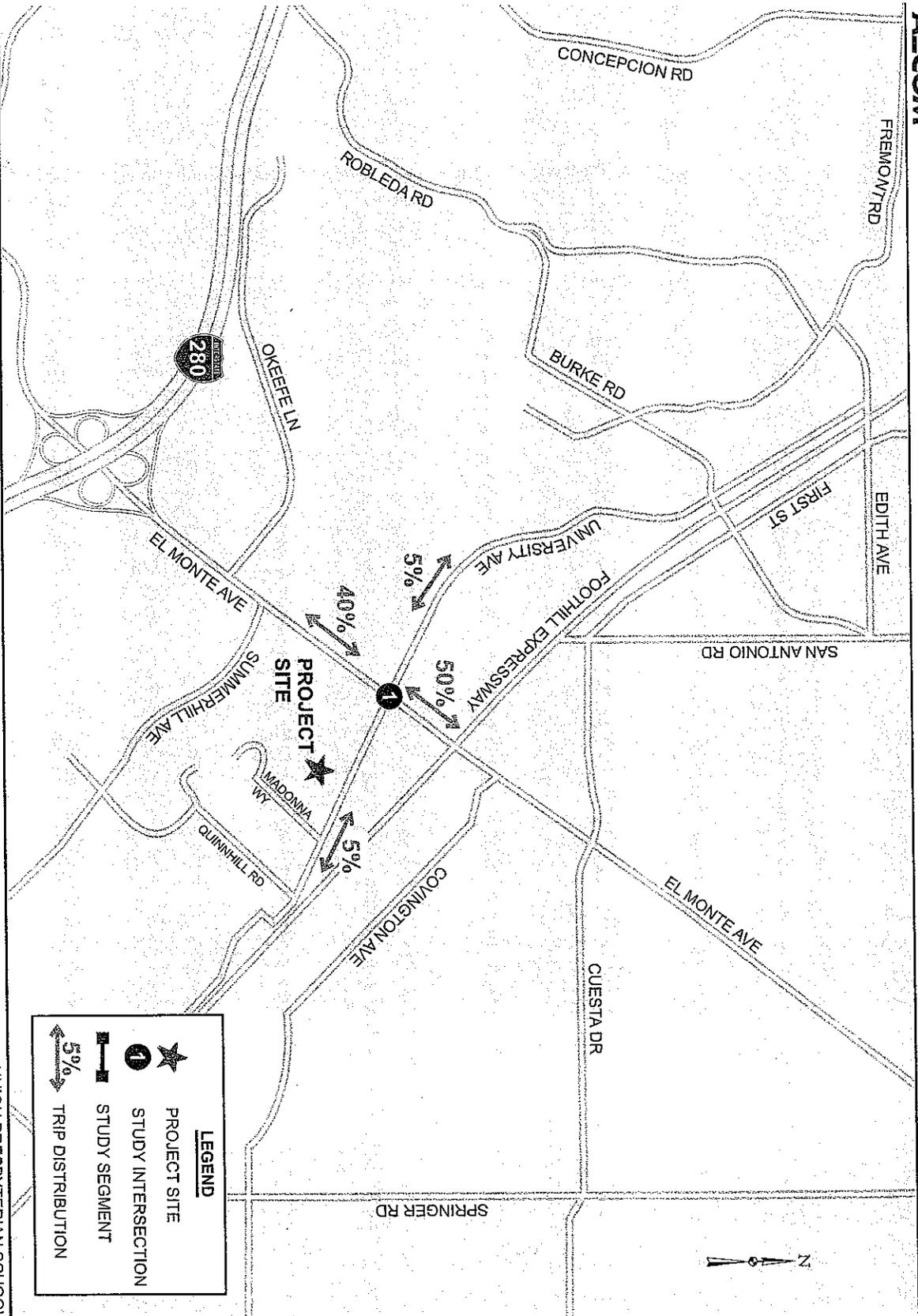
Source: AECOM, 2010



UNION PRESBYTERIAN SCHOOL

Figure 3-1

FUTURE CONDITIONS VOLUMES



UNION PRESBYTERIAN SCHOOL

Figure 3-2
PROJECT TRIP DISTRIBUTION

3.3.1 Site Access and Circulation

There will be no change to the driveway and access design in the future. The existing driveway and access are expected to accommodate the additional vehicles generated by the enrollment increase. The long driveway and spacious parking area are adequate under the 'with project' conditions.

3.3.2 Parking Provision

Based on the school's parking generation rate calculated in Section 2.3 of 0.35, the 51 additional students would generate up to an additional 18 parked vehicles. There is sufficient parking space on the school / church property to accommodate the increase.

3.3.3 TIRE Index

Table 3.4 presents the TIRE Index comparison between the 'with' and 'without' project scenarios. A street is considered impacted if the TIRE Index increases by 0.1. An increase in the TIRE Index of 0.1 or more indicates that residents would notice an increase on the street.

As there will not be an increase in the staff population as part of the project, additional daily trips made by the additional 51 students would be a total of 204 trips (102 in, 102 out). Adding a buffer of ten percent to account for any miscellaneous trips that could be generated as a result of the increase, the daily project trips would be a total of 224.

The project would add 213 daily trips to the segment of University Avenue between El Monte Avenue and the school's driveway. The 'with' project TIRE Index would remain at 3.4; the project would not adversely impact University Avenue.

**Table 3-4
 TIRE Index Comparison**

Segment	Background Conditions		0.1 Change in the TIRE Index	Background + Project Conditions		Impact
	ADT	TIRE Index		ADT	Change	
University Avenue, East of El Monte Avenue	2665	3.4	650	2878	213	N

Source: AECOM, 2010

4.0 CONCLUSION

The Union Presbyterian School in Los Altos is planning to increase its student population to 120. This report presents the results of the analysis to determine if the proposed project would have an adverse impact on the study intersection and surrounding roadway network.

The analysis concludes that the intersection of University Avenue / El Monte Avenue would remain at LOS B with the project and the TIRE Index of University Avenue would remain at 3.4 with the project. As such, the project has no significant impact on the study intersection and University Avenue. Similarly, the school access and parking provisions are adequate to accommodate the expected increase in usage. As such, the project has no significant impact on the school's circulation and parking on the surrounding area.

In addition, the analysis also concludes that under existing conditions, the intersection and roadway conditions would be similar with and without the school.

Memorandum

To Ted Brown, Union Presbyterian School Page 1

CC

Subject Union Presbyterian School – Traffic Study

From Dennis Belluomini, PE
 Nichole Seow

Date February 3, 2011

We are pleased to submit this memorandum detailing the additional traffic analysis for the intersections of El Monte Avenue /University Avenue and El Monte Avenue / Foothill Expressway. The AM and PM counts for the new intersection of Foothill Expressway / El Monte Avenue were conducted on Tuesday, January 11, 2011. The new AM counts for University Avenue / El Monte Avenue was also obtained on Tuesday, January 11, 2011. The PM counts were provided by Santa Clara County.

Table 1 presents the existing LOS for the two study intersections based on the new counts. It can be seen that both intersections operate within an acceptable level of service. Intersection #1 is a city intersection and the LOS is considered acceptable as it operates at a level better D during both peak hours. Intersection #2 is a CMP intersection. It is considered acceptable as it operates at a level better than E during both peak hours.

Table 1 – Intersection Level of Service – Existing (with school) Conditions

#	Intersection	Peak Hour	Existing (with School)			
			LOS	Avg Delay (sec)	Crit V/C	Avg Crit Delay (Sec)
1	University Avenue / El Monte Avenue	AM	B	13.2	0.537	11.7
		PM	B+	10.8	0.467	9.3
2	Foothill Expressway / El Monte Avenue*	AM	E+	59.5	0.877	71.6
		PM	E+	56.1	0.861	67.2

*CMP intersection
 Source: AECOM, 2011

Table 2 presents the intersection LOS under the 'no school' scenario. It can be seen that both intersections operate within acceptable levels of service with lower delays and smaller critical V/C ratio as the current school trips have been removed.

Table 2 – Intersection Level of Service – Existing (no school) Conditions

#	Intersection	Peak Hour	Existing without School			
			LOS	Avg Delay (sec)	Crit V/C	Avg Crit Delay (Sec)
1	University Avenue / El Monte Avenue	AM	B+	12.0	0.487	9.9
		PM	B+	10.5	0.466	9.3
2	Foothill Expressway / El Monte Avenue*	AM	E+	58.9	0.869	70.6
		PM	E+	55.7	0.855	66.4

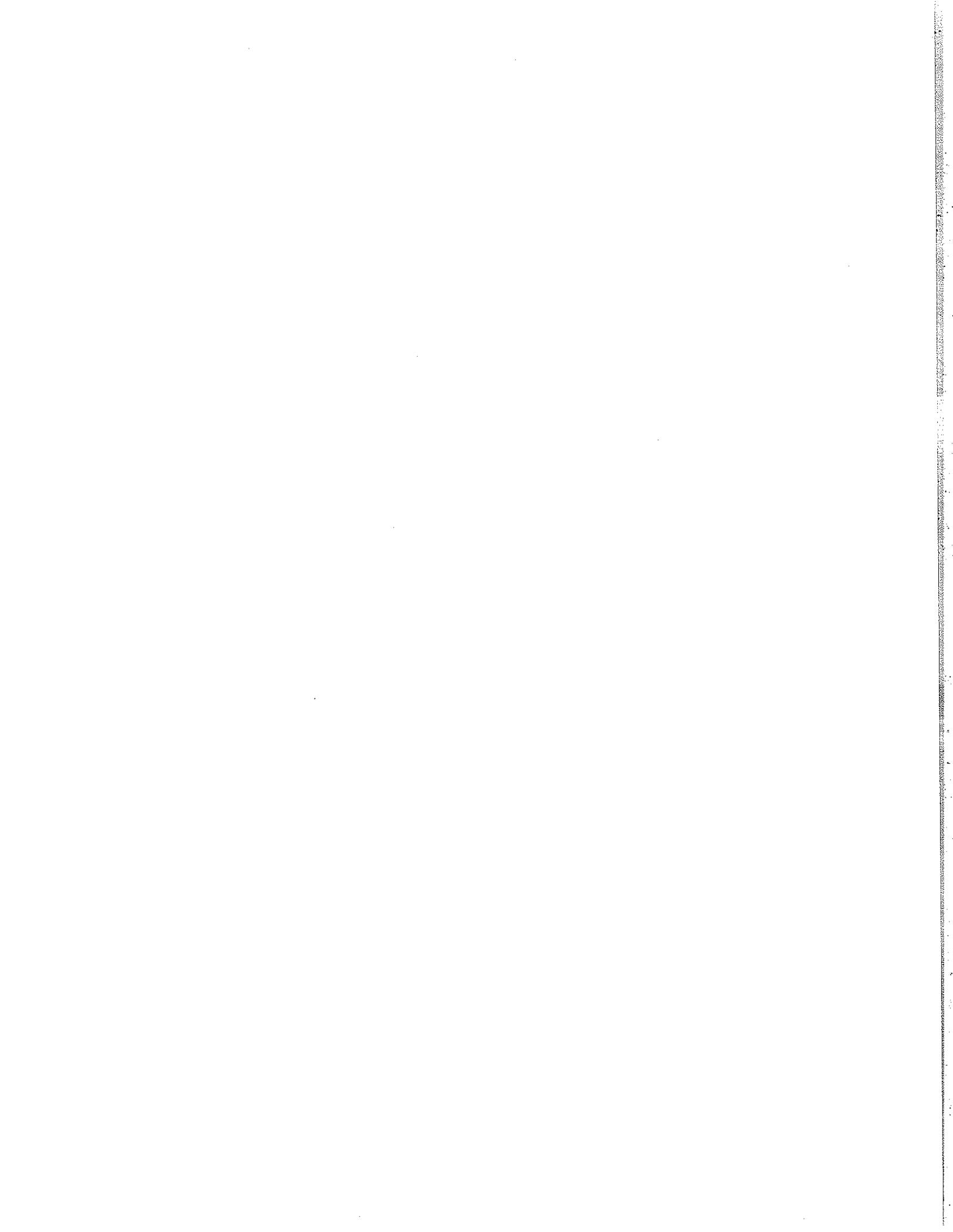
*CMP intersection
 Source: AECOM, 2011

Table 3 presents the 'analysis results for the with' and 'without' project (school expansion) scenarios under the background conditions. Both intersections are expected to continue to operate within acceptable levels of service in the future even with the proposed school expansion. There would not be any change in the LOS but only slight increase in delay and V/C ratio. As such, the proposed school expansion will not adversely impact the two study intersections. The conclusion in the main study report remains unchanged.

Table 3 – Intersection Level of Service – Background Conditions

#	Intersection	Peak Hour	Background				Background + Project			
			LOS	Avg Delay (sec)	Crit V/C	Avg Crit Delay (Sec)	LOS	Avg Delay (sec)	Crit V/C	Avg Crit Delay (Sec)
1	University Avenue / El Monte Avenue	AM	B	13.2	0.543	11.8	B	13.8	0.563	12.8
		PM	B+	10.8	0.471	9.3	B+	11.0	0.472	9.4
2	Foothill Expressway / El Monte Avenue*	AM	E	60.1	0.886	72.6	E	60.4	0.889	73.0
		PM	E+	56.7	0.869	68.1	E+	56.9	0.872	68.5

*CMP intersection
Source: AECOM, 2011



MINUTES OF A REGULAR MEETING OF THE CITY COUNCIL OF THE CITY OF LOS ALTOS, HELD ON TUESDAY, MAY 10, 2011, AT 7:00 P.M. AT LOS ALTOS CITY HALL, ONE NORTH SAN ANTONIO ROAD, LOS ALTOS, CALIFORNIA

ROLL CALL

PRESENT: Mayor Packard, Councilmembers Carpenter, Casas, Fishpaw and Satterlee
ABSENT: None

PLEDGE OF ALLEGIANCE

Brownie Scouts from Troop 61261 from Bullis Charter School led the pledge of allegiance to the flag.

PUBLIC COMMENTS

There were no Public Comments.

CONSENT CALENDAR

Mayor Pro Tem Carpenter pulled and discussed item #4, as follows:

4. 858 University Avenue Use Permit Application

Councilmembers discussed language in Condition Nos. 4, 5 and 6.

Action: Upon a motion by Councilmember Satterlee, seconded by Mayor Pro Tem Carpenter, the Council unanimously approved, as amended, the final conditions of a Use Permit application for a private preschool and K-6 elementary school.

Action: Upon a motion by Mayor Pro Tem Carpenter, seconded by Councilmember Fishpaw, the Council unanimously approved the Consent Calendar, with the exception of item #4, as follows:

1. Council Minutes

Approved the minutes of the April 26, 2011 regular meeting, with one minor correction.

2. Flexible Benefits Plan

Adopted Resolution No. 2011-14 to amend the City of Los Altos Flexible Benefits Plan including the Day Care Flexible Spending Arrangement and Health Flexible Spending Arrangement due to requirements of Health Care Reform.

3. Los Altos Municipal Code Chapter 10.16, Stormwater Pollution Prevention

Introduced and waived further reading of Ordinance No. 2011-367 amending Chapter 10.16 of the Los Altos Municipal Code (Stormwater Pollution Prevention) to reflect new stormwater pollution prevention requirements for land development projects mandated by the Regional Water Quality Control Board.

4. 858 University Avenue Use Permit Application

Pulled for discussion (see page 1).

5. Participation in the Urban County CDBG Program

Adopted Resolution No. 2011-15 authorizing the City Manager to execute a Joint Powers Agreement for continued participation in the Urban County Community Development Block Grant program for the period of October 1, 2011 to September 30, 2014.

6. Historical Commission Appointment

Appointed former Historical Commissioner Sapna Marfatia to a vacancy on the Historical Commission.

7. Agreement with City of Mountain View for Springer Road Storm Drain Improvements

Authorized the City Manager to execute an agreement on behalf of the City with the City of Mountain View for construction of a storm drain lateral within City limits.

DISCUSSION ITEMS

8. First and Main Street Property

Frank Fuller and Yann Taylor, Field Paoli Architects, presented arguments in support of the Developer's request for an exception to allow flexibility to build a taller project. Council questions and discussion ensued.

Public Comments:

Marti Kambe, representing the Executive Committees of the Los Altos Chamber of Commerce and the Los Altos Village Association, spoke in favor of granting the request.

The following spoke in opposition: Jim Wing, Andrea Eaton, Kent Nelson, Kim Cranston, Taylor Robinson (Passerelle Investments), Will Baumgardner, Deb Hope, Bart Nelson.

Individual Councilmembers expressed interest in postponing action until the final design comes back to Council.

Action: Motion by Councilmember Satterlee, seconded by Councilmember Fishpaw, to table action on the request. The motion passed 4-1 with Councilmember Casas dissenting.

Mayor Packard called a recess at approximately 8:55 p.m. The meeting resumed at approximately 9:00 p.m.

9. Santa Clara Valley Water District Proposed Rate Increases

Darin Taylor, Santa Clara Valley Water District (SCVWD), presented a report on the proposed rate increases by SCVWD. Council questions and discussion ensued.

10. 2012 Free Shakespeare Festival at McKenzie Park

Los Altos resident David Stevens spoke in opposition to the item.



AGENDA REPORT

MEETING DATE: May 10, 2011

TO: City Council

FROM: Shaun Lacey, Assistant Planner

SUBJECT: 858 University Avenue Use Permit Application

RECOMMENDATION: Approve final conditions of a Use Permit application for a private preschool and K-6 elementary school.

SUMMARY:

Estimated Fiscal Impact:

Amount: Not Applicable

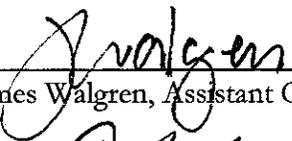
Budgeted: Not Applicable

Public Hearing Notice: November 24, 2010

Previous Council Consideration: March 8, March 22, and April 26, 2011

CEQA Status: Exempt

Attachments: None



James Walgren, Assistant City Manager

5/5/11

Date



Douglas J. Schmitz, City Manager

5/5/11

Date

DISCUSSION:

On April 26, 2011, the City Council approved a Use Permit application to operate a private preschool and K-6 elementary school at the Union Presbyterian Church. Staff is bringing these conditions back to Council to confirm that they reflect the Council's motion. The motion included conditions as follows:

1. The preschool and K-6 elementary school shall not exceed a combined maximum of 100 students on-site per day, with enrollment preference given to Los Altos residents.
2. The preschool and K-6 elementary school shall operate Monday through Friday only.
3. The church shall not hold regularly-scheduled worship services in the sanctuary during school hours, except for funerals, baptisms or other ancillary services.
4. On-site drop-off and pick-up times shall be staggered between schools so that no more than 70 percent of students are scheduled to arrive or depart at the same time.
5. Classroom instruction hours shall be 8:45 a.m. to 11:45 a.m. for the preschool, and 8:30 a.m. to 2:45 p.m. for the K-6 elementary school. Ancillary activities such as parent-teacher conferences, after-school student tutoring and care, staff meetings, etc. shall be permitted beyond classroom instruction hours. After-school care shall be limited to 10 percent of the total school enrollment per day and 5:30 p.m.
6. The applicant shall report its daily combined maximum student enrollment on-site per day, and priority enrollment program, activity to the Community Development Director on an annual basis within 30 days of the start of each school year.
7. Landscape screening shall be added along the perimeter of the site to fill in significant gaps, per the direction of staff, prior to the beginning of the 2011 school year.

ALTERNATIVES:

Council may amend the conditions of approval.



AGENDA REPORT SUMMARY

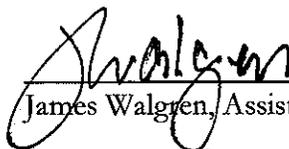
MEETING DATE: April 26, 2011

SUBJECT: 858 University Avenue Use Permit Application

RECOMMENDATION:

Approve a Use Permit application for a private preschool and elementary school, subject to the recommended findings and conditions.

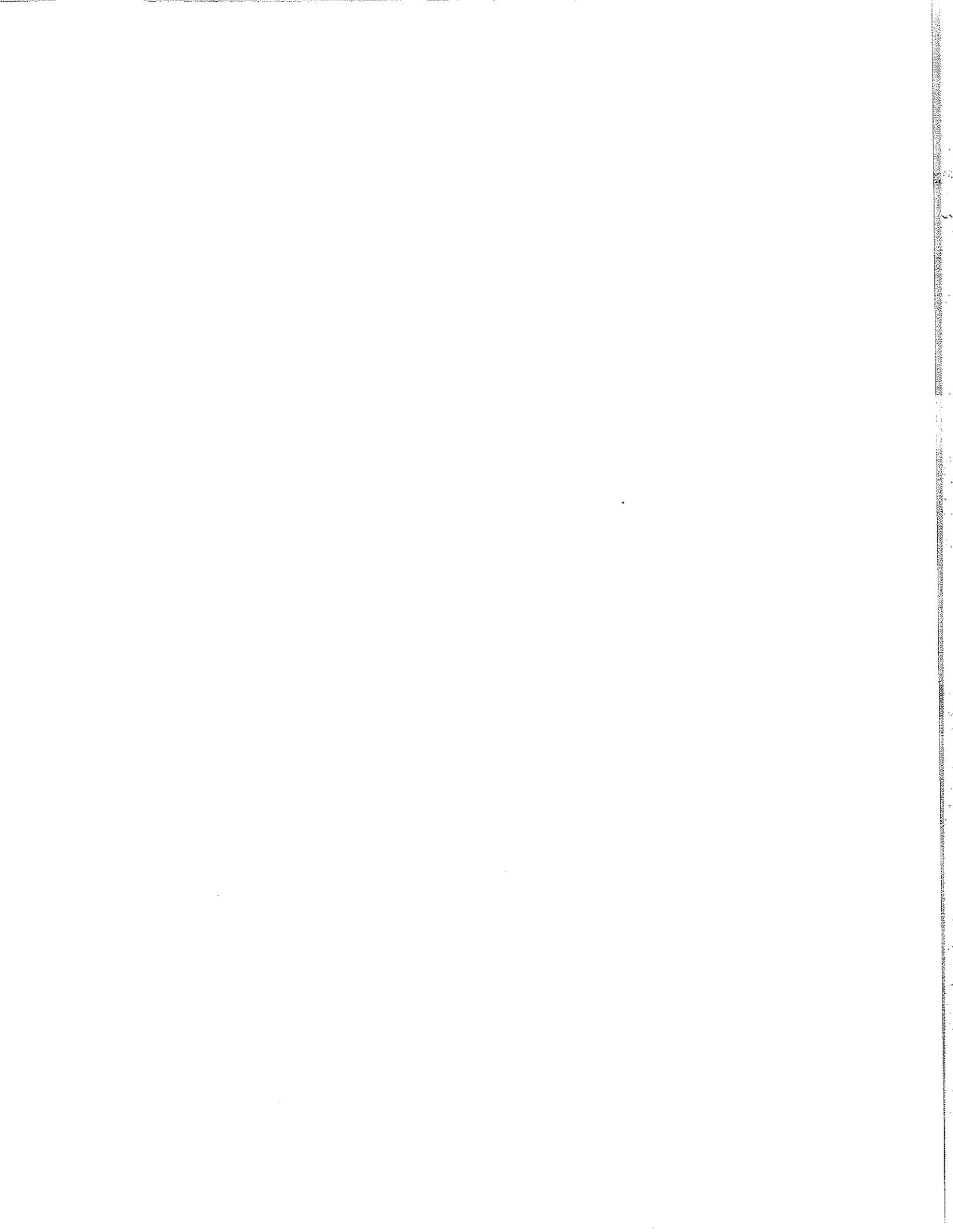
ESTIMATED FISCAL IMPACT	ATTACHMENTS	PUBLIC HEARING NOTICE
<p>AMOUNT: Not Applicable</p> <p>BUDGETED: Not Applicable</p> <p>FUNDING SOURCE: Not Applicable</p>	<p>Lacey Agenda Report</p> <p>City Council Meeting Minutes Dated March 22, 2011</p> <p>Lacey Agenda Report Dated March 22, 2011</p> <p>City Council Meeting Minutes Dated March 8, 2011</p> <p>Lacey Agenda Report Dated March 8, 2011</p> <p>Correspondence</p>	<p>November 24, 2010</p>
		<p align="center">PREVIOUS COUNCIL CONSIDERATION</p> <p>March 8, 2011 and March 22, 2011</p>
		<p align="center">CEQA STATUS</p> <p align="center">Exempt</p>


James Walgren, Assistant City Manager

4/18/11
Date


Douglas J. Schmitz, City Manager

19 April 11
Date





AGENDA REPORT

DATE: April 26, 2011
TO: City Council
FROM: Shaun Lacey, Assistant Planner
SUBJECT: 858 UNIVERSITY AVENUE USE PERMIT APPLICATION

RECOMMENDATION

Approve a Use Permit application for a private preschool and elementary school, subject to the recommended findings and conditions.

BACKGROUND

On March 8, 2011, the City Council considered a Use Permit application to operate a private preschool and elementary school at the Union Presbyterian Church on University Avenue. Following public comment and discussion, the Council voted 4-1 to approve the application subject to a 100-student enrollment limit and final conditions proposed by staff. On March 22, 2011, the Council continued their review of the use permit to April 26, 2011, to re-evaluate the maximum enrollment of the schools.

DISCUSSION

In keeping with the original direction from Council, staff worked with the applicant to restate condition no. 5 to provide for ancillary activities as follows:

- Classroom instruction hours shall be 8:45 a.m. to 11:45 a.m. for the preschool, and 8:30 a.m. to 2:45 p.m. for the elementary school. Ancillary activities such as parent-teacher conferences, after-school tutoring, staff meetings, etc. shall be permitted beyond classroom instruction hours.

Staff recommends that the City Council approve the final conditions, subject to the listed findings. The previous agenda report summaries and meeting minutes are attached for reference.

CORRESPONDENCE

Since the March 8, 2011 City Council meeting, staff received numerous letters in favor and in opposition to the use permit. Those letters are attached for reference.

Cc: Union Presbyterian Church
Ted Brown, Applicant

City Council
10-UP-04, 858 University Avenue
April 26, 2011
Page 2

Attachments:

1. City Council Meeting Minutes Dated March 22, 2011
2. Lacey Agenda Report Dated March 22, 2011
3. City Council Meeting Minutes Dated March 8, 2011
4. Lacey Agenda Report Dated March 8, 2011
5. Correspondence

FINDINGS

10-UP-04 – 858 University Avenue

1. With regard to the Use Permit for a preschool and kindergarten through sixth grade elementary school, the City Council makes the following findings pursuant to Section 14.80.060 of the Los Altos Municipal Code:
 - a. The proposed location of the conditional use is desirable or essential to the public health, safety, comfort, convenience, prosperity or welfare;
 - b. 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;
 - c. 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
 - d. 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

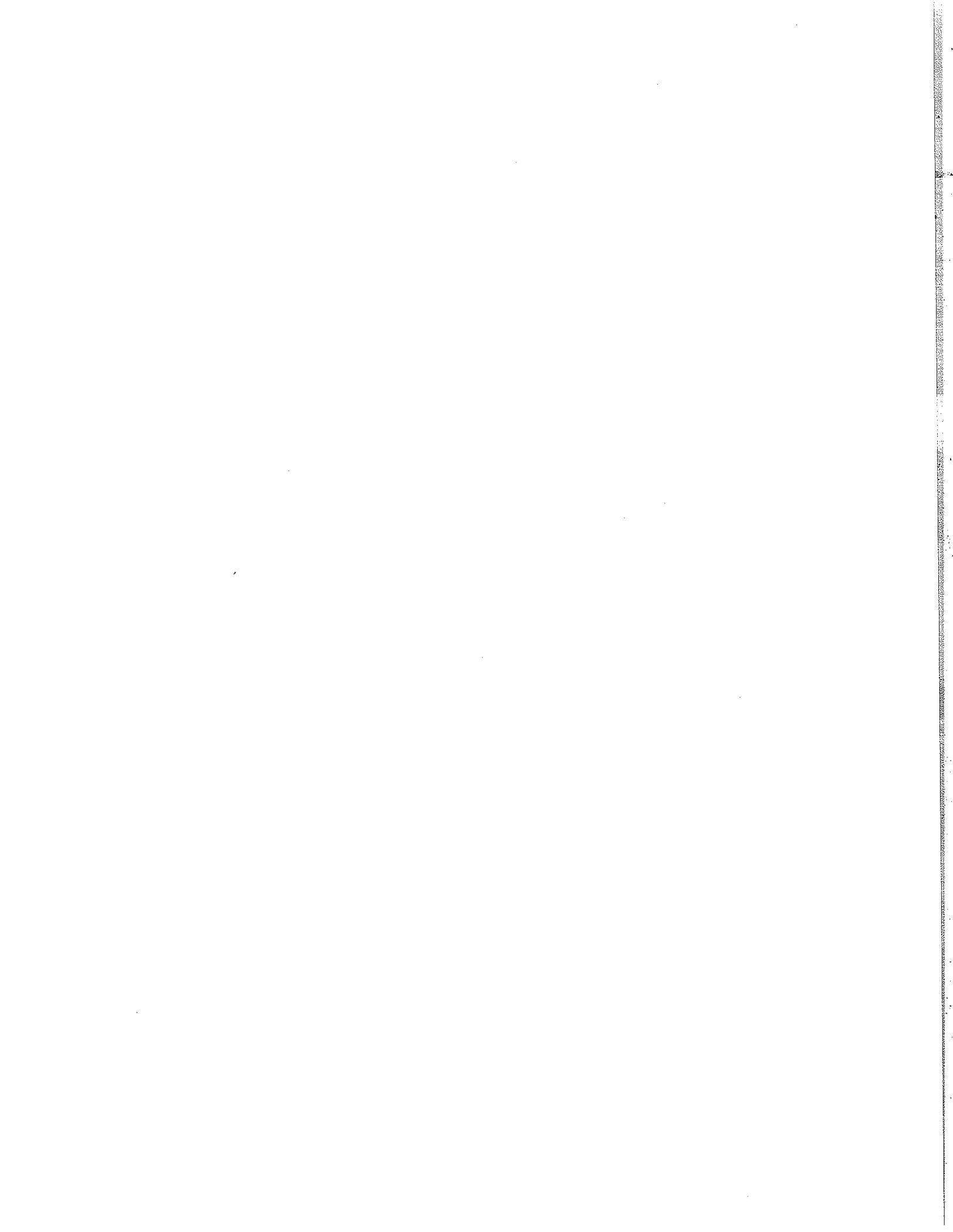
10-UP-04 – 858 University Avenue

GENERAL

1. The preschool and elementary school shall not exceed a combined maximum of 100 enrolled students.
2. The preschool and elementary school shall operate Monday through Friday only.
3. The church shall not hold regularly-scheduled worship services in the sanctuary during school hours, except for funerals, baptisms or other ancillary services.
4. Drop-off times for each school shall be staggered by limiting enrollment of the preschool to not exceed 40 percent of total enrollment and the elementary school to not exceed 60 percent of total enrollment.
5. Classroom instruction hours shall be 8:45 a.m. to 11:45 a.m. for the preschool, and 8:30 a.m. to 2:45 p.m. for the elementary school. Ancillary activities such as parent-teacher conferences, after-school tutoring, staff meetings, etc. shall be permitted beyond classroom instruction hours.
6. The applicant shall report its student enrollment to the City on an annual basis.
7. Landscape screening shall be added along the perimeter of the site to fill in significant gaps, per the direction of staff.

ATTACHMENT 1

**CITY COUNCIL MEETING MINUTES
DATED MARCH 22, 2011**



REVISED

**MINUTES OF A REGULAR MEETING OF THE CITY COUNCIL OF THE CITY OF
LOS ALTOS, HELD ON TUESDAY, MARCH 22, 2011, AT 7:00 P.M. AT LOS ALTOS
CITY HALL, ONE NORTH SAN ANTONIO ROAD, LOS ALTOS, CALIFORNIA**

ROLL CALL

PRESENT: Mayor Packard, Councilmembers Satterlee, Carpenter, Casas and Fishpaw
ABSENT: None

CLOSED SESSION ANNOUNCEMENT

Mayor Packard reported that no action was taken in the closed session meeting.

PLEDGE OF ALLEGIANCE

Mayor Packard led the pledge of allegiance to the flag.

SPECIAL PRESENTATION

Mayor Packard presented a proclamation honoring Former Mayor Roy Lave.

PUBLIC COMMENTS

There were no Public Comments.

CONSENT CALENDAR

Councilmember Casas pulled item #7 for discussion. On a motion by Councilmember Casas, seconded by Mayor Pro Tem Carpenter, the following items, with the exception of item #7, were approved unanimously.

1. Council Minutes

Approved the minutes of the March 8, 2011 regular meeting, as amended.

2. Signs on City Property Ordinance

Adopted Ordinance No. 2011-365 amending Chapter 9.26 pertaining to Real Estate Open House signs, as amended.

3. Amendments to Chapter 2 -- Administration and Personnel

Adopted Ordinance No. 2011-366 amending Chapter 2 of the Los Altos Municipal Code, titled Administration and Personnel.

4. Pavement Management Technical Assistance Program (P-TAP) Grant

Accepted the Metropolitan Transportation Commission (MTC) Pavement Management Technical Assistance Program (P-TAP) grant for \$10,000 to conduct a condition assessment at arterial and collector streets; and appropriated \$2,000 from the General Fund Unreserved to Engineering to provide the City's share of the grant.

5. Annual ADA Improvement, Project 09-07 and Audible Pedestrian Signals, Project 10-13
Adopted Resolution No. 2011-10 accepting the completion of the Annual ADA Improvement, Project 09-07 and Audible Pedestrian Signals, Project 10-13, and authorized the Engineering Services Manager to record a Notice of Completion as required by law.

6. Annual Report on Development Impact Fees
Received the Annual Report on Development Impact Fees for Fiscal Year Ended June 30, 2010.

7. 858 University Avenue Use Permit Application

Pulled for discussion (see page 3).

8. Senior Committee Third Quarterly Report
Received Senior Committee Third Quarterly Report.

9. Community Development Block Grant Funding
Approved the allocation of Community Development Block Grant (CDBG) funds as follows:
Use funds granted FY2011-2012 for San Antonio Road Sidewalk Widening and ADA Improvements; use funds granted for the current year for Rancho Pedestrian Improvements; and use carryover funds from FY2009-2010 for Rancho Pedestrian Improvements.

DISCUSSION ITEMS

10. Senior Lunch Program

Karen Jenney, Senior Committee Chair, presented the report.

Councilmembers expressed interest in exploring a senior subsidy and scholarship fund for Senior Center membership and in exploring a process for administering the programs.

Motion by Mayor Pro Tem Carpenter, seconded by Councilmember Casas, to authorize fees of \$4 for Senior Center lunches on the second Friday of the month and \$6 for lunches on the fourth Friday of the month.

The motion passed unanimously.

Council directed the Senior Committee and staff to consider a senior subsidy for those who cannot afford the increase and a scholarship fund for Senior Center membership and activities.

11. Shoulder Paving Policy Update
Senior Engineer Lind provided the staff report.

Councilmembers expressed a desire to revisit the policy at a study session in order to discuss transitions between landscaping along streets.

Motion by Councilmember Casas, seconded by Mayor Pro Tem Carpenter, to uphold the existing Shoulder Paving Policy and review the policy during a study session, which shall include a tour of neighborhoods.

The motion passed unanimously.

ITEM PULLED FROM CONSENT CALENDAR

7. 858 University Avenue Use Permit Application

Councilmember Casas explained that he pulled this item because he will not be in attendance at the April 12, 2011 meeting. He expressed a desire to revisit the maximum combined enrollment of students asserting that 100 students was too many.

Public Comments:

The following Los Altos residents spoke in opposition to granting the use permit: Gerry Madea, Sangum Desai and Richard Dessling.

The following spoke in favor of approving the use permit: Ted Brown, Union Presbyterian Church, and Brian Cilker.

Councilmembers individually indicated an interest in revisiting the maximum combined enrollment.

Motion by Mayor Pro Tem Carpenter, seconded by Councilmember Casas, to continue the Use Permit application for a private preschool and elementary school to April 26, 2011 and direct staff to notice the discussion as appropriate.

The motion passed unanimously.

COUNCIL REPORTS AND DIRECTIONS ON FUTURE AGENDA ITEMS

Mayor Pro Tem Carpenter reported she represented the City at the Los Altos/Los Altos Hills Little League Opening Day ceremonies on March 13, 2011 and provided an update on the City at the League of Women Voters "Meet Your Elected Officials" event on March 20, 2011. She reported the Personnel Committee and staff met to plan the Annual Commission and Committee Training to be held on May 17, 2011. She also announced that the City Council is inviting applications for the Youth Commission and noted applications are due March 25, 2011.

Councilmember Fishpaw reported he attended meetings of the VTA El Camino Bus Rapid Transit Policy Advisory Board and the County Housing and Community Development Advisory Committee (HCDAC). He added that the Committee approved a recommendation on how they fund programs and received an update on the County's CDBG process.

Councilmember Satterlee highlighted updates received at the VTA Policy Advisory Committee meeting regarding high-occupancy vehicle (HOV) lanes on Highway 85 and pending legislation regarding housing planning.

Mayor Packard reported that he sent a letter regarding Lehigh Cement Plant to various agencies asking them to reevaluate the Quarry before approval. He also requested an agenda item regarding appropriations of funds for a consultant. Mayor Pro Tem Carpenter and Councilmember Casas supported placing the item on the April 12, 2011 agenda.

Councilmember Casas requested the appointment of Alternate Joseph Eyre to the Environmental Commission be placed on the April 12, 2011 agenda. Mayor Pro Tem Carpenter supported placement of this matter on the Council agenda.

ADJOURNMENT

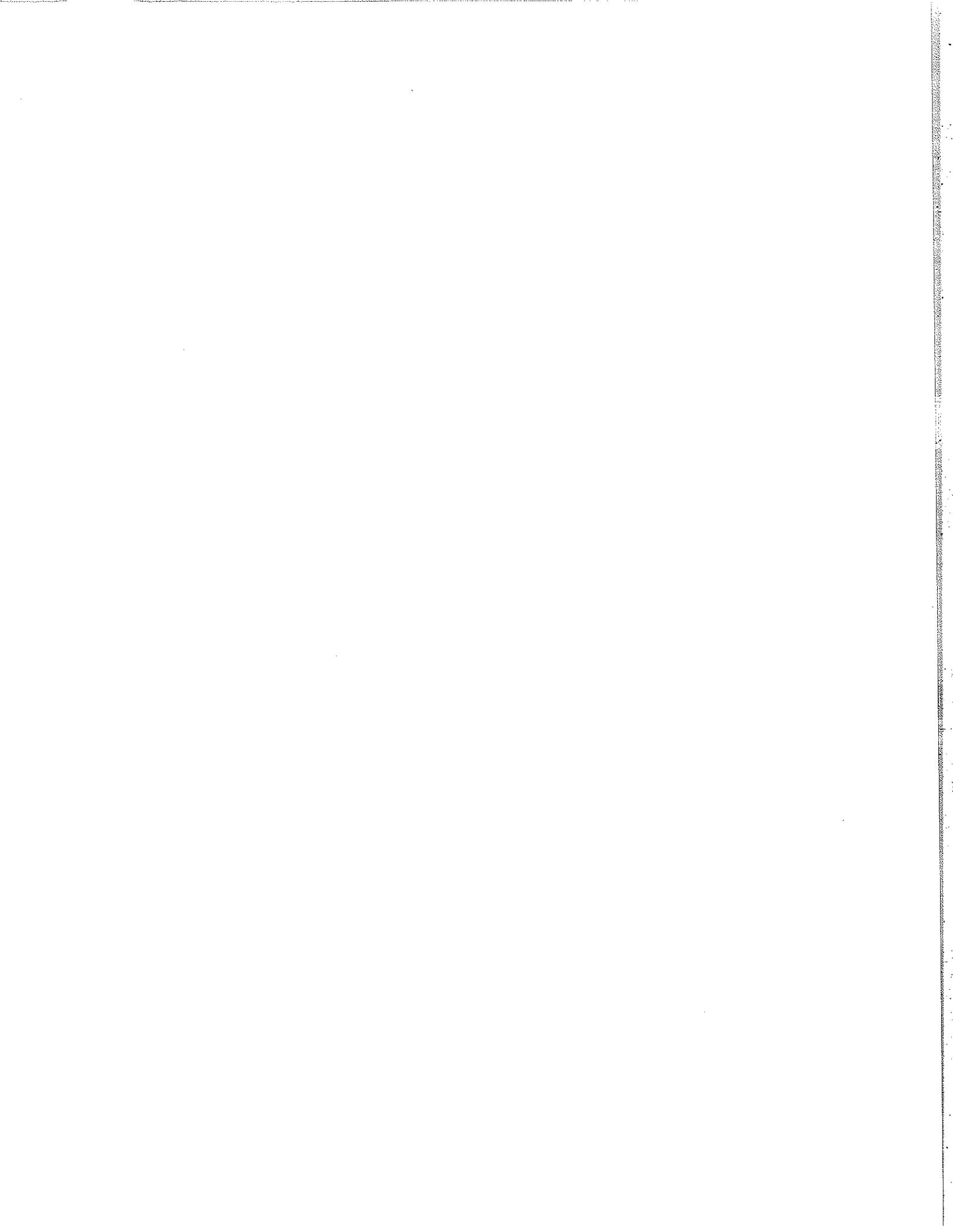
Mayor Packard adjourned the meeting at 8:34 p.m.

Ronald D. Packard, MAYOR

Jon Maginot, DEPUTY CITY CLERK

ATTACHMENT 2

**LACEY AGENDA REPORT DATED
MARCH 22, 2011**





AGENDA REPORT SUMMARY

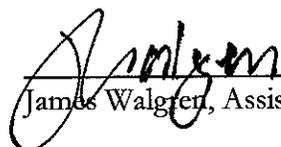
MEETING DATE: March 22, 2011

SUBJECT: 858 University Avenue Use Permit Application

RECOMMENDATION:

Continue the Use Permit application for a private preschool and elementary school to April 12, 2011.

ESTIMATED FISCAL IMPACT	ATTACHMENTS	PUBLIC HEARING NOTICE
AMOUNT: Not Applicable BUDGETED: Not Applicable	Letter Requesting Use Permit Application Continuance	November 24, 2010
FUNDING SOURCE: Not Applicable		PREVIOUS COUNCIL CONSIDERATION March 8, 2011
		CEQA STATUS Exempt


James Walgren, Assistant City Manager

3/15/11
Date


Douglas J. Schmitz, City Manager

15 March '11
Date



Union Presbyterian Church

858 University Avenue, Los Altos, CA 94024

Phone: (650) 948-4361 Fax: (650) 948-4403

www.unionpc.org

3/14/11

Mr. Shaun Lacey
Assistant Planner
City of Los Altos

Dear Shaun,

I request the City defer City Council review of the schools at Union Presbyterian Church from the March 22nd to the April 12th City Council meeting for the following reasons:

- a) This gives us time to better reach out to our neighbors and respond to their concerns.
- b) It gives us time to understand how the enrollment limit affects the business model and goals of the elementary school and the pre-school.

Thank you for your assistance,



Ted Brown

Project leader for this task

Union Presbyterian Church of Los Altos

Home phone: (650) 948-6954



ATTACHMENT 3

**CITY COUNCIL MEETING MINUTES
DATED MARCH 8, 2011**



**MINUTES OF A REGULAR MEETING OF THE CITY COUNCIL OF THE CITY OF
LOS ALTOS, HELD ON TUESDAY, MARCH 8, 2011, AT 7:00 P.M. AT LOS ALTOS
CITY HALL, ONE NORTH SAN ANTONIO ROAD, LOS ALTOS, CALIFORNIA**

ROLL CALL

PRESENT: Mayor Packard, Councilmembers Satterlee, Carpenter, Casas and Fishpaw
ABSENT: None

PLEDGE OF ALLEGIANCE

Daisy Scouts from Troop 61032 at Almond Elementary School led the pledge of allegiance to the flag.

CLOSED SESSION ANNOUNCEMENT

Mayor Packard reported that no action was taken in the closed session meeting.

PUBLIC COMMENTS

Marc Burton, on behalf of Environmental Volunteers, urged Council to review the garbage franchise agreement with Mission Trail Waste Systems and consider approving the placement of art on garbage trucks.

Myra Orta, Los Altos resident, expressed concerns about time limits placed on speakers.

CONSENT CALENDAR

City Attorney Houston recommended that the public hearing for the Rancho Verde Estates Subdivision (Item No. 2) be scheduled for April 12, 2011 instead of March 22, 2011, as previously recommended, to ensure adequate public notice. On a motion by Councilmember Fishpaw, seconded by Mayor Pro Tem Carpenter, the following items were approved, as amended, unanimously:

1. Council Minutes

Approved the minutes of the February 22, 2011 regular meeting.

2. Rancho Verde Estates Subdivision

Scheduled a public hearing for April 12, 2011 to adopt a resolution vacating a building setback line easement in the Rancho Verde Estates Subdivision.

3. Historic Preservation Ordinance Amendment

Adopted Ordinance No. 2011-363 amending Chapter 12.44 of the Los Altos Municipal Code pertaining to the Historic Preservation Ordinance.

PUBLIC HEARING

4. Housing Element Update

Planning Services Manager Kornfield provided the staff report. Mayor Pro Tem Carpenter requested the following minor corrections and modifications: 1) Update the first sentence of Policy 6.2 on page 4 to delete "HRI rankings of 60-100"; 2) Delete Policy 4.5 on page 5 because it no longer applies; 3) Revise Program 7.1.1 on page 28 to change the name of the Energy Commission to the Environmental Commission; and 4) On pages 121-122, change the name of the Architecture and Control Committee to the Architecture and Site Review Committee.

Public Comment: Susan Russell, on behalf of the League of Women Voters, referenced a letter addressed to the Planning Commission dated February 14, 2011 and previously submitted, providing comments on the General Plan Update.

Motion by Councilmember Fishpaw, seconded by Mayor Pro Tem Carpenter, to certify the Negative Declaration of Environmental Impact for the 2009-2014 Housing Element and adopt Resolution No. 2011-08 amending the General Plan Housing Element, with direction to staff to incorporate changes, as noted by Mayor Pro Tem Carpenter.

The motion passed unanimously.

DISCUSSION ITEMS

5. Portable Gasoline Engine Powered Blowers

Public Comments: The following Los Altos residents spoke in opposition to eliminating the ban of portable gasoline engine powered blowers: Carl Orta, Michael Schuh, Doris Herrin, Myra Orta, Ray Schuster, Linda Ziff, Harvey Ziff, Andrea Mravca, Jon Baer and Heather Larkin.

Motion by Councilmember Satterlee, seconded by Councilmember Fishpaw, to thank staff for their efforts and take no further action.

The motion passed unanimously.

6. 858 University Avenue Use Permit Application

Assistant Planner Lacey and Assistant City Manager Walgren provided the staff report.

Council briefly discussed the conditions of the use permit.

Ted Brown, Applicant, spoke in favor of the application.

Public Comments:

The following spoke in favor of approving the use permit: Lorry Gordon, Tom Gordon, Brenda Milhem (Principal of University Child Development Center), Reed Clay, Ronald Jackson, Reverend Ron McHattie (Union Presbyterian Church), Beth Carla, Marilyn Davidson, Jan Avent, Bill Jennings, John Hammerschmidt, Clif Davidson, Cindy Fitz and Tish McKernan.

The following Los Altos residents spoke in opposition to granting the use permit: Gerry Madea, Kamal Ahmed, Susan Spielman, Richard Dessling, Manjita Bhaumik and Sangum Desai.

Council discussion followed regarding conditions of approval relative to the number of students enrolled at the two schools, drop-off of students and the timing of the renewal process.

Councilmember Casas disclosed ex parte communications with Principal Davidson and a former member of the Church congregation.

Motion by Mayor Pro Tem Carpenter, seconded by Councilmember Satterlee, to approve a use permit for a private preschool and elementary school with the following amendments: 1) Allow a maximum combined enrollment of 90 students; 2) Strike Condition No. 4 (3-year renewal); 3) Add a condition requiring a split in enrollment between the preschool and elementary school of no greater than 40-60, either way, with no more than 60% of the students being dropped off at a time; 4) Add a condition limiting the hours of operation to standard school hours; and 5) Add a condition requiring a staggered drop-off of students on school premises.

Councilmember Satterlee offered an amendment directing staff to bring back for final approval by the Council the conditions of approval. The amendment was accepted.

Motion by Councilmember Fishpaw, seconded by Mayor Pro Tem Carpenter, to amend the motion to allow a maximum combined enrollment of 100 students. The motion to amend passed 4-1, with Councilmember Satterlee dissenting.

The motion, as amended, passed 4-1, with Councilmember Satterlee dissenting. Staff was directed to conduct outreach with the schools and the residents.

7. Signs on City Property Ordinance

Motion by Councilmember Satterlee, seconded by Mayor Pro Tem Carpenter, to adopt amended urgency Ordinance No. 2011-364 amending Chapter 9.26 pertaining to Real Estate Open House Signs, and introduce and waive further reading of amended Ordinance No. 2011-365 amending Chapter 9.26 pertaining to Real Estate Open House Signs.

The motion passed unanimously.

8. Lehigh Cement Quarry

Mayor Packard presented the report.

Public Comment: Bill Almon, Los Altos Hills resident, commented in favor of the Council's direction on this matter.

Councilmembers expressed concerns with the harmful activities of the quarry and the desire to comment during all possible comment periods.

Motion by Mayor Packard, seconded by Councilmember Casas, to: 1) Direct staff to begin taking steps to conduct a public forum in May, potentially at the Los Altos High School Eagle Theatre, and to coordinate the public forum with Los Altos Hills; 2) Request that the ad hoc committee (Mayor Packard and Los Altos Hills Councilmember Waldeck) develop a focused question and engage an expert for Council consideration; and 3) Authorize the Mayor to send letters to the Water Quality Board, the Air Quality District and all others, as appropriate, expressing the City's concerns.

The motion passed unanimously.

9. Amendments to Chapter 2 – Administration and Personnel

Motion by Councilmember Satterlee, seconded by Mayor Pro Tem Carpenter, to introduce and waive further reading of amended Ordinance No. 2011-366 amending Chapter 2 of the Los Altos Municipal Code, titled Administration and Personnel.

The motion passed unanimously.

COUNCIL REPORTS AND DIRECTIONS ON FUTURE AGENDA ITEMS

Mayor Pro Tem Carpenter reported she attended her first Santa Clara County Library JPA meeting and thanked Henry Pastorelli for his service on the Bicycle Pedestrian Advisory Committee.

Councilmember Fishpaw requested a future Council discussion on the proposal presented by the Environmental Volunteers representative under Public Comments. Mayor Pro Tem Carpenter and Councilmember Casas supported discussion of the item. Councilmember Fishpaw also reported the League of Women Voters will be hosting a Meet Your Elected Officials event on March 20, 2011.

Assistant City Manager Walgren reported that a Joint Meeting will be held with City Council and the Planning and Traffic Commissions on March 15, 2011.

ADJOURNMENT

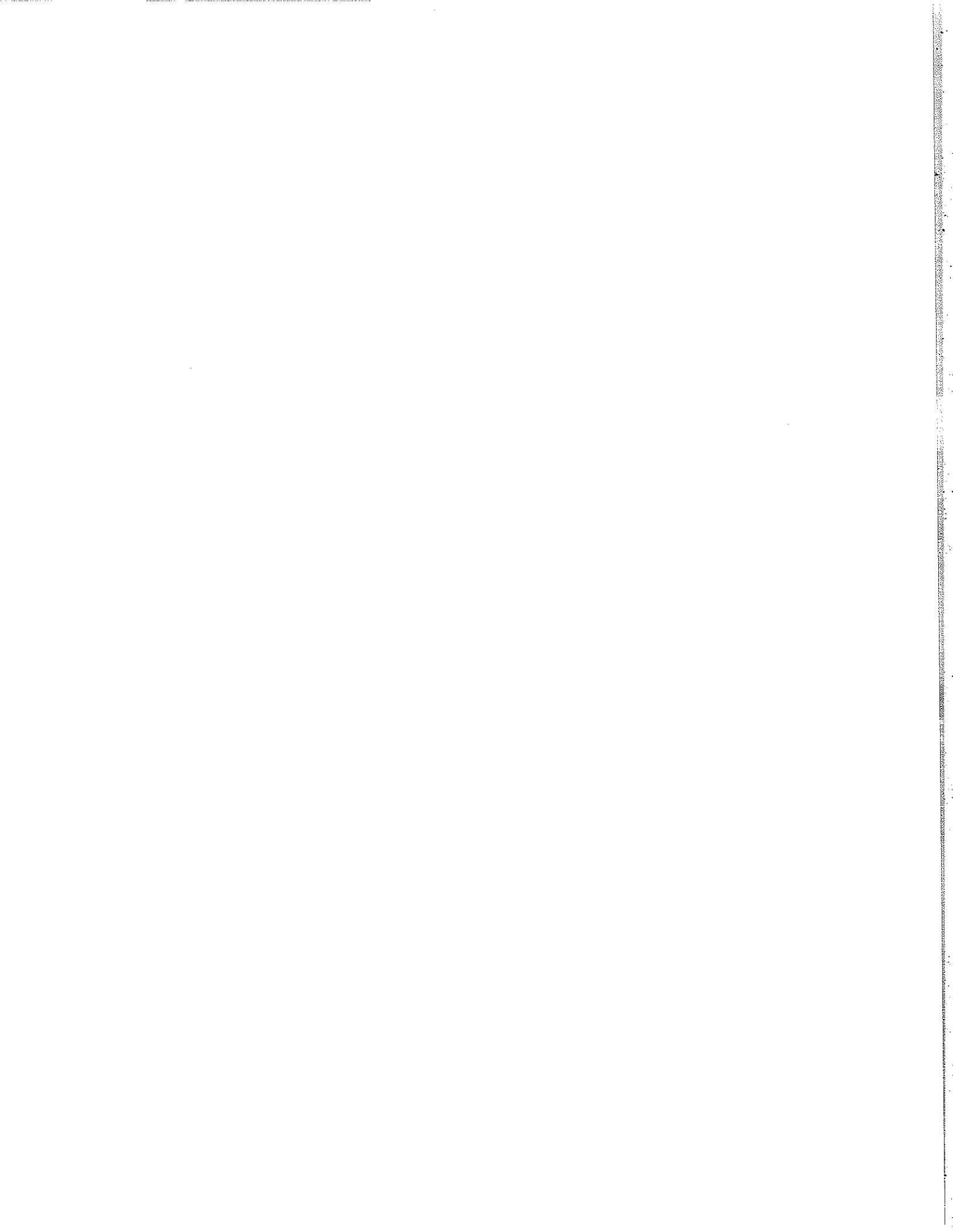
Mayor Packard adjourned the meeting at 10:47 p.m.

Ronald D. Packard, MAYOR

Jon Maginot, DEPUTY CITY CLERK

ATTACHMENT 4

**LACEY AGENDA REPORT DATED
MARCH 8, 2011**





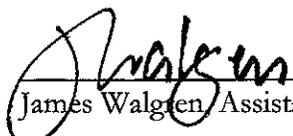
AGENDA REPORT SUMMARY

MEETING DATE: March 8, 2011
SUBJECT: 858 University Avenue Use Permit Application

RECOMMENDATION:

Approve a Use Permit application for a private preschool and elementary school, subject to the recommended findings and conditions.

ESTIMATED FISCAL IMPACT AMOUNT: Not Applicable BUDGETED: Not Applicable FUNDING SOURCE: Not Applicable	ATTACHMENTS Lacey Agenda Report Planning Commission Meeting Minutes Dated December 16, 2010 Planning Commission Staff Memorandum Dated December 16, 2010 Traffic Study Report Dated January, 2011	PUBLIC HEARING NOTICE November 24, 2010
		PREVIOUS COUNCIL CONSIDERATION Not Applicable
		CEQA STATUS Exempt


 James Walgren Assistant City Manager

3/2/11
 Date


 Douglas J. Schmitz, City Manager

2 March '11
 Date





AGENDA REPORT

DATE: March 8, 2011

TO: City Council

FROM: Shaun Lacey, Assistant Planner

SUBJECT: 858 UNIVERSITY AVENUE USE PERMIT APPLICATION

RECOMMENDATION

Approve a Use Permit application for a private preschool and elementary school, subject to the recommended findings and conditions.

BACKGROUND

This is an application for a use permit for a private preschool and elementary school at the Union Presbyterian Church located at 858 University Avenue. The use permit would allow the schools to increase their enrollment to a combined maximum of 120 students.

The project was heard before the Planning Commission on December 16, 2010. Following several comments from the public, who expressed both support and opposition to the application, the Commission voted 5-2 in favor of the application, with the following conditions of approval:

- The preschool and elementary school shall not exceed a combined maximum of 120 enrolled students;
- The preschool and elementary school shall operate Monday through Friday only;
- The church shall not hold regularly-scheduled worship services in the sanctuary during school hours, except for funerals, baptisms or other ancillary services;
- The use permit shall be subject to a renewal in three years;
- The applicant shall report its student enrollment to the City on an annual basis; and
- Landscape screening shall be added along the perimeter of the site to fill in significant gaps, per the direction of staff.

The dissenting Commissioners cited concerns with the traffic analysis as their basis to oppose the application. The Planning Commission meeting minutes and the staff memorandum with a detailed analysis of the project are attached for reference.

DISCUSSION

To address the concerns raised by some Commissioners about the methodology used in the traffic impact analysis, the applicant revised its report by reconsidering the Traffic Infusion on Residential Environments (TIRE) index and expanded the traffic study to the El Monte Avenue/Foothill

Expressway intersection. The TIRE index is a subjective analysis on perceived traffic impacts associated with a project or use within a surrounding neighborhood. The original report considered the increase in student enrollment (30 children) compared to the actual number of students observed in one day to generate the TIRE index. The revised report considered the maximum permitted enrollment (51 additional children) compared to the actual number of students and employees observed in one day, to estimate a larger number of trips generated by the use. This comparison concludes that the net new trips generated by the schools fall below the threshold to register a perceived impact to University Avenue in the TIRE index. The report also concludes that the trips generated by this application would not change the LOS to the intersections of University Avenue/El Monte Avenue or El Monte Avenue/Foothill Expressway. The revised report is attached for reference.

The Planning Commission recommended a condition for a one-time renewal of the use permit after three years for the purpose of monitoring the schools' activity. Staff is generally not supportive of these types of use permit conditions since the City always retains the ability to "call-up" and reevaluate a use permit if conditions of approval are not being met, such as enrollment limits, and it is time-intensive for all involved to schedule public hearings before the Planning Commission and City Council if they are not necessary. This can also raise false expectations that the City may deny the same request in the future even if the applicants are in compliance with the conditions of the use permit. This requirement has been included as a new condition no. 4 including language making it clear that the purpose of the reevaluation is just to determine compliance with the use permit conditions.

Cc: Union Presbyterian Church
Ted Brown, Applicant

Attachments:

1. Planning Commission Meeting Minutes Dated December 16, 2010
2. Planning Commission Staff Memorandum Dated December 16, 2010
3. Traffic Study Report Dated January, 2011

FINDINGS

10-UP-04 – 858 University Avenue

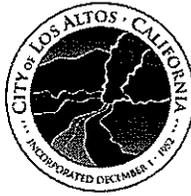
1. With regard to the Use Permit for a preschool and kindergarten through eighth grade elementary school, the City Council makes the following findings pursuant to Section 14.80.060 of the Los Altos Municipal Code:
 - a. The proposed location of the conditional use is desirable or essential to the public health, safety, comfort, convenience, prosperity or welfare;
 - b. 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;
 - c. 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
 - d. 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

10-UP-04 – 858 University Avenue

GENERAL

1. The preschool and elementary school shall not exceed a combined maximum of 120 enrolled students.
2. The preschool and elementary school shall operate Monday through Friday only.
3. The church shall not hold regularly-scheduled worship services in the sanctuary during school hours, except for funerals, baptisms or other ancillary services.
4. The use permit shall be subject to a renewal in three years to determine compliance with the use permit conditions.
5. The applicant shall report its student enrollment to the City on an annual basis.
6. Landscape screening shall be added along the perimeter of the site to fill in significant gaps, per the direction of staff.



ATTACHMENT 1

MINUTES PLANNING COMMISSION

7:30 p.m., December 16, 2010
Los Altos Community Meeting Chambers
One North San Antonio Road, Los Altos, California 94022

CALL TO ORDER

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

ROLL CALL

Present: Chair ABRAMS, Vice-Chair HULL, Commissioners BOCOOK, MOISON, LORELL,
BAER and BRUINS
Staff: Planning Services Manager KORNFIELD and Assistant Planner LACEY

PUBLIC COMMENT

The property owner for 134 Marvin Avenue raised a concern about a single-story project going on behind her house on Lyell Street. Staff stated that they would look into the matter.

CONSENT CALENDAR

1. Planning Commission Minutes

Approval of minutes – meetings of October 21, 2010 and November 18, 2010.

MOTION BY VICE-CHAIR HULL, SECONDED BY COMMISSIONER BAER, to approve the
October 21, 2010 regular meeting minutes as-is
THE MOTION PASSED BY A 6/0/1 VOTE, WITH BRUINS ABSTAINING.

MOTION BY COMMISSIONER LORELL, SECONDED BY COMMISSIONER BAER, to approve
the November 18, 2010 regular meeting minutes as revised to reflect that Commissioners BAER and
HULL were recused due to their residential proximity to the project.
THE MOTION PASSED BY A 6/0/1 VOTE, WITH HULL ABSTAINING.

PUBLIC HEARINGS

2. 10-UP-04 – United Presbyterian Church – 858 University Avenue

Assistant Planner LACEY presented the staff report recommending approval of use permit application 10-UP-04, subject to the listed findings and conditions.

The project applicant and the traffic engineer spoke in support of the project, and answered questions from the Commission. Several neighbors stated their concerns about the project, citing traffic, noise and zoning issues associated with the proposal. Some other residents spoke in support of the proposal.

The Planning Commission discussed the project. Commissioners BAER and LORRELL questioned the methodology used in the traffic analysis and requested that the study be expanded to the Foothill Expressway/El Monte Road intersection. A majority of the Commissioners discussed additional

conditions of approval such as reporting enrollment, improving the landscaping on-site, limiting the total enrollment of students associated with the schools, and limiting church activity while classes were in session.

MOTION BY COMMISSIONER BOCOOK, SECONDED BY COMMISSIONER BRUINS, to approve permit application 10-UP-04, per the staff report findings and following conditions:

- The preschool and elementary school shall not exceed a combined maximum of 120 enrolled students;
- The preschool and elementary school shall operate Monday through Friday only;
- The church shall not hold regularly-scheduled worship services in the sanctuary during school hours, except for funerals, baptisms, or other ancillary services;
- The use permit shall be subject to a renewal in three years;
- The applicant shall report its student enrollment to the City on an annual basis; and
- Landscape screening shall be added along the perimeter of the site to fill in significant gaps, per the direction of staff.

THE MOTION PASSED BY A 5/2 VOTE, WITH BAER AND LORELL OPPOSED.

3. 10-DA-02 – The Jeffrey A. Morris Group, Inc. – 400 Main Street and 230 First Street

Consideration of a Development Agreement and a Mitigated Negative Declaration of Environmental Effects for a conceptual mixed-use commercial development. Final architectural plans shall be subject to the Design Review approval process. *Project Planner: Walgren THIS ITEM WAS SUMMARILY CONTINUED TO THE JANUARY 6, 2011 PLANNING COMMISSION MEETING.*

DISCUSSION ITEMS

None.

CORRESPONDENCE

None.

COMMISSION REPORTS AND DIRECTION ON FUTURE AGENDA ITEMS

None.

ADJOURNMENT

Chair ABRAMS adjourned the meeting at 10:26 PM.

David Kornfield, AICP
Planning Services Manager



MEMORANDUM

DATE: December 16, 2010
TO: Planning Commission
FROM: Shaun Lacey, Assistant Planner
SUBJECT: 10-UP-04 – 858 UNIVERSITY AVENUE

RECOMMENDATION

Recommend to the City Council approval of use permit application 10-UP-04, subject to the listed findings and conditions.

PROJECT DESCRIPTION

This is a use permit application for a private preschool and elementary school to operate at the Union Presbyterian Church. The use permit would allow the private schools to operate at a capacity of 120 students, with 16 staff members. Further details of the proposed preschool and kindergarten through eighth grade elementary school are attached in applicant's project description.

BACKGROUND

The Union Presbyterian Church is located at the corner of University Avenue and Madonna Way. The site is zoned R1-H (single-family hillside residential), and the land use is designated for public and institutional use in the General Plan. The site has a previous history of use permits. In 1980, the City Council approved a private nursery school at the property. In 1987, the church was granted design approval to expand the classrooms at the rear of the property.

In 1992, a use permit was granted for a private junior and senior high school for up to 100 students. That use permit was subject to a one-year time limit, in which the applicant would be required to request an extension of that approval to continue operating on the property. No extension was filed, and that use permit subsequently expired.

In recent years, the property was administratively permitted to have two, 25-student schools ancillary to the primary church operations. The schools have outgrown their approval, and have therefore requested a use permit to increase their enrollment. The preschool and elementary school currently operate at a capacity of 90 students within the confines of the building at the rear of the property.

DISCUSSION

General

Pre-existing community facilities, such as private preschools and elementary schools, are conditional uses within the R1-H zoning district. In order to recommend approval of the conditional use permit, the Planning Commission must find that the preschool and elementary school is a desirable use, does not create any negative impacts with regard to the public health, safety or welfare, that the location and nature of the use is consistent with the objectives of the Zoning Ordinance and that it complies with all applicable regulations. As discussed below, the use is appropriate for the site and will create minimal impacts on the surrounding properties.

The Union Presbyterian Church is located on a 6.19-acre property -- the largest parcel within the surrounding neighborhood. The church provides services to its congregation on Sundays, and has a sanctuary capacity of approximately 270 seats. During the course of the week, the church allows small community functions within the buildings at various times of the day. There are two manse buildings (residences) for church administrators near the front of the property, adjacent to Madonna Way.

Enrollment and Hours of Operation

The project increases the enrollment from the administratively-permitted 50 students to the proposed 120 students. The hours of operation are 8:45 am to 11:45 am on Monday through Friday for the preschool, and 8:30 am to 2:45 pm on Monday through Friday for the elementary school. To minimize the impacts associated with the enrollment increase, staff added a condition to limit the number of students to 120 unless modified by City Council.

Parking

The site has a very large parking area (199 spaces) that runs along the perimeter of the entire property and in front of the church. There are two sets of parking requirements that apply to the property based on use. First, the parking regulations for the church require one space for every three-and-a-half seats in the main sanctuary, plus one additional space for each ministerial resident and one additional space for every two church employees. This equates to a total of 82 required parking spaces for the church (77 spaces for the sanctuary and five additional spaces for staff). Second, the parking regulations for the schools require one space for every two school employees, plus adequate area for student pick-up and drop-off. Therefore, the 16 school employees require a total eight stalls. Combined, a total of 98 spaces are required, leaving an additional 101 spaces available.

The pick-up and drop-off of children will occur on-site towards the rear of the parking lot area adjacent to the classroom buildings. Based on the size of the identified parking and circulation areas, there is ample space to meet the parking and circulation requirements.

Landscaping

The property is adequately landscaped and generally well-maintained. Numerous plants and trees exist along the perimeter of site, which exceed the required minimum of five feet of landscaping along the site perimeter. The existing evergreen screening mitigates views into adjacent yards along the shared property lines. The rear of the lot, where the pick-up and drop-off area is located, maintains an appropriate landscape buffer from residences located uphill behind the church.

Traffic

According to the City's General Plan, a transportation analysis is required for all projects resulting in 50 or more net new daily trips. The analysis identifies potential impacts to intersection and roadway operations, project access, and identifies feasible improvements or project modifications to reduce or eliminate impacts. According to the traffic report, the proposed schools will generate approximately 120 new daily trips over the existing 90-student use. The additional trips will not cause the intersection at University Avenue and El Monte Avenue to degrade a level of service (currently at a LOS B).

A level of service D is determined by the General Plan as the City's minimum standard. Any project that would either lower an intersection from a LOS of D, or that would have a measurable effect on the University Avenue and El Monte intersection, would be considered to have a significant effect on the environment pursuant to the terms of the California Environmental Quality Act (CEQA). This project is not considered to have a significant traffic effect and therefore does not require CEQA review on that basis.

The traffic report also includes the more subjective Traffic Infusion on Residential Environments (TIRE) index analysis that is required per City Council policy. The TIRE analysis shows that daily traffic volumes along University Avenue will not have a significant increase. The TIRE index also identifies the existing conditions of the site without the school (as noted in Appendix D). Thus, the daily traffic volumes associated with and without the schools (a total of 408 trips) remain below the threshold of perceived change along adjacent roads and intersections.

The Traffic Commission reviewed the transportation analysis at their December 1 meeting. Following a discussion, the Traffic Commission voted to accept the analysis unanimously. A copy of the draft meeting minutes and staff memorandum is attached for reference.

Noise

The Los Altos General Plan identifies maximum noise thresholds, depending on use, that are acceptable for uses to receive. The normally-acceptable exterior noise level for a school is up to 60 decibels and for a playground is up to 70 decibels. According to the General Plan's existing noise contour map, the site has the potential for exterior noise of up to 60 decibels, which is within acceptable limits for both a school and playground.

In regards to noise that may be generated by the use, there are two play areas routinely used by the children; one along the front lawn of the church and a second behind the church. Each of these areas is used approximately two hours per day. The location of the play areas are not expected to unreasonably impact nearby residential properties given the substantial setbacks from the front and rear property lines and their location to adjoining properties.

CORRESPONDENCE

Staff received letters of support for the proposed application. Correspondence is attached for reference.

ENVIRONMENTAL REVIEW

This project is categorically exempt from environmental review under Class 1, Section 15301 of the California Environmental Quality Act, as it maintains an existing facility.

Cc: Union Presbyterian Church, Property Owner
Ted Brown, Applicant

Attachments:

- A. Application and Project Description
- B. Area and Vicinity Map
- C. General Plan Figure NEH-1, Land Use Compatibility Standards
- D. Traffic Commission draft meeting minutes dated December 1, 2010
- E. Traffic Commission memorandum dated December 1, 2010
- F. Correspondence

FINDINGS

10-UP-04 – 858 University Avenue

1. With regard to the Use Permit for a preschool and kindergarten through eighth grade elementary school, the Planning Commission makes the following findings pursuant to Section 14.80.060 of the Los Altos Municipal Code:
 - a. The proposed location of the conditional use is desirable or essential to the public health, safety, comfort, convenience, prosperity, or welfare;
 - b. 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;
 - c. 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
 - d. 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

10-UP-04 – 858 University Avenue

GENERAL

1. The preschool and elementary school shall operate with no more than a cumulative 120 students, unless modified by the City Council.
2. The preschool and elementary school shall operate Monday through Friday only.
3. The church shall not have major services in the sanctuary during school hours.



ATTACHMENT A

CITY OF LOS ALTOS GENERAL APPLICATION

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

Permit # 1104529

<input type="checkbox"/> One-Story Design Review	<input type="checkbox"/> Sign Review	<input type="checkbox"/> Multiple-Family Review
<input type="checkbox"/> Two-Story Design Review	<input type="checkbox"/> Sidewalk Display Permit	<input type="checkbox"/> Rezoning
<input type="checkbox"/> Variance(s)	<input checked="" type="checkbox"/> Use Permit	<input type="checkbox"/> R1-S Overlay
<input type="checkbox"/> Lot Line Adjustment	<input type="checkbox"/> Tenant Improvement	<input type="checkbox"/> General Plan/Code Amendment
<input type="checkbox"/> Tentative Map/Division of Land	<input type="checkbox"/> Preliminary Project Review	<input type="checkbox"/> Appeal
<input type="checkbox"/> Subdivision Map Review	<input type="checkbox"/> Commercial Design Review	<input type="checkbox"/> Other:

Project Address/Location: 858 University Ave
 Project Proposal/Use: Private school on church property
 Current Use of Property: Church
 Assessor Parcel Number(s): 336-03-004 AND 336-03-005
 Site Area: 6+ Ac Total Existing Square Feet: 31,101 sq²
 Total Proposed Square Feet (including basement): No change

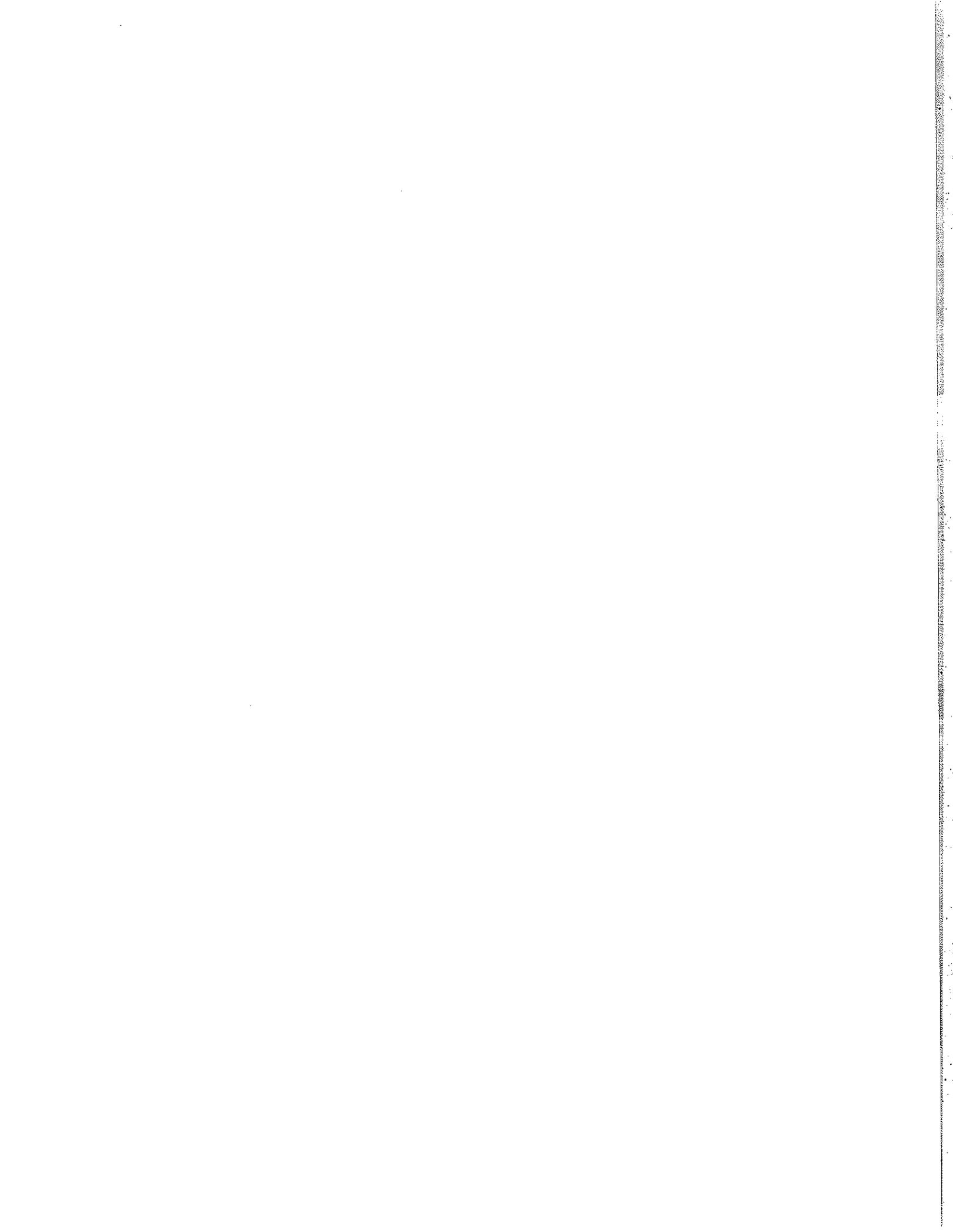
Applicant's Name: Ted Brown, Union Presbyterian Church
 Home Telephone #: 948.6954 Business Telephone #: Same
 Mailing Address: 1360 Country Club Dr.
 City/State/Zip Code: Los Altos, CA 94024

Property Owner's Name: Union Presbyterian Church
 Home Telephone #: 948-4361 Business Telephone #: 948-4361
 Mailing Address: 858 University Ave
 City/State/Zip Code: Los Altos, CA 94024

Architect/Designer's Name: _____ Telephone #: _____

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

(continued on back)



Union Presbyterian Church

858 University Avenue, Los Altos, CA 94024
Phone: (650) 948-4361 Fax: (650) 948-4403
www.unionpc.org

9/23/10

Mr. David Kornfield
Planning Services Manager
City of Los Altos

The Union Presbyterian Church of Los Altos (UPC) requests that its use permit be modified to formally include the operation of a relatively small pre-school and elementary school on its church property at 858 University Ave. in Los Altos. Attached is a check in the amount of \$2,760 to cover fees for processing this request. Additionally, UPC is hiring a licensed traffic engineer (Mr. Dennis Belluomini, PE of AECOM) to conduct the required traffic study. This study should be finished about the end of October and the results of this study will be forwarded to you as soon as it is complete.

The following data are provided to assist in your analysis. The sanctuary can hold about 300 persons, though the schools do not meet when functions are held in the sanctuary. The pre-school and elementary school have a total of 65 students on Monday, Wednesday and Friday and 90 on Tuesdays and Thursdays. The combined schools staff totals 16. The church staff totals 8 plus yard and janitorial services, however the staff at the church during school days runs between 3 and 4. We have a Lay ministry organization (Help One Child that works to help foster children) that has offices in the church and they have a staff of 4 people in the building during weekday hours.

Because these schools provide a valuable service to our community UPC would like to formalize the arrangement under which the two schools operate at UPC. Heritage elementary school and University Child Development Center pre-school started meeting at UPC in 2008. These Christian schools were considered to be an ancillary activity consistent with the objectives and scope of our use permit. Since their inception these schools have very successfully assisted children and families in our community, and have been particularly helpful to certain families with children who need extra attention.

While the schools have grown in size, they fit comfortably within the church facilities and their hours of operation do not conflict with other church ministries and do not negatively impact the surrounding neighborhood.

We anticipate the combined number of students on their busiest day could total 120 which easily fits within the 8 classrooms and assembly room that support the church's nursery through 6th grade Sunday School programs. These weekday schools will meet during the school year and do not exceed the number of students that for many years have attended our summer Vacation Bible Study programs which also meet on weekdays during the early weeks of Summer Vacation. Additionally, these two schools have staggered arrival and ending times, so they will produce even less traffic impact than the long-established Vacation Bible Study and Summer Sports Camp programs which have not presented a problem.

No new construction is needed or planned to support these schools. The Fire Marshall inspected the property in 2009 for conformity to the latest standards for such schools and the church has updated its safety systems to meet these standards.

The following attachments are appended:

- A) A Site Plan showing the manses and the church building including the area of the church building that will be used by the schools, plus the playground areas and the drop off and pick up location in the back of the building.**
- B) A more detailed drawing showing the rooms and their locations that will be used by the schools.**
- C) A check in the amount of \$2,750 to cover the use permit change fee.**

Additionally UPC will provide stamped postal cards to be used to advise neighbors living within 500 feet of the church's boundaries of these planned uses and of public meetings on this subject. I understand the City will determine those persons and properties that should be notified.

It is also our intention to hold a meeting with our neighbors to explain and introduce them to our plans though many neighbors have already come forward to support these schools.

It is the church's desire to use its facilities to serve both our church mission objectives and the community in which we live. We thank you for your assistance on this project; please advise me if additional information is required.

Sincerely,



**Ted Brown, project leader
Union Presbyterian Church of Los Altos
858 University Ave.
Los Altos, CA 94024
TGB home phone 650.948.6954**

ATTACHMENT B

AREA MAP

SITE



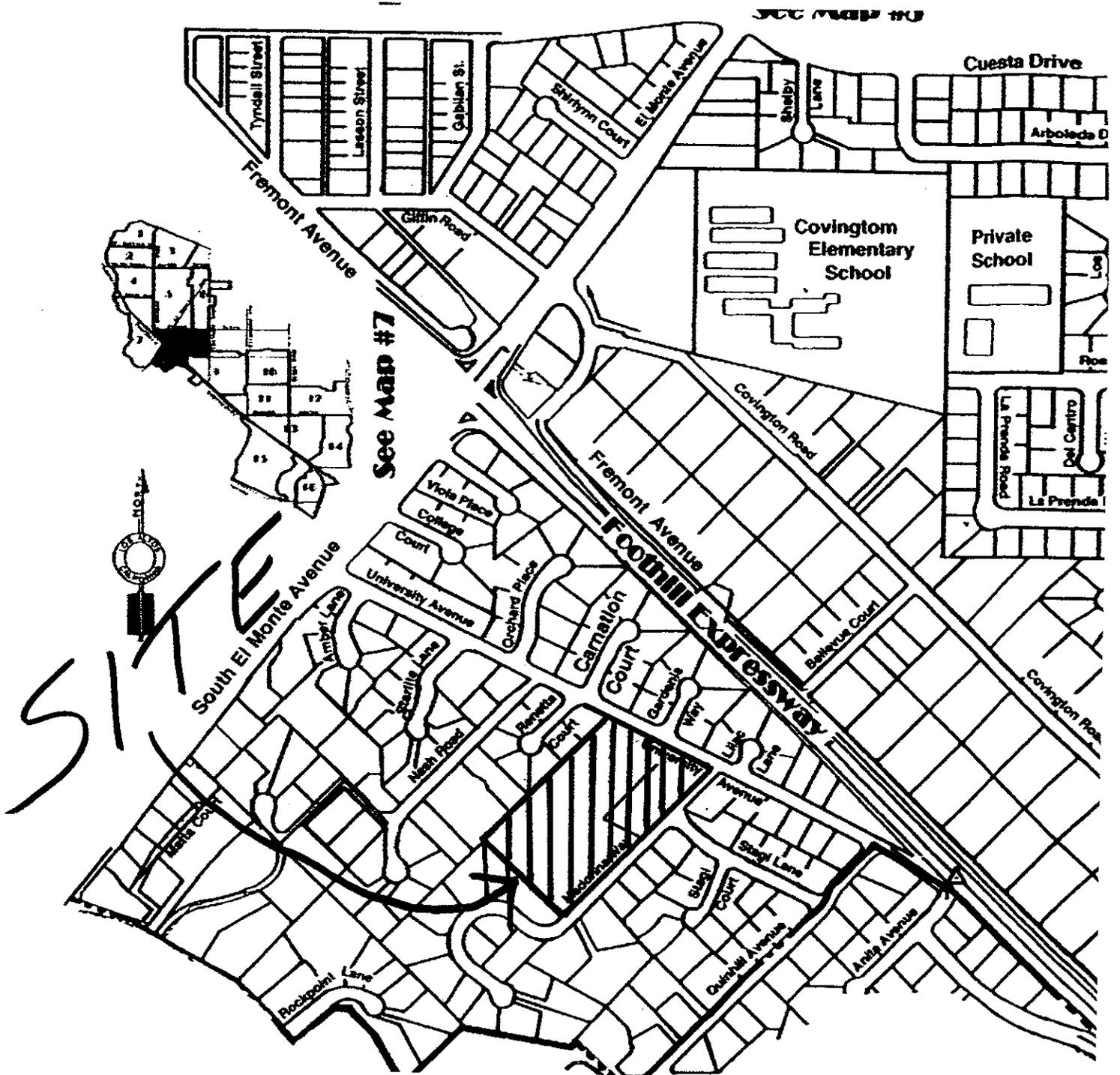
CITY OF LOS ALTOS



APPLICANT:
LOCATION:

10-UP-04
T. Brown
Union Presbyterian Church
858 University Avenue

VICINITY MAP



APPLICATION #: 10-UP-04
 APPLICANT: T. Brown
 SITE ADDRESS: Union Presbyterian Church
 858 University Avenue



Table NEH-1
Land Use Compatibility Standards

Land Use	Community Noise Exposure (Ldn or CNEL)					
	55	60	65	70	75	80
Residential	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Transient Lodging – Motel, Hotel	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Schools, Libraries, Churches, Hospitals, Nursing Homes	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Auditoriums, Concert Halls, Amphitheaters	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Sports Arena, Outdoor Spectator Sports	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Playgrounds, Parks	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Golf Course, Riding Stables, Water Recreation, Cemeteries	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Office Buildings, Business Commercial, and Professional	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Industrial, Manufacturing, Utilities, Agriculture	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable

Source: Modified by CBA from 1998 State of California General Plan Guidelines.



Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved meet conventional Title 24 construction standards. No special noise insulation requirements.



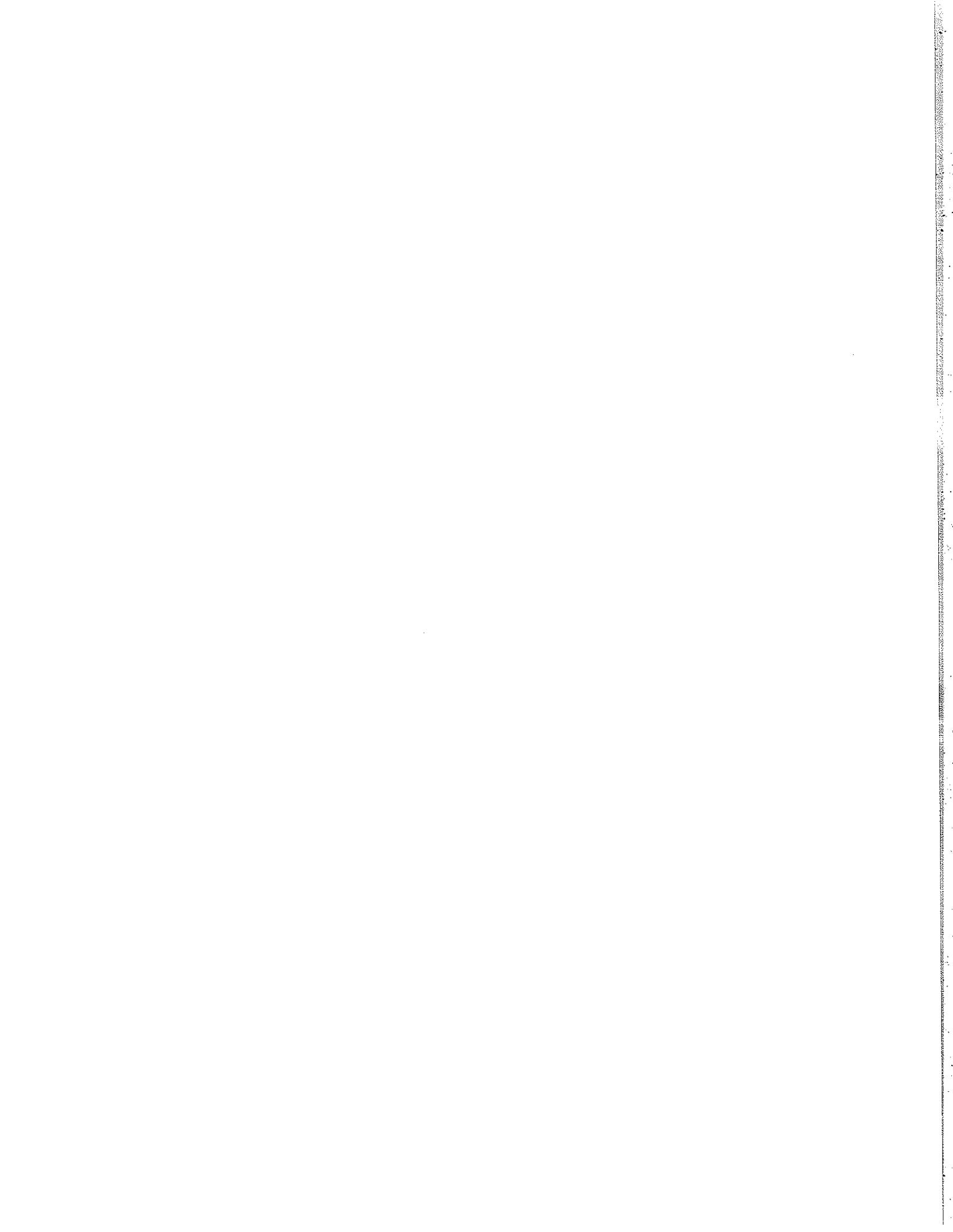
Conditionally Acceptable: New construction or development shall be undertaken only after a detailed noise analysis is made and noise reduction measures are identified and included in the project design.



Normally Unacceptable: New construction or development is discouraged. If new construction is proposed, a detailed analysis is required, noise reduction measures must be identified, and noise insulation features included in the design.



Clearly Unacceptable: New construction or development should not be undertaken.



ATTACHMENT D

MINUTES OF A SPECIAL MEETING OF THE TRAFFIC COMMISSION OF THE CITY OF LOS ALTOS, HELD ON WEDNESDAY, December 1, 2010 AT 7:00 P.M. AT COUNCIL CHAMBERS, LOS ALTOS CALIFORNIA

PRESENT: Chair Tollinger, Vice Chair Crook, Commissioners Davidson, Pasturel, Baer, Gallagher, and Chiang

PLEDGE OF ALLEGIANCE

Lead by Chair Tollinger

PUBLIC COMMENTS

None

CONSENT CALENDAR

1. Minutes
Approved the minutes for the regular meeting of October 27, 2010.

DISCUSSION ITEMS

2. Union Presbyterian School Traffic Study
Reviewed and discussed traffic study. Approved 7-0.
3. Preparation for January 11, 2011 Joint TC/CC Meeting
Discussed the Powerpoint presentation at the joint TC/CC meeting in January 11, 2011.
4. Raised Crosswalk
Public comments were made by Jim Wing, Linda DeMichiel, and Janis Ahmadjian-Baer. After much discussion, it was decided that the traffic commission would seek further input from the public and continued the discussion to the March 2011 meeting.
5. Bike-Friendly Community Application
Reviewed and discussed the application. Approved 7-0.

COMMISSION REPORTS AND DIRECTIONS ON FUTURE AGENDA ITEMS

BPAC – Bill Crook gave an update. No BPAC meeting in November.

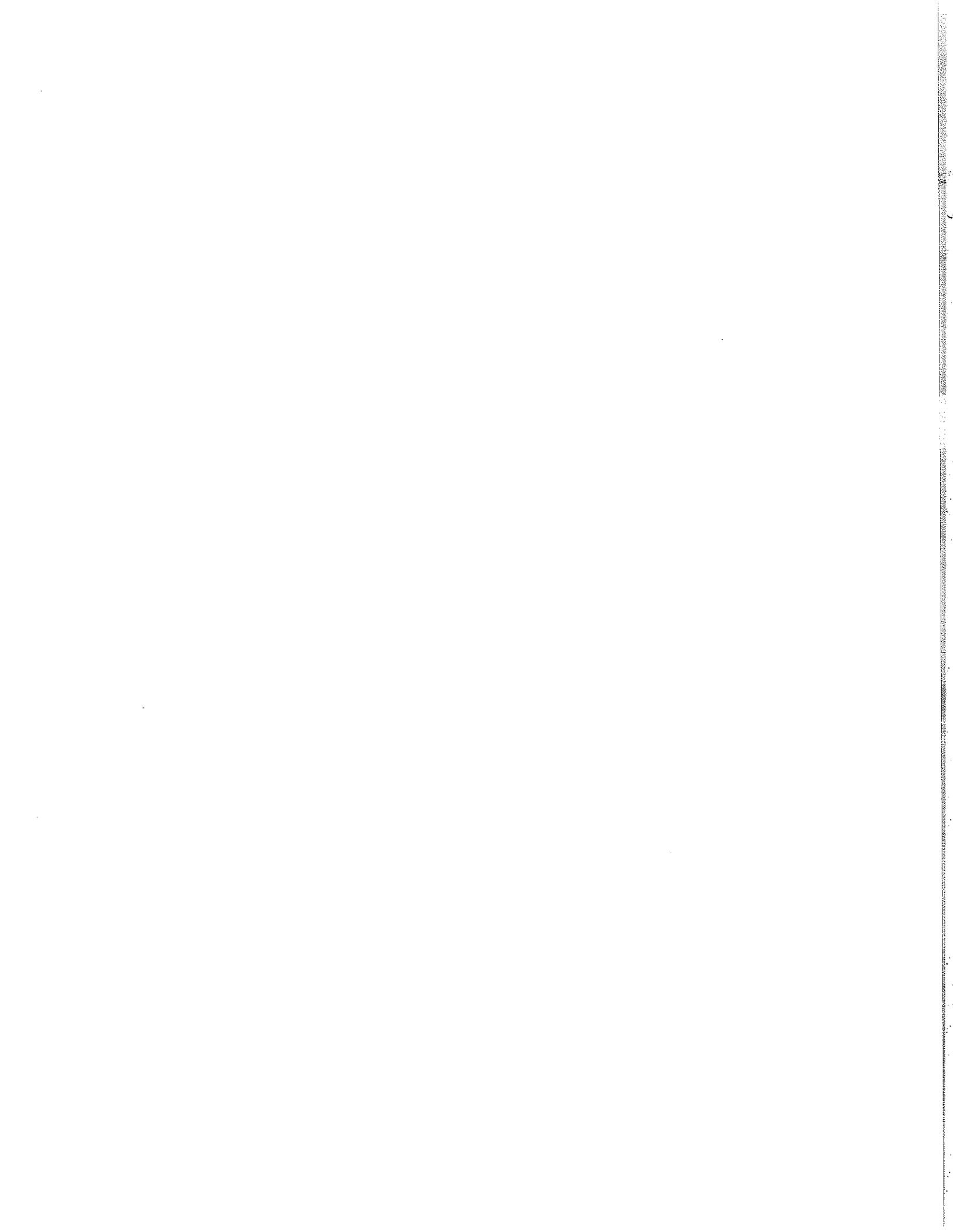
Future Agenda Items

- Raised Crosswalk

ADJOURNMENT

Chair Tollinger adjourned the meeting at 9:00 pm

Tom Ho, Staff Liasion to Traffic Commission





MEMORANDUM

DATE: December 1, 2010
TO: Traffic Commission
FROM: Shaun Lacey, Assistant Planner
SUBJECT: 10-UP-04 – 858 UNIVERSITY AVENUE

RECOMMENDATION

Provide an advisory recommendation to the Planning Commission on the traffic impact report for a proposed preschool.

BACKGROUND

This is a use permit application for a preschool (daycare) and a K-8 private school to operate within the Union Presbyterian Church at 858 University Avenue. The site was approved for two, 25-student schools that are ancillary to the day-to-day church operations. The schools have since outgrown that approval, requiring the church to apply for a use permit to operate at a higher capacity.

DISCUSSION

According to the City's General Plan, a transportation analysis and public review is required for all development projects resulting in 50 or more net new daily trips. The goal of the analysis is to identify potential impacts to intersection and roadway operations, project access, and identify feasible improvements to reduce or eliminate impacts. According to the traffic report, the proposal will add 120 net new daily trips over the existing use, and approximately 280 gross new trips to the property (the project proposes an increase of 70 students beyond the approved 50-student limit). Public review will take place at Planning Commission and City Council.

A level of service D is determined by the General Plan as the City's minimum intersection standard. Any project that would either lower an intersection from a LOS of D, or that would have a measurable effect on an intersection with a LOS of E or F, would be considered to have a significant effect on the environment pursuant to the terms of the California Environmental Quality Act (CEQA). This project will not change the level of service to the intersection of University Avenue and El Monte Avenue (LOS of B). Therefore, the project does not require CEQA review.

The traffic report also includes the Traffic Infusion on Residential Environments (TIRE) index analysis that is required per City Council policy. The subjective TIRE analysis shows that daily traffic volumes adjacent to the project site along University Avenue will not increase significantly.

Traffic Commission
10-UP-04, 858 University Avenue
December 1, 2010
Page 2

As noted in the appendix, the TIRE index identifies the existing conditions of the site without the school. This demonstrates that at a zero baseline, the daily traffic volumes associated with the use still remains below the threshold of perceived change along adjacent streets and intersections.

Attachments

A. Transportation Analysis, dated November, 2010

Cc: Ted Brown, Union Presbyterian Church

Final

**Union Presbyterian School
Traffic Study Report**

Prepared for

Union Presbyterian School

Prepared by

AECOM

November 2010

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1.0 INTRODUCTION

The Union Presbyterian School, located at 858 University Avenue in the City of Los Altos, proposes to increase its current enrollment by 30 students by next year. The Union Presbyterian School, consisting of both pre-school and elementary school students, currently has approximately 90 students.

This report presents the traffic analysis of the proposal and highlights any adverse impacts brought about by the proposed project.

1.1 Study Area

The study intersection for this project is El Monte Avenue / University Avenue. Existing traffic counts were conducted for the AM peak hours (7:00 am – 9:00 am) and PM peak hours (4:00 pm – 6:00 pm). Figure 1-1 shows the project location and study intersection.

1.2 Analysis Scenarios

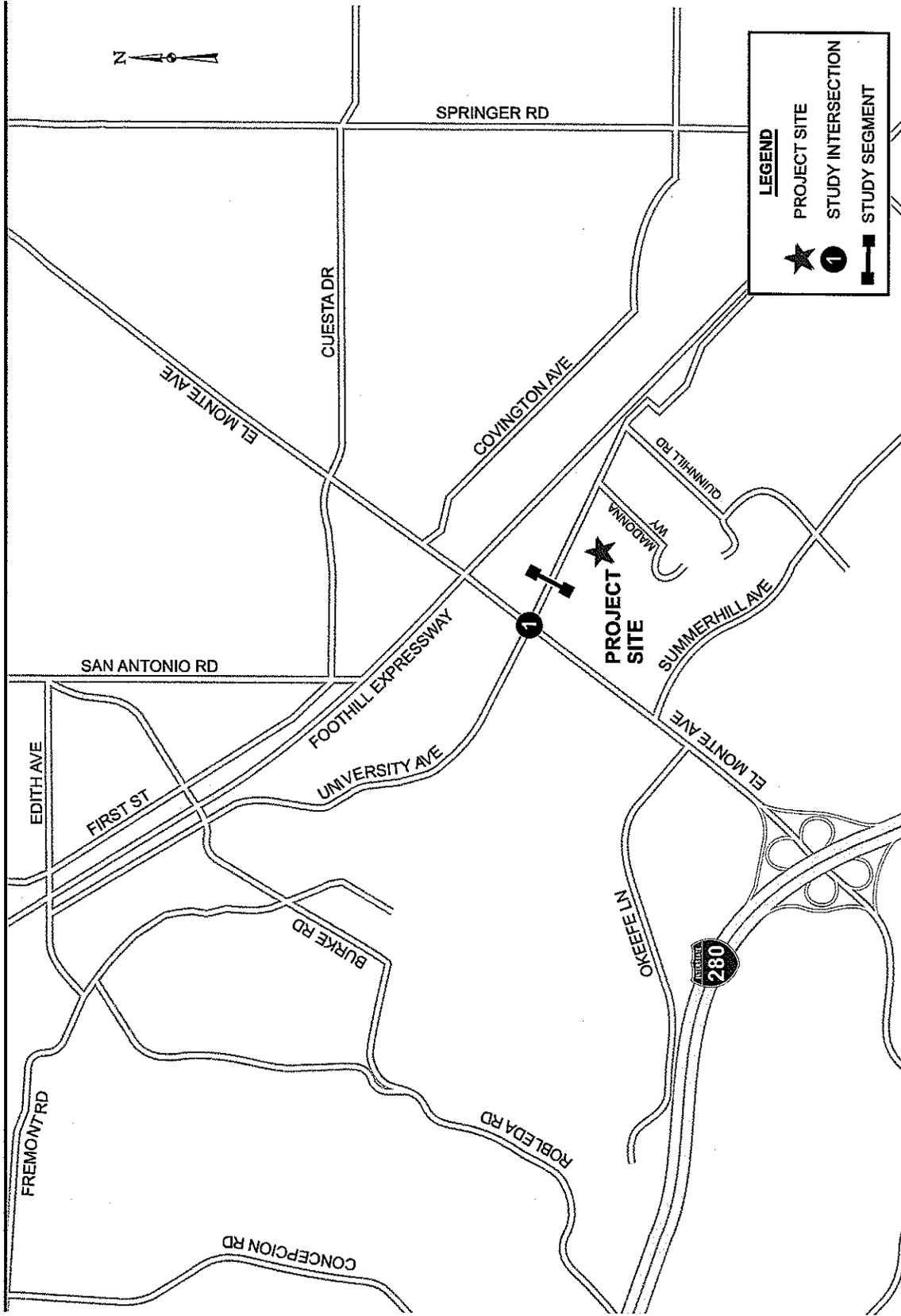
The study consists of three scenarios:

1. Existing Conditions
2. Background Conditions
3. Background Conditions plus Project Conditions

It is assumed that the traffic growth in the area would be about 1% per year which is consistent with other traffic studies performed for the City of Los Altos.

1.3 Background

The schools at the Union Presbyterian Church which started in 2008 is made up of a pre-school (University Development) and an elementary school (Heritage Academy, K-6). The current enrollment for the pre-school is 30 students and 57 for the elementary school. Weekday classes for the pre-school are from 8:45 am to 11:45 am and the class hours for the elementary school are from 8:30 am to 2:45 pm. There are 6 full time staff members at the elementary school and 9 at the elementary school. While most students get dropped-off at the school each morning, about two elementary school students walk/cycle to school per day on an average.



UNION PRESBYTERIAN SCHOOL

Figure 1-1

STUDY AREA AND INTERSECTIONS

2.0 EXISTING CONDITIONS

This section presents the existing traffic conditions. Intersection performance, site circulation and roadway conditions will be discussed.

2.1 Intersection Analysis Methodology

The current methodologies adopted for intersection operational analysis in Santa Clara County are according to the Highway Capacity Manual (HCM) 2000. HCM 2000 analysis is applied via the TRAFFIX 8.0 software package per the requirements of the Santa Clara County Congestion Management Agency. Level of service for signalized intersections is defined in terms of control delay. The thresholds of level of service (LOS) A through F are noted in Table 2-1. Control delay includes initial deceleration delay, queue move-up time, stopped delay and final acceleration delay. Average control delay weighs the delay per movement according to the traffic volumes for that movement. The critical volume to capacity (v/c) ratio is an approximate indicator of the overall efficiency of an intersection. The critical v/c ratio depends on the conflicting critical lane flow rates and the signal phasing. V/C ratio ranges from 1.0 when the flow rate equals capacity to 0.0 when the flow rate is zero. Values above 1.0 indicate an excess of demand over capacity. Average critical delay weighs the delay for the critical (conflicting) movements based on the traffic volume for that movement.

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

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

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

2.1.1 Intersection Performance

Figure 2-1 presents the intersection geometry and volume for the study intersection of El Monte Avenue and University Avenue. Under existing conditions, this intersection is operating at LOS B, with an average delay of 13.5 seconds and a V/C ratio of 0.519 during the AM peak hour and LOS B+ during the PM peak hour with an average delay of 11.9 seconds and a V/C ratio of 0.497. This intersection is currently operating within acceptable LOS standards for both the City and the Congestion Management Agency. Analysis details are included in the Appendix.

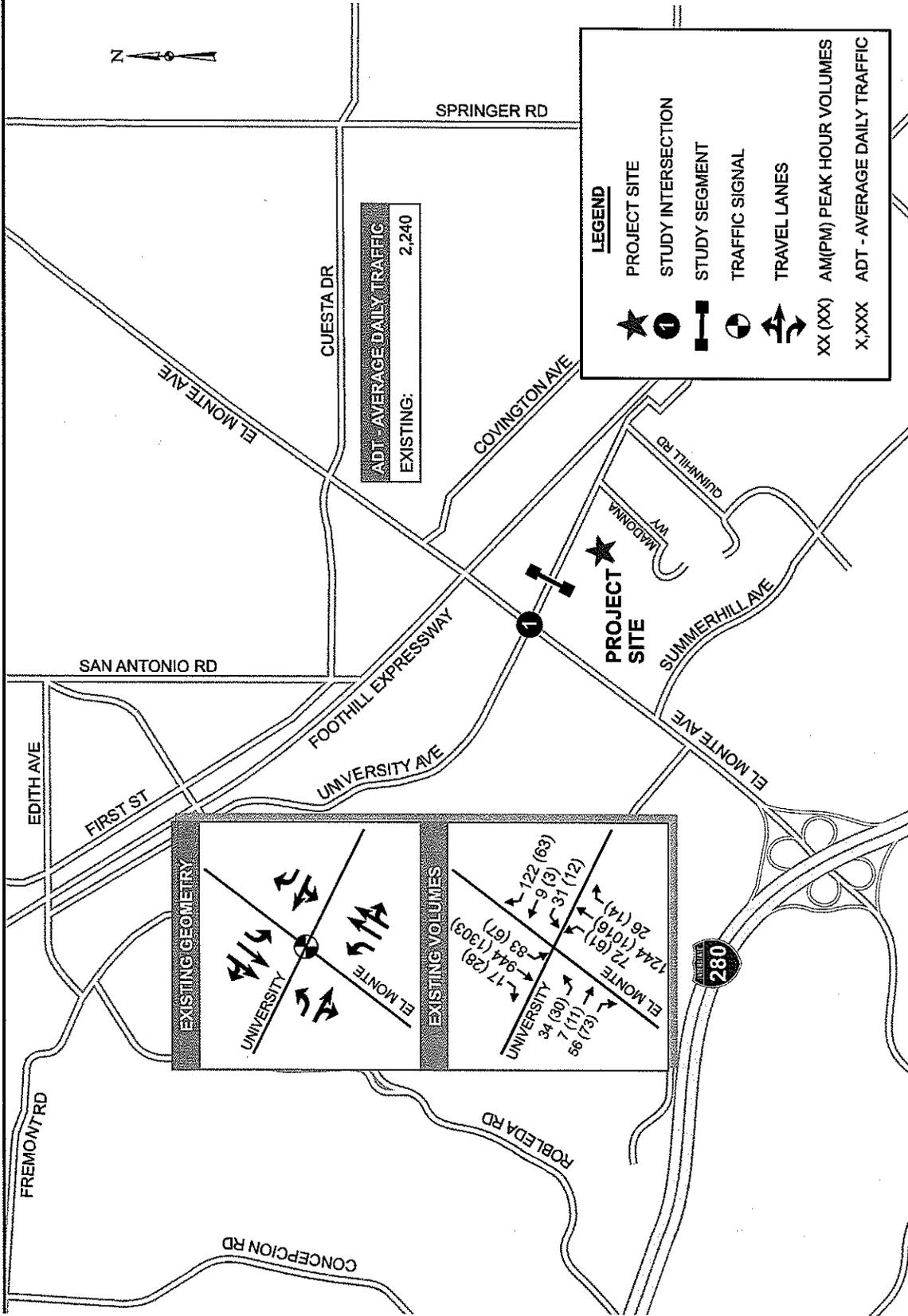


Figure 2-1
EXISTING CONDITIONS GEOMETRY AND VOLUMES

2.2 Site Access and Circulation

Currently, access to the school campus can be made directly from University Avenue. The driveway from the University Avenue to the front of the school/church building is more than 200 feet long and provides an adequate queuing area within the school / church property. No queue was observed to extend beyond the driveway under existing conditions.

AECOM observed a total of 62 cars entering the school campus in the AM peak hour and 29 cars exiting during the elementary dismissal time between 2:30 pm to 3:30 pm on the survey day. The number of cars entering and exiting the school compound during the highway peak hour of 4:00 pm to 6:00 pm is less than 5 and they are considered negligible, with no impact on the surrounding roadway network.

2.3 Parking

There are more than 160 parking spaces at the school / church property, of which six are handicap parking. AECOM observed 22 parked vehicles on the survey day; approximately 13 percent occupancy. As such, there is sufficient parking within the school property under existing conditions. The parking rate for the school, based on the number of student present, is calculated to be 0.35 vehicle/student.

2.4 TIRE Index

TIRE Index is a numerical representation of a resident's perception of the influence of traffic on daily life. Streets with TIRE levels above 3.0 are considered traffic dominated, while those with indices below 3.0 are better suited for residential activities. The current TIRE Index of University Avenue is 3.4 based on the estimated average daily traffic (ADT) of approximately 2,635 vehicles per day. The TIRE Index values are presented in the Appendix for reference.

2.5 Additional Information

The study also analyzes the condition of the study intersection and University Avenue if the school is not there today. The analysis details are presented in the Appendix. The intersection of El Monte Avenue and University Avenue would perform at the same level as 'with' the school and the TIRE Index would not change without the school.

3.0 BACKGROUND CONDITIONS

This section presents the background conditions analysis, for the 'with' and 'without' project scenarios. Background condition traffic volumes are obtained by increasing the existing volumes by one percent to account for growth around the study area. Project trips are subsequently added to give the 'with' project scenario.

3.1 Background Conditions – Without Project

Traffic volumes used in the background conditions are obtained by increasing existing traffic volumes by one percent to account for growth in the study area vicinity when the enrollment is scheduled to increase in one year's time. The traffic volumes at the study intersection are shown in Figure 3-1. Under background conditions, this intersection is operating at LOS B, with an average delay of 13.6 seconds and a V/C ratio of 0.524 during the AM peak hour and LOS B+ during the PM peak hour with an average delay of 12.0 seconds and a V/C ratio of 0.502. This intersection will operate within acceptable LOS under background conditions. Analysis details are included in the Appendix.

3.2 Project

The proposal by the Union Presbyterian School is to increase enrollment by 30 students by next year. The following discussion looks at the expected number of trips generated by the increase in student population and its impact on the study intersection and surrounding roadway network.

3.2.1 Trip Generation

Trip generation for the schools at the Union Presbyterian Church is calculated based on the observed trips arriving and leaving the school compound during the AM and PM peak hours. In particular, the observed trips generated during the afternoon dismissal time are treated as the PM peak hour trip generation in order to provide a more conservative analysis.

Table 3-1 presents the observed trip generation, collected at the school's driveway. Based on the number of students attending school on the survey day, the trip generation rates for the AM and PM peak hours were calculated. Using the calculated trip generation rates, the additional trips generated by the proposed project are presented in Table 3-2. The project is expected to generate a total of an additional 51 trips in the AM peak hour and 25 trips in the PM peak hour.

**Table 3-1
Peak Hour Trip Generation Rates**

	AM			PM			# of Enrolled Students	# of Students Present
	In	Out	Total	In	Out	Total		
Observed Trips	62	43	105	23	29	52	87	62
Calculated Rates	1.0	0.69	1.69	0.37	0.47	0.84		

Source: AECOM, 2010

**Table 3-2
Peak Hour Project Trips**

Project		AM			PM		
		In	Out	Total	In	Out	Total
Rates		1.0	0.69	1.69	0.37	0.47	0.84
Students	30	30	21	51	11	14	25

Source: AECOM, 2010

In comparison, based on the ITE trip rates (*Trip Generation*, ITE 2008) for Private School with kindergarten to grade eight (Land Use 534), the project is expected to generate at total of 27 trips in the AM peak hour (average trip rate = 0.9) and 18 trips in the PM peak hour (average trip rate = 0.6). Again, adopting a more conservative approach, the observed trip rates are being used in this analysis instead of the ITE rates.

3.2.2 Trip Distribution and Assignment

Figure 3-2 presents the trip distribution percentages used for analysis. The number of project trips derived above are distributed according to these percentages and assigned to the study intersection. The assigned project trips at the study intersection are shown in Figure 3-1.

3.2.3 Significance Criteria

The level of service standard defined as acceptable by the City of Los Altos is LOS D or better for City controlled intersections. Whereas, the VTA defines an acceptable operating level of service as LOS E or better for CMP designated intersections. However, even CMP intersections within the City of Los Altos are expected to meet the City's LOS policy. A significant project impact for signalized intersection is defined as:

- The intersection operating at level D or better under No Build Conditions deteriorates to LOS E or F, or
- An increase in the critical movement delay at an intersection operating at LOS E or F under No Build Conditions by four (4) or more seconds and an increase in the critical V/C ratio by 0.01 or more.

3.3 Background Conditions – With Project

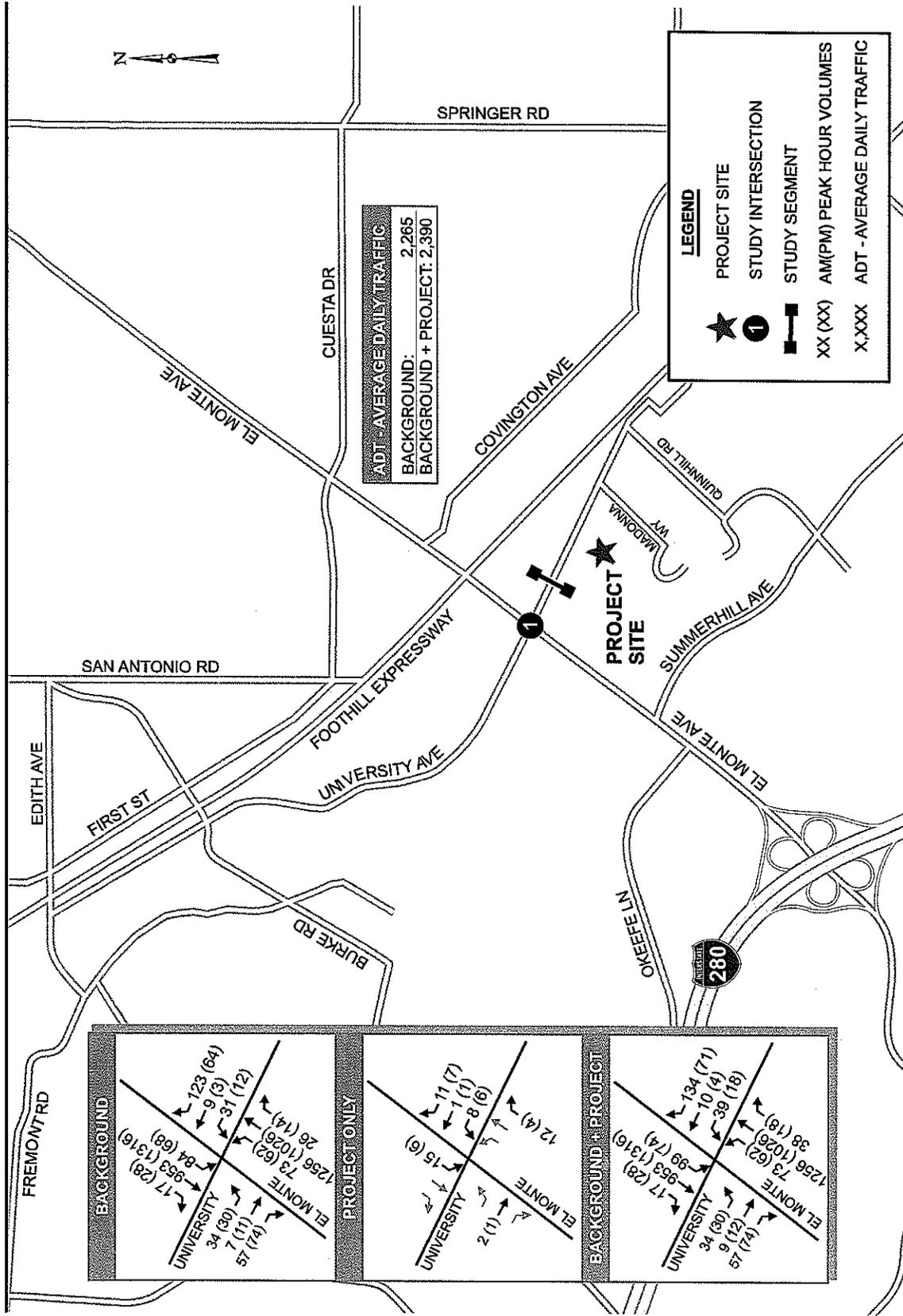
This section evaluates the 'with project' conditions. In order to determine the effects of the project, analysis results of the 'with project' scenario were compared to the 'without project' scenario using the significance criteria described in Section 3.2.3.

Traffic volumes for the 'with project' scenario are shown in Figure 3-1. The intersection performance under this scenario is compared with the 'no project'. Table 3-3 presents the comparison. It can be seen that the study intersection will continue to operate within an acceptable LOS of B with the project during both peak hours. As such, the project would not adversely impact the study intersection. The analysis details are presented in the Appendix.

**Table 3-3
Background With Project Intersection LOS Comparison**

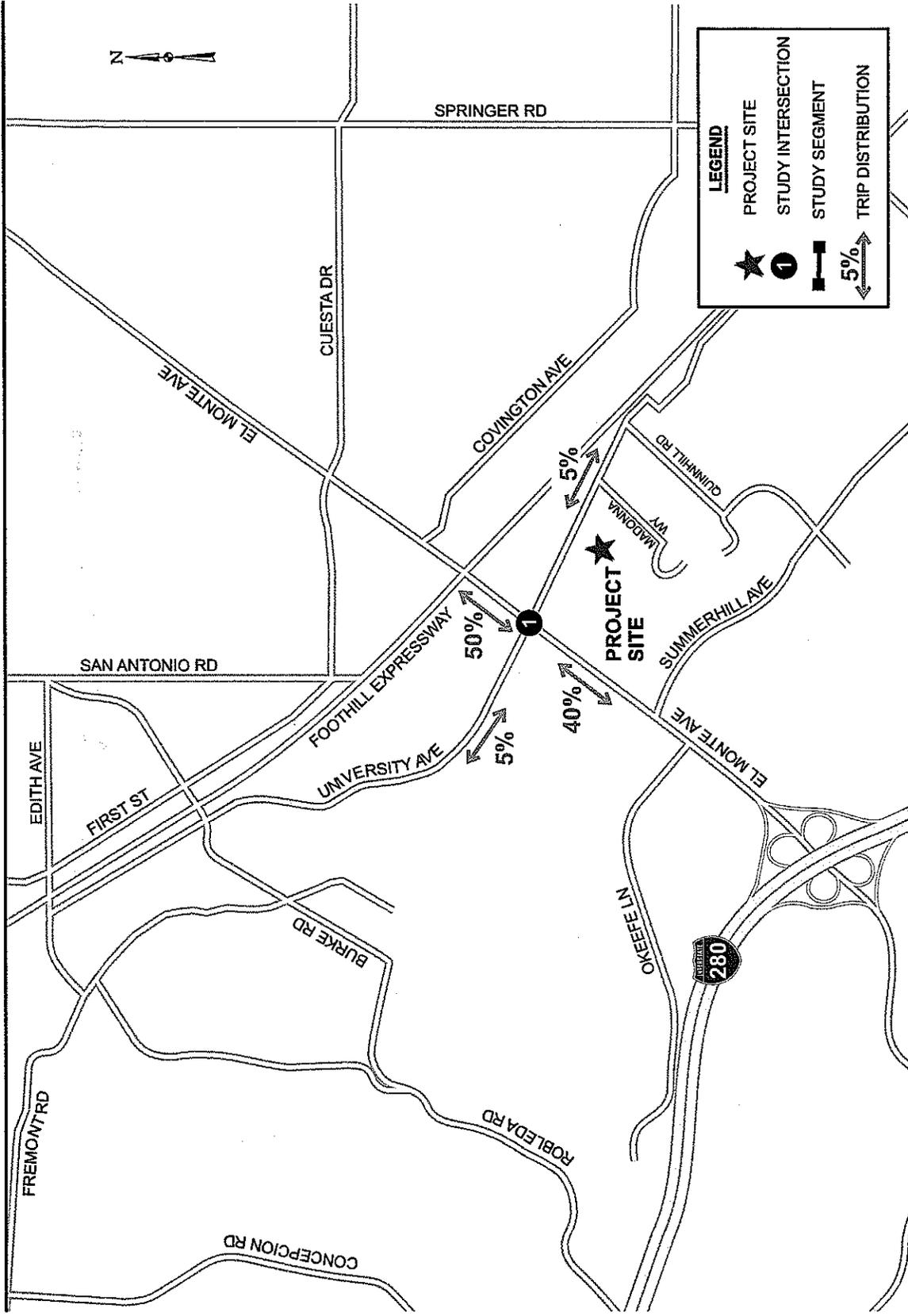
#	Intersection	Background AM				Background + Project AM				Background PM				Background + Project PM			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
1	El Monte Avenue / University Avenue	B	13.6	0.524	12.7	B	14.4	0.544	13.9	B+	12.0	0.502	10.6	B	12.2	0.503	10.6

Source: AECOM, 2010



UNION PRESBYTERIAN SCHOOL

Figure 3-1
FUTURE CONDITIONS VOLUMES



UNION PRESBYTERIAN SCHOOL

Figure 3-2

PROJECT TRIP DISTRIBUTION

3.3.1 Site Access and Circulation

There will be no change to the driveway and access design in the future. The existing driveway and access are expected to accommodate the additional vehicles generated by the enrollment increase. The long driveway and spacious parking area are adequate under the 'with project' conditions.

3.3.2 Parking Provision

Based on the school's parking generation rate calculated in Section 2.3 of 0.35, the 30 additional students would generate up to an additional 11 parked vehicles. There is sufficient parking space on the school / church property to accommodate the increase.

3.3.3 TIRE Index

Table 3.4 presents the TIRE Index comparison between the 'with' and 'without' project scenarios. A street is considered impacted if the TIRE Index increases by 0.1. An increase in the TIRE Index of 0.1 or more indicates that residents would notice an increase on the street.

As there will not be an increase in the staff population as part of the project, additional daily trips made by the additional 30 students would be a total of 120 trips (60 in, 60 out). Adding a buffer of ten percent to account for any miscellaneous trips that could be generated as a result of the increase, the daily project trips would be a total of 132.

The project would add 125 daily trips to the segment of University Avenue between El Monte Avenue and the school's driveway. The 'with' project TIRE Index would remain at 3.4; the project would not adversely impact University Avenue.

**Table 3-4
 TIRE Index Comparison**

Segment	Background Conditions		0.1 Change In the TIRE Index	Background + Project Conditions		Impact
	ADT	TIRE Index		ADT	Change	
University Avenue, East of El Monte Avenue	2665	3.4	650	2790	125	N

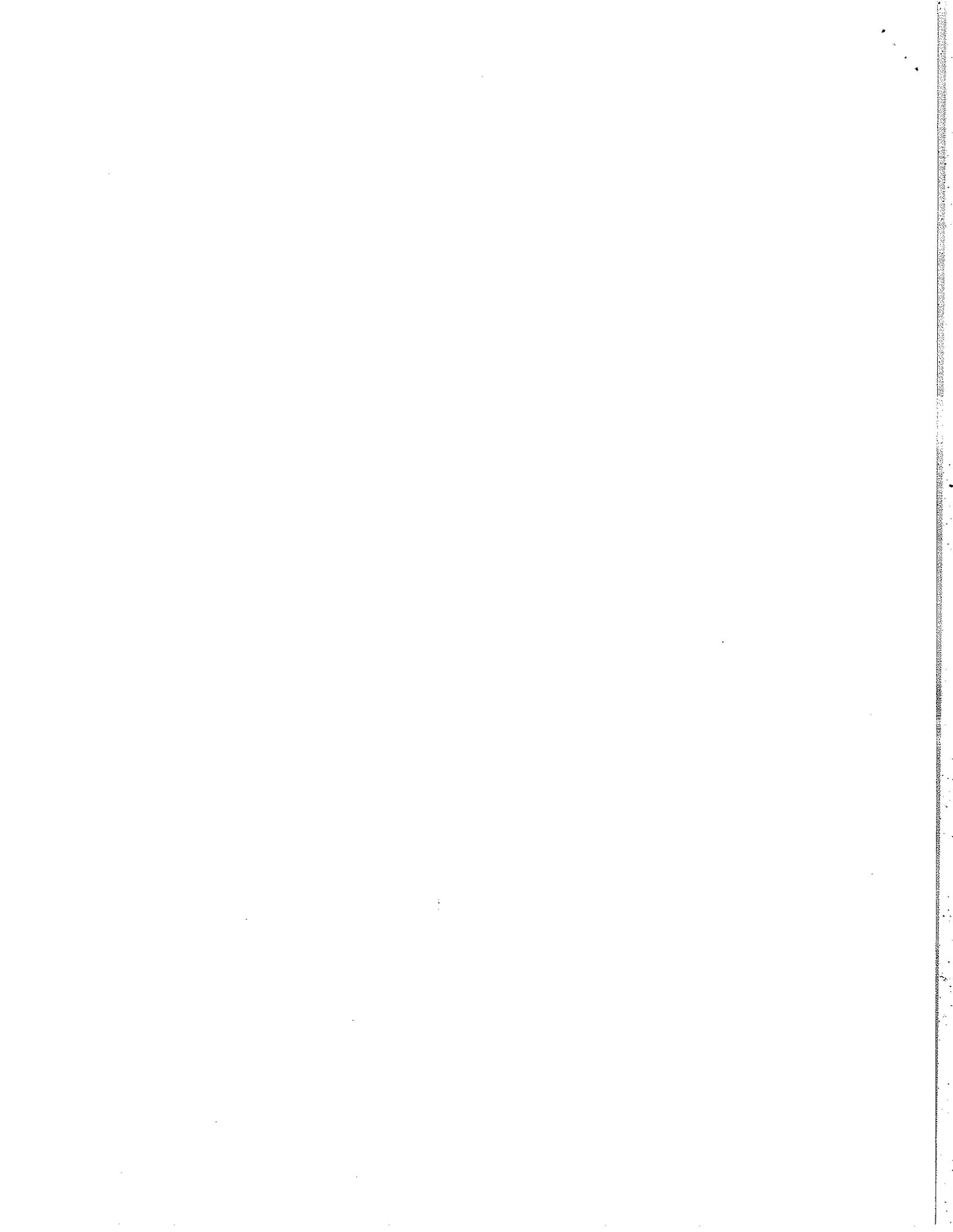
Source: AECOM, 2010

4.0 CONCLUSION

The Union Presbyterian School in Los Altos is planning to increase its enrollment by 30 students. This report presents the results of the analysis to determine if the proposed project would have an adverse impact on the study intersection and surrounding roadway network.

The analysis concludes that the intersection of University Avenue / El Monte Avenue would remain at LOS B with the project and the TIRE Index of University Avenue would remain at 3.4 with the project. As such, the project has no significant impact on the study intersection and University Avenue. Similarly, the school access and parking provisions are adequate to accommodate the expected increase in usage. As such, the project has no significant impact on the school's circulation and parking on the surrounding area.

In addition, the analysis also concludes that under existing conditions, the intersection and roadway conditions would be similar with and without the school.



APPENDIX

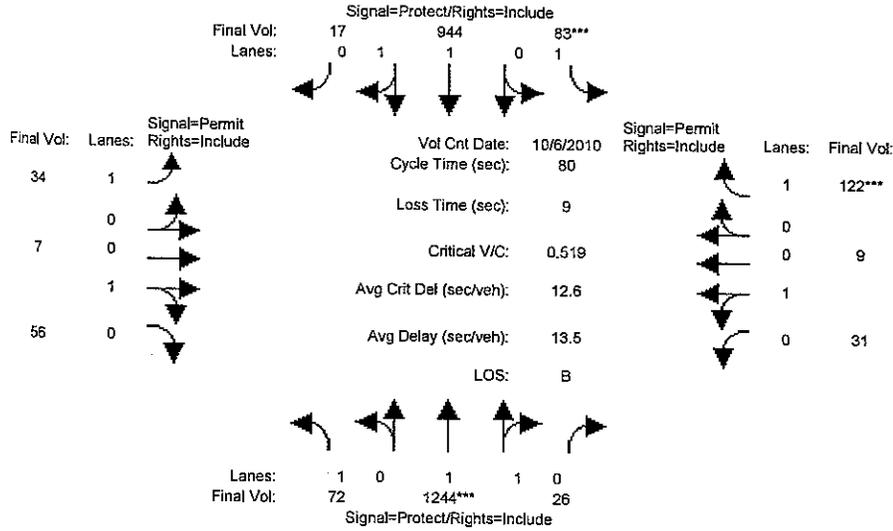
- A - EXISTING (AM/PM) LOS CALCULATIONS
- B - BACKGROUND (AM/PM) LOS CALCULATIONS
- C - BACKGROUND WITH PROJECT (AM/PM) LOS CALCULATIONS
- D - EXISTING WITH NO SCHOOL (AM/PM) LOS CALCULATIONS
- E - TIRE INDEX VALUES

APPENDIX A - EXISTING

UNION PRESBYTERIAN SCHOOL
LOS ALTOS, CA
OCTOBER 2010

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

Intersection #1: El Monte Ave / University Ave



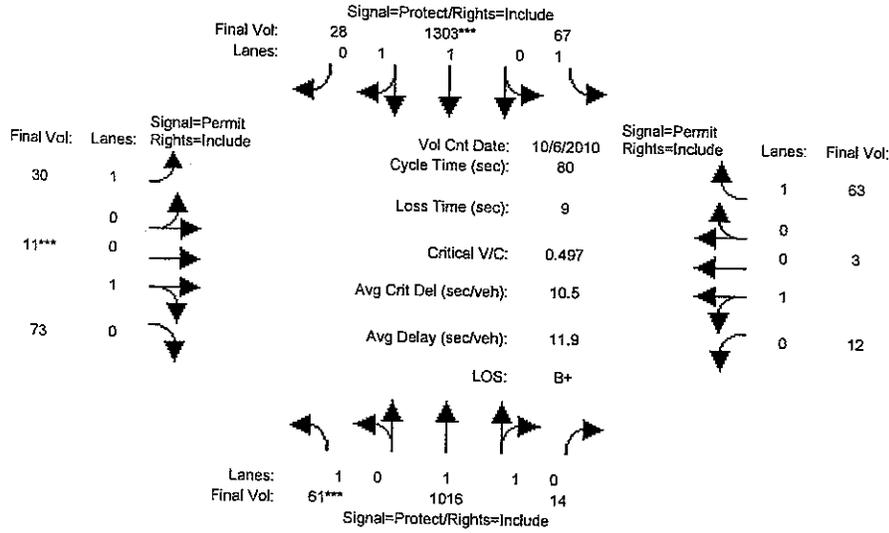
Street Name:	El Monte Avenue						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Oct 2010 << 8:00 AM - 9:00 AM												
Base Vol:	72	1244	26	83	944	17	34	7	56	31	9	122
Growth 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
Initial Bse:	72	1244	26	83	944	17	34	7	56	31	9	122
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:	72	1244	26	83	944	17	34	7	56	31	9	122
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:	72	1244	26	83	944	17	34	7	56	31	9	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	1244	26	83	944	17	34	7	56	31	9	122
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	1.00
Final Volume:	72	1244	26	83	944	17	34	7	56	31	9	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.57	0.95	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	1.96	0.04	1.00	1.96	0.04	1.00	0.11	0.89	0.77	0.23	1.00
Final Sat.:	1750	3624	76	1750	3634	65	1750	200	1600	1395	405	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.34	0.34	0.05	0.26	0.26	0.02	0.04	0.04	0.02	0.02	0.07
Crit Moves:	****			****						****		
Green Time:	15.2	52.9	52.9	7.3	45.1	45.1	10.8	10.8	10.8	10.8	10.8	10.8
Volume/Cap:	0.22	0.52	0.52	0.52	0.46	0.46	0.14	0.26	0.26	0.17	0.17	0.52
Delay/Veh:	28.9	7.8	7.8	46.2	11.0	11.0	31.9	33.7	33.7	32.1	32.1	40.2
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:	28.9	7.8	7.8	46.2	11.0	11.0	31.9	33.7	33.7	32.1	32.1	40.2
LOS by Move:	C	A	A	D	B+	B+	C	C-	C-	C-	C-	D
HCM2kAvgQ:	2	9	9	3	7	7	1	2	2	1	1	4

Note: Queue reported is the number of cars per lane.

UNION PRESBYTERIAN SCHOOL
LOS ALTOS, CA
OCTOBER 2010

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

Intersection #1: El Monte Ave / University Ave



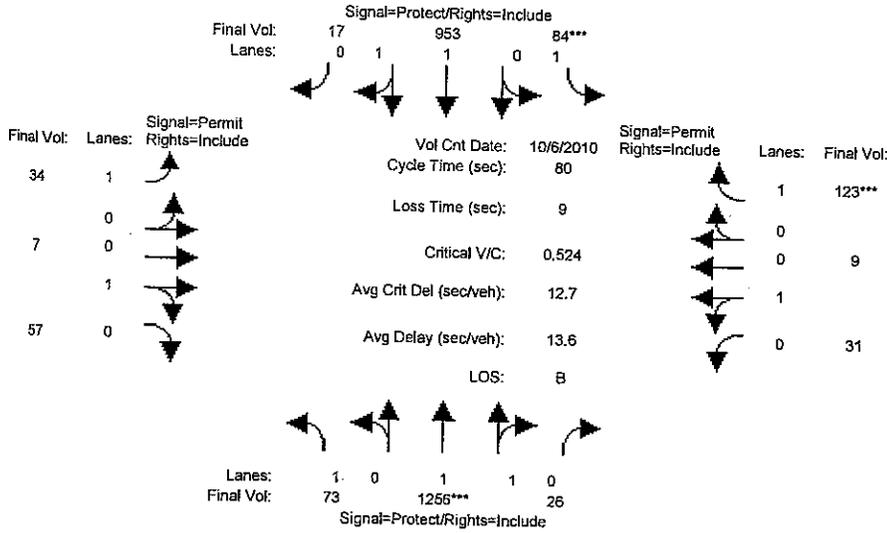
Street Name:	El Monte Avenue						University Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	6 Oct 2010 << 4:45 PM - 5:45 PM											
Base Vol:	61	1016	14	67	1303	28	30	11	73	12	3	63
Growth 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
Initial Bse:	61	1016	14	67	1303	28	30	11	73	12	3	63
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:	61	1016	14	67	1303	28	30	11	73	12	3	63
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:	61	1016	14	67	1303	28	30	11	73	12	3	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	1016	14	67	1303	28	30	11	73	12	3	63
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	1.00
Final Volume:	61	1016	14	67	1303	28	30	11	73	12	3	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	1.97	0.03	1.00	1.96	0.04	1.00	0.13	0.87	0.80	0.20	1.00
Final Sat.:	1750	3650	50	1750	3622	78	1750	236	1564	1440	360	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.28	0.04	0.36	0.36	0.02	0.05	0.05	0.01	0.01	0.04
Crit Moves:	****			****			****					
Green Time:	7.0	46.4	46.4	14.6	54.0	54.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.40	0.48	0.48	0.21	0.53	0.53	0.14	0.37	0.37	0.07	0.07	0.29
Delay/Veh:	42.1	10.5	10.5	29.3	7.4	7.4	32.5	36.8	36.8	31.5	31.5	35.1
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:	42.1	10.5	10.5	29.3	7.4	7.4	32.5	36.8	36.8	31.5	31.5	35.1
LOS by Move:	D	B+	B+	C	A	A	C-	D+	D+	C	C	D+
HCM2kAvgQ:	2	8	8	2	9	9	1	2	2	0	0	2

APPENDIX B - BACKGROUND

UNION PRESBYTERIAN SCHOOL
LOS ALTOS, CA
OCTOBER 2010

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

Intersection #1: El Monte Ave / University Ave



Street Name:	El Monte Avenue						University Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	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:	>> Count	Date:	6 Oct 2010	<< 8:00 AM	- 9:00 AM							
Base Vol:	72	1244	26	83	944	17	34	7	56	31	9	122
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	73	1256	26	84	953	17	34	7	57	31	9	123
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:	73	1256	26	84	953	17	34	7	57	31	9	123
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:	73	1256	26	84	953	17	34	7	57	31	9	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1256	26	84	953	17	34	7	57	31	9	123
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	1.00
Final Volume:	73	1256	26	84	953	17	34	7	57	31	9	123

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	1.96	0.04	1.00	1.96	0.04	1.00	0.11	0.89	0.78	0.22	1.00
Final Sat.:	1750	3624	76	1750	3634	65	1750	200	1600	1395	405	1750

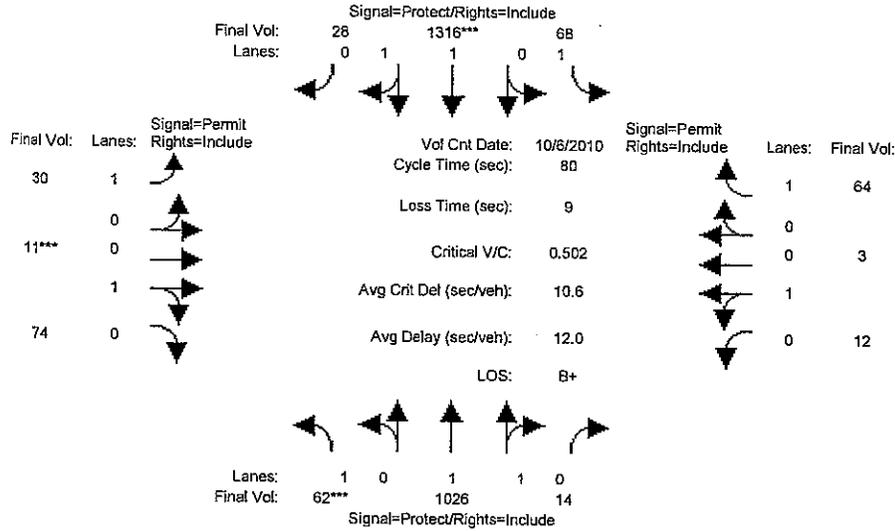
Capacity Analysis Module:												
Vol/Sat:	0.04	0.35	0.35	0.05	0.26	0.26	0.02	0.04	0.04	0.02	0.02	0.07
Crit Moves:	****			****								
Green Time:	15.1	52.9	52.9	7.3	45.2	45.2	10.8	10.8	10.8	10.8	10.8	10.8
Volume/Cap:	0.22	0.52	0.52	0.52	0.46	0.46	0.15	0.26	0.26	0.17	0.17	0.52
Delay/Veh:	29.0	7.8	7.8	46.4	11.0	11.0	31.9	33.7	33.7	32.1	32.1	40.4
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:	29.0	7.8	7.8	46.4	11.0	11.0	31.9	33.7	33.7	32.1	32.1	40.4
LOS by Move:	C	A	A	D	B+	B+	C	C-	C-	C-	C-	D
HCM2kAvgQ:	2	9	9	3	7	7	1	2	2	1	1	4

Note: Queue reported is the number of cars per lane.

UNION PRESBYTERIAN SCHOOL
LOS ALTOS, CA
OCTOBER 2010

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

Intersection #1: El Monte Ave / University Ave



Street Name:	El Monte Avenue						University Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	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:	>> Count	Date:	6 Oct 2010	<<	4:45 PM - 5:45 PM							
Base Vol:	61	1016	14	67	1303	28	30	11	73	12	3	63
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	62	1026	14	68	1316	28	30	11	74	12	3	64
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:	62	1026	14	68	1316	28	30	11	74	12	3	64
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:	62	1026	14	68	1316	28	30	11	74	12	3	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	1026	14	68	1316	28	30	11	74	12	3	64
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	1.00
Final Volume:	62	1026	14	68	1316	28	30	11	74	12	3	64

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.95	0.95	0.95	0.95	0.92	
Lanes:	1.00	1.97	0.03	1.00	1.96	0.04	1.00	0.13	0.87	0.80	0.20	1.00	
Final Sat.:	1750	3650	50	1750	3622	78	1750	236	1564	1440	360	1750	

Capacity Analysis Module:	Vol/Sat:	0.04	0.28	0.28	0.04	0.36	0.36	0.02	0.05	0.05	0.01	0.01	0.04
Crit Moves:	****				****			****					
Green Time:	7.0	46.5	46.5	14.5	54.0	54.0	10.0	10.0	10.0	10.0	10.0	10.0	
Volume/Cap:	0.40	0.48	0.48	0.21	0.54	0.54	0.14	0.38	0.38	0.07	0.07	0.29	
Delay/Veh:	42.2	10.5	10.5	29.4	7.5	7.5	32.5	36.9	36.9	31.5	31.5	35.1	
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:	42.2	10.5	10.5	29.4	7.5	7.5	32.5	36.9	36.9	31.5	31.5	35.1	
LOS by Move:	D	B+	B+	C	A	A	C-	D+	D+	C	C	D+	
HCM2kAvgQ:	2	8	8	2	9	9	1	2	2	0	0	2	

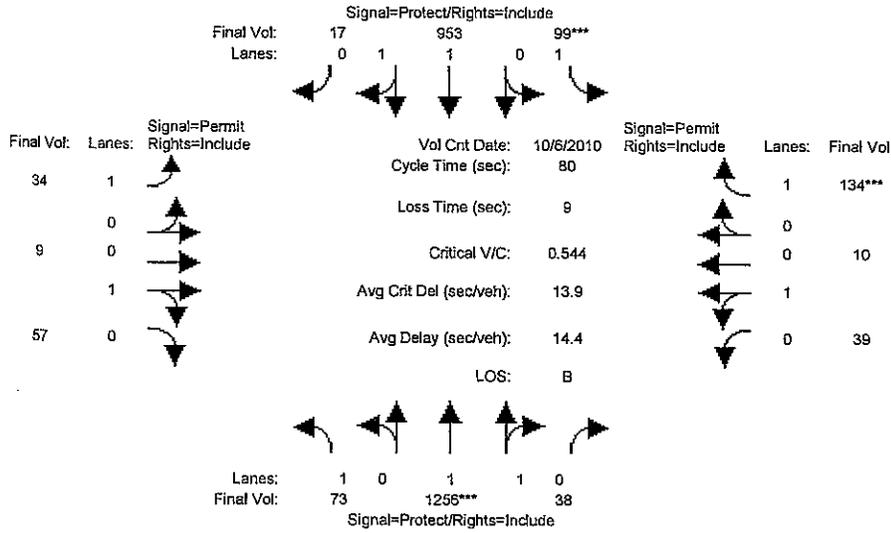
Note: Queue reported is the number of cars per lane.

APPENDIX C BACKGROUND + PROJECT

UNION PRESBYTERIAN SCHOOL
LOS ALTOS, CA
OCTOBER 2010

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BACKGROUND + PROJECT AM

Intersection #1: El Monte Ave / University Ave



Street Name:	El Monte Avenue						University Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	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:	>> Count	Date:	6 Oct 2010	<< 8:00 AM - 9:00 AM
Base Vol:	72 1244 26	83 944 17	34 7 56	31 9 122
Growth Adj:	1.01 1.01 1.01	1.01 1.01 1.01	1.01 1.01 1.01	1.01 1.01 1.01
Initial Bse:	73 1256 26	84 953 17	34 7 57	31 9 123
Added Vol:	0 0 12	15 0 0	0 2 0	8 1 11
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	73 1256 38	99 953 17	34 9 57	39 10 134
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:	73 1256 38	99 953 17	34 9 57	39 10 134
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	73 1256 38	99 953 17	34 9 57	39 10 134
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 1.00
Final Volume:	73 1256 38	99 953 17	34 9 57	39 10 134

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	1.94	0.06	1.00	1.96	0.04	1.00	0.14	0.86	0.80	0.20	1.00
Final Sat.:	1750	3591	109	1750	3634	65	1750	249	1551	1432	368	1750

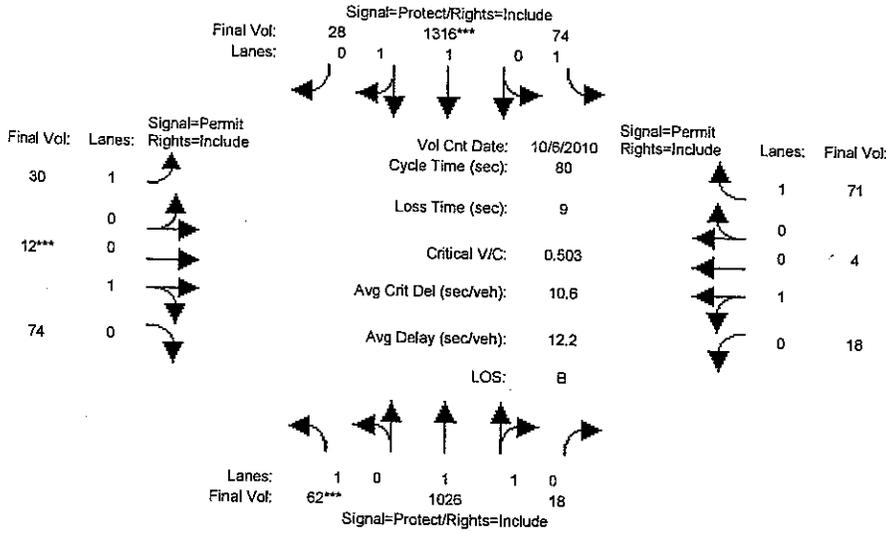
Capacity Analysis Module:												
Vol/Sat:	0.04	0.35	0.35	0.06	0.26	0.26	0.02	0.04	0.04	0.03	0.03	0.08
Crit Moves:	****			****								****
Green Time:	14.9	51.4	51.4	8.3	44.8	44.8	11.3	11.3	11.3	11.3	11.3	11.3
Volume/Cap:	0.22	0.54	0.54	0.54	0.47	0.47	0.14	0.26	0.26	0.19	0.19	0.54
Delay/Veh:	29.2	8.7	8.7	45.3	11.3	11.3	31.3	33.1	33.1	32.1	32.1	40.4
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:	29.2	8.7	8.7	45.3	11.3	11.3	31.3	33.1	33.1	32.1	32.1	40.4
LOS by Move:	C	A	A	D	B+	B+	C	C-	C-	C-	C-	D
HCM2kAvgQ:	2	9	9	3	7	7	1	2	2	1	1	4

Note: Queue reported is the number of cars per lane.

UNION PRESBYTERIAN SCHOOL
LOS ALTOS, CA
OCTOBER 2010

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BACKGROUND + PROJECT PM

Intersection #1: El Monte Ave / University Ave



Street Name:	El Monte Avenue						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	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:	>> Count Date: 6 Oct 2010 << 4:45 PM - 5:45 PM											
Base Vol:	61	1016	14	67	1303	28	30	11	73	12	3	63
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	62	1026	14	68	1316	28	30	11	74	12	3	64
Added Vol:	0	0	4	6	0	0	0	1	0	6	1	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	1026	18	74	1316	28	30	12	74	18	4	71
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:	62	1026	18	74	1316	28	30	12	74	18	4	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	1026	18	74	1316	28	30	12	74	18	4	71
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	1.00
Final Volume:	62	1026	18	74	1316	28	30	12	74	18	4	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	1.96	0.04	1.00	1.96	0.04	1.00	0.14	0.86	0.82	0.18	1.00
Final Sat.:	1750	3636	64	1750	3622	78	1750	254	1546	1473	327	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.28	0.04	0.36	0.36	0.02	0.05	0.05	0.01	0.01	0.04
Crit Moves:	****			****			****					
Green Time:	7.0	46.6	46.6	14.4	54.0	54.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.40	0.48	0.48	0.23	0.54	0.54	0.14	0.38	0.38	0.10	0.10	0.32
Delay/Veh:	42.2	10.5	10.5	29.8	7.5	7.5	32.5	37.0	37.0	31.9	31.9	35.8
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:	42.2	10.5	10.5	29.8	7.5	7.5	32.5	37.0	37.0	31.9	31.9	35.8
LOS by Move:	D	B+	B+	C	A	A	C-	D+	D+	C	C	D+
HCM2kAvgQ:	2	8	8	2	9	9	1	2	2	1	1	2

Note: Queue reported is the number of cars per lane.

APPENDIX D WITH NO SCHOOL

Intersection LOS_Existing Conditions_No School

#	Intersection	Existing No School AM				Existing No School PM			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
1	El Monte Avenue / University Avenue	B+	11.9	0.468	10.2	B+	11.6	0.497	10.5

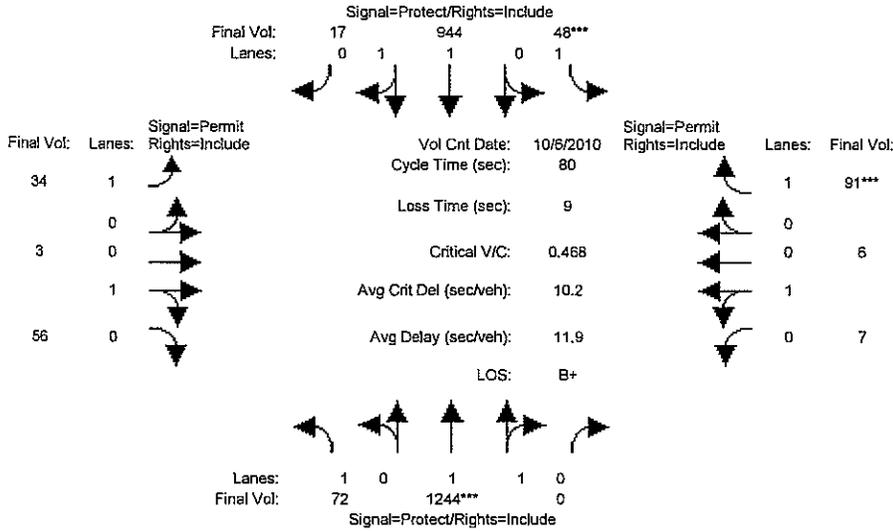
TIRE Index_Existing Conditions

Segment	Existing Conditions - No School			Existing Conditions - With School		
	ADT	TIRE Index	0.1 Change in the TIRE Index	ADT	Change	Impact
University Avenue, East of El Monte Avenue	2228	3.4	650	2635	408	N

UNION PRESBYTERIAN SCHOOL
LOS ALTOS, CA
OCTOBER 2010

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EXISTING - NO SCHOOL AM

Intersection #1: El Monte Ave / University Ave



Street Name:	El Monte Avenue						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	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:	>>	Count	Date:	6 Oct 2010	<<	8:00 AM - 9:00 AM						
Base Vol:	72	1244	26	83	944	17	34	7	56	31	9	122
Growth 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
Initial Bse:	72	1244	26	83	944	17	34	7	56	31	9	122
Added Vol:	0	0	-24	-35	0	0	0	-4	0	-24	-3	-31
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	1244	2	48	944	17	34	3	56	7	6	91
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	1244	0	48	944	17	34	3	56	7	6	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	1244	0	48	944	17	34	3	56	7	6	91
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	72	1244	0	48	944	17	34	3	56	7	6	91

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	0.97	0.95	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	0.00	1.00	1.96	0.04	1.00	0.05	0.95	0.54	0.46	1.00
Final Sat.:	1750	3700	0	1750	3634	65	1750	92	1708	969	831	1750

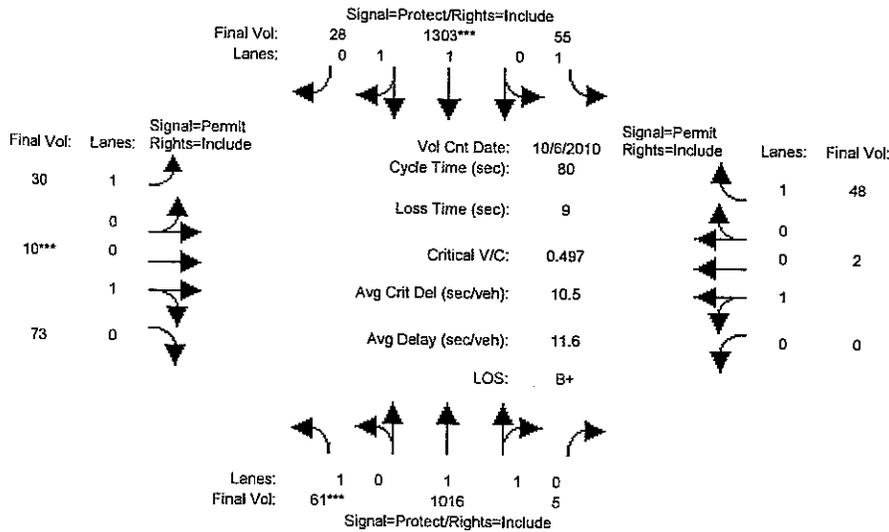
Capacity Analysis Module:												
Vol/Sat:	0.04	0.34	0.00	0.03	0.26	0.26	0.02	0.03	0.03	0.01	0.01	0.05
Crit Moves:	****			****								****
Green Time:	15.4	54.0	0.0	7.0	45.6	45.6	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.21	0.50	0.00	0.31	0.46	0.46	0.16	0.26	0.26	0.06	0.06	0.42
Delay/Veh:	28.7	7.1	0.0	39.5	10.7	10.7	32.7	34.5	34.5	31.3	31.3	38.0
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:	28.7	7.1	0.0	39.5	10.7	10.7	32.7	34.5	34.5	31.3	31.3	38.0
LOS by Move:	C	A	A	D	B+	B+	C-	C-	C-	C	C	D+
HCM2kAvgQ:	2	8	0	2	7	7	1	2	2	0	0	3

Note: Queue reported is the number of cars per lane.

UNION PRESBYTERIAN SCHOOL
LOS ALTOS, CA
OCTOBER 2010

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EXISTING - NO SCHOOL PM

Intersection #1: El Monte Ave / University Ave



Street Name:	El Monte Avenue						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	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: >> Count Date: 6 Oct 2010 << 4:45 PM - 5:45 PM												
Base Vol:	61	1016	14	67	1303	28	30	11	73	12	3	63
Growth 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
Initial Bse:	61	1016	14	67	1303	28	30	11	73	12	3	63
Added Vol:	0	0	-9	-12	0	0	0	-1	0	-12	-1	-15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	1016	5	55	1303	28	30	10	73	0	2	48
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:	61	1016	5	55	1303	28	30	10	73	0	2	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	1016	5	55	1303	28	30	10	73	0	2	48
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	1.00
Final Volume:	61	1016	5	55	1303	28	30	10	73	0	2	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	1.99	0.01	1.00	1.96	0.04	1.00	0.12	0.88	0.00	1.00	1.00
Final Sat.:	1750	3682	18	1750	3622	78	1750	217	1583	0	1800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.28	0.03	0.36	0.36	0.02	0.05	0.05	0.00	0.00	0.03
Crit Moves:	****			****			****					
Green Time:	7.0	46.3	46.3	14.7	54.0	54.0	10.0	10.0	10.0	0.0	10.0	10.0
Volume/Cap:	0.40	0.48	0.48	0.17	0.53	0.53	0.14	0.37	0.37	0.00	0.01	0.22
Delay/Veh:	42.1	10.6	10.6	28.7	7.4	7.4	32.5	36.7	36.7	0.0	30.7	33.8
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:	42.1	10.6	10.6	28.7	7.4	7.4	32.5	36.7	36.7	0.0	30.7	33.8
LOS by Move:	D	B+	B+	C	A	A	C-	D+	D+	A	C	C-
HCM2kAvgQ:	2	8	8	1	9	9	1	2	2	0	0	1

Note: Queue reported is the number of cars per lane.

APPENDIX E - TIRE INDEX VALUES

TIRE Index Values

Existing Volume Range (Vehicles Per Day)	TIRE Index	Minimum Daily Volume Increase to produce:	
		0.1 Change in the TIRE Index	0.2 Change in the TIRE Index
29-35	1.5	+6	+15
36-44	1.6	+8	+20
45-56	1.7	+10	+25
57-70	1.8	+13	+35
71-89	1.9	+17	+41
90-110	2.0	+22	+52
111-140	2.1	+29	+65
141-180	2.2	+40	+80
181-220	2.3	+52	+100
221-280	2.4	+65	+125
281-350	2.5	+79	+160
351-450	2.6	+94	+205
451-560	2.7	+114	+260
561-710	2.8	+140	+330
711-890	2.9	+170	+415
891-1,100	3.0	+220	+520
1,101-1,400	3.1	+290	+650
1,401-1,800	3.2	+380	+800
1,801-2,200	3.3	+500	+1,000
2,201-2,800	3.4	+650	+1,300
2,801-3,500	3.5	+825	+1,700
3,501-4,500	3.6	+1,025	+2,200
4,501-5,600	3.7	+1,250	+2,800
5,601-7,100	3.8	+1,500	+3,500
7,101-8,900	3.9	+1,800	+4,300
8,901-11,000	4.0	+2,300	+5,300
11,001-14,000	4.1	+3,000	+6,500
14,001-18,000	4.2	+4,000	+8,000
18,001-22,000	4.3	+5,200	+10,000
22,001-28,000	4.4	+6,600	+13,000
28,001-35,000	4.5	+8,200	+17,000
35,001-45,000	4.6	+10,000	+22,000
45,001-56,000	4.7	+12,200	+28,000
56,001-71,000	4.8	+14,800	+35,000
71,001-89,000	4.9	+18,000	+43,000

Source: Goodrich Traffic Group

ATTACHMENT F

Shaun Lacey

From: Amy Madsen [amy@red-spark.com]
Sent: Wednesday, December 01, 2010 4:51 PM
To: Shaun Lacey
Subject: Shuan - feedback for Dec. 16 church planning meeting

Hi Shaun. Good speaking with you earlier today. As discussed, please find a letter below to share with the Planning Commission. **Shaun - could you please confirm receipt of this email?** Regards, Amy

Dear Planning Commission:

I will be out of town for the Dec. 16 meeting on the United Presbyterian Church's school expansion. Accordingly, I am providing feedback by email.

We support the church's expansion. We have no affiliation other than that of neighbor: we have owned/lived at 908 Madonna Way for 5+ years. The church is our only neighbor "across the street." The church is a good neighbor. Examples include

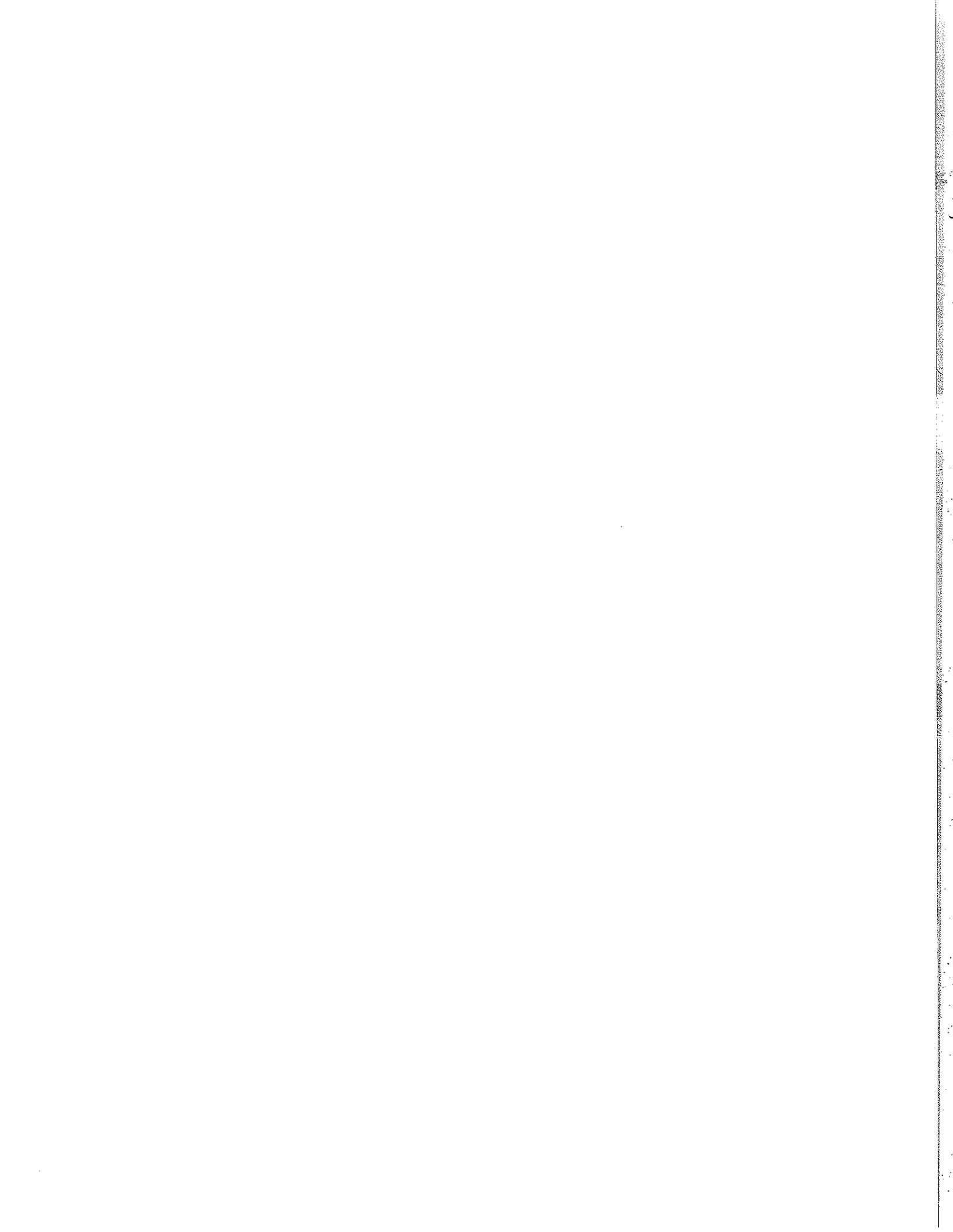
1. Letting neighborhood families play on site, including using their play structure structures
2. Having at least one outdoor event per year where they welcome the neighborhood to participate
3. Allowing elections to take place at their facility

While I knew there was a preschool, I had no idea there was an elementary school at the church until a month ago! This surprised me because I have spent a significant amount of time at home over the last 5 years: 1) I work from home, 2) tend to most of the outdoor work around the house, 3) come and go during the day, including taking my kids to and from school.

I have no complaints and nothing but praise for the church. Based on our 5-year neighborly relationship, I have no reason to believe the church would be anything other than prudent and mindful of the neighborhood. I support their expansion.

Regards,
Amy Madsen
908 Madonna Way
Los Altos

Amy Madsen
650-948-8747 direct
650-714-4834 cell
www.red-spark.com



ATTACHMENT 3

Final

United Presbyterian School Traffic Study Report

Prepared for

United Presbyterian School

Prepared by

AECOM

January 2011

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1.0 INTRODUCTION

The United Presbyterian School, located at 858 University Avenue in the City of Los Altos, proposes to increase its student population by next year. The United Presbyterian School, consisting of both pre-school and elementary school students, currently has a student population of approximately 90 students. The proposed increased in both pre-school and elementary students would bring the student population to 120.

This report presents the traffic analysis of the proposal and highlights any adverse impacts brought about by the proposed project.

1.1 Study Area

The study intersection for this project is El Monte Avenue / University Avenue. Existing traffic counts were conducted for the AM peak hours (7:00 am – 9:00 am) and PM peak hours (4:00 pm – 6:00 pm). Figure 1-1 shows the project location and study intersection.

1.2 Analysis Scenarios

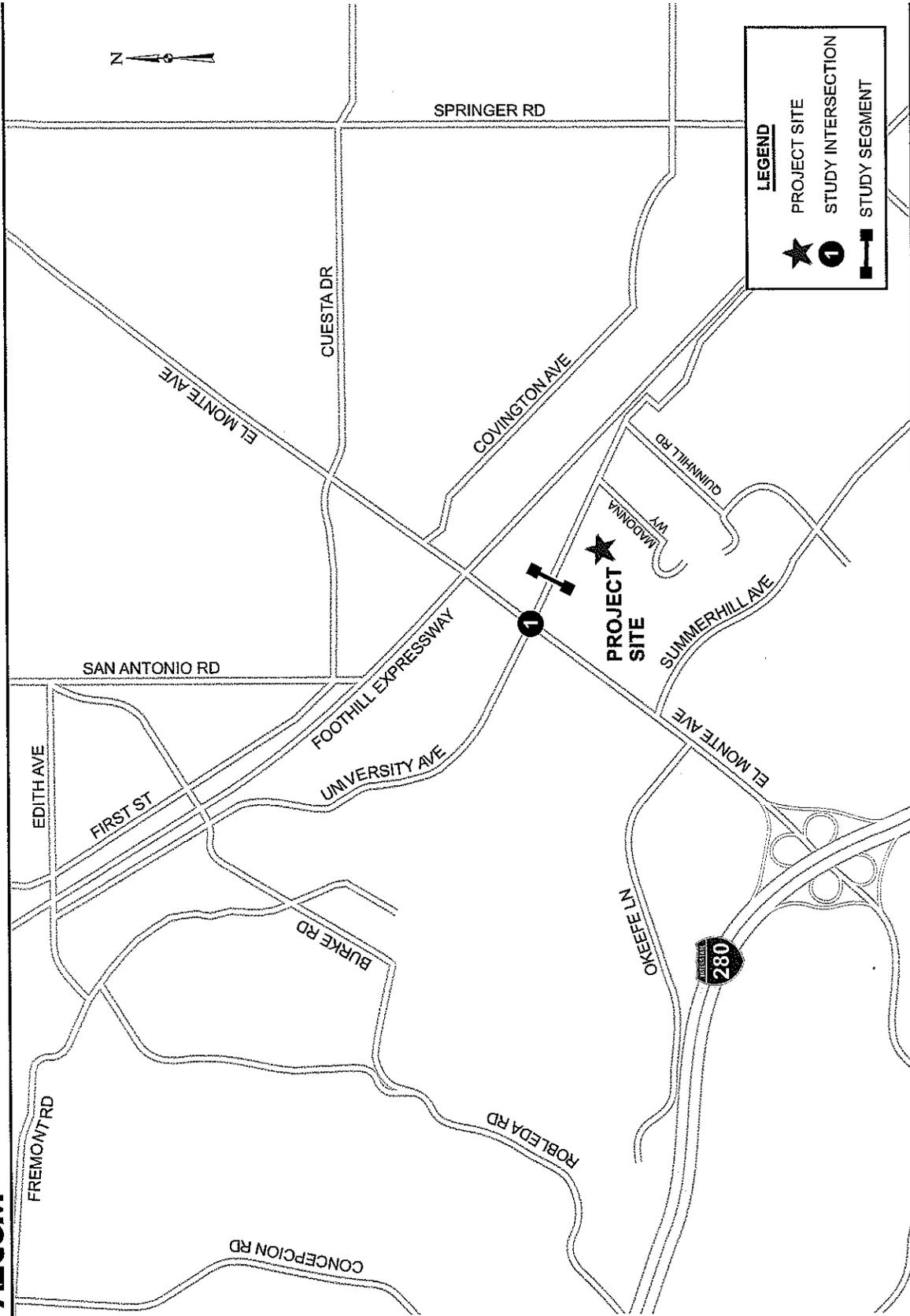
The study consists of three scenarios:

1. Existing Conditions
2. Background Conditions
3. Background Conditions plus Project Conditions

It is assumed that the traffic growth in the area would be about 1% per year which is consistent with other traffic studies performed for the City of Los Altos.

1.3 Background

The schools at the United Presbyterian Church which started in 2008 is made up of a pre-school (University Development) and an elementary school (Heritage Academy, K-6). The current enrollment for the pre-school is 30 students and 57 for the elementary school. Weekday classes for the pre-school are from 8:45 am to 11:45 am and the class hours for the elementary school are from 8:30 am to 2:45 pm. There are 6 full time staff members at the elementary school and 9 at the elementary school. While most students get dropped-off at the school each morning, about two elementary school students walk/cycle to school per day on an average.



UNION PRESBYTERIAN SCHOOL

Figure 1-1

STUDY AREA AND INTERSECTIONS

2.0 EXISTING CONDITIONS

This section presents the existing traffic conditions. Intersection performance, site circulation and roadway conditions will be discussed.

2.1 Intersection Analysis Methodology

The current methodologies adopted for intersection operational analysis in Santa Clara County are according to the Highway Capacity Manual (HCM) 2000. HCM 2000 analysis is applied via the TRAFFIX 8.0 software package per the requirements of the Santa Clara County Congestion Management Agency. Level of service for signalized intersections is defined in terms of control delay. The thresholds of level of service (LOS) A through F are noted in Table 2-1. Control delay includes initial deceleration delay, queue move-up time, stopped delay and final acceleration delay. Average control delay weighs the delay per movement according to the traffic volumes for that movement. The critical volume to capacity (v/c) ratio is an approximate indicator of the overall efficiency of an intersection. The critical v/c ratio depends on the conflicting critical lane flow rates and the signal phasing. V/C ratio ranges from 1.0 when the flow rate equals capacity to 0.0 when the flow rate is zero. Values above 1.0 indicate an excess of demand over capacity. Average critical delay weighs the delay for the critical (conflicting) movements based on the traffic volume for that movement.

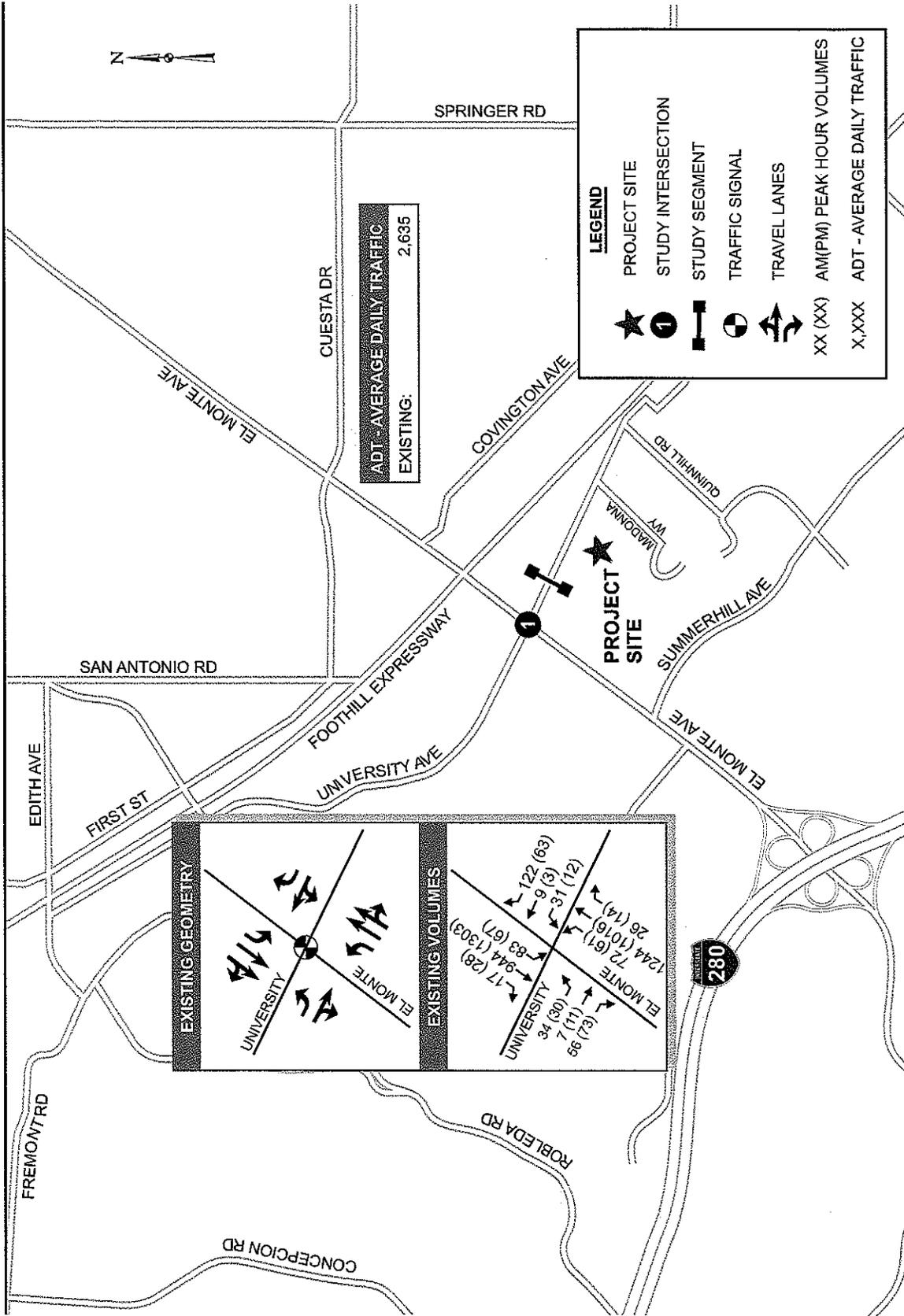
Table 2-1
 CMP Signalized Intersection Level of Service Thresholds

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

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

2.1.1 Intersection Performance

Figure 2-1 presents the intersection geometry and volume for the study intersection of El Monte Avenue and University Avenue. Under existing conditions, this intersection is operating at LOS B, with an average delay of 13.5 seconds and a V/C ratio of 0.519 during the AM peak hour and LOS B+ during the PM peak hour with an average delay of 11.9 seconds and a V/C ratio of 0.497. This intersection is currently operating within acceptable LOS standards for both the City and the Congestion Management Agency. Analysis details are included in the Appendix.



UNION PRESBYTERIAN SCHOOL

Figure 2-1

EXISTING CONDITIONS GEOMETRY AND VOLUMES

2.2 Site Access and Circulation

Currently, access to the school campus can be made directly from University Avenue. The driveway from the University Avenue to the front of the school/church building is more than 200 feet long and provides an adequate queuing area within the school / church property. No queue was observed to extend beyond the driveway under existing conditions.

AECOM observed a total of 62 cars entering the school campus in the AM peak hour and 29 cars exiting during the elementary dismissal time between 2:30 pm to 3:30 pm on the survey day. The number of cars entering and exiting the school compound during the highway peak hour of 4:00 pm to 6:00 pm is less than 5 and they are considered negligible, with no impact on the surrounding roadway network.

2.3 Parking

There are more than 160 parking spaces at the school / church property, of which six are handicap parking. AECOM observed 22 parked vehicles on the survey day; approximately 13 percent occupancy. As such, there is sufficient parking within the school property under existing conditions. The parking rate for the school, based on the number of student present, is calculated to be 0.35 vehicles/student.

2.4 TIRE Index

TIRE Index is a numerical representation of a resident's perception of the influence of traffic on daily life. Streets with TIRE levels above 3.0 are considered traffic dominated, while those with indices below 3.0 are better suited for residential activities. The current TIRE Index of University Avenue is 3.4 based on the estimated average daily traffic (ADT) of approximately 2,635 vehicles per day. The TIRE Index values are presented in the Appendix for reference.

2.5 Additional Information

The study also analyzes the condition of the study intersection and University Avenue if the school is not there today. The analysis details are presented in the Appendix. The intersection of El Monte Avenue and University Avenue would perform at the same level as 'with' the school and the TIRE Index would not change without the school.

3.0 BACKGROUND CONDITIONS

This section presents the background conditions analysis, for the 'with' and 'without' project scenarios. Background condition traffic volumes are obtained by increasing the existing volumes by one percent to account for growth around the study area. Project trips are subsequently added to give the 'with' project scenario.

3.1 Background Conditions – Without Project

Traffic volumes used in the background conditions are obtained by increasing existing traffic volumes by one percent to account for growth in the study area vicinity when the enrollment is scheduled to increase in one year's time. The traffic volumes at the study intersection are shown in Figure 3-1. Under background conditions, this intersection is operating at LOS B, with an average delay of 13.6 seconds and a V/C ratio of 0.524 during the AM peak hour and LOS B+ during the PM peak hour with an average delay of 12.0 seconds and a V/C ratio of 0.502. This intersection will operate within acceptable LOS under background conditions. Analysis details are included in the Appendix.

3.2 Project

The proposal by the Union Presbyterian School is to increase its student population to 120 students by next year. The following discussion looks at the expected number of trips generated by the increase and its impact on the study intersection and surrounding roadway network.

3.2.1 Trip Generation

Trip generation for the schools at the Union Presbyterian Church is calculated based on the observed trips arriving and leaving the school compound during the AM and PM peak hours. In particular, the observed trips generated during the afternoon dismissal time are treated as the PM peak hour trip generation in order to provide a more conservative analysis.

Table 3-1 presents the observed trip generation, collected at the school's driveway on Tuesday, October 19, 2010. Based on the number of students attending school on the survey day, the trip generation rates for the AM and PM peak hours were calculated. Using the calculated trip generation rates, the additional trips generated by the proposed project are presented in Table 3-2. The project is expected to generate a total of an additional 78 trips in the AM peak hour and 38 trips in the PM peak hour.

**Table 3-1
 Peak Hour Trip Generation Rates**

	AM			PM			# of Students Present
	In	Out	Total	In	Out	Total	
Observed Trips	62	43	105	23	29	52	69
Calculated Rates	0.899	0.623	1.522	0.333	0.420	0.753	

Source: AECOM, 2010

**Table 3-2
 Peak Hour Project Trips**

Project		AM			PM		
		In	Out	Total	In	Out	Total
Rates		0.899	0.623	1.522	0.333	0.420	0.753
Students	51	46	32	78	17	21	38

Source: AECOM, 2010

In comparison, based on the ITE trip rates (*Trip Generation*, ITE 2008) for Private School with kindergarten to grade eight (Land Use 534), the project is expected to generate at total of 46 trips in the AM peak hour (average trip rate = 0.9) and 31 trips in the PM peak hour (average trip rate = 0.6). Again, adopting a more conservative approach, the observed trip rates are being used in this analysis instead of the ITE rates.

3.2.2 Trip Distribution and Assignment

Figure 3-2 presents the trip distribution percentages used for analysis. The number of project trips derived above are distributed according to these percentages and assigned to the study intersection. The assigned project trips at the study intersection are shown in Figure 3-1.

3.2.3 Significance Criteria

The level of service standard defined as acceptable by the City of Los Altos is LOS D or better for City controlled intersections. Whereas, the VTA defines an acceptable operating level of service as LOS E or better for CMP designated intersections. A significant project impact for signalized City controlled intersection is defined as:

- The intersection operating at level D or better under No Build Conditions deteriorates to LOS E or F, or
- An increase in the critical movement delay at an intersection operating at LOS E or F under No Build Conditions by four (4) or more seconds and an increase in the critical V/C ratio by 0.01 or more.

3.3 Background Conditions – With Project

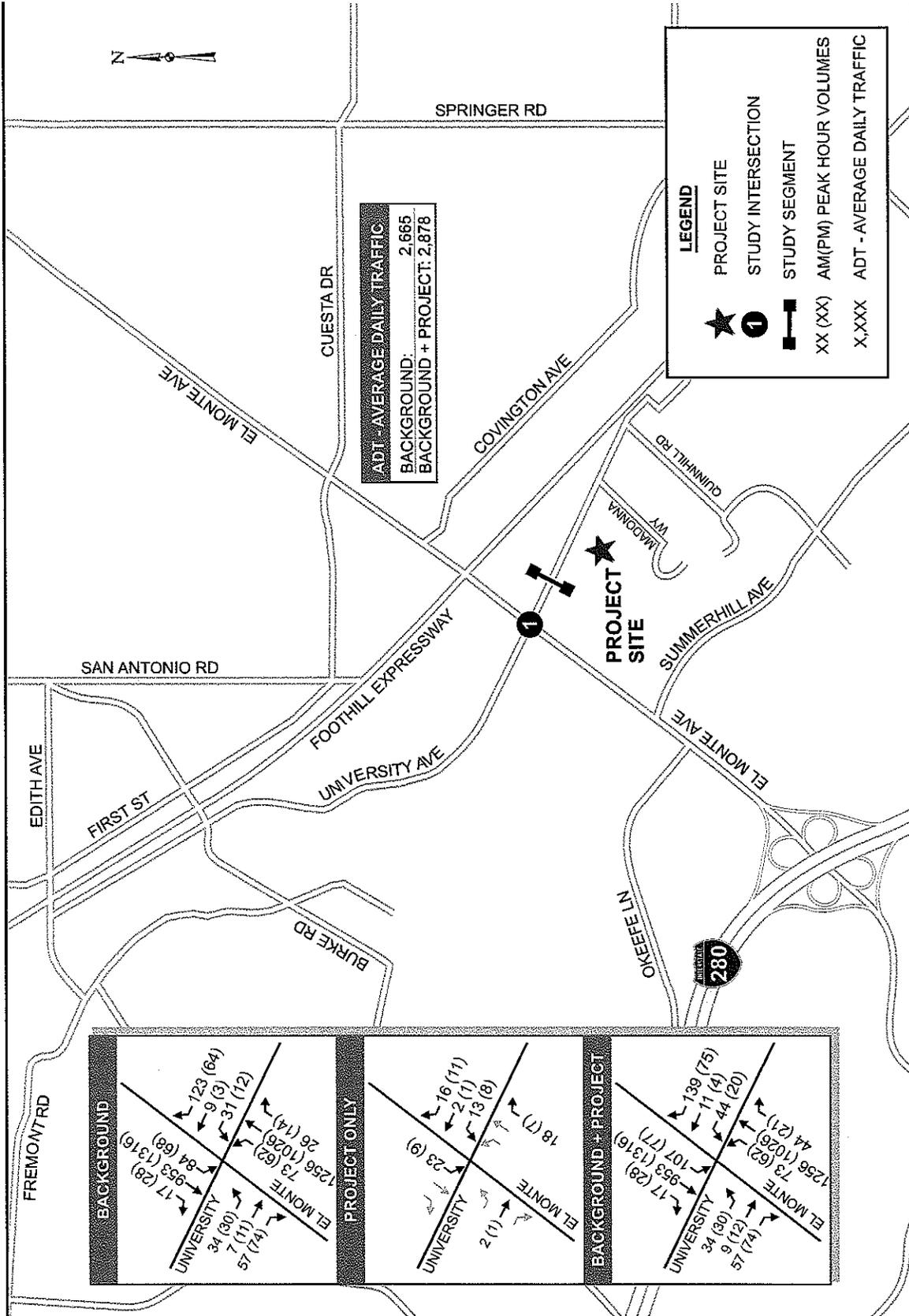
This section evaluates the 'with project' conditions. In order to determine the effects of the project, analysis results of the 'with project' scenario were compared to the 'without project' scenario using the significance criteria described in Section 3.2.3.

Traffic volumes for the 'with project' scenario are shown in Figure 3-1. The intersection performance under this scenario is compared with the 'no project'. Table 3-3 presents the comparison. It can be seen that the study intersection will continue to operate within an acceptable LOS of B with the project during both peak hours. As such, the project would not adversely impact the study intersection. The analysis details are presented in the Appendix.

**Table 3-3
 Background With Project Intersection LOS Comparison**

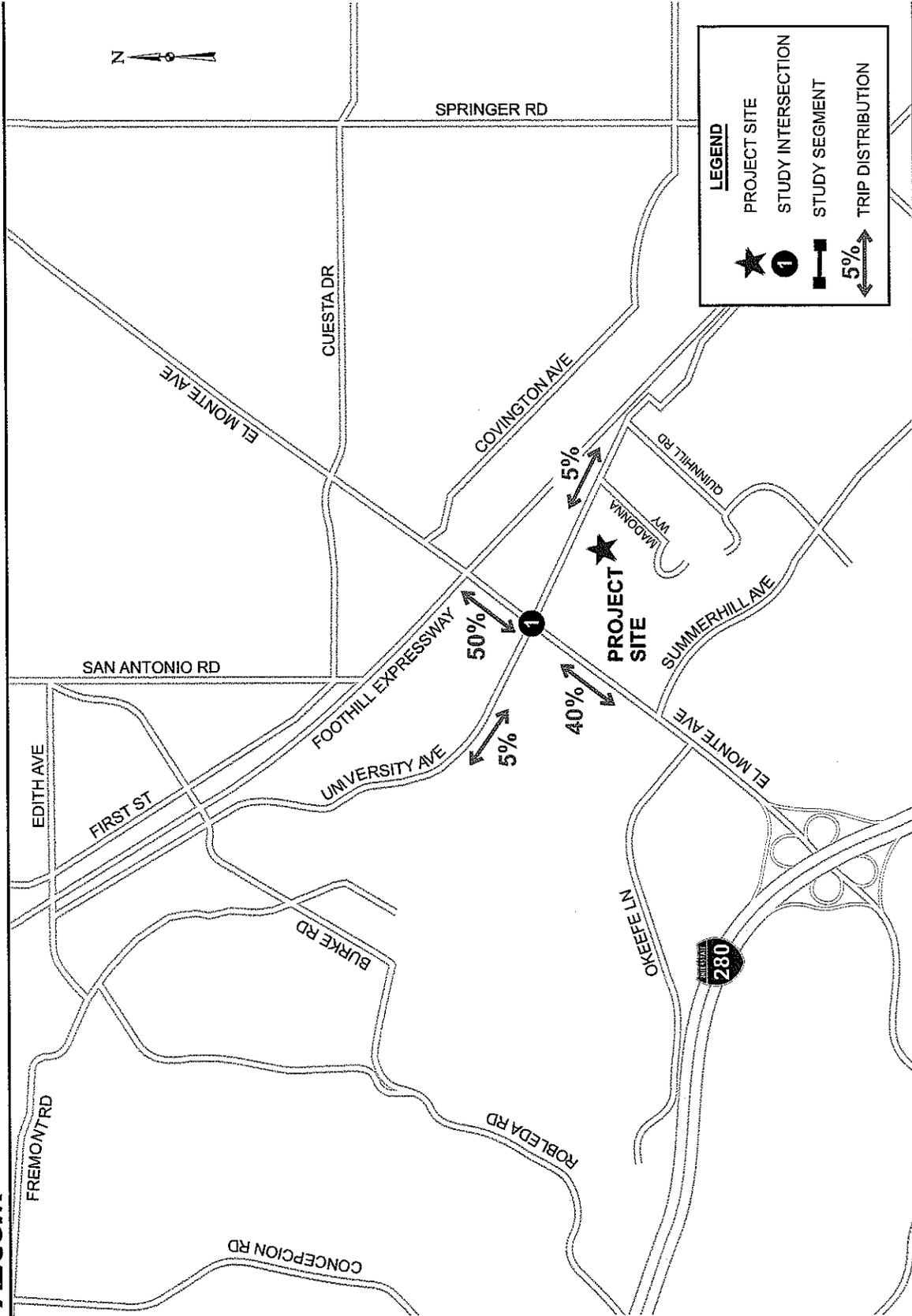
#	Intersection	Background AM				Background + Project AM				Background PM				Background + Project PM			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
1	El Monte Avenue / University Avenue	B	13.6	0.524	12.7	B	14.8	0.555	14.5	B+	12.0	0.502	10.6	B	12.2	0.503	10.6

Source: AECOM, 2010



UNION PRESBYTERIAN SCHOOL

Figure 3-1
FUTURE CONDITIONS VOLUMES



UNION PRESBYTERIAN SCHOOL

Figure 3-2

PROJECT TRIP DISTRIBUTION

3.3.1 Site Access and Circulation

There will be no change to the driveway and access design in the future. The existing driveway and access are expected to accommodate the additional vehicles generated by the enrollment increase. The long driveway and spacious parking area are adequate under the 'with project' conditions.

3.3.2 Parking Provision

Based on the school's parking generation rate calculated in Section 2.3 of 0.35, the 51 additional students would generate up to an additional 18 parked vehicles. There is sufficient parking space on the school / church property to accommodate the increase.

3.3.3 TIRE Index

Table 3.4 presents the TIRE Index comparison between the 'with' and 'without' project scenarios. A street is considered impacted if the TIRE Index increases by 0.1. An increase in the TIRE Index of 0.1 or more indicates that residents would notice an increase on the street.

As there will not be an increase in the staff population as part of the project, additional daily trips made by the additional 51 students would be a total of 204 trips (102 in, 102 out). Adding a buffer of ten percent to account for any miscellaneous trips that could be generated as a result of the increase, the daily project trips would be a total of 224.

The project would add 213 daily trips to the segment of University Avenue between El Monte Avenue and the school's driveway. The 'with' project TIRE Index would remain at 3.4; the project would not adversely impact University Avenue.

**Table 3-4
 TIRE Index Comparison**

Segment	Background Conditions		0.1 Change in the TIRE Index	Background + Project Conditions		Impact
	ADT	TIRE Index		ADT	Change	
University Avenue, East of El Monte Avenue	2665	3.4	650	2878	213	N

Source: AECOM, 2010

4.0 CONCLUSION

The United Presbyterian School in Los Altos is planning to increase its student population to 120 on the campus. This report presents the results of the analysis to determine if the proposed project would have an adverse impact on the study intersection and surrounding roadway network.

The analysis concludes that the intersection of University Avenue / El Monte Avenue would remain at LOS B with the project and the TIRE Index of University Avenue would remain at 3.4 with the project. As such, the project has no significant impact on the study intersection and University Avenue. Similarly, the school access and parking provisions are adequate to accommodate the expected increase in usage. As such, the project has no significant impact on the school's circulation and parking on the surrounding area.

In addition, the analysis also concludes that under existing conditions, the intersection and roadway conditions would be similar with and without the school.

Memorandum

To Ted Brown, United Presbyterian School Page 1

CC

Subject United Presbyterian School – Traffic Study

From Dennis Belluomini, PE
 Nichole Seow

Date February 3, 2011

We are pleased to submit this memorandum detailing the additional traffic analysis for the intersections of El Monte Avenue /University Avenue and El Monte Avenue / Foothill Expressway. The new AM and PM counts for the intersection of University Avenue / El Monte Avenue were conducted on Tuesday, January 11, 2011. The new AM counts for Foothill Expressway / El Monte Avenue were also obtained on Tuesday, January 11, 2011. The PM counts were provided by Santa Clara County.

Table 1 presents the existing LOS for the two study intersections based on the new counts. It can be seen that both intersections operate within acceptable levels of service. Intersection #1 is a City intersection and the LOS is considered acceptable as it operates at LOS D or better during both peak hours. Intersection #2 is a County/CMP intersection. It is considered acceptable as it operates at an LOS better than E during both peak hours.

Table 1 – Intersection Level of Service – Existing (with school) Conditions

#	Intersection	Peak Hour	Existing (with School)			
			LOS	Avg Delay (sec)	Crit V/C	Avg Crit Delay (Sec)
1	University Avenue / El Monte Avenue	AM	B	13.2	0.537	11.7
		PM	B+	10.8	0.467	9.3
2	Foothill Expressway / El Monte Avenue*	AM	E+	59.5	0.877	71.6
		PM	E+	56.1	0.861	67.2

*CMP intersection
 Source: AECOM, 2011

Table 2 presents the intersection LOS under the 'no school' scenario. It can be seen that both intersections operate within acceptable levels of service with slightly lower delays and a lower critical V/C ratio as the current school trips have been removed.

Table 2 – Intersection Level of Service – Existing (no school) Conditions

#	Intersection	Peak Hour	Existing without School			
			LOS	Avg Delay (sec)	Crit V/C	Avg Crit Delay (Sec)
1	University Avenue / El Monte Avenue	AM	B+	12.0	0.487	9.9
		PM	B+	10.5	0.466	9.3
2	Foothill Expressway / El Monte Avenue*	AM	E+	58.9	0.869	70.6
		PM	E+	55.7	0.855	66.4

*CMP intersection
 Source: AECOM, 2011

Table 3 presents the 'analysis results for the with' and 'without' project (school expansion to a maximum of 120 students on the campus) scenarios under the background conditions. Both intersections are expected to continue to operate within acceptable levels of service in the future even with the proposed school expansion. There would not be any change in the LOS but only a slight increase in delay and V/C ratio. As such, the proposed school expansion will not adversely impact the two study intersections. The conclusion in the main study report remains unchanged.

Table 3 – Intersection Level of Service – Background Conditions

#	Intersection	Peak Hour	Background				Background + Project			
			LOS	Avg Delay (sec)	Crit V/C	Avg Crit Delay (Sec)	LOS	Avg Delay (sec)	Crit V/C	Avg Crit Delay (Sec)
1	University Avenue / El Monte Avenue	AM	B	13.2	0.543	11.8	B	14.2	0.573	13.4
		PM	B+	10.8	0.471	9.3	B+	11.1	0.472	9.4
2	Foothill Expressway / El Monte Avenue*	AM	E	60.1	0.886	72.6	E	60.6	0.890	73.3
		PM	E+	56.7	0.869	68.1	E+	57.1	0.874	68.7

*CMP intersection
Source: AECOM, 2011

Memorandum

To	David Cornfield, City of Los Altos	Page	1
CC			
Subject	United Presbyterian School – Traffic Study		
From	Dennis Belluomini, PE		
Date	February 1, 2011		

This memo is in response to comments received by the City from Mr. Tak Watanabe, 800 Nash Road, Los Altos on the subject proposed project. Mr. Watanabe's comments will be listed first with the response following.

1. The school traffic data was collected on October 6, 2010 (see Appendix A of the AECOM report). This was on a Wednesday. The letter from Ted Brown, Project Manager for the Presbyterian Church, specifically points out that the total number of student enrollment on Mondays, Wednesdays and Fridays is 65 while on Tuesdays and Thursday it is 90 (see letter to Mr. David Cornfield from Ted Brown).

Mr. Watanabe is correct, the data for the El Monte Avenue/University Avenue was obtained on Wednesday, October 6, 2010. Following the Planning Commission meeting, AECOM obtained another set of traffic counts on Tuesday, January 11, 2011 for this intersection. The traffic data obtained on this later date is nearly the same as the data obtained in October. The level of service calculations were performed using the Tuesday data and the level of service for the University Avenue/El Monte Avenue intersection remained LOS B during both AM and PM peak hours. This information is included in a separate memorandum dated February 1, 2011.

2. The afternoon school traffic data was taken on October 6, 2010 from 4:45 pm to 5:45 pm (see Appendix A of the AECOM report), a full 2 hours after all classes have ended (see page 1-1, section 1.3 of the AECOM report). The maximum incremental environmental impact of the project should be at or around 2:45 pm not 4:45 pm.

The traffic study performed for the proposed project was in accordance with the Santa Clara County Congestion Management Agency's guidelines for a Traffic Impact Analysis. These guidelines state that peak hour traffic count data shall be obtained between 7am and 9 am for the morning peak hour and between 4 pm and 6 pm for the evening peak hour. Then the highest hour volume during these 2 hour periods shall be used to determine the intersection level of service during each am and pm

peak hour. While the pm peak hour for the school may be around 2:45 pm, there is more overall traffic on the roadway between 4 pm and 6 pm than around 2:45 pm.

3. To project the 120 student impact, the AECOM report increased the student attendance by 30 over the observed school traffic (i.e., 62) on October 6, 2010 (see Appendix A and Tables 3.1 and 3.2, page 3-4). However, to truly reach the 120 permit limit the increase should have been 58 students (i.e., 120 minus 62). This essentially would double the school traffic that existed on the day the data was taken.

The traffic data entering and leaving the school site was obtained on Tuesday, October 19, 2010. Upon further review of the schools' (elementary and pre-school) records, it was determined that there were actually 69 students on the campus on October 19, 2010. The traffic study was amended to indicate the increase in traffic due to the requested permit application would be for 51 students, not 30 students.

The level of service for the University Avenue/El Monte Avenue remained at LOS B during both am and pm peak hours for the student increase of 51 students. In addition, the TIRE Index analysis number of 3.4 did not change.

4. The background traffic was increased by 1% to accommodate for area growth in the next year (see Page 3-4, section 3.0 of the AECOM report). I believe that 1% is not sufficient to account for the traffic growth when the local economy recovers from the recession. The unemployment rate is nearly 11% in Santa Clara County at this time, which is significantly greater than the historically normal rate.

The 1% increase in background traffic was in accordance with other traffic studies recently performed in the City of Los Altos. The Santa Clara County Congestion Management Agency's guidelines for a Traffic Impact Analysis does not consider economic conditions such as unemployment rate in its calculations for existing and future intersection levels of service.

ATTACHMENT 5

CORRESPONDENCE



Shaun Lacey

From: Doug Schmitz
Sent: Monday, April 18, 2011 9:18 AM
To: Shaun Lacey
Cc: David Kornfield
Subject: FW: Communique from Pastor Ron, Union Presbyterian Church (4/17)
Attachments: USE PERMIT _ LETTER TO CITY COUNCIL.doc; Neighborhood Letter (11-04-12).doc

From: Ron Mchattie [mailto:ron.mchattie@gmail.com]
Sent: Sunday, April 17, 2011 4:46 PM
To: City Council
Cc: james.walgren@ci.los-alto.ca.us
Subject: Communique from Pastor Ron, Union Presbyterian Church (4/17)

Dear Members of City Council and James Walgren,

Attached are two documents. The first of more importance than the second.

The first document is a communiqué addressing the question, "How could this have happen?" which has been asked on numerous occasions. I trust that you will find my response to be informative and helpful. I apologize for the length, but this has been a long and involved, fact finding expedition.

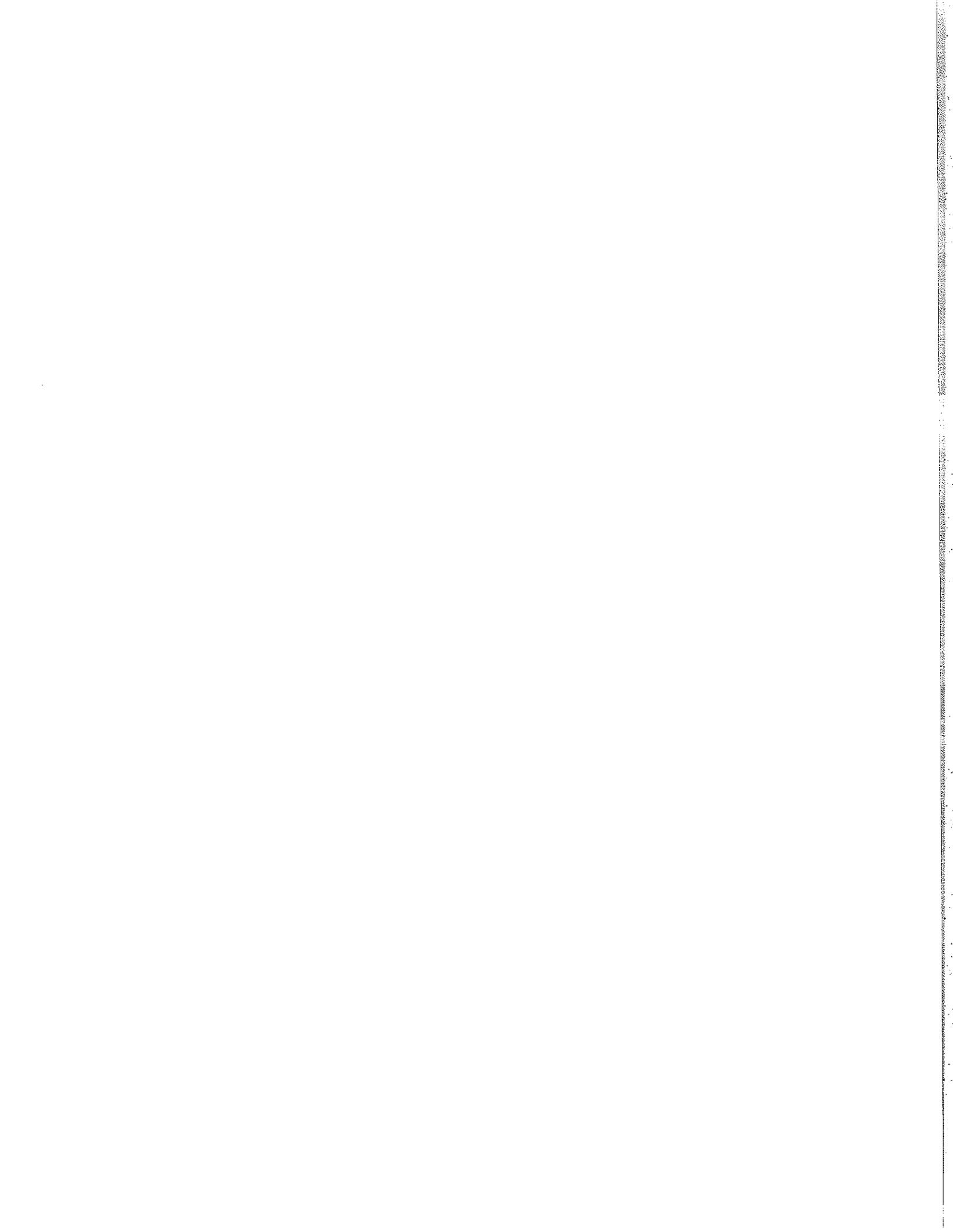
The second document is the most recent letter that has been sent out to the immediate neighborhood regarding activities here at the church. The brochures referred to are not included. This has not been our only effort to connect with the neighborhood, numerous other efforts have been made since this process began. Please note, the Council's directives are not a first for us. The church has been very present and connected in this neighborhood for decades among those families who were receptive.

Sincerely,
Ron McHattie

Information from ESET Smart Security, version of virus signature database 6050
(20110417)

The message was checked by ESET Smart Security.

<http://www.eset.com>



Union Presbyterian Church

858 University Avenue, Los Altos, CA 94024
Phone: (650) 948-4361 Fax: (650) 948-4403
www.unionpc.org

April 17, 2011

To: The Council Members of the City of Los Altos

Greetings,

My name is Ronald L. McHattie and am most often addressed as either Pastor Ron or simply Ron. I am currently serving as pastor for Union Presbyterian Church and have done so since December 1, 2009. The intent of this communiqué is to answer the question which I have heard asked, numerous times, at the past two city council meetings and in conversation with a few of you. It is the question, "How could this have happen?" The how being, exceeding the number believed to have been previously approved as the total enrollment of the two schools we have contracted with to assist in meeting our objectives to serve this community,

I think it is very appropriate for me to address this question, because I would like to know the answer for myself in the capacity I currently serve. I know it has never been the intent of Union Presbyterian Church to be in a conflicted relationship with the city or our neighbors. One of qualities that consistently impresses me in my short tenure is the conscience desire of our lay leaders to be valued citizens within this community and to be in compliance with the law as we understand it. Please note, for the sake of brevity from this point forward, I will refer to Union Presbyterian Church as UPC.

My findings will be three-fold. First, I want to address what I have concluded may be the source of confusion in regard to what appears to some to be a willful disregard concerning the number of students enrolled. I do not believe that this is the case and I trust you will reach a similar conclusion. Second, I will address how the previous misunderstanding was intensified through a series of unfortunate occurrences here at UPC. These occurrences are a separate issue from the administrative staffs of the schools. Third, it's my desire to address the Council's concern regarding future expansion of the schools.

FIRST, the confusion in regard to the total number of students enrolled. To the best of my ability, this confusion begins with the year 1991 when UPC joined in a joint venture with Kings Academy to start a new faith-based school in our community. King's Academy grew exponentially and it became very apparent that the school would exceed the original use agreement. It was obvious to both King's Academy and UPC that based upon the school's success, it was necessary for the school to relocate in order for the ministries of UPC to not be negatively impacted and King's Academy's growth impeded.

Marilyn Davidson would eventually leave her position at King's Academy with the dream of starting another school with a very different vision: to serve children who are significantly challenged in a normal school setting. She shared this vision with the leaders of UPC and a second joint venture was launched. This venture had barely begun when UPC was approached by the preschool director, Brenda Milhem, at Los Altos Baptist Church with the desire of numerous families to move their children to another site, as a result of the unfortunate incident that took place at Los Altos Baptist Church, now Bridges Church. Since UPC had the capacity to launch both of these schools we approached the city to request approval. At that time, we were informed that the two schools qualified as ancillary activities of the church. As a result, no use permit was needed. However, we did provide a very rough estimate of what we thought the number of students might be.

Once again, both to our amazement and delight, our expectations were exceeded; During the first year of operations the schools operated close to the estimated level however early in the second year the schools growth exceeded expectations. Unfortunately it was not until later in the second year that we realized that the growth was such that we should contact the City to see if operating the schools as an ancillary activity was still appropriate. Recognition of this growth did not become apparent earlier in the year because of our facilities ability to accommodate the influx of students and the lack of adequate communication on UPC's part (see SECOND point) When the situation became clear and with the advice of the city staff, UPC initiated the process of requesting a modification to our use permit to operate the schools at a new and more appropriate level. Year three, the current academic year, has been the year of following the directives given in order to bring the requested use permit before the Council.

UPC's intent has been to proceed in an orderly manner as directed by the city every step of the way. This intent is consistent to how UPC has endeavored to present itself in this community for nearly 100 years. To our knowledge, we have no record of willful neglect as to local and state regulations.

SECOND, the unfortunate occurrences here at UPC during the past four years, nearly five, have only added to the current state of confusion. Just prior to the schools on site being founded, UPC had a significant internal meltdown among its staff. This dysfunction was not moral in nature but it was still very disruptive resulting in the entire pastoral staff being asked to step down. The disengagement of staff did not transpire in as orderly a fashion as had been hoped. As attentive as our lay leadership endeavored to be, they are volunteers and many of the day to day operations of the church lacked the supervision that would have been considered normative.

One area where this lack of supervision was most evident was in our relationship with the schools. Since the schools operations were not providing any issues for the church, it was all too easy to simply be thankful for this and for our leadership to have their attention focused on the issues at hand. It is a testimony to the quality of leadership overseeing these schools that they thrived in a less than desirable environment. Fortunately, the church has weathered this difficult journey and much has changed for the better. Staff has changed, supervision has been restored and a true collegial spirit exists between all parties.

Third, the future expansion of the schools, within the guidelines of state and local regulations, is a non-issue. No parties involved have any intention to not be in compliance with the laws that directly apply to our situation. As for an unrestricted growth of these schools, this is also a non-issue. The educational wing of UPC's facility contains fifteen rooms. Six of these rooms cannot be made available to the schools without infringing upon UPC's weekly ministry activities. Three of the remaining rooms are specifically designed for nursery and preschool children. The preschool simply cannot exceed the legal capacity of these rooms. All but one of the remaining rooms have been designed to accommodate K-6 grades. There are no other rooms in the facility for such use. The one remaining room is adaptable for Heritage's use and does not infringe upon the church's ministries. Once the capacity of these six rooms is met, UPC has exhausted its ability to accommodate Heritage Academy. Thus, unrestrained future expansion is a non-issue because of the physical and philosophical, self-imposed boundaries mentioned.

Closing Comment: The City Council directed us at the March 22nd meeting to come back with a number that is a viable number for these schools. We were pleased to receive this directive because, as indicated, it was already on our agenda. The number to be presented does not infringe upon UPC's use of the facility, nor does it compromise any of the educational objectives of the schools, nor does it make use of the full capacity of the facility, nor does it disrupt the quality of life for our neighbors, nor does it exceed any precedence already established within the jurisdiction of the city, nor does it fail to comply with any state regulations.

I believe that I have satisfied the inquiry I have endeavored to address and trust the City Council will find my effort to be both sufficient and informative.

Respectfully,
Pastor Ron (McHattie)

Residence, 860 University Avenue, Los Altos
Mobile (408) 569-4204 _ ron.mchattie@gmail.com

Union Presbyterian Church

858 University Avenue, Los Altos, CA 94024

Phone: (650) 948-4361 Fax: (650) 948-4403

www.unionpc.org

April 12, 2011

Friends and Neighbors,

One of my joys with the coming of spring is to push my chair back from my study window and take in the stream of people making use of our facilities here at Union Presbyterian Church. A typical week involves the sound of children playing to older adults observing the centering practices of their own particular faith tradition. It's not uncommon to watch a parent teaching their child to ride a new bicycle or to throw, catch, and hit a ball. Often as I leave the premises, usually on the weekends, I'll observe a host of children enjoying our grounds for all sorts of various parties. These events and many others make my life richer and for that I am thankful.

My primary intent in writing this communiqué is to draw your attention to the enclosed flyers. The first flyer is an invitation to our annual "Easter Eggstravaganza." There are numerous families who look forward to this event every year with great anticipation and we're hoping you might be among them. The second flyer announces our summer program for 2011, which is very similar to what UPC has offered in years past. We are looking forward to another kid and family friendly summer. We would be thrilled if you, your family and friends took advantage of the activities we have planned. The brochures are self-explanatory and we encourage you to call and make arrangements according to your own calendar.

In addition to the activities on the enclosed brochure, we would like to bring to your attention that on Friday morning, July 1, we will be sponsoring a blood drive in cooperation with the Stanford Blood Center. A portable unit will be onsite and we invite you to participate in this significant gift of life for the recipients.

We also want to bring to your awareness that our church librarian, or one of her assistants, is at our facility every Wednesday from 10 AM to 2 PM. You probably weren't aware that you had a neighborhood library but it is here for you to enjoy. Our library certainly isn't comparable to the city's, but I think you will find it to be a nice addition to our neighborhood and we look forward to the opportunity to share it with you.

Finally, if you don't have a church family, please know that you are invited to join us this coming Palm Sunday and the following Easter Sunday. Both of these Sunday's are special celebrations among Christian believers. Our services on these two Sundays will be at 9 AM and 11 AM with an informal gathering for food and fellowship between the services in Bailey Hall. Our normal services are at 8 AM, 9:30 AM and 11 AM. The first two begin with a continental breakfast, are very informal and meet in Bailey Hall. The third service, at 11 AM, is more traditional and convenes in the sanctuary.

We look forward to you joining us soon,

Ronald L. McHattie

P.S. Please note that if you would like to know more about Union Presbyterian Church, who we are and the ministries we provide or support, please do not hesitate to contact me. I look forward to the opportunity to share with you.

April 15, 2011
144 Arbuelo Way
Los Altos, CA 94022

City Council of Los Altos
Los Altos, CA 94022

Dear Members of the Council:

I would like to write in support of the schools at Union Presbyterian Church. My husband and I have been residents of Los Altos since 1973 (except for a short time, 1978 to 1984, when we lived in Yakima, WA) and members of UPC since then. I must confess I had some doubts about having schools in our church facility, but I have been pleasantly surprised. The students are mannerly and the teachers very committed to their education. I like having another generation in our midst and appreciate the opportunity provided for parents to have another choice in their children's educational process.

Yesterday, as I left church, I saw the pre-school parents having a small picnic lunch together with their children and the teachers. What a rare opportunity for them to be able to interact in our rush-rush society. I was struck by the picture of enjoyment of each other's company that they presented. I support this out-reach into our community and appreciate the improvements the schools have made to the play equipment for the children that we can all share. I must confess that I have not noticed increased traffic in the neighborhood and I am one of those who frequently come and go at church during the week. I appreciate the neighbors' concerns and support the necessity for abiding by the 25 mph speed limit coming along University. We live not far from Los Altos High School and have similar concerns with cars coming down Valencia Drive from the High School. I would hope our church members and the families of the school children would continue to drive carefully along University Avenue.

I hope the council will grant the necessary provisions to allow the schools to operate in a sound financial manner. Many non-profit organizations are having such difficulty in today's economy and it behooves all of us to help out where we can. I am pleased that our church can provide a safe, pleasant environment for the preschool and elementary school that is ideal for small classes and excellent academics. It is a pleasure to have them.

I also want to thank the council for their attention to this matter. I appreciate your service to our community in public office.

Sincerely Yours,

Susan A. Michel

Shaun Lacey

From: Doug Schmitz
Sent: Monday, April 18, 2011 9:05 AM
To: Shaun Lacey
Cc: David Kornfield
Subject: FW: heritage academy

From: Anne-Marie Strohman [mailto:amstrohman@gmail.com]
Sent: Sunday, April 17, 2011 11:18 PM
To: City Council
Subject: heritage academy

Dear Los Altos City Council Members,

I'm writing to let you know how much Heritage Academy's location at Union Presbyterian Church has benefitted our family.

Our son's kindergarten classroom and the Union Presbyterian site provide just the right environment for his learning--he is in close proximity to other classes, the shared space enables large group activities, and he especially loves the outdoor play spaces, both for recess and PE. He has thrived in the environment, and Union Presbyterian is unique in being able to offer a site with the necessary elements to develop a school community and provide for the physical and intellectual learning that students need.

We are committed to carpooling, both because of the environmental and time-saving benefits, and also to reduce traffic in the area surrounding the school. In addition, I often shop in Los Altos after dropping my son off at school.

We support all the work that Heritage Academy is doing to help Union Presbyterian Church to be a beneficial partner in the Los Altos community and in its immediate neighborhood.

Thank you for your time in considering Heritage Academy's requests.

Sincerely,

Anne-Marie Strohman
parent of a kindergartener at Heritage Academy
Sunnyvale, CA

Shaun Lacey

From: Doug Schmitz
Sent: Thursday, April 14, 2011 3:31 PM
To: Shaun Lacey
Cc: David Kornfield; James Waigren
Subject: FW: An invitation from Heritage Academy

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

From: marilyn davidson [mailto:davidson.marilyn@gmail.com]
Sent: Thursday, April 14, 2011 3:17 PM
To: City Council
Subject: An invitation from Heritage Academy

Dear Council Members,

I would like to invite you to come visit and observe Heritage Academy (Union Presbyterian Church) any time next week. We do not have our Easter Break until the week of April 25th and would enjoy having you visit us to see the facility and to observe the playground and drop-off and/or pick-up times. Our school hours are 8:30-2:45.

Thank you for even considering this,

Marilyn Davidson
Principal
Heritage Academy

Shaun Lacey

From: Doug Schmitz
Sent: Thursday, April 14, 2011 2:31 PM
To: Shaun Lacey
Cc: David Kornfield
Subject: FW: Heritage Academy

From: Judy Mitchell [mailto:jhmitche@sbcglobal.net]
Sent: Thursday, April 14, 2011 2:27 PM
To: City Council
Subject: Heritage Academy

Dear Council members,

As members of Union Presbyterian Church, we want to say how much we appreciate having the Heritage Academy at the church. The school provides excellent academics in a small setting for students with learning disabilities who need such a setting to help with focus and individual attention. These students often "fall through the cracks" in a larger classroom situation in either a private or public setting, and it is good for the Los Altos community to be able to provide such an offering to local families.

In addition, Heritage Academy is a good way for the church to fulfill part of its mission to reach out to neighbors and helps build community in the neighborhood. The noise is well controlled (there are no bells), and the children are well behaved. Because it is an elementary school, there are not lots of drivers and extra traffic on University Avenue or around the church while school is in session. In addition, the school has provided new play equipment that is shared with the neighborhood, and they have been a most cooperative partner in the use of the church facility.

Thanks in advance for your attention and consideration of these factors as you vote on April 26th.

Judy and David Mitchell
190 Pine Lane
Los Altos

Shaun Lacey

From: Doug Schmitz
Sent: Wednesday, April 13, 2011 2:44 PM
To: Shaun Lacey
Cc: David Kornfield
Subject: FW: Heritage Academy <ACL>

From: Cheryl House [mailto:chouse@adobe.com]
Sent: Wednesday, April 13, 2011 1:48 PM
To: City Council
Subject: Heritage Academy <ACL>

Dear Council Members,

I am writing because I understand some of my neighbors along University Ave. are concerned about the operation of Heritage Academy. I have to confess that, until my neighbor mentioned the school last year, I was not aware that a school operated in our neighborhood, even though I live on Gardenia Way, across the street from the entrance to the church. I also understand there have been concerns about traffic and speeding along University. I walk my dog along University and around the neighborhood every morning, and while I share concerns about speeding on University, I do not believe that church or school activities contribute significantly to the speeding, nor do they contribute a significant amount of traffic on University.

We have lived on Gardenia for 10 years now, and in that time have found the church to be an excellent neighbor. Our children have grown up playing in the churchyard, both on the play structures in back and on the front field. Our whole family, including the dog, will often go across the street to play baseball or tag or football or just run and play in the field. Having such a large property that is easily available is a huge asset to the community, and we have greatly appreciated the willingness of the church to share it with the neighborhood. I hope that we in turn can be good neighbors to the church and let the school operate, as based on my observations, it definitely has not had an adverse effect on the neighborhood or the traffic.

I also believe that having a small, local school is an asset to the community. It provides an option to keep children within the community who might not fit into the local public school, particularly given the many cuts that the district is facing. These children likely would not remain in the public school in any case, so having an option to keep them within the community is helpful both to them and to the community as a whole.

I hope you will allow Heritage Academy to run the school as they currently propose, to the benefit our neighborhood as well as the community as a whole.

Thank you,

Cheryl House
875 Gardenia Way
Los Altos

4/13/2011

Shaun Lacey

From: Doug Schmitz
Sent: Tuesday, April 12, 2011 8:51 AM
To: James Walgren; David Kornfield; Shaun Lacey
Subject: FW: Heritage
fyi

From: Beth Cala [mailto:beth@anyevent1.com]
Sent: Monday, April 11, 2011 11:26 PM
To: City Council
Subject: Heritage

Dear Council Members

I am writing because I understand some of my neighbors along University are concerned that Heritage Academy will take dollars out of the school district. While I understand that the school district is funded in part by the state, based upon the number of students in the district, I would like to offer a different perspective.

Some children have needs that cannot be adequately met within the school district. The cost for the district to support a special needs child is very expensive, and in most cases exceeds the amount of federal and state funds the district might receive on their behalf. Smaller classes, specialized instructors, aids, social support, staff time dedicated to the IEP process, all put a financial burden on the school district. The Individuals with Disabilities Education Act (IDEA) is a United States federal law that governs how states and public agencies provide early intervention, special education, and related services to children with disabilities. While federal funds are supposed to be available to fund IDEA, most school administrators are disappointed that IDEA is not fully funded. This puts school districts in the uncomfortable position of meeting federal law AND carving out the extra dollars needed to pay for it.

As you probably all know, with the current budget crisis, Los Altos School District (LASD) is struggling to maintain the quality of education for all district students. Parents with children receiving special services are especially concerned. If there are alternative schools available for parents to consider, those parents can meet the needs of their children while actually benefitting the school district.

My daughter has a language-based learning disability. She is currently attending Charles Armstrong School, a private school in Belmont, which we pay for out of our own pocket. She previously attended Pre-K, Kindergarten and First Grade at Covington Elementary. We all like Covington where my younger daughter attends, and have many friends there among students, parents, teachers and staff. We were very sad to take my daughter out of her neighborhood school, and it was not an easy thing for her. However, after a very difficult first grade, we realized that her learning differences could not be accommodated in the school district. She required a smaller class environment that would allow the more individualized pace she needs.

I began looking at various alternatives, and was surprised when someone mentioned I should look into Heritage Academy. Although I can actually see the Presbyterian church from my driveway on Gardenia Way, I never realized that Heritage existed. After meeting the teachers,

and observing classes, I was happy to see first-hand their supportive environment with individualized instruction and respect for the student. Heritage's principal, Marilyn Davidson, very generously allowed me and our support team to evaluate the classes, and for my daughter to shadow for two full days, so we could see how she would do. It felt right in many ways, and Heritage warmly welcomed her, fully aware of her strengths and weaknesses.

Although my daughter is extremely well liked at Covington, I believe they were very relieved to see us go. Although her program was very costly to the district, it was not enough. While I had really hoped to send her to Heritage, in the end, we decided that for now, Charles Armstrong's program for language-based learning disabilities offers the best place for her to catch up. And while this was a difficult decision for me, Heritage was very supportive. Once my daughter's skills are up to grade level, it's my hope that Heritage will be there for her. I feel strongly it's a good place for kids; especially for ones whose needs are not met by the school district.

I hope you will consider this perspective in considering Heritage Academy's request for permitting. And will allow them to run the school in a way that it can be successful.

Thank you,

Beth Cala

Shaun Lacey

From: James Walgren
Sent: Friday, March 25, 2011 9:44 AM
To: Planning Division
Subject: FW: 858 University Avenue (Union Presbyterian Church) Permit Application - Private Comments

From: Doug Schmitz
Sent: Friday, March 25, 2011 8:58 AM
To: James Walgren
Subject: FW: 858 University Avenue (Union Presbyterian Church) Permit Application - Private Comments

Good morning.fyi.....

From: Jim Chiang [jchiang_personal@yahoo.com]
Sent: Tuesday, March 22, 2011 10:23 PM
To: City Council
Subject: 858 University Avenue (Union Presbyterian Church) Permit Application - Private Comments

Dear City Council members:

My name is Jim Chiang and am one of the Traffic Commissioners. However, I am writing as a concerned citizen and not on behalf of the Traffic Commission. I currently reside at 1080 Los Altos Avenue and would like to opine on the Permit Application for 858 University Avenue.

I do not have (currently or in the past) any children in the schools at Union Presbyterian church and do not have a direct stake in the outcome of this decision. Although Union Presbyterian Church is in clear violation of the original use permit for their property, I believe that the City Council's decision moving forward should be in the best interests of the community - including the neighborhood, the church, and its students.

My understanding of the violation is that it was an "honest" mistake and that the church inadvertently neglected to file for an expanded use permit that allows increased enrollment. However, "enforcing the rule, for rule's sake" is not in the long-term interest of the community.

In particular, I am very concerned about any proposals that restrict the school to the original 50 enrollment usage permit, for the following reasons:

- Current enrollment is over 90. Enforcing the original 50 enrollment usage would unfairly penalize almost 50% of the parents and students by requiring them to seek other school options late in the school year.
- 30% of the children have special needs, including autism. Relocation to other schools, if possible, would require a change of environment for these children (especially if the facility can properly accommodate the current enrollment).
- I believe the City should promote policies that lessen the long-term enrollment burden on the Los Altos public schools. Promoting private schools within Los Altos, especially for special needs children, should be a priority.

I would like the Council consider the following proposal (as opposed to the original 50 enrollment restriction):

- Freeze new enrollments to the school, effective immediately, thereby eliminating unnecessary burden on the current parents and students to seek another school option late in the school year. School enrollment would decrease over time due to attrition.
- Commission an outside Consultant to conduct a fair use study to determine the maximum student enrollment that can be effectively managed at this site. The costs of the study can be negotiated as part of the church's permitting process. This would give an objective assessment of the school's capacity.
- The church can reapply for a revised permit for proper use at the new student enrollment level. Enrollment can then be adjusted to conform with the guidelines set forth in the fair use study.

Regards,

Jim Chiang
Traffic Commissioner
City of Los Altos

Shaun Lacey

From: Zach Dahl
Sent: Monday, March 21, 2011 2:18 PM
To: Shaun Lacey
Cc: David Kornfield
Subject: FW: An invitation from Heritage Academy

Is this also in relation to the University use permit?

Zachary Dahl, AICP
Senior Planner

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

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

From: Doug Schmitz
Sent: Monday, March 21, 2011 8:45 AM
To: Zach Dahl; James Walgren
Subject: FW: An invitation from Heritage Academy

Please see below. thanks

From: vcarpenter@aol.com [mailto:vcarpenter@aol.com]
Sent: Saturday, March 19, 2011 9:28 AM
To: Doug Schmitz
Subject: Fwd: An invitation from Heritage Academy

FYI - I can't remember if I already forwarded this to you. It has some facts that may help staff write the conditions of approval. Best, Val Carpenter 650-941-0487 phone/FAX

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

From: marilyn davidson <davidson.marilyn@gmail.com>
To: vcarpenter@losaltosca.gov
Sent: Thu, Mar 10, 2011 4:33 pm
Subject: An invitation from Heritage Academy

Dear Councilmember Carpenter,

I would like to extend a personal invitation to you to come visit Heritage Academy. Our children would love to meet a council member and give you a tour of the facility, and we would enjoy having you get a glimpse of our school in

3/21/2011

action. We would greatly appreciate your visit.

Here are some facts for you. We start school at 8:30 each day, have Kindergarten pick-up at 1:30, and have general pick-up at 2:45. Our recesses take place at 9:55 and 11:15 for the younger children and at 10:40 for the upper grades. Lunch is at noon. Our biggest days are when the homeschool children come on Tuesday and Thursday mornings.

It would be an honor to host you. Please let me know if and when you would like to visit us.

Most sincerely,
Marilyn Davidson
Principal=

Shaun Lacey

From: Zach Dahl
Sent: Monday, March 21, 2011 2:17 PM
To: Shaun Lacey
Cc: David Kornfield
Subject: FW: 858 University Avenue Use Permit Application
Importance: Low

This is a comment for your school use permit.

Zachary Dahl, AICP
Senior Planner

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

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

From: Doug Schmitz
Sent: Monday, March 21, 2011 1:46 PM
To: Zach Dahl
Cc: James Walgren
Subject: FW: 858 University Avenue Use Permit Application
Importance: Low

fyi

From: Rob Trotter (rlt) [mailto:rlt@cisco.com]
Sent: Monday, March 21, 2011 1:45 PM
To: City Council
Subject: 858 University Avenue Use Permit Application
Importance: Low

Dear City Council Members of Los Altos;

I am writing to you in regards to the town hall meeting, held on 3/8/2011, specifically agenda item #6 (858 University Avenue Use Permit Application).

I am not a resident of Los Altos, but I did attend the meeting. I have a child, which attends the pre-school program at 858 University. This is our second year at UCDC pre-school. I understand I'm not allow to directly address the council in the meeting, so I would like to state my thoughts on a few key points.

3/21/2011

Firstly, I'd like to say thanks to the City of Los Altos and its citizens, specifically the citizens that reside around and adjacent to Union Presbyterian Church. I understand impact is impact, no matter what study or statistics may say. As I'm not a resident of Los Alto I fall into the 75% category of a non-resident attendee. And I am truly grateful that such a school exists.

As parents we looked for a place where we could feel good about leaving our child, knowing they would be safe, and taught quality educational and personal skills. As others have already testified, this school is such a place. We actually searched around in our area (Sunnyvale), but nothing even came close to this school.

I listened to the concerns of the neighbors. It seemed the main concern is traffic congestion and its impact on the neighborhood. I'd like to mention, from my observations, that most of the street traffic is not related to the school. And on a number of occasions, following my drop off, I have waited for several minutes, before I could even exit the school (church) parking lot, back out onto the street. The traffic, in this case, is passing in front of the church, not turning into the church. So it is unrelated to the school. Following the town hall meeting, I really paid attention to my speed in the neighborhood and found it quiet easy to exceed the 25 MPH limit. But again, this excessive speed, was observed in most of the traffic, not just the traffic destined to the church. So it seems we could all do much better at watching our speed. It does not seem that the traffic congestion and speed along this stretch of road should be the basis of how the school's enrollment number is determined.

I heard one of the citizens ask or state, "If only 25% of the students are residences of Los Altos, what good is it to the City? The school is non-profit!!" To this I'd offer that the other 75% are now exposed to the great City of Lost Altos. I know my wife and some of the other Moms frequent the downtown area after picking up the children from school. They go out for lunch and shopping. Also my family finds itself returning to Los Altos on some weekends for Dinner. This would likely not be the case if my wife had not already frequented the downtown area. I'd say having great exposure is a plus for the City. We all know the positive impact of "word of mouth" testimonies. So I would ask, "Is Los Altos looking to be exclusive or inclusive?"

The school is only limited by the attendance restrictions. As long as there is room, anyone can attend. It is all about choice. I actually know of a Los Altos family that will start their child next year. If the attendance was allowed to be increased, the Los Altos percentage would likely increase as well.

Lastly, as a grateful parent I would like to extend a hand of cooperation to both the city and impacted neighborhood. I'd like to help mitigate the concerns of the neighbors and city, in measurable and feasible ways.

- 1.) Would a parent patrol "crossing guard" help? A kind of self governing. To help parents be aware of speed limits etc ...

I would hope that when this item is discussed again at this week's Council meeting, 8/22/2011, you vote to allow the full requested increase to 120 total student enrollment. With cooperation between the church, school, parents, neighbors and city, it will be a win-win situation.

Sincerely;
Robert L. Trotter

1348 Los Arboles Ave
Sunnyvale, CA. 94087

Shaun Lacey

From: James Walgren
Sent: Wednesday, March 09, 2011 2:07 PM
To: Shaun Lacey
Cc: David Kornfield
Subject: correspondence

Let's make sure we collect and attach whatever correspondence we receive between now and the next meeting.

James

From: vcarpenter@aol.com [mailto:vcarpenter@aol.com]
Sent: Wednesday, March 09, 2011 9:42 AM
To: James Walgren; Doug Schmitz
Subject: Fwd: UPC Zoning Permit

FYI . . . Best, Val Carpenter 650-941-0487 phone/FAX

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

From: Cindy Fitz <cindy@familyfitz.com>
To: council@losaltosca.gov
Sent: Wed, Mar 9, 2011 9:24 am
Subject: UPC Zoning Permit

Dear Los Altos City Council Members,

Thank you for listening to the concerns of the neighbors surrounding UPC during the Town Council meeting last evening.

Having had time to reflect, I would like to share some data that I have discovered and an underlying concern of the neighborhood, which was not mentioned last evening.

Marilyn Davidson, Principal of Heritage Academy, was a founding board member of King's Academy (TKA) when TKA first occupied UPC in 1991, so she is and was aware of the zoning permit issued at that time, which allowed 100 students. If you look at The King's Academy website and their link to the history of the school, it states that at 100 students they had reached capacity at UPC and were fortunate to have found the old Sunnyvale High School sight to which to move the school.

So, here we are 20 years later with the same problem as in 1991. The school is successful and growing rapidly. The number kept inflating even as the principals of both schools spoke last evening. The last number that they indicated was 99 students currently enrolled in both schools.

Here in lies our concern and the potential for what may happen in the future. To my knowledge the following information has not been mentioned in public and I believe it is worth investigation on the part of the council to see what the future intentions of UPC and the schools are at the site.

Recently, the associate pastor of UPS, and his wife, the former director of the Vacation Bible School (VBS) left UPC to form a new church. With them a significant portion of the UPC congregation has left the church to join the new church. The VBS camps in the summer, which generally have been attended by over 100 children, many not members of UPC, has moved with the new church.

3/9/2011

Therefore, the numbers in the UPC congregation have been drastically reduced, which is perhaps why Ted Brown indicated last evening that there are more classroom spaces that could be rented to Heritage Academy.

As you have recently approved the former Highlands Church being allowed to operate as a school, we are concerned that if this church can not financially sustain itself, as with many churches these days, that the zoning could be changed and it could become a full-fledged school.

As for the hours of operation for Heritage Academy, their website indicates that the school days begin at 8:25 and end at 2:45. They offer Extended Day Care from 1:30-2:45 and 2:45 - 5:30. As I was driving home today from dropping my own children at their schools I followed a vehicle headed for the school at 8:09am.

After consideration, my ask is that your decision to grant this application comes with very definitive guidelines as to the total enrollment being capped at the requested 120 and have guidelines as to how many students are allowed on campus per day. If the current numbers are around 70 per day, but they figure out a way to have all 120 students present each day, that would be a significant increase in traffic and noise for the neighborhood. In addition, I would recommend a 3-year time limit on the use permit, as it will allow enough time for the fiscal health of the church to be reviewed and for the school to look for a new location, should they outgrow the church. It will also give the neighborhood time to experience how our day-to-day lives have been impacted by the presence of the schools.

If my husband and I knew in 2006 that we would be living next to a potential school, then we would not have purchased our home on Madonna at over \$3Million. We would have chosen a residential neighborhood locked with homes. I'm not sure that the homes that immediately surround the Los Altos public schools are valued in that price range as many of the homes are on Madonna Way. Please consider the residents of this neighborhood and our interest when your final decision is made.

Thank you for your consideration.

Kind regards,

Cindy Fitz
920 Madonna Way
Los Altos

Dear Los Altos City Council Members,

My name is Sangum Desai. My wife and two young daughters are residents of Los Altos and wanted to express our strong opposition to the Union Presbyterian Church School Permit that will be considered during the March 8th meeting.

Here are the reasons that we believe the permit should be denied.

1. **An elementary school is strictly forbidden by the R1-H zoning ordinance.** Small family daycare is allowed (14.08.020), and large family daycare is a conditional use (14.08.030). However, "regular elementary schools" are specifically singled out as being strictly forbidden in the definition of "day care" (14.02.070). It is one of only two uses (the other is new community facilities) that are explicitly prohibited.

I understand that the city council can vote to override ordinances when deemed necessary. However, I would hope that there would need to be an overwhelming reason for that to even be considered when it comes to something that will have such a major impact on the local community. I see no overwhelming reason in this case.

2. Although elementary schools are strictly forbidden, the school was somehow granted a use permit for 2 classes of 25 students each, for a total of 50. There were no public hearings or discussions, and many of us local residents were stunned to find a steadily increasing enrollment of students in a facility where elementary schools are prohibited. Subsequently, the school unilaterally almost doubled their enrollment to 90; **a blatant violation of their use permit demonstrating disrespect for the laws of Los Altos and our local community.** This could not have been by accident, since they would have had to plan for additional teachers, classrooms, teaching materials, and other administrative needs. This permit application is before the city council now because the school was reported to the city when they were caught. Now, they are applying for a permit that would allow 120 students. If this permit were to be granted, it would be tantamount to a reward for their malfeasance. Moreover, the traffic study they initially provided to the planning commission can also be considered to be somewhat deceitful. Instead of studying the traffic difference between what they were permitted (50) and what they were asking for (120), they studied the difference between their current over-enrollment (90) and what they were asking for (120). An addition of 70 verses an addition of 30 are very different things. In matters relating to this use permit, the school has been repeatedly deceitful to the community and our city.
3. The property is not designed or appropriate for use as an elementary school.
 - There are no protected walking or biking paths in and out of the property for the students.
 - There are no sidewalks or crosswalks.
 - There is no signage to warn motorists in and around the property that children may be present.

- The parking lot is used as a playground, separated from relatively frequent car traffic (presumably both church and school related) only by yellow crime scene tape strung between trees.
- The preschool playground facility is in a state of disrepair.

I do not believe that such issues can be easily fixed without a redesign and substantial construction. Also, proper signs and entrances could result in a significant financial burden on the city and the local community.

4. For those of us that live on Madonna Way, the noise levels have become somewhat persistent and very noticeable. The presence of the school since 2008 has negatively transformed what used to be a peaceful, quiet, and comfortable neighborhood. When we first considered purchasing our home in 2006, we did a lot of research and talked to many of our potential neighbors about the impact the church had on the local community. We visited many times at various times and days of the week. At that time, we were satisfied the church would be a good neighbor. Had there already been an elementary school there, we definitely would not have purchased our home. Due to the existence of this school, we are now faced with a much less peaceful, quiet, and comfortable neighborhood. Moreover, this detrimentally affects our property value. We feel it is like taking \$100-200K out of our pocket.
5. The permit applicant considers this school an ancillary use. In fact, it has become the dominant use of the facility. It is my understanding that there is virtually no overlap between the school and the congregation of the church. The school leases the space from the church.
6. The permit applicant claims that the school provides a wonderful service for our community. It is not clear what community is being referred to. The school does not serve this local community. It is a niche private school whose students probably come from a wide radius (perhaps 5-20 miles). I would be very surprised if any students who attend the school live on a property that is negatively impacted by its existence. The city council will most likely hear wonderful things about the school from a host of parents who chose to send their children there. However, it does not seem right that the local residents are forced to accept this negative impact on our local community for the benefit of those who do not live here.

Thank you for considering our concerns.

Sangum Desai
910 Madonna Way
Los Altos, CA 94024

Opposition to UPC school permit from 855 Madonna Way (Palmers)

From: clarec@phy.ucsf.edu
Sent: Tue 3/08/11 10:00 AM
To: council@ci.los-altos.ca.us

To City Council Members:

We moved to 855 Madonna Way in August 2009 because we were looking for a quiet neighborhood with less traffic in the area and no school.

When we searched for homes, there was absolutely NO SIGN indicating that Presbyterian Church has any school facility and this is the reason why we chose the current resident. We are well aware of traffic and noise issues created by school because our former home was very close to middle school and we wanted to avoid this issue searching for new home. If we knew of school, we would have not purchase the current home.

Furthermore traffic between 8:15 AM to 9:10 AM is very congested in El Monte; having more traffic from school will aggravate the situation. I travel during this time every day on University Ave and El Monte because I go to mass at St. Williams and it takes at least ten minutes to get to church from short distance of 0.9 miles from door to door. According to Google Map, it should take 4 minutes.

In addition, we have listed reasons why we oppose to UPC school permit:

- The school is forbidden by the R1-H zoning ordinance.
- The school violated their earlier permit and should not be rewarded with a permit for expansion.
- The presence of the school has introduced noise and traffic issues.
- Housing values are detrimentally affected by the presence of the school.

Please OPPOSE UPC school permit because we will consider your final action or decision when we vote for the next city council election.

Thank you for your consideration in advance.

Palmer Family

This message was sent using IMP, the Internet Messaging Program.

Dear Los Altos Planning Commission:

We are writing to express our opposition to the school expansion plans at the Union Presbyterian Church (858 University Avenue).

Our family moved to our current residence, located at 888 Stagi Lane (corner of Madonna and Stagi) in October of 2008. At that time, we were concerned about moving across the street from a non-residential establishment, however we were assured that traffic coming in and out of UPC was minimal. This was of particular importance to us because we had at the time a 2 ½ year old son who loves to play in the front yard and we were concerned about safety. We were also told that there was maybe one "loud" event per year when UPC had an outside concert.

To date, we have been pleased with having UPC as a neighbor. We are especially grateful for their graciousness in permitting the neighborhood children to use their outdoor facilities (playground, basketball hoops, etc.). However, we are seriously concerned about the impact that this expansion will have on the neighborhood. As we understand it, UPC plans to expand its educational program to service Preschool through 8th graders. While we understand that the short term enrollment plans are low, we anticipate that the longer term attendance at the school could be quite large in population. For example, if there are eventually 30 students in each grade level, that is approximately 240 cars going back and forth each day for drop off and pick up. Given the competition for high quality schooling in the area, we do not think these numbers are overestimations. Add to that the increase in noise levels and potential mischief caused by young adolescent students. Even with the currently limited church activities, we have had issues with UPC attendees smoking on the Madonna side, littering the neighborhood with cigarette butts.

In a recent letter we received from UPC, UPC claims that their summer bible camp had similar enrollment without any impact on the neighborhood. From what we can infer, the summer bible camp is a one week program for two grade levels for three hours a day. This is hardly a fair analogy to a full time school spanning all grade levels.

We oppose the planned expansion due to the increase in traffic and noise levels in the area. We enjoy living in a quiet residential community and certainly would have reconsidered our purchase of the home if we had known about the school's expansion plans.

Thank you for giving us the opportunity to express our opinion.

Sincerely,

Dr. Michael Katz

Tamara Katz, Esq.

888 Stagi Lane

Los Altos

United Presbyterian Church School

From: **KAMAL AHMED** (kamalahmed@me.com)

Sent: Mon 3/07/11 7:22 PM

To: council@ci.los-altos.ca.us (council@ci.los-altos.ca.us)

To the Los Altos City Council:

As a resident of Los Altos who lives in close proximity to the United Presbyterian Church, I urge council members to deny the church's request to expand the size of its school.

There are several reasons why this request should be denied:

- It violates the R1-H zoning ordinance
- The school has already violated their earlier permit
- It creates more traffic and noise
- It has a negative impact on housing values

Thank you for your consideration.

Kamal Ahmed
875 Madonna Way
Los Altos, CA 94024

From: Amy Madsen [mailto:amy@red-spark.com]

Sent: Monday, December 13, 2010 8:52 AM

To: Shaun Lacey

Subject: Revising church school feedback - RE: Shuan - feedback for Dec. 16 church planning meeting

Hi Shaun.

I need to reconsider my approval of the church's desire to increase school size due to input from my husband and my own experience today. Until we can see appropriate driving into and out of the school, we do not approve an increase.

My husband pointed out that he sees a lot of fast driving into and out of the church. And recently he has seen a lot of police cars in the neighborhood. If this is for traffic calming, we welcome this.

At 8:35 this morning, I witnessed a large black SUV heading toward El Monte make a u-turn in the middle of University and then make a right turn into the church using no blinkers either.

This is a concern - for many reasons, and particularly in light of the death of a pedestrian in Los Altos last week. Los Altos and Hacienda, where that fatality took place, is not so different from University and the side streets. Our neighborhood has a number of children walking and biking to school and a number of seniors who walk in the neighborhood.

We hope that the school/church and city can help address these driving infractions. Until the school and city are able to address this, we do not support the expansion at the church

Shaun - can you please confirm receipt of this email.

Regards,

Amy

Union Presbyterian Church school permit application

From: **Sangum Desai** (sangum_desai@hotmail.com)

Sent: Thu 12/16/10 9:58 AM

To: slacey@losaltosca.gov

[***** If this email is printed and/or distributed, please blackout my email address *****]

Hi Shaun,

We live at 910 Madonna Way in Los Altos. My family consists of myself, my wife, and two young daughters (16 months and 3 years old). We purchased our property in September of 2006. I may not be able to attend the public meeting scheduled on December 16th at 7:30pm, so I wanted to convey my thoughts on the permit application submitted by the Union Presbyterian Church (UPC) at 858 University Avenue.

First, I'd like to state that since we've been here, the UPC has always attempted to be a good neighbor. They have addressed any issues we brought to their attention. They have also been open to local residents making use of their facilities, including occasional extra parking and use of the open spaces and playgrounds. We also appreciate being able to vote at their facility.

Unfortunately, we cannot currently support granting UPC their permit to expand their school operations. Here are some of our concerns:

1. We believe the resulting traffic conditions will be much more detrimental than indicated by the traffic study report. The sections of University Avenue and Madonna Way that border the church are very popular with pedestrians. Children, the elderly, cyclists, and people walking their dogs can be seen at all times of the day. We have frequently witnessed vehicles entering and leaving the church proceeding at unacceptably high speeds, disregarding traffic laws, and simply not paying attention. Although such inconsideration is not exactly rare on public streets, it is particularly important here due to the aforementioned high level of pedestrian use. Most importantly, this really only seemed to become a problem in the last few years, which appears to coincide with when the elementary and preschool classes started in 2008.
2. We are also concerned about the increase in noise levels. Although the decibel level may remain within the maximum noise thresholds, the frequency and/or increased level of constancy of that noise level will have a general impact on the peace and comfort level in the neighborhood. Since the schools opened, noise levels have already increased and are particularly noticeable from our home. Ancillary events/gatherings associated with the school will also increase noise levels in the adjacent community.
3. In the past, UPC was subleasing their facility to another church (I don't know if that arrangement still exists). While the other church was occupying the facility, some issues came up. Some of the younger members chose to gather directly in front of our home for a smoke every now and then. Smoking is obviously their own health choice, but gathering directly in front of our home to do it in this type of residential community is disconcerting; not to mention the littering of cigarette butts and increased fire danger from the dry brush nearby combined with the lack of a proper cigarette disposal site. Although this issue was eventually handled, it was very time consuming due to the many weekly attempts it took to do so. However, my main point is that with an increase in school capacity, especially with more older children, such issues can only increase.

4. We are also concerned that home values could be detrimentally affected. As our home was a very significant investment, this is important to us. Although some may argue that having a school in such close proximity is beneficial, we believe that to be true only for public schools, since most children that live close by would likely be attending that school. The same cannot be said for private schools.

5. Living in such close proximity to a large semi-public facility was definitely a concern to us. Prior to purchasing our home, we made many visits at various times of the day and week to gauge the traffic and noise situation. We also asked many of our potential neighbors about their experiences. When we moved in over four years ago, there was a "very noticeable" event maybe once or twice a year, and that seemed acceptable. Since then, it has worsened, probably due to the start and/or expansion of the schools in 2008. Further expansion can only make it worse. Had we known about UPC's expansion plans, it is likely that we would have reconsidered purchasing our home.

Thank you.

Sangum Desai
910 Madonna Way
Los Altos, CA 94024