PUBLIC HEARING ITEM
Agenda Item # 3

AGENDA REPORT SUMMARY

Meeting Date: June 23, 2020

Subject: Conditional Use Permit Modification, Design Review, and Variance at 1860 Grant Rd (St. Simon Catholic School)

Prepared by: Steve Golden, Senior Planner
Reviewed by: Jon Biggs, Community Development Director
Approved by: Chris Jordan, City Manager

Attachment(s):
1. Resolution No. 2020-23
2. Planning Commission Meeting Minutes, March 5, 2020
3. Planning Commission Meeting Agenda Report, March 5, 2020
4. Project Plans

Initiated by:
John Miller, Architect

Previous Council Consideration:
None

Fiscal Impact:
The project will result in the following estimated financial contributions to the City:
- Traffic Impact Fees: $12,408.73 per 1,000 sq. ft.
- Los Altos Public Art Fund: one percent of construction costs, up to $200,000

Environmental Review:
The conditional use permit modification, design review and variance applications are categorically exempt from environmental review pursuant to Section 15314 (Class 14), Minor Additions to Schools, of the California Environmental Quality Act Guidelines, as amended. Class 14 categorical exemptions consists of minor additions to existing schools within existing school grounds where the addition does not increase original student capacity by more than 25% or ten classrooms, whichever is less. The applicant requests to modify the conditional use permit which will not increase the total number of students St. Simon School under previously approvals. In addition, the applicant is seeking to provide two additional classrooms; therefore, the Class 14 categorical exemption applies.

Policy Question(s) for Council Consideration:

Reviewed By:

City Manager	City Attorney	Finance Director
CJ	JH	SE

Subject: Conditional Use Permit Modification, Design Review, and Variance at 1860 Grant Rd (St. Simon Catholic School)

- Is the request for setback variances for the proposed structures justified and does it meet the required findings per the Los Altos Municipal Code?
- Does the proposed design meet the required findings for design review per the Los Altos Municipal Code?
- Does the proposed use meet the required findings for a conditional use permit per the Los Altos Municipal Code?

Summary:

- The Project includes requests for a conditional use permit (CUP) modification, variance, and design review for a new preschool structure and an addition for a new multi-use classroom of the St. Simon Parish School at 1860 Grant Road.
- The CUP modification request would allow the preschool up to 54 students, but not increase the total number of students allowed under the previous CUP approval.
- The design review request is for the construction of a new one-story 1,320 square foot modular building and two shade structures (729 square feet each) for the preschool use, a 1,040 square foot addition and 643 square foot covered walkway to the existing school building for a new multi-use classroom, and minor alterations to landscape, hardscape, and other associated improvements to accommodate the buildings.
- The variance request is to allow a 26-foot exterior side yard setback for the modular building, whereas a 35-foot setback is required and to allow a 29.75-foot front setback, whereas a 40-foot setback is required and a 21.75-foot exterior side yard setback, whereas a 35-foot is required for a shade structure.

Planning Commission Recommendation:
Adopt Resolution No. 2020-23, which will approve the Conditional Use Permit Modification (MOD19-0007), Design Review (D19-0003) and Variance (VCMF19-0003) requests.

Purpose
Consider requests for a conditional use permit (CUP) modification, variance, and design review for a preschool up to 54 students and an addition for a new multi-use classroom of the St. Simon Parish School at 1860 Grant Road.

Background

The St. Simon School is located on an approximately eight-acre parcel on the northwest corner of Grant Road and Foothill Expressway in the Public and Community Facilities Zoning (PCF) Zoning District (PCF). The site is bounded by Grant Road to the east, Foothill Expressway to the south/west, and single-family residences to the north. The properties in the surrounding area are all zoned R1-10 (Single-Family) District. The site is primarily accessed by two main driveways on Grant Road with

the northern driveway acting as an entrance only driveway and the southern driveway as an exit only driveway. There is a third driveway on the northside of the convent building (northerly most driveway), but it only accesses a small parking area and is not integrated into the site's overall circulation.

The subject site contains three primary uses: St. Simon Catholic Parish; St. Simon Catholic School (K-8); and St. Simon Preschool all of which operate under the auspices of the Roman Catholic Church of San Jose. The St. Simon Catholic Parish was established in 1956 and was followed by the school in 1960. Since then, there have been a number of modifications to the uses and the site. The Planning Commission agenda report provides a summary of the known Planning Department approvals for the entire site starting in 1960 which established the school (Attachment 3).

Planning Commission Meeting
On March 5, 2020 the Planning Commission held a public hearing to consider the Project. Following public comment and Commission discussion of the proposal, the Commission unanimously voted (with Commissioners Samek and Bodner absent) to recommend approving the Project including the design review, CUP modification and variance requests, subject to the listed findings and conditions contained in the attached resolution.

Discussion/Analysis

Conditional Use Permit (CUP) Modification

Proposed Uses
The applicant is seeking a CUP modification to allow for the St. Simon Preschool to operate at the site for up to 54 students. The preschool would be located in two classrooms: the existing 1,440 square foot modular building and a new 1,320 square foot modular building installed adjacent to the existing building. Existing outdoor play areas, which were established as part of the 1995 CUP modification for the daycare use, would be enhanced with fabric shade structures. The hours of operation would be from 8:30AM to 3:00PM with extended care that would allow parents to drop off students starting at 7:30AM and pickup students until 5:30PM. A total of six or seven staff members are anticipated depending upon enrollment. The preschool is already operating at the site and has a state license for up to 27 students. The approval of the CUP modification would permit the preschool to operate at the site, whereas currently the preschool is operating outside of the original CUP approval for a K-8 grade school. However, previous approvals allowed the St. Simon School to have up to 580 students and while the preschool expands teaching and care to younger students than previously approved, since the preschool has been in operation, the City isn't aware of the combined school site to exceed the 580 student limitation. The applicant has stated to staff that the current enrollment of the K-8 school is 470 students. The applicant requests approval of up to

54 preschool students, but will maintain the previous limit of 580 total students between the preschool and the K-8 school.

The St. Simon School also requests to add a 1,040 square-foot multi-purpose classroom to support existing school programs offered to the students. According to the applicant's project description (Attachment 3), the multi-purpose classroom will be used for STEM education (science, technology, engineering, and math). During the school day, teachers will bring their students to the classroom at designated times and will supervise the students; therefore, no additional staffing is needed. After school, the multi-purpose room may be used by students to work on team-based projects, but the applicant states that the activities in the new multi-purpose room will be used only for existing students currently enrolled at St. Simon School. Since the new classroom is an expansion of the school already permitted under the conditional use permit, its description noted here is for discussion purposes only.

Traffic

As part of the approved 1995 CUP Modification, a traffic impact analysis including an analysis of the site circulation and parking was conducted (Attachment 3). The traffic study primarily analyzed the existing traffic conditions and potential impacts of the traffic generated by the proposed project which included the construction of the Parish Center (multi-purpose building) and an additional kindergarten classroom which was estimated to increase the number of students by 20 from 560 to 580 students. The traffic impact analysis primarily focused on the specific impacts to Grant Road at the two main driveway entrances to the site. The traffic study concluded that traffic generated by the St. Simon School could have significant negative impacts to the levels of service along Grant Road at the main driveway entrance (northern driveway) during the AM peak hour because the vehicle stacking areas were not long enough to accommodate the queuing of vehicles entering the site. To reduce the impacts to less than significant, the traffic study recommended construction of a left turn lane for northbound traffic on Grant Road and a right turn lane for southbound traffic into the site's northern driveway entrance to reduce impacts to through movements on Grant Road during the AM peak hour period. The project was conditioned to provide street and site improvements along the frontage of the site including: the installation of curb, gutter and sidewalk, storm drain inlets, asphalt pavement widening; and striping for left-turn, right-turn, and bike lanes. The conditions also stipulated that upon further development of the site, the applicant will be required to install concrete sidewalks and underground the existing overhead utilities on the west side of the street; however, the current proposed expansion for the additional two classrooms is relatively minor in nature and lacks the nexus to the level of improvements stated in that condition.

Exiting the site by making a left turn onto northbound Grant Road was also found to have significant delays; however, there was no specific mitigation required. Since this doesn't directly impact the flow of traffic on the public street, the delay and inconvenience is limited to the parents dropping off students; however, if left turn movements significantly impedes the overall flow of traffic onto the

site, the City could restrict left turn movements from the exiting driveway in the future during peak drop-off and/or pick-up times.

As previously stated above, the applicant requests a CUP modification to add a preschool for up to 54 students which will operate from the existing modular building and a new 1,320 square foot modular building and a 1,040 square foot addition for an additional classroom. Since the previous CUP Modification implemented mitigation measures that resulted from the traffic analysis at that time and the school is not proposing to increase the number of students already approved under the 1995 CUP modification, a new traffic analysis was not required.

Site Circulation and Parking

As part of the 1995 CUP modification, the site circulation and drop-off patterns were analyzed by the traffic consultant and city staff. The approved site circulation is shown on Sheet 0.2 of the design Plans (Attachment 4) which use the two driveways on Grant Road for entry and exiting and the parking areas and drive aisles located in front of the church and rectory buildings for the primary circulation and drop-off areas. To maintain the flow of on-site traffic, the preschool is proposing to cone off the driveway and parking area adjacent to the preschool area and reserve that parking for faculty only. During peak drop-off and pick-up times, preschool parents will be directed to park in the parking area between the parish center and the rectory and walk their children to and from the preschool buildings. The school has an active drop-off process that utilizes student and adult monitors to direct and control traffic and assist in the drop-off and pick-up process and parents have become accustomed to the process. However, the Los Altos Police Department is concerned with some parents stopping and/or parking in the shoulder area on the east side of Grant Road directly across from the site entrance and pedestrians crossing Grant Road midblock where there is not currently a crosswalk. The Police Department has previously discussed this concern with the St. Simon School and directly with drivers and informing them that parents and children should use appropriate crosswalks. This situation will be monitored by the Police Department and should the situation worsen, the Police Department may restrict stopping or parking during certain times of the day. A condition of approval has been added that any direct costs associated with the sign installation will be paid for by St. Simon School (see Attachment 1, Condition #6)

With regards to parking, the 1995 traffic study also analyzed the required parking based on the zoning ordinance requirements for the church, school and daycare center (previous proposed use). The study determined that the peak demands for each use generally occur on different days or different times and concluded that the church use which requires 212 parking spaces had the highest parking demand; therefore, the church parking demand established the minimum parking space requirements. The existing site has 233 vehicular parking spaces, however 14 spaces will be removed to be converted to accessible parking as required by Municipal Code or lost due to the construction of the new multi-purpose classroom. This results in 219 parking spaces which exceeds the 212 parking space requirement.

Although bicycle parking is not required per the zoning ordinance, providing bicycle parking encourages multi-modal transportation and is consistent with the City's Climate Action Plan. The Valley Transportation Authority (VTA) recommends a combination of 50% Class I and 50% Class II bicycle parking at a rate of one space for each 30 employees and one bicycle parking space for each 12 students (Class II). There are a total of 17 existing Class II bicycle parking spaces. The applicant proposes an additional 26 Class II bicycle parking spaces installed next to the church building for a total of 43 Class II parking spaces and two Class I parking spaces next to the school building. A student enrollment of 580 would require 49 bicycle parking spaces, however the proposed number of spaces satisfies the current student enrollment per the VTA recommendations.

Noise

The Natural Environment and Hazards Element of the General Plan (Policy 7.2) establishes a maximum acceptable outdoor noise exposure level for schools to be 70 dBA CNEL. The existing noise environment was measured by the applicant's consultant, Charles M. Salter Associates Inc and the results were submitted to the city (Attachment 3). Based on the results, the existing noise environment was found to comply with the General Plan exposure level policies. The outdoor play area located at the south corner of the property which is currently used for the preschool was approved as part of the 1995 CUP modification and is abutting Grant Road (75 feet wide) and Foothill Expressway (approximately 110 feet wide). The installation of the shade structures will not result in a significant change of use and are not located directly adjacent to residential uses; therefore, they will not significantly change the conditions of the existing noise patterns.

Use Permit Findings

The Planning Commission found that the CUP Modifications is consistent with the General Plan and zoning ordinance and does not create any negative impacts with regard to the public health, safety or welfare. The resolution (Attachment 1) contains the comprehensive list of suggested findings and recommended conditions for this CUP modification.

<u>Design Review</u>

In order to approve the project, the City Council must make positive design review findings as outlined in Section 14.78.060 of the Municipal Code. The design review findings are summarized as follows:

- The project meets the goals, policies and objectives of the General Plan and complies with any Zoning Code design criteria for the PCF District;
- The project has architectural integrity and an appropriate relationship with other structures in the immediate area in terms of height, bulk and design;
- The horizontal and vertical building mass is articulated to relate to the human scale; it has variation and depth of building elevations to avoid large blank walls.

- The exterior materials that convey high quality, integrity, permanence and durability, and materials are used effectively to define building elements and reduce the perceived appearance of height, bulk and mass, and are harmonious with other structures in the immediate area;
- The landscaping is generous and inviting, the landscape and hardscape complements the building and is well integrated with the building architecture and surrounding streetscape, and the landscape includes substantial street tree canopy;
- Any signage is appropriately designed to complement the building architecture;
- Mechanical equipment is screened from public view and the screening is designed to be consistent with the building architecture in form, material and detailing; and
- Service, trash and utility areas are screened from public view, or are enclosed in structures that are consistent with the building architecture in materials and detailing.

The applicant requests a design review approval for the construction of a new one-story 1,320 square foot modular building and shade structures for the outdoor preschool area, a 1,040 square foot addition and 643 square foot covered walkway to the existing school building for a new multi-use classroom, and minor alterations to landscape, hardscape, and other associated improvements to accommodate the buildings.

The new modular building will have a 46.1-foot front yard setback where a 40-foot setback is required and a 26-foot exterior side whereas a 35-foot setback is required (see below for variance request). The height of the proposed modular building is 14 feet measured to the ridge of the roof to the grade (or 12.25 measured to the average between the top plate and ridge height). The modular building will be installed 11.5 feet from existing building in a parallel orientation, but is offset approximately 13 feet from the front of the existing building. The building could be shifted forward to reduce the exterior side yard encroachment; however, it will still encroach into the setback areas. By articulating the front area, the architect proposes to create an enhanced landscape entry and increase the visual interest. A new ramp will be constructed between the two modular buildings and four umbrella structures 15.7 feet in height are proposed to shade the landing area in between the modular buildings. The exterior material of the new modular building is proposed to be fiber cement panels with a stucco finish, vinyl windows, and wood trim, which will largely match the existing modular building. Two new fabric shade canopies (approximately 730 square feet each) are proposed to be installed over two separate existing outdoor play areas. The canopy structures will be approximately 13 feet in height measured to the tallest part of the structure. One shade structure is outside of the setback areas, but the shade structure closest to the southern corner of the property is proposed to be setback 29.75 feet from the front property line, whereas 40 feet is required and setback 21.75 feet from the exterior side property line, whereas 35 feet is required (see below for variance).

With regards to the building improvements for the preschool, the proposed modular building has a similar appearance to the existing modular building located on the site. The modular building also integrates well with architectural elements of other buildings located on the site such as the low-

pitched gable roofs, horizonal eave lines, and stucco exterior material. However, the overall appearance of modular buildings suggests a more temporary appearance and does not convey the same permanence and durability as a conventionally constructed building. Visibility into the site is limited along certain portions of the site because of landscaping and fencing along the street frontages, but the modular buildings are visible from the Grant Road and Foothill Expressway intersection since the intersection is at a higher elevation than the building site. Staff discussed designing a conventional building with the applicant. The church expressed to staff the trade-off between the present needs for the preschool, the cost of construction, and the long-term viability and plan for the preschool and overall campus plan; therefore, the applicant preferred to move forward with the modular building. The Planning Commission considered whether adding a new modular building is an appropriate building type for the site and meets the design review findings and determined that since the modular building is one-story and not highly visible and given the long-term plans of the church which might include replacement of the modular buildings with more permanent structures, the proposed structure was acceptable.

The applicant also proposes a 1,040 square-foot addition to school building for the multi-purpose classroom. The addition will be constructed on the south elevation of the building by extending the existing low-pitched gable approximately 28 feet and aligning the wall along the eastern elevation. The addition will be oriented towards the interior of the parcel and away from the property lines. The height of the addition will match the existing 15.5-foot ridge height measured to the finished floor. A new 640 square foot covered walkway will be built between the multi-purpose classroom entrance and the school office entrance. The architectural design and materials shown on the elevations (see Sheet B4.1 and B4.2 Attachment 4) include exterior stucco, wood fascia, aluminum windows, tiled columns and stone veneer wainscoting are proposed to generally match the existing buildings. Six parking spaces adjacent to the existing building will be removed in order to accommodate the addition, covered walkway and sidewalk improvements. New landscaping will be installed including two trees and a planter area.

Overall, the addition for the multi-purpose classroom, covered walkway, and other associated improvements are relatively minor when compared to the size of the parcel and other existing buildings and improvements. The building modification is located a considerable distance away from the street, so it will not be highly visible to the general public. The design of classroom addition will have a similar appearance to the existing building and the architectural features and materials will integrate well. The addition will have a similar building height and massing of the existing building and will enhance the existing design by adding some articulation. The landscaping replacement is appropriate for the improvements proposed.

Variance

The applicant requests a 26-foot exterior side yard setback for the installation of the new modular building, whereas a 35-foot setback applies. In addition, one of the proposed fabric shade structures

installed over the outdoor play area is proposed to have a front setback of 29.75 feet, whereas a 40-foot setback applies and a 21.75-foot exterior side yard setback. In order to approve the variance, the City Council must make positive design review findings as outlined in Section 14.78.070 of the Municipal Code. These variance findings are summarized as follows:

- The variance will be consistent with the objectives of the zoning plan;
- The variance will not be detrimental to the health, safety, or welfare of persons living or working in the vicinity or injurious to property or improvements in the vicinity; and
- Variances from the provisions of this chapter shall be granted only when, because of special circumstances applicable to the property, including size, shape, topography, location, or surroundings, the strict application of the provisions of this chapter deprives such property of privileges enjoyed by other property in the vicinity and under identical zoning classifications.

Previous variances have been approved for structures on the property to allow a 25-foot exterior side yard setback along Foothill Expressway. The most recent approval was for the multi-purpose (Parish Center) building in 1995. At that time, the variance was justified because the reduced setback along Foothill Expressway did not negatively impact any adjoining residences and since the building site elevation is lower than the Foothill Expressway elevation, the impacts of the reduced setback is minimized. Additionally, they found that the unique shape of the property and the location of the existing buildings limits the placement of new buildings on the property.

With regards to the request for a 26-foot exterior side yard setback for the modular building, similar justifications can be made such that a reduced setback would not be detrimental to the health, safety or welfare of persons living in the vicinity or injurious to property or improvements in the vicinity. Since Foothill Expressway is more than 110 feet wide and separates the site from other properties, the reduced setback will not have any significant impact on those properties. The Planning Commission considered the location and surroundings of the property unique considering the width of Foothill Expressway and the relationship and separation it provides to properties in the immediate vicinity as well as the unique triangular shape of the property.

With regards to the shade structure encroaching into the required front and exterior side yard areas, the PCF zoning district applies setback requirements equally to all types of buildings and structures (i.e. accessory structure standards do not apply; the district does not distinguish main buildings or structures from ancillary buildings or structures); however, the shade structures are more ancillary in nature, and have a different visual perception as a standard building with walls because they are unenclosed on all four sides. Given the current location of the existing artificial turf area that is used for the outdoor play area, any substantial shade structure over this area would encroach into the setback area. Similar to the above, the reduced front and exterior side yard setbacks would not be detrimental to the health, safety or welfare of persons living in the vicinity or injurious to property

or improvements in the vicinity since Foothill Expressway and Grant Road provide substantial separations to residential properties and the elevation of the property is substantially lower than Foothill Expressway. In addition, the proposed 29.75-foot setback on Grant Road exceeds the standard required front, exterior side and rear yard setbacks of R1-10 zoned properties in the nearby vicinity. The Planning Commission considered the predominant setbacks in the surrounding area and the triangular shape of the parcel as unique circumstances to justify the variance for the structure.

Public Notification
For this meeting, a public hearing notice was published in the Town Crier, a billboard size public notice sign was posted on the property, public notices were mailed to the 423 property owners within 1,000 feet of the site. The application's public notification map is included in Attachment 3.

Public Correspondence
No correspondences were received by the City at the time of this report publication.

City Council Action
The necessary findings related to the project's environmental review, conditional use permit modification, design review, variance and applications to approve the project are contained in Exhibit A of the Resolution (Attachment 1), and appropriate conditions to ensure the project is properly implemented are contained in Exhibit B. Based on the information contained in this report, the options for City Council action are listed below.

Options

1) Approve Resolution No. 2020-23

Advantages: Provides a preschool facility that can help meet the needs of families in the community at an existing private school site.

Disadvantages: None identified.

2) Do not approve Resolution No. 2020-23

Advantages: None identified.

Disadvantages: There will be preschool options available to families in the community.

Recommendation
The Planning Commission and staff recommend Option 1.

Attachment 1

RESOLUTION NO. 2020-23

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LOS ALTOS APPROVING A USE PERMIT MODIFICATION FOR A PRESCHOOL, DESIGN REVIEW FOR A NEW MODULAR BUILDING AND MULTIPURPOSE CLASSROOM ADDITION, AND VARIANCE FOR REDUCED SETBACKS AT THE ST SIMON CHURCH AND SCHOOL AT 1860 GRANT AND MAKING FINDINGS OF EXEMPTION FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT ("CEQA")

WHEREAS, the City of Los Altos received a Conditional Use Permit Modification application (MOD19-0007) from the St Simon School, to allow a preschool with up to 54 students to operate at 1860 Grant Road; and

WHEREAS, the City of Los Altos received a Design Review application (D19-0003) from the St Simon School, to construct of a new one-story 1,320 square foot modular building and two shade structures (729 square feet) for the preschool playground area, a 1,040 square foot addition and 643 square foot covered walkway to the existing school building for a new multi-use classroom, and minor alterations to landscape, hardscape, and other associated improvements to accommodate the buildings at 1860 Grant Road; and

WHEREAS, the City of Los Altos received a Variance application (VCMF19-0003) from the St Simon School, to allow a 26-foot exterior side yard setback for the modular building, whereas a 35-foot setback is required and to allow a 29.75-foot front setback, whereas a 40-foot setback is required and a 21.75-foot exterior side yard setback, whereas a 35-foot is required for a shade structure; and

WHEREAS, the conditional use permit modification, design review and variance applications are categorically exempt from environmental review pursuant to Section 15314 (Class 14), Minor Additions to Schools of the California Environmental Quality Act Guidelines, as amended. Class 14 categorical exemptions consists of minor additions to existing schools within existing school grounds where the addition does not increase original student capacity by more than 25% or ten classrooms, whichever is less. The applicant requests to modify the conditional use permit which will not increase the total number of students St. Simon School under previously approvals. In addition, the applicant is seeking to provide two additional classrooms; and

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

WHEREAS, the Planning Commission held a duly noticed public hearing on the conditional use permit modification, design review and variance on March 5, 2020, at which all public comment was considered, and voted to recommend approval to the City Council; and

WHEREAS, the City Council held a duly noticed public meeting on the conditional use permit modification, design review and variance on June 23, 2020 at which all public comment was duly considered; and

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

NOW THEREFORE, BE IT RESOLVED, that the City Council of the City of Los Altos hereby approves Conditional Use Permit modification (MOD19-0007), Design Review (D19-0003) and Variance (VCMF19-0003) subject to the findings and conditions attached hereto as "Exhibit A" and incorporated herein by this reference.

I HEREBY CERTIFY that the foregoing is a true and correct copy of a Resolution passed and adopted by the City Council of the City of Los Altos at a meeting thereof on the 23rd day of June, 2020 by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
Janis C Pepper, MAYOR

Attest:

_____
Andrea M. Chelemengos, MMC, CITY CLERK

Attachment 1

EXHIBIT A

FINDINGS

1. CONDITIONAL USE PERMIT FINDINGS. With regard to the Conditional Use Permit Modification application (MOD19-0007) from the St Simon School, to allow a preschool with up to 54 students to operate at 1860 Grant Road, based upon substantial evidence in the record before the City, the City Council finds in accordance with Section 14.80.110 of the Los Altos Municipal Code that:

    a. The proposed location of the conditional use is desirable or essential to the public health, safety, comfort, convenience, prosperity or welfare because it is an extension of the current educational uses already located on the property;
    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 because the site is already zoned for public and community facilities and a church and educational uses already exist on the property;
    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 because the preschool will be limited to 54 students, but will maintain the total student enrollment to the school campus (preschool-8 grade) to 580 students which was previous approved; and
    d. The proposed conditional use will comply with the regulations prescribed in Chapter 14.58, Public Facilities District because it has adequate available parking to meet the needs of the expanded use as well as the existing uses and it meets all other regulations prescribed for public and community facilities, subject to approval of a variance for setback reductions for the installation of new structures.

2. DESIGN REVIEW FINDINGS. With regard to Design Review Application D19-0003, the City Council finds, in accordance with Section 14.78.060 of the Los Altos Municipal Code, as follows:

    a. The project meets the goals, policies and objectives of the General Plan and complies with any Zoning Code design criteria for the PCF District;
    b. The project has architectural integrity and an appropriate relationship with other structures in the immediate area in terms of height, bulk and design;
    c. The existing buildings and proposed project have horizontal and vertical building mass that is articulated to relate to the human scale; it has variation and depth of building elevations to avoid large blank walls.
    d. The exterior materials convey high quality, integrity, permanence and durability, and materials are used effectively to define building elements and reduce the perceived appearance of height, bulk and mass, and are harmonious with other structures in the immediate area;
    e. The existing landscaping is generous and inviting, and the proposed landscaping and hardscape compliments the building and is well integrated with the building

architecture. The existing streetscape will remain and the existing landscape includes substantial street tree canopy;

f. Any new signage will be appropriately designed to complement the building architecture;
g. Mechanical equipment is screened from public view and the screening is designed to be consistent with the building architecture in form, material and detailing; and
h. No new service, trash and utility areas are proposed.

3. VARIANCE FINDINGS. With regard to Variance Application VCMF19-0003, the City Council finds, in accordance with Section 14.78.070 of the Los Altos Municipal Code, as follows:
    a. The granting of the variance will be consistent with the objectives of the zoning plan because the setbacks variation still ensures a harmonious, convenient relationship among land uses;
    b. The granting of the variance will not be detrimental to the health, safety, or welfare of persons living or working in the vicinity or injurious to property or improvements in the vicinity; and
    c. The variance for reduced setback standards are granted because of the location and surroundings of the property are unique considering the width of Foothill Expressway and Grant Road and the separation they provide to properties in the immediate vicinity, the substantially lower elevation of the property relative to Foothill Expressway, and the unique triangular shape of the property. For these reasons, the strict application of the setback standards deprives the property of privileges enjoyed by other properties in the vicinity and under identical zoning classifications.

Attachment 1

CONDITIONS

GENERAL

1. **Approved Plans**
   The use permit approval is based upon the plans and materials received on February 19, 2020, except as modified by these conditions and as specified below.

   a All mechanical equipment (including A/C units) will be screened from public view.

2. **Statement of Operations**
   The preschool and multi-purpose classroom will maintain operations including hours of operation, staffing, and activity locations consistent with the statement of operations submitted on October 29, 2019 and attached hereto as "Exhibit B".

3. **School Enrollment**
   The preschool is limited to no more than 54 students. The combined student enrollment between the St Simon School and the preschool shall not exceed 580 students (preschool-8 grade).

5. **Preschool Location**
   The preschool shall operate in the modular buildings shown on the approved set of plans.

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

5. **Encroachment Permit**
   An encroachment permit and/or an excavation permit shall be obtained prior to any work done within the public right-of-way and it shall be in accordance with plans to be approved by the City Engineer.

6. **Circulation Plan**
   The St. Simon School will actively implement the student drop-off/pick-up as shown on the approved set of plans and resolve any concerns expressed by the City in a timely manner. The St. Simon School shall be responsible for paying for or reimbursing the City for the total cost of installation of any traffic control device within the public right-of-way along Grant Road due to the operations of the school.

7. **Public Utilities**
   The applicant shall contact electric, gas, communication and water utility companies regarding the installation of new utility services to the site.

8. **Americans with Disabilities Act**

All improvements shall comply with Americans with Disabilities Act (ADA).

9. **Municipal Regional Stormwater Permit**
   The project shall be in compliance with the City of Los Altos Municipal Regional Stormwater (MRP) NPDES Permit No. CA S612008, Order No. R2-2015-0049 dated November 19, 2015.

10. **Transportation Permit**
    A Transportation Permit, per the requirements specified in California Vehicle Code Division 15, is required before any large equipment, materials or soil is transported or hauled to or from the construction site.

PRIOR TO SUBMITTAL OF BUILDING PERMIT

11. **Green Building Standards**
    The applicant shall provide verification that the project will comply with the City's Green Building Standards (Section 12.26 of the Municipal Code) from a qualified green building professional.

12. **Property Address**
    The applicant shall provide an address signage plan as required by the Building Official.

13. **Water Efficient Landscape Plan**
    Provide a landscape documentation package prepared by a licensed landscape professional showing how the project complies with the City's Water Efficient Landscape Regulations.

14. **Pollution Prevention**
    The improvement plans shall include the "Blueprint for a Clean Bay" plan sheet in all plan submittals.

15. **Storm Water Management Plan**
    The Applicant shall submit a Storm Water Management Plan (SWMP) in compliance with the MRP. The SWMP shall be reviewed and approved by a City approved third party consultant at the Applicant's expense. The recommendations from the Storm Water Management Plan (SWMP) shall be shown on the building plans.

16. **Public Utility Dedication**
    The applicant shall dedicate public utility easements as required by the utility companies to serve the site.

PRIOR TO ISSUANCE OF BUILDING PERMIT

17. **Payment of Fees**
    The applicant shall pay all applicable fees, including but not limited to sanitary sewer connection and impact fees, traffic impact fees, public art impact fee.

18. **Grading and Drainage Plan**

The Applicant shall submit on-site grading and drainage plans that include (i.e. drain swale, drain inlets, rough pad elevations, building envelopes, drip lines of major trees, elevations at property lines, all trees and screening to be saved) for approval by City Engineer. No grading or building pads are allowed within two-thirds of the drip line of trees unless authorized by a certified arborist and the Planning Division.

19. **Construction Management Plan**
The Applicant shall submit a construction management plan for review and approval by the Community Development Director and the City Engineer. The construction management plan shall address any construction activities affecting the public right-of-way, including but not limited to excavation, traffic control, truck routing, pedestrian protection, material storage, earth retention and construction vehicle parking. The plan shall provide specific details with regard to how construction vehicle parking will be managed to minimize impacts on nearby single-family neighborhoods. A Transportation Permit, per the requirements in California Vehicle Code Division 15, is required before any large equipment, materials or soil is transported or hauled to or from the site. Applicant shall pay the applicable fees before the transportation permit can be issued by the Traffic Engineer.

PRIOR TO FINAL OCCUPANCY

20. **Landscape and Irrigation Installation**
All on-site landscaping and irrigation shall be installed and approved by the Community Development Director. Provide a landscape WELO Certificate of Completion, signed by the project's landscape professional and property owner, verifying that the trees, landscaping and irrigation were installed per the approved landscape documentation package.

21. **Green Building Verification**
The applicant shall submit verification that the structure was built in compliance with the California Green Building Standards pursuant to Section 12.26 of the Municipal Code.

22. **SWMP Certification**
The Applicant shall have a final inspection and certification done and submitted by the Engineer who designed the SWMP to ensure that the treatments were installed per design. The Applicant shall submit a maintenance agreement to City for review and approval for the stormwater treatment methods installed in accordance with the SWMP. Once approved, City shall record the agreement.

23. **Label Catch Basin Inlets**
The Applicant shall label all new or existing public and private catch basin inlets which are on or directly adjacent to the site with the "NO DUMPING - FLOWS TO ADOBE CREEK" logo as required by the City.

MINUTES OF A REGULAR MEETING OF THE PLANNING COMMISSION OF THE CITY OF LOS ALTOS, HELD ON THURSDAY, MARCH 5, 2020 BEGINNING AT 7:00 P.M. AT LOS ALTOS CITY HALL, ONE NORTH SAN ANTONIO ROAD, LOS ALTOS, CALIFORNIA

ESTABLISH QUORUM

PRESENT:	Chair Ahi, Commissioners Bressack, Lee, Marek and Meadows
ABSENT:	Commissioner Samek and Vice-Chair Bodner
STAFF:	Community Development Director Biggs, Planning Services Manager Persicone and Senior Planner Golden

PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

None.

CONSENT CALENDAR

1. **Planning Commission Minutes**
   Approve minutes of the regular meeting of January 16, 2020.

Action: Upon motion by Commissioner Bressack, seconded by Commissioner Meadows, the Commission approved the minutes from the January 16, 2020 Regular Meeting as written.
The motion was approved (5-0) by the following vote:
AYES: Ahi, Bressack, Lee, Marek and Meadows
NOES: None
ABSENT: Samek and Bodner

PUBLIC HEARING

2. **MOD19-0007, VCMF19-0003, and D19-0003 – John Miller Architect – 1860 Grant Road**
   Conditional use permit (CUP) modification, variance, and design review for a preschool and an addition for a new multi-use classroom of the St. Simon Parish School. The CUP modification request would allow a preschool up to 54 students, but not increase the total number of students allowed under the previous CUP approval. The design review request is for the construction of a new one-story 1,320 square foot modular building for the preschool and other associated improvements and a 1,040 square foot addition to the existing school building for a new multi-use classroom. The variance request is to allow a 26-foot exterior side yard setback for the modular building, whereas a 35-foot setback is required. *Project Planner: Golden*

Senior Planner Golden presented the staff report recommending to the City Council approval of Conditional Use Permit Modification (MOD19-0007) and consider staff's input regarding the findings for both the approval of the Design Review (D19-0003) and Variance (VCMF19-0003) applications.

Michael Benninghsusen, teacher for St. Simon's School, stated that he is the Chair of the Building/Sites Committee.

Project architect John Miller gave an overview of the project design.

Public Comment

Mountain View resident Ryan Doherty gave his support for the project, said design changes are a plus, and is excited to see the preschool expand.

Santa Clara resident Josh Bligh, representing the St. Simon School Parents, gave his support for the project, said the Bay is an under-preschooled area, and noted this is an opportunity to allow separation between school ages.

Commission Discussion

Commissioner Meadows

- Okay with Use Permit Modification;
- In support of design review, but landscaping of the base would help the look of the temporary building;
- Noted the variance findings as far as shape and location of the lot, building situs, and proximity of residential properties to other areas on the site; and
- Can support the variance for the noted reasons.

Commissioner Lee

- Agreed with the use permit modification;
- Design review for the school addition is an appropriate solution;
- The preschool building echoes the existing structure and has no issue with the shape of the modular structure;
- Has a difficult time making the third variance finding;
- Potential solution without the need for a variance; and
- Can envision other solutions for the variance of the structure.

Commissioner Bressack:

- Is in support of the use permit modification and design review;
- Noted Commissioner Lee's comments when it comes to the variance;
- Said the proximity to major streets and the shape of the lot supports the third variance finding;
- Noted that St. Simon has developed a program that has allowed it to be a good neighbor; and
- There is a need for preschools especially good quality places for children.

Commissioner Marek:

- Okay with variance request;
- Noted the shape makes it difficult to improve as compared to a typical rectangular lot; and
- Noted the proximity to Foothill Expressway.

Chair Ahi:

- Can support all the application requests; and
- Showing the parking location and vehicle route on the Site Circulation Diagram would be helpful to the City Council.

Action: Upon motion by Commissioner Bressack, seconded by Commissioner Meadows, the Commission recommended approval to the City Council of Conditional Use Permit Modification (MOD19-0007), Design Review (D19-0003) and Variance (VCMF19-0003) applications.
The motion was approved (5-0) by the following vote:
AYES: Ahi, Bressack, Lee, Marek and Meadows
NOES: None
ABSENT: Samek and Bodner

COMMISSIONERS' REPORTS AND COMMENTS

Commissioner Meadows reported on the February 25, 2020 City Council meeting and noted the 831 Arroyo Road lot subdivision that was approved.

POTENTIAL FUTURE AGENDA ITEMS

Staff provided an overview of upcoming projects on the Commission's meeting agendas.

ADJOURNMENT

Chair Ahi adjourned the meeting at 8:17 P.M.

_____

Jon Biggs
Community Development Director

PLANNING COMMISSION
AGENDA REPORT

Meeting Date: March 5, 2020

Subject: Conditional Use Permit Modification (MOD19-0007), Design Review (D19-0003), and Variance (VCMF19-0003) at 1860 Grant Rd (St. Simon Catholic School)

Prepared by: Steve Golden, Senior Planner

Initiated by: John Miller, Architect

Attachments:
A. ~~Draft Resolution~~
B. Vicinity Map, Public Notification Map, and Application Form
C. Traffic Impact Analysis (1995)
D. Noise Assessment
E. Material Board
F. Variance Justification Letter
G. ~~Design Plans~~

Recommendation:
Recommend to the City Council approval of Conditional Use Permit Modification (MOD19-0007) and consider staff's input regarding the findings for both the approval of the Design Review (D19-0003) and Variance (VCMF19-0003) applications.

Environmental Review:
The conditional use permit modification, design review and variance applications are categorically exempt from environmental review pursuant to Section 15314 (Class 14), Minor Additions to Schools of the California Environmental Quality Act Guidelines, as amended. Class 14 categorical exemptions consists of minor additions to existing schools within existing school grounds where the addition does not increase original student capacity by more than 25% or ten classrooms, whichever is less. The applicant requests to modify the conditional use permit which will not increase the total number of students St. Simon School under previously approvals. In addition, the applicant is seeking to provide two additional classrooms; therefore, the Class 14 categorical exemption applies.

Project Description:
This is a request for a conditional use permit (CUP) modification, variance, and design review for a preschool and an addition for a new multi-use classroom of the St. Simon Parish School at 1860 Grant Road. The CUP modification request would allow the preschool up to 54 students, but not increase the total number of students allowed under the previous CUP approval. The design review request is for the construction of a new one-story 1,320 square foot modular building and two shade structures (729 square feet each) for the preschool use, a 1,040 square foot addition and 643 square

foot covered walkway to the existing school building for a new multi-use classroom, and minor alterations to landscape, hardscape, and other associated improvements to accommodate the buildings. The new multi-use classroom would also not increase the total number of students allowed under the previous CUP approval. The variance request is to allow a 26-foot exterior side yard setback for the modular building, whereas a 35-foot setback is required and to allow a 29.75-foot front setback, whereas a 40-foot setback is required and a 21.75-foot exterior side yard setback, whereas a 35-foot is required for a shade structure. The following tables summarizes the project's technical details:

GENERAL PLAN DESIGNATION:	Public and Institutional
ZONING:	Public and Community Facilities (PCF)
PARCEL SIZE:	356,152 square feet (8.18) acres)

	Existing	**Proposed**	**Allowed/Required**
FLOOR AREA:	81,199 sq ft	83,559 sq ft	N/A
LOT COVERAGE:	76,663 sq ft (21.5%)	81,124 sq ft (22.8%)[1]	30%
SETBACKS:			
Front[2]	50.66 feet	47.4 feet	40 feet
Rear[3]	NA	NA	NA
Interior side	28.25 feet	28.25 feet	25 feet
Exterior side[4]	26 feet	26 feet	35 feet
HEIGHT:	29.8 feet	29.8 feet	30 feet
PARKING:	233 spaces	219 spaces	212 spaces

Background

Site Description and Surrounding Uses

The St. Simon School is located on an approximately eight-acre parcel on the northwest corner of Grant Road and Foothill Expressway in the Public and Community Facilities Zoning (PCF) Zoning District (PCF). The site is bounded by Grant Road to the east, Foothill Expressway to the south/west, and single-family residences to the north. The properties in the surrounding area are all zoned R1-10 (Single-Family) District. The site is primarily accessed by two main driveways on Grant Road with the northern driveway acting as an entrance only driveway and the southern driveway as an exit only driveway. There is a third driveway on the northside of the convent building (northerly most

[1] Includes of all enclosed and unenclosed structures.
[2] For the proposed modular building.
[3] The site is an irregularly shaped lot with no rear lot line.
[4] Exceptions and/or variances were previously approved to allow up to a 25-foot exterior side yard setback to Foothill Expressway for the multi-purpose (Parish Center) and maintenance building.

driveway), but it only accesses a small parking area and is not integrated into the site's overall circulation. See discussion below for more details regarding site access and circulation.

Existing Uses

The subject site contains three primary uses: St. Simon Catholic Parish; St. Simon Catholic School (K-8); and St. Simon Preschool all of which operate under the auspices of the Roman Catholic Church of San Jose. The St. Simon Catholic Parish was established in 1956 and was followed by the school in 1960. Since then, there have been a number of modifications to the uses and the site. Below is a summary of the known Planning Department approvals for the entire site starting in 1960 which established the school.

- 1960 – Approval of the Design Review for construction of the new school and faculty residence
- 1961 – Approval of the Design Review for a new rectory
- 1963 – Approval of the Design Review for an addition to existing school building
- 1969 – Approval of a Use Permit and Design Permit for a multi-purpose room (cafeteria, gymnasium, meeting rooms, and theater facilities). Allowed setback exception of 25 feet to Foothill Expressway
- 1982 – Architectural and Site Approval and Variance for a storage building with a 25-foot setback from exterior side property line (Foothill Expressway)
- 1984 – Conditional Use Permit (CUP) to allow up to 550 students and Design Review for the addition of a new classroom 1,200 square feet in area.
- 1986 –CUP Modification and Design Review approving one modular unit for a daycare use for existing students (i.e. no increase in the number of students; most daycare users were described to be the kindergarteners at the school) and associated outdoor playground areas.
- 1995 – CUP Modification and Design Review for a new 17,000 square foot multi-purpose building (Parish Center) and a 2,200 square foot garage maintenance building. Variance to allow multi-purpose building to be setback 25 feet from Foothill Expressway. Rezoning from R1-10 to PCF to be consistent with the General Plan. The applicant's project description noted that the current student enrollment was 560 and an additional kindergarten classroom associated with the proposed development would increase the student enrollment to 580. The PC and CC agenda reports acknowledged the 560 existing students and increasing by 20 additional students.
- 1998 – Design Review for modifications to the church sanctuary building(s) to reduce existing seating capacity from 1,000 to 700 seats, façade changes, add entry porticos, upgrade façade, and landscaping improvements

Currently, all of the uses on the site are contained in several one and two-story buildings with a combined area of approximately 81,000 square feet (22.8% FAR)[5]. The existing lot coverage of all buildings is 21.5%. More detailed building and site information can be found on the title sheet of the design plans (see Attachment E).

[5] Floor area ratio and lot coverage have not been verified with detailed floor area diagrams.

While the existing modular building and playground area located on the southern corner of the site close to the corner of Grant Road and Foothill Expressway was approved by the City in 1986, at the time it was approved to be used exclusively for a daycare facility for existing K-8 grade students at the school and the school expressed to the City that most of the students would be kindergartners. However, it appears that the preschool operations began in 2009 without the benefit of city review and is currently licensed for up to 27 preschool aged children.

Discussion/Analysis

Conditional Use Permit (CUP) Modification

Proposed Uses

The applicant is seeking a CUP modification to allow for the St. Simon Preschool to operate at the site for up to 54 students. The preschool would be located in two classrooms: the existing 1,440 square foot modular building and a new 1,320 square foot modular building installed adjacent to the existing building. Existing outdoor play areas, which were established as part of the 1995 CUP modification for the daycare use, would be enhanced with fabric shade structures. The hours of operation would be from 8:30AM to 3:00PM with extended care that would allow parents to drop off students starting at 7:30AM and pickup students until 5:30PM. A total of six or seven staff members are anticipated depending upon enrollment. As previously discussed, the preschool is already operating at the site and has a state license for up to 27 students. The approval of the CUP modification would permit the preschool to operate at the site, whereas currently the preschool is operating outside of the original CUP approval for a K-8 grade school. However, previous approvals allowed the St. Simon School to have up to 580 students and while the preschool expands teaching and care to younger students than previously approved, since the preschool has been in operation, the City isn't aware of the combined school site to exceed the 580 student limitation. The applicant has stated to staff that the current enrollment of the K-8 school is 470 students. The applicant requests approval of up to 54 preschool students, but will maintain the previous limit of 580 total students between the preschool and the K-8 school.

The St. Simon School also requests to add a 1,040 square-foot multi-purpose classroom to support existing school programs offered to the students. According to the applicant's project description (Exhibit B, Attachment A), the multi-purpose classroom will be used for STEM education (science, technology, engineering, and math). During the school day, teachers will bring their students to the classroom at designated times and will supervise the students; therefore, no additional staffing is needed. After school, the multi-purpose room may be used by students to work on team-based projects, but the applicant states that the activities in the new multi-purpose room will be used only for existing students currently enrolled at St. Simon School. Since the new classroom is an expansion of the school already permitted under the conditional use permit, its description noted here is for discussion purposes only.

Traffic

As part of the approved 1995 CUP Modification, a traffic impact analysis including an analysis of the site circulation and parking was conducted (Attachment C). The traffic study primarily analyzed the existing traffic conditions and potential impacts of the traffic generated by the proposed project which included the construction of the Parish Center (multi-purpose building) and an additional kindergarten classroom which was estimated to increase the number of students by 20 from 560 to 580 students. The traffic impact analysis primarily focused on the specific impacts to Grant Road at the two main driveway entrances to the site. The northern driveway is an entrance only driveway and the southern driveway is an exist only driveway. The traffic study concluded that traffic generated by the St. Simon School could have significant negative impacts to the levels of service along Grant Road at the main driveway entrance (northern driveway) during the AM peak hour because the vehicle stacking areas were not long enough to accommodate the queuing of vehicles entering the site. To reduce the impacts to less than significant, the traffic study recommended construction of a left turn lane for northbound traffic on Grant Road and a right turn lane for southbound traffic into the site's northern driveway entrance to reduce impacts to through movements on Grant Road during the AM peak hour period. The project was conditioned to provide street and site improvements along the frontage of the site including: the installation of curb, gutter and sidewalk, storm drain inlets, asphalt pavement widening; and striping for left-turn, right-turn, and bike lanes. The conditions also stipulate that upon further development of the site, the applicant will be required to install concrete sidewalks and underground the existing overhead utilities on the west side of the street; however, the current proposed expansion for the additional two classrooms is relatively minor in nature and lacks the nexus to the level of improvements stated in that condition.

Exiting the site by making a left turn onto northbound Grant Road was also found to have significant delays; however, there was no specific mitigation required. Since this doesn't directly impact the flow of traffic on the public street, the delay and inconvenience is limited to the parents dropping off students; however, if left turn movements significantly impedes the overall flow of traffic onto the site, the City could restrict left turn movements from the exiting driveway in the future during peak drop-off and/or pick-up times.

As previously stated above, the applicant requests a CUP modification to add a preschool for up to 54 students which will operate from the existing modular building and a new 1,320 square foot modular building and a 1,040 square foot addition for an additional classroom. Since the previous CUP Modification implemented mitigation measures that resulted from the traffic analysis at that time and the school is not proposing to increase the number of students already approved under the 1995 CUP modification, a new traffic analysis was not required.

Site Circulation and Parking

As part of the 1995 CUP modification, the site circulation and drop-off patterns were analyzed by the traffic consultant and city staff. The approved site circulation is shown on Sheet 0.2 of the design Plans (Attachment G) which use the two driveways on Grant Road for entry and exiting and the parking areas and drive aisles located in front of the church and rectory buildings for the primary circulation and drop-off areas. To maintain the flow of on-site traffic, the preschool is proposing to

cone off the driveway and parking area adjacent to the preschool area and reserve that parking for faculty only. During peak drop-off and pick-up times, preschool parents will be directed to park in the parking area between the parish center and the rectory and walk their children to and from the preschool buildings. The school has an active drop-off process that utilizes student and adult monitors to direct and control traffic and assist in the drop-off and pick-up process and parents have become accustomed to the process. However, the Los Altos Police Department is concerned with some parents stopping and/or parking in the shoulder area on the east side of Grant Road directly across from the site entrance and pedestrians crossing Grant Road midblock where there is not currently a crosswalk. The Police Department has previously discussed this concern with the St. Simon School and directly with drivers and informing them that parents and children should use appropriate crosswalks. This situation will be monitored by the Police Department and should the situation worsen, the Police Department may restrict stopping or parking during certain times of the day. A condition of approval has been added that any direct costs associated with the sign installation will be paid for by St. Simon School (see Attachment A, Condition #6)

With regards to parking, the 1995 traffic study also analyzed the required parking based on the zoning ordinance requirements for the church, school and daycare center (previous proposed use). The study determined that the peak demands for each use generally occur on different days or different times and concluded that the church use which requires 212 parking spaces had the highest parking demand; therefore, the church parking demand established the minimum parking space requirements. The existing site has 233 vehicular parking spaces, however 14 spaces will be removed to be converted to accessible parking as required by Municipal Code or lost due to the construction of the new multi-purpose classroom. This results in 219 parking spaces which exceeds the 212 parking space requirement.

Although bicycle parking is not required per the zoning ordinance, providing bicycle parking encourages multi-modal transportation and is consistent with the City's Climate Action Plan. The Valley Transportation Authority (VTA) recommends a combination of 50% Class I and 50% Class II bicycle parking at a rate of one space for each 30 employees and one bicycle parking space for each 12 students (Class II). There are a total of 17 existing Class II bicycle parking spaces. The applicant proposes an additional 26 Class II bicycle parking spaces installed next to the church building for a total of 43 Class II parking spaces and two Class I parking spaces next to the school building. A student enrollment of 580 would require 49 bicycle parking spaces, however the proposed number of spaces satisfies the current student enrollment per the VTA recommendations.

Noise

The Natural Environment and Hazards Element of the General Plan (Policy 7.2) establishes a maximum acceptable outdoor noise exposure level for schools to be 70 dBA CNEL. The existing noise environment was measured by the applicant's consultant, Charles M. Salter Associates Inc and the results were submitted to the city (Attachment D). Based on the results, the existing noise environment was found to comply with the General Plan exposure level policies. The outdoor play area located at the south corner of the property which is currently used for the preschool was approved as part of the 1995 CUP modification and is abutting Grant Road (75 feet wide) and Foothill Expressway (approximately 110 feet wide). The installation of the shade structures will not

result in a significant change of use and are not located directly adjacent to residential uses; therefore, they will not significantly change the conditions of the existing noise patterns.

Use Permit Findings
Staff finds that the CUP Modifications is consistent with the General Plan and zoning ordinance and does not create any negative impacts with regard to the public health, safety or welfare. The draft resolution (Attachment A) contains the comprehensive list of suggested findings and recommended conditions for this CUP modification.

Design Review
In order to approve the project, the City Council must make positive design review findings as outlined in Section 14.78.060 of the Municipal Code. The design review findings are summarized as follows:

- The project meets the goals, policies and objectives of the General Plan and complies with any Zoning Code design criteria for the PCF District;
- The project has architectural integrity and an appropriate relationship with other structures in the immediate area in terms of height, bulk and design;
- The horizontal and vertical building mass is articulated to relate to the human scale; it has variation and depth of building elevations to avoid large blank walls.
- The exterior materials that convey high quality, integrity, permanence and durability, and materials are used effectively to define building elements and reduce the perceived appearance of height, bulk and mass, and are harmonious with other structures in the immediate area;
- The landscaping is generous and inviting, the landscape and hardscape complements the building and is well integrated with the building architecture and surrounding streetscape, and the landscape includes substantial street tree canopy;
- Any signage is appropriately designed to complement the building architecture;
- Mechanical equipment is screened from public view and the screening is designed to be consistent with the building architecture in form, material and detailing; and
- Service, trash and utility areas are screened from public view, or are enclosed in structures that are consistent with the building architecture in materials and detailing.

The applicant requests a design review approval for the construction of a new one-story 1,320 square foot modular building and shade structures for the outdoor preschool area, a 1,040 square foot addition and 643 square foot covered walkway to the existing school building for a new multi-use classroom, and minor alterations to landscape, hardscape, and other associated improvements to accommodate the buildings.

The new modular building will have a 46.1-foot front yard setback where a 40-foot setback is required and a 26-foot exterior side whereas a 35-foot setback is required (see below for variance request). The height of the proposed modular building is 14 feet measured to the ridge of the roof to the grade (or 12.25 measured to the average between the top plate and ridge height). The modular building will be installed 11.5 feet from existing building in a parallel orientation, but offset approximately 13 feet from the front of the existing building. The building could be shifted forward to reduce the

exterior side yard encroachment; however, it will still encroach into the setback areas. By articulating the front area, the architect proposes to create an enhanced landscape entry and increase the visual interest. A new ramp will be constructed between the two modular buildings and four umbrella structures 15.7 feet in height are proposed to shade the landing area in between the modular buildings. The exterior material of the new modular building is proposed to be fiber cement panels with a stucco finish, vinyl windows, and wood trim, which will largely match the existing modular building. Two new fabric shade canopies (approximately 730 square feet each) are proposed to be installed over two separate existing outdoor play areas. The canopy structures will be approximately 13 feet in height measured to the tallest part of the structure. One shade structure is outside of the setback areas, but the shade structure closest to the southern corner of the property is proposed to be setback 29.75 feet from the front property line, whereas 40 feet is required and setback 21.75 feet from the exterior side property line, whereas 35 feet is required (see below for variance).

With regards to the building improvements for the preschool, the proposed modular building has a similar appearance to the existing modular building located on the site. The modular building also integrates well with architectural elements of other buildings located on the site such as the low pitched gable roofs, horizonal eave lines, and stucco exterior material. However, the overall appearance of modular buildings suggests a more temporary appearance and does not convey the same permanence and durability as a conventionally constructed building. Visibility into the site is limited along certain portions of the site because of landscaping and fencing along the street frontages, but the modular buildings are visible from the Grant Road and Foothill Expressway intersection since the intersection is at a higher elevation than the building site. Staff discussed designing a conventional building with the applicant . The church expressed to staff the trade-off between the present needs for the preschool, the cost of construction, and the long-term viability and plan for the preschool and overall campus plan; therefore, the applicant preferred to move forward with the modular building. Staff recommends the Planning Commission consider whether adding a new modular building is an appropriate building type for the site and meets the design review findings with regards to a modular building having architectural integrity and appropriate relationship with other structures in the surrounding area and whether the design and materials are perceived as high quality and convey permanence and durability. The draft resolution included in Attachment A have suggested positive findings should the Planning Commission support the modular building design.

The applicant also proposes a 1,040 square-foot addition to school building for the multi-purpose classroom. The addition will be constructed on the south elevation of the building by extending the existing low-pitched gable approximately 28 feet and aligning the wall along the eastern elevation. The addition will be oriented towards the interior of the parcel and away from the property lines. The height of the addition will match the existing 15.5-foot ridge height measured to the finished floor. A new 640 square foot covered walkway will be built between the multi-purpose classroom entrance and the school office entrance. The architectural design and materials shown on the elevations (see Sheet B4.1 and B4.2 Attachment G) include exterior stucco, wood fascia, aluminum windows, tiled columns and stone veneer wainscoting are proposed to generally match the existing buildings. Six parking spaces adjacent to the existing building will be removed in order to

accommodate the addition, covered walkway and sidewalk improvements. New landscaping will be installed including two trees and a planter area.

Overall, the addition for the multi-purpose classroom, covered walkway, and other associated improvements are relatively minor when compared to the size of the parcel and other existing buildings and improvements. The building modification is located a considerable distance away from the street, so it will not be highly visible to the general public. The design of classroom addition will have a similar appearance to the existing building and the architectural features and materials will integrate well. The addition will have a similar building height and massing of the existing building and will enhance the existing design by adding some articulation. The landscaping replacement is appropriate for the improvements proposed. Staff recommends positive design review findings for the classroom addition and have incorporated the findings into the draft resolution (Attachment A).

Variance

The applicant requests a 26-foot exterior side yard setback for the installation of the new modular building, whereas a 35-foot setback applies (see Attachment F). In addition, one of the proposed fabric shade structures installed over the outdoor play area is proposed to have a front setback of 29.75 feet, whereas a 40-foot setback applies and a 21.75-foot exterior side yard setback. In order to approve the variance, the City Council must make positive design review findings as outlined in Section 14.78.070 of the Municipal Code. These variance findings are summarized as follows:

- The variance will be consistent with the objectives of the zoning plan;
- The variance will not be detrimental to the health, safety, or welfare of persons living or working in the vicinity or injurious to property or improvements in the vicinity; and
- Variances from the provisions of this chapter shall be granted only when, because of special circumstances applicable to the property, including size, shape, topography, location, or surroundings, the strict application of the provisions of this chapter deprives such property of privileges enjoyed by other property in the vicinity and under identical zoning classifications.

Previous variances have been approved for structures on the property to allow a 25-foot exterior side yard setback along Foothill Expressway. The most recent approval was for the multi-purpose (Parish Center) building in 1995. At that time, the variance was justified because the reduced setback along Foothill Expressway did not negatively impact any adjoining residences and since the building site elevation is lower than the Foothill Expressway elevation, the impacts of the reduced setback is minimized. Additionally, they found that the unique shape of the property and the location of the existing buildings limits the placement of new buildings on the property.

With regards to the request for a 26-foot exterior side yard setback for the modular building, similar justifications can be made such that a reduced setback would not be detrimental to the health, safety or welfare of persons living in the vicinity or injurious to property or improvements in the vicinity. Since Foothill Expressway is more than 110 feet wide and separates the site from other properties, the reduced setback will not have any significant impact on those properties. With regards to special circumstances, the triangular shape of the property has not changed nor the placement of other

buildings; however, staff should note that the unique property shape should be considered in combination with the size of the property. Since the size of the property is approximately 8 acres, the unique shape doesn't have such a limiting impact on the overall usability of the property. Also, while the placement of the existing buildings and other improvements may limit the placement of future buildings, that is not dissimilar to any other property in the city. The Planning Commission could consider the location and surroundings of the property unique considering the width of Foothill Expressway and the relationship and separation it provides to properties in the immediate vicinity.

With regards to the shade structure encroaching into the required front and exterior side yard areas, the PCF zoning district applies setback requirements equally to all types of buildings and structures (i.e. accessory structure standards do not apply; the district does not distinguish main buildings or structures from ancillary buildings or structures); however, the shade structures are more ancillary in nature, and have a different visual perception as a standard building with walls because they are unenclosed on all four sides. Given the current location of the existing artificial turf area that is used for the outdoor play area, any substantial shade structure over this area would encroach into the setback area. Similar to the above, the reduced front and exterior side yard setbacks would not be detrimental to the health, safety or welfare of persons living in the vicinity or injurious to property or improvements in the vicinity since Foothill Expressway and Grant Road provide substantial separations to residential properties and the elevation of the property is substantially lower than Foothill Expressway. In addition, the proposed 29.75-foot setback on Grant Road exceeds the standard required front, exterior side and rear yard setbacks of R1-10 zoned properties in the nearby vicinity. Given the ancillary characteristic of the structure and the predominant setbacks in the surrounding area, the Planning Commission could consider these unique circumstances to justify the variance for the structure.

A draft resolution with positive findings for approving the variance request is included in the draft resolution (Attachment A). If the Planning Commission does not consider the findings justified, then the Commission should direct the applicant to remove or relocate the structure to be compliant with the setback requirements.

Public Notification

For this meeting, a public hearing notice was published in the Town Crier, a billboard size public notice sign was posted on the property, notices were mailed to the 423 property owners within 1,000 feet of the site. The application's public notification map is included in Attachment B.

Public Correspondence

No correspondences were received by the City at the time of this report publication.

Exhibit B

September 13, 2019
Revised October 29, 2019

St Simon Classroom Addition and Preschool Addition
1860 Grant Road
Los Altos, CA 94024
A.P.N. #: 318-04-011

Project Description

St Simon Parish has occupied the large triangular site at the corner of Foothill Expressway and Grant Road since 1957. The facility consists of a church, multi-purpose building, K-8 school, a convent, a rectory/office, maintenance buildings and preschool. The K-8 school with library and convent are along the north property line. The church is toward the center of the property. The southwesterly property line (Foothill Expressway) has a maintenance building, rectory, garage and preschool. Vehicle ingress/egress to the site is via two driveways on Grant Road. The northerly driveway is entrance-only and the southerly driveway is exit-only. The site is bordered to the north by single-family homes along Thurston Avenue; to the West by Grant Road; and to the Southwest by Foothill Expressway. Surrounding land uses consist of single-family residences.

At this time the parish is applying for a modification of the Conditional Use Permit (CUP) in order to enlarge the preschool, and to add a multi-use classroom to the K-8 school. The parish is also applying for a variance to the setback along Foothill Expressway (see attachment).

The CUP from 1995 assumed a maximum of 580 students on the site, per the traffic study done in the same year. This application seeks to maintain that same maximum number of students on the site, with the combined number of pre-school and K-8 students being limited to 580.

Preschool

The preschool is located on the site closest to the intersection of Foothill Expressway and Grant Road. This preschool program is a feeder to the existing K-8 school that has two classes per grade, K through 8th. Currently the preschool has only a single class and therefore needs to add another preschool class to align with the two classes per grade in the K-8 school.

St Simon Preschool currently has one modular classroom, and proposes to add an additional modular classroom. An open-air deck, shaded by umbrellas, will connect the two classrooms. Accessible ramps at each end will connect the deck to the existing playground. Two additional canvas shade structures are proposed, one over an existing play structure, and the other over part of the existing play yard.

Hours of operation

St. Simon preschool starts at 8:30 am and ends at 3:00 pm. The preschool offers extended care, which allows parents to drop off students between 7:30 am and 8:30 am, and pick up students between 3:00 pm and 5:30 pm. The preschool closes at 5:30 pm. The addition of the second building will not affect the hours of operation.

Staffing & student

The preschool is licensed for 27 students. Currently 21 students are enrolled. The staff totals three persons: one full time teacher, a part-time teacher and a full-time director.

It is anticipated that the second building will also be licensed for 27 students. The size of the staff will depend on enrollment, but initially there would be total of six persons: two teachers per building, a floating aide, and a director. At full capacity of 27 students per classroom, the staff would total seven: three teachers per classroom and a director.

Parking / Traffic

Because the preschool offers extended care in the morning and afternoon, the drop-off times for students are spread between 7:30 AM and 9:00 AM, and pick-up is spread primarily between 3:00 PM and 4:00 PM.

Data from the school shows that on average 64% of the preschool students have either siblings or parents working at the adjacent K-8 school. The arrival of the remaining students would be spread between 7:30 AM and 8:30 AM, thus able to avoid the main drop-off time of 7:45 AM - 8:00 AM at the K-8 school.

Preschool Enrolment Data

2018-19: 23 enrolled, 10 were siblings/faculty children
2017-18: 28 enrolled, 16 were siblings/faculty children
2018-17: 26 enrolled, 23 were siblings/faculty children

Average over the past three years: 25 enrolled, 16 siblings/faculty children

This would mean that on average, only 36% of the preschool students would generate a separate trip to the site.

Parents park either in the parking spaces directly adjacent to the preschool, or they may park in the main church parking lot (between the church and Grant Road) and walk their students to the school. During the morning drop-off and the afternoon pick-up, school personnel supervise the crosswalks and control traffic as necessary.

Staff will continue to park their cars in the main church parking lot.

A traffic study was completed in 1995 (see Attachment) and was based on a school enrollment of 580 students. The current enrollment is less than this, so an additional traffic study is not needed as conditions on the site have not changed. This traffic study also reviewed the site circulation and parking. Site circulation changes were implemented in 1995, and included adding a left hand turn for northbound traffic and a right turn lane for southbound traffic on Grant Road. A double drop-off lane was also implemented in order to be able to store more waiting cars on-site. In addition, staff supervise drop-off and pick-up.

Because the parking demand for the church, school and preschool uses peak at different times, the parking required for the church (212 stalls) is the minimum number of spaces required by the parking code. The allows ample parking for the school.

Student activities

Students typically play outside between the hours of 8:00 – 8:30 am, 10:00-10:30 am, and in the afternoon after 3:00 pm. There is no noise making equipment.

The students eat their snack and lunch inside the classroom, but they sometimes may eat outside, depending on the weather. During the learning portion of the day, students attend circle time and take part in three different activity centers, as well as religious studies. The preschool has PE outside once a week, and music inside once a week.

Landscaping

The view of the preschool from the adjacent roadways is mostly shielded from view by existing trees and landscaping. A new landscaped area next to the entry ramp is proposed in order to create a welcoming entry to the preschool.

Environmental Noise

As per Policy 7.2 of the Los Altos General Plan, 70dBA CNEL is the maximum acceptable outdoor noise exposure level for schools. An environment noise measurement study was conducted by Charles M. Salter Associates on July 1, 1019. Based on their measurements and estimates, the site complies with Policy 7.2. (see attachment).

Historic Summary

No event of historic significance is known to have happened in the school building or its surrounding grounds. No artifacts of archeological nature are known to have been found on the site.

Multi-Use Classroom

The K-8 school is located on the site furthest from the intersection of Foothill Expressway and Grant Road, and across the driveway from the church. St. Simon Parish School proposes a multi-use classroom addition to support the school's activities in STEM education (science, technology, engineering and math) in grades kindergarten through 5th grade.

In 2018 the school implemented the Next Generation Science Standards (NGSS) as the school's science curriculum. NGSS are designed to help students deeply understand core scientific concepts, to understand the scientific process of developing and testing ideas, and to have a greater ability to evaluate scientific evidence.

The students are expected not just to learn the concepts, but to understand the methods of scientists and engineers. The standards include a large number of hands-on activities and experiments, involving water and other liquids, plant materials, soils and rocks, and the building of models. These lessons can be messy and require space where students can work in groups, making these activities unsuited to a traditional classroom setting that have typical student desks and carpeting.

In addition, the school is working with RAFT (Resource Area for Teachers), a leading source of hands-on education programs, to develop a maker-space at St. Simon along with the associated curriculum.

Using materials donated from Silicon Valley companies, the maker-space will provide students an opportunity to work in teams to develop their problem-solving and investigation skills. The multi-use classroom will provide large workspaces, a collaborative setting (larger tables and counters), and lots of storage for the materials, supplies and tools.

Finally, St. Simon School has built a successful robotics program, having sent teams to the state and national championships over the past five years. However, there is insufficient space on campus to house the teams' materials and allow the teams to practice and store their arenas. The addition of a new space will provide space for the teams to meet after school and work on their robots.

All the activities for the new space would be for students currently enrolled at St. Simon School.

The location of the multi-use room provides an opportunity to enhance the school entry with a covered walkway and entry statement. It also provides the opportunity to shelter the play yard from the street, providing privacy and safety. The construction will match the exterior materials and colors of the Church across the driveway, thus creating a unified image to Grant Road.

Hours of operation

St. Simon K-8 school starts at 7:55 AM and ends at 3:00 PM. The addition of the multi-use classroom will not affect the school hours of operation.

Staffing & students
No additional staff or students will be housed in the new multi-use classroom. Each grade teacher will bring their class to the new multi-use classroom at their appointed time. All activities in the new space would be for students currently enrolled at St Simon School.

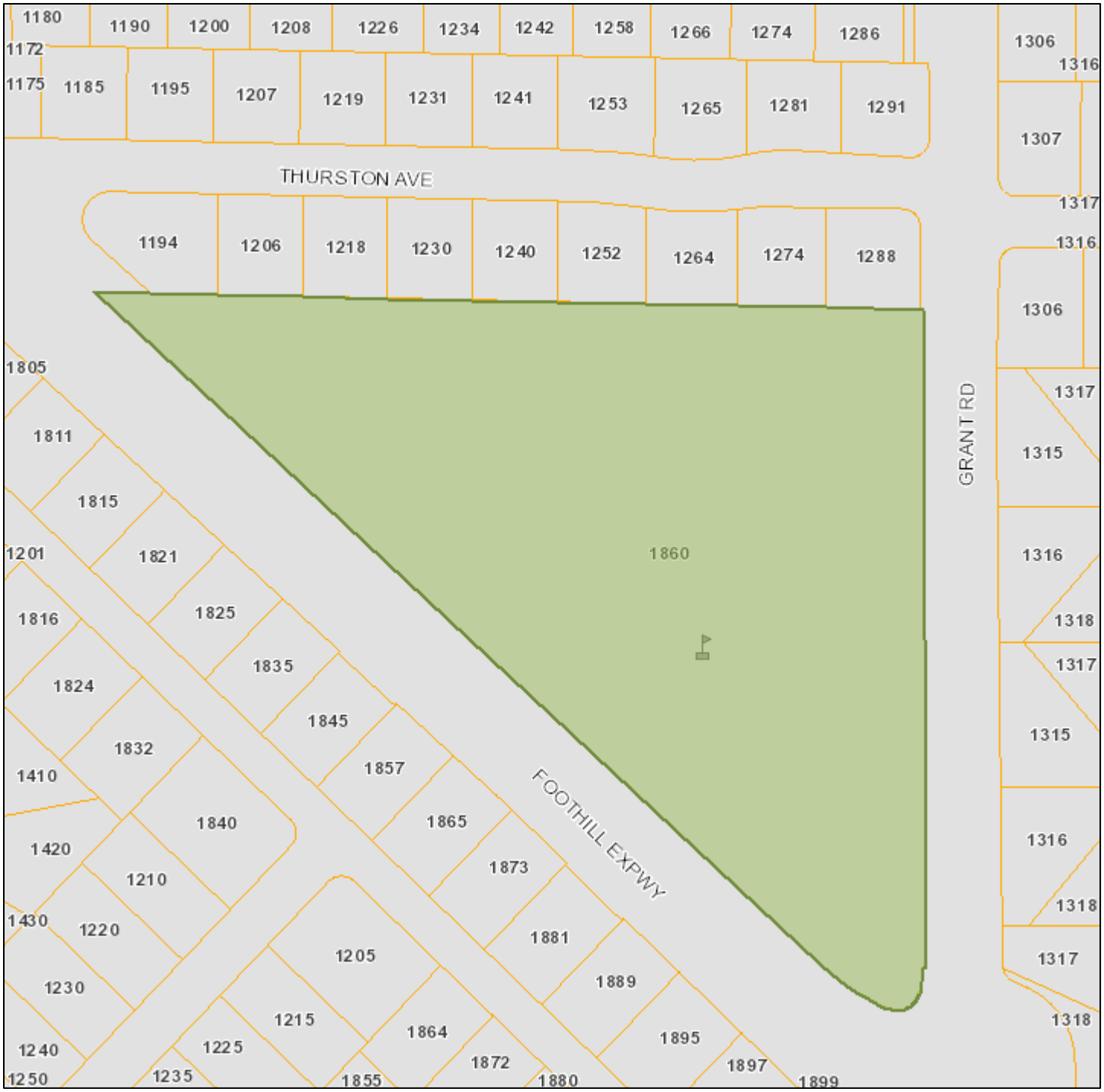
Parking
No additional staff or students will be added in the new multi-use classroom, thus no additional parking is required.

Historic Summary
No event of historic significance is known to have happened in the school building or its surrounding grounds. No artifacts of archeological nature are known to have been found on the site.

ATTACHMENT 2

Vicinity Map

Attachment B



Print Date: February 18, 2020

1:2,392

0 0.015 0.03 0.06 mi

0 0.025 0.05 0.1 km

Schools

Park and Recreation Areas

City Limit

Road Names

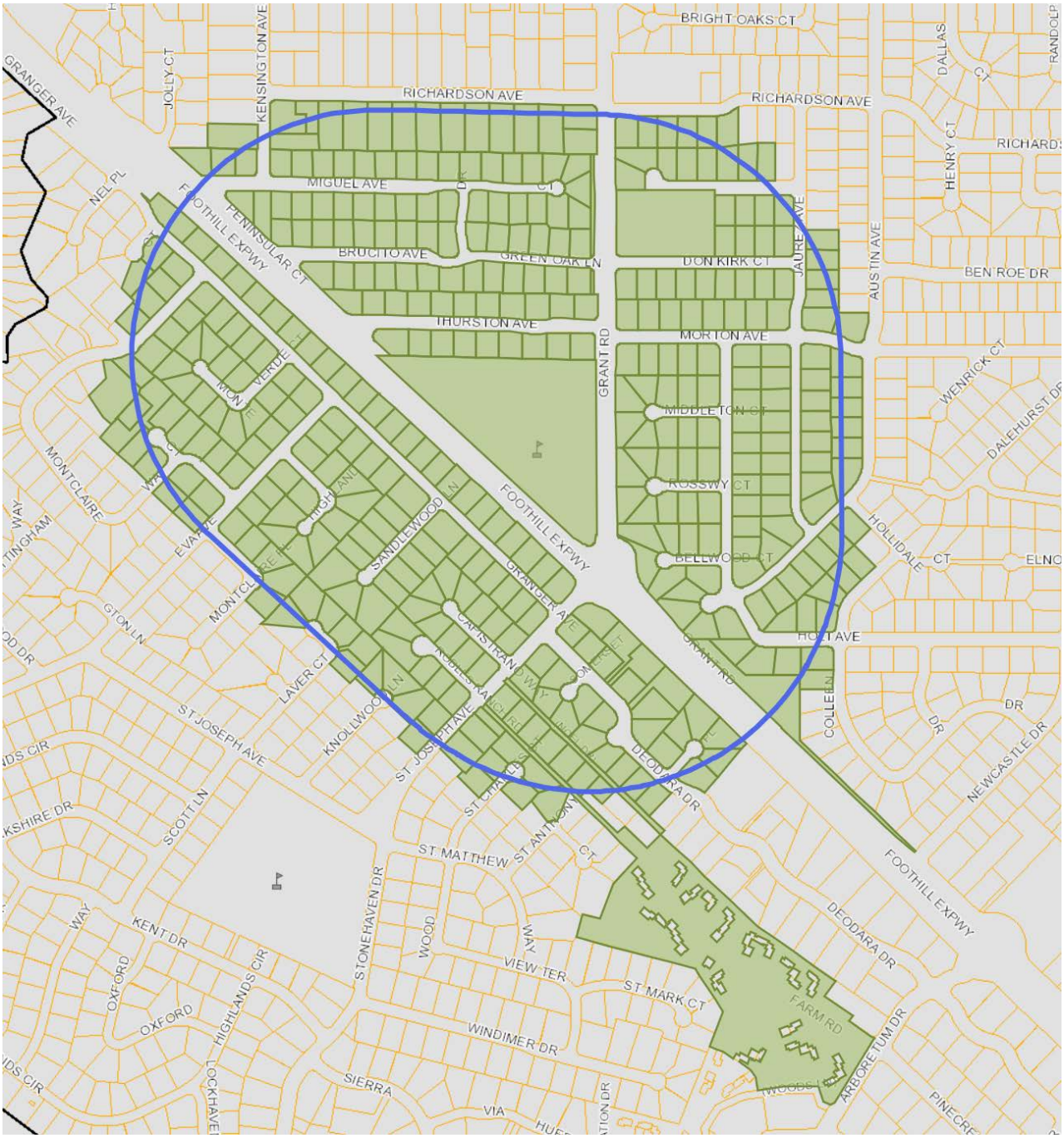
Situs Label

TaxParcel

City of Los Altos

ATTACHMENT 2

NOTIFICATION MAP



CITY OF LOS ALTOS

APPLICATION: D19-0003, MOD19-0007, and VCMF19-0003
APPLICANT: John Miller, Architect
SITE ADDRESS: 1860 Grant Road

ATTACHMENT 2

CITY OF LOS ALTOS
GENERAL APPLICATION

D19-0003

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

Permit # MOD19-0007 VCMF19-0003

	Design Review - One-Story		Historical Review		Single-Story Overlay Rezoning
	Design Review - Two-Story		Lot-Line Adjustment		Tentative Map/Division of Land
	Design Review - Comm/Multi-Fam		Outdoor Display Permit	X	Use Permit
	Accessory Dwelling Unit		PC Study Session	X	Variance/Extension
	Environmental Review		Preliminary Project Review		Zoning Verification Letter
	General Plan/Code Amendment		Sign Permit		Other:

Project Address/Location: 1840 - 1860 Grant Road

Project Proposal/Use: Church & School **Current Use of Property:** Church & School

Assessor Parcel Number(s): 318 - 04 - 011 **Site Area:** 356, 152 ±

New Sq. Ft.: 2, 360 ± **Altered/Rebuilt Sq. Ft.:** _____ **Existing Sq. Ft. to Remain:** 81, 199 ±

Total Existing Sq. Ft.: _____ **Total Proposed Sq. Ft. (including basement):** 83, 559 ±

Is the site fully accessible for City Staff and/or Commissioner inspection? _____

** Per Government Code Section 65105, City personnel may enter the subject property for inspections, examinations and surveys, provided that the entry does not interfere with the use of the land by those persons lawfully entitled to the possession thereof.*

Applicant's Name: John Miller Architect - Stephanie Allen

Telephone No.: 650 - 960 - 0300 **Email Address:** steph@jmarch.com

Mailing Address: 579 Clyde Ave #300

City/State/Zip Code: Mountain View CA 94043.

Property Owner's Name: Roman Catholic Bishop of San Jose - Contact Michael Boennighausen

Telephone No.: 650 - 704 - 8066 **Email Address:** mboennighausen@stsimon.org

Mailing Address: 1840 Grant Road, Los Altos, CA 94024

City/State/Zip Code: _____

Architect/Designer's Name: John Miller Architect

Telephone No.: _____ **Email Address:** _____

Mailing Address: _____

City/State/Zip Code: _____

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

(Continued on Back)

ATTACHMENT 2

ST. SIMON CHURCH & SCHOOL
TRAFFIC & PARKING IMPACT STUDY

Prepared for:

The City of Los Altos
One North San Antonio Road
Los Altos, CA 94022-3088

Prepared by:

RGM Associates
150 Cherry Lane
Campbell, CA 95008

March 8, 1995

SUMMARY OF FINDINGS

A. Project Information

1. Project Address -- 1860 Grant Road

2. Project Location -- On the west side of Grant Road, north of Foothill Expressway and south of Thurston Avenue. (See Figures 1 and 6, pages 2 and 13, respectively.)

3. Owner/Developer -- St. Simon Church & School
1860 Grant Road
Los Altos, CA

B. Project Impacts

1. Traffic Generation

A. Additional weekday daily trips generated by the proposed project on a regular basis:

Inbound	53
Outbound	53
Total	106

B. Additional weekend daily trips generated by the proposed project on a regular basis:

Inbound	0
Outbound	0
Total	0

C. Additional weekday peak hour trips generated by the proposed project on a regular basis:

	AM	Noon	PM
Inbound	23	20	0
Outbound	22	20	0
Total	45	40	0

D. The relocation to St. Simon Church & School of various events, assemblies, meetings, dinners and programs that are currently held at various off-site locations will increase the volume of daily trips generated by the church/school. These events are held on an irregular basis and typically do not begin or end during peak commute periods. In addition, similar events are currently held at the church/school. Therefore, the proposed project will not necessarily increase the peak volume of trips generated by the church/school, but may increase the frequency that these events are conducted at the church.

2. Parking Requirements

A. Spaces Required with Project

Based on the City of Los Altos Zoning Ordinance, a minimum of 212 parking spaces would be required on the church/school site. The parking requirement is based on an analysis of the parking required for the three main uses on the site -- church, church school and daycare. Because the parking demand for the church, school and daycare uses peak at different times, the parking required for the church (212 spaces) is the minimum number of spaces required by the parking code. The minimum parking required for each of the three uses are as follows:

Church	212
Church School	23
Day Care	4

B. Spaces Provided with Project 223[1]

3. Significant Impacts

A. Existing Unacceptable Conditions

1) Vehicle queues extend from the church/school site onto Grant Road during the AM peak hour resulting in LOS F operations on Grant Road between 7:45 AM and 8:00 AM.

2) The left turn movement from the south driveway to northbound Grant Road exceeds the minimally accepted LOS D operation during the AM peak hour when the left turn movement operates at LOS E.

B. Project Impact

1) Potentially, the project could result in further deterioration of AM peak hour traffic conditions on Grant Road. Development of the project will require modification of the vehicular circulation pattern utilized in the morning to drop-off students. It is anticipated that the proposed on-site circulation pattern that will be utilized following completion of the multi-purpose building to drop students off at the school in the morning will not be as efficient as the existing circulation/drop-off pattern. If the existing student drop-off rate is not maintained, the queues extending from the site during the AM peak hour could increase in length resulting in additional impacts to traffic operations on Grant Road during the AM peak hour.

---

[1] Based on the proposed site plan dated March 6, 1995.

4. Summary of Impacts Due to New Traffic Generation by the Proposed Project

   A. The additional traffic generated by the proposed project would not significantly impact traffic conditions at the intersection of the site driveways with Grant Road. The proposed project would aggravate an already existing unacceptable condition during the AM peak hour by reducing the area available for student drop-offs resulting in a reduction in the efficiency of the morning drop-off operation.

5. Mitigation Measures

   A. Existing Conditions

   To mitigate the existing unacceptable operations on Grant Road during the AM peak hour, the following measures are recommended:

   1) Construct a left turn lane and a right turn lane on Grant Road at the northern entrance to the church/school site. Figure 14 (page 35) shows a conceptual design for an improved Grant Road. This improvement would reduce impacts to through movements on Grant Road during the AM peak hour and improve safety on Grant Road by providing a storage area for traffic turning left from northbound Grant Road into the church/school site. The proposed plan provides a left turn lane on northbound Grant Road with 370 feet of storage area measured from the entrance (north) driveway. The right turn lane, including taper, on southbound Grant Road at the north driveway should be 485 feet in length. This length would provide 325 feet for vehicle storage and 160 feet for vehicle deceleration.

   2) Increase the capacity of the student drop-off operation during the AM peak hour.

   3) If it is not feasible to increase the capacity of the student drop-off procedure, reduce the volume of vehicles generated by the school during the AM peak hour by implementing one or more of the following measures --

      a) implement a carpool program for parents transporting students to school;

      b) implement a busing program for school students; and/or

      c) reschedule the beginning and ending of classes so that all classes do not begin at the same time.

   No mitigation measures are recommended to mitigate the existing unacceptable operation of the left turn movement from the exit driveway to northbound Grant Road. Separate left turn and right turn lanes are provided on the exit driveway and no additional geometric improvements are feasible that would increase the reserve capacity for these movements. A reduction in the peak traffic demand through a busing program, carpool program or rescheduling of classes would increase the reserve capacity of the left turn movement during peak travel periods. Prohibition of left turn movements from the exit driveway is not recommended as a mitigation measure to address existing operating conditions.

B. Project Conditions

It is anticipated that the proposed morning circulation pattern will decrease the capacity and operating efficiency of the morning student drop-off procedure because the area provided for drop-offs and the distance between the drop-off area and the exit driveway will be decreased. If the proposed circulation pattern is implemented, it is recommended that left turn movements from the exit (south) driveway be prohibited during the AM peak hour to improve traffic conditions at the exit driveway.

School officials have suggested that the efficiency of the proposed on-site circulation pattern for dropping off students in the morning can be field tested by modifying the existing drop-off circulation pattern to duplicate the proposed circulation pattern using cones and other markers. School and City officials would observe traffic conditions with the proposed circulation pattern and determine the efficiency of the proposed circulation pattern.

Should school officials be able to demonstrate that improvement of traffic conditions during the AM peak hour is achievable with the proposed circulation pattern, additional mitigation measures would not be necessary. However, if the tests do not show adequate improvement of traffic conditions during the morning peak hour, additional mitigation measures are recommended to improve traffic conditions during the morning drop-off of students.

It is recommended that either one of the following two strategies or a combination of the two strategies be implemented should the test of the proposed circulation prove to be unacceptable:

1) modify the circulation pattern to increase the capacity of the student drop-off procedure; or

2) decrease vehicle demand generated by the school during the morning peak hour.

Figure 15 (page 38) shows a recommended circulation pattern that would increase the area utilized for student drop-offs to 400 feet (2 lanes x 200 feet). This circulation plan would provide 600 feet of storage area between the property line and the beginning of the drop-off area (2 lanes x 300 feet) and would provide 680 feet from the end of the drop-off area to the property line at the exit (south) driveway. With this circulation system, two travel lanes could be provided from the entrance (north) driveway through the drop-off area. This plan should result in a higher drop-off capacity and greater operating efficiencies at the entrance and exit driveways compared with the proposed circulation system. This circulation system would require a roadway behind the multi-purpose building and would require careful control of the children on-site. In addition, the drop-off area is located in an area that is currently utilized as a playground before school begins. Therefore, it would be necessary to relocate the area where children play before school begins to another area on the church/school site.

Other circulation plans may be feasible with the proposed site plan, but it is not likely that the overall efficiency of the morning drop-off operation can be significantly improved given the location of the entrances, parking areas and buildings on the site. In the event the recommended circulation pattern is not acceptable or school officials can not demonstrate that an acceptable morning circulation pattern is achievable, it is recommended that the school implement measures that would decrease vehicular demand during the morning student drop-off period. These measures include the following:

a) implement a carpool program for parents transporting students to and from school;

b) implement a busing program for school students; and/or

c) reschedule the beginning and ending of classes so that all classes do not begin at the same time.

Typically, carpool programs consist of carpool matching programs which assist interested parties form carpools. However, by itself, a carpool matching program does not ensure carpools are formed and vehicle trips are reduced. To ensure that the carpool program would be successful, a vehicle registration program would be necessary that would limit the number of vehicles allowed on the school site on any one day. Because of inconveniences caused by mandatory carpool programs, the carpool program should only be implemented if school officials believe that the carpool program will be well received by parents. In addition, the objectives of the carpool program could be negated if parents restricted from entering the school site drop students off on Grant Road or other nearby streets.

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

DISCUSSION OF THE PROPOSED PROJECT

Project Location

St. Simon Church & School proposes to develop a multi-purpose building on the St. Simon Church & School site located at 1860 Grant Road in Los Altos. The project location is located west of Grant Road and north of Foothill Expressway as shown in Figure 1 (page 2).

Existing Use of the Project Site

The project site is over eight acres in size and currently developed with a 700 seat church, school, convent, rectory and day care center. Figure 2 (page 3) shows the existing site plan for the church/school. The church sanctuary is located in the center of the site. School buildings are located along the northern portion of the site and the church rectory is located on the southern portion of the site.

Currently, 173 parking spaces, including covered spaces, are provided on the church's site. The blacktop area located west of the church is utilized as a school playground and is also utilized for parking during weekend church services. In addition, vehicles park outside the church/school property along Grant Road.

Information describing the existing and future uses and activities at the church and school facility was provided to the City of Los Altos by the project sponsors. Appendix A contains information sources and the correspondence prepared by the project sponsor describing the various uses and activities on the site. The current uses and activities at the church/school are summarized in the sections below.

Church

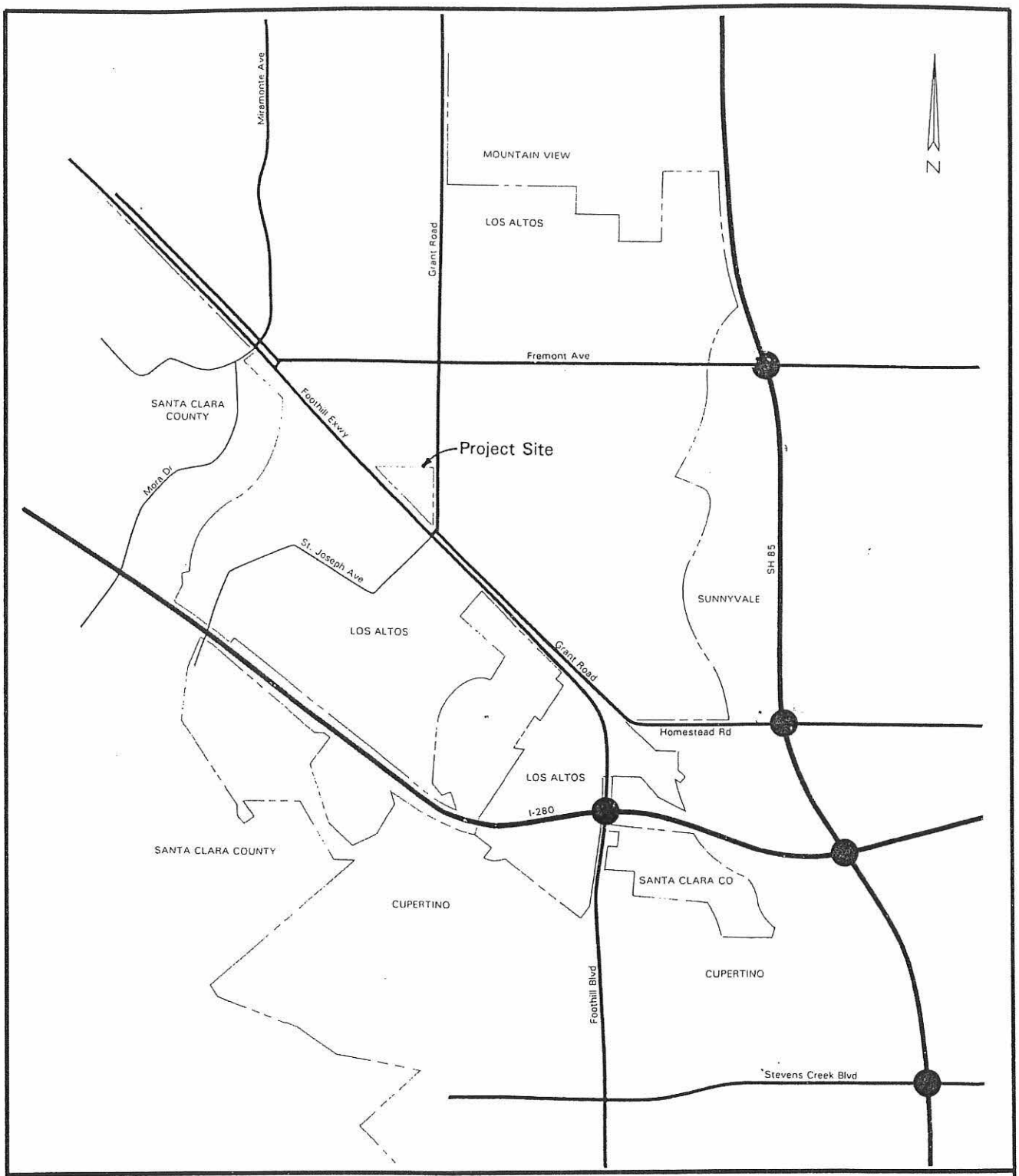
Weekday -- current weekday activities include early morning mass for less than 100 people, funerals and services for school children.

Weekend -- church services are conducted on Saturday and Sunday. The Saturday service begins at 5:00 PM. Four Sunday services are conducted at 7:30 AM, 9:30 AM, 10:15 AM and 12:30 PM. According to church officials, during October 1994, the maximum attendance at a Sunday service was 459 people and the average attendance per service was 263 people. The church is used for weddings on Saturdays approximately 21 times per year. The typical attendance at an wedding is between 100 and 125 people and the weddings are usually scheduled for 10:00 AM, 12:00 noon or 2:00 PM.

Holidays -- services are conducted on Christmas eve and Christmas morning.

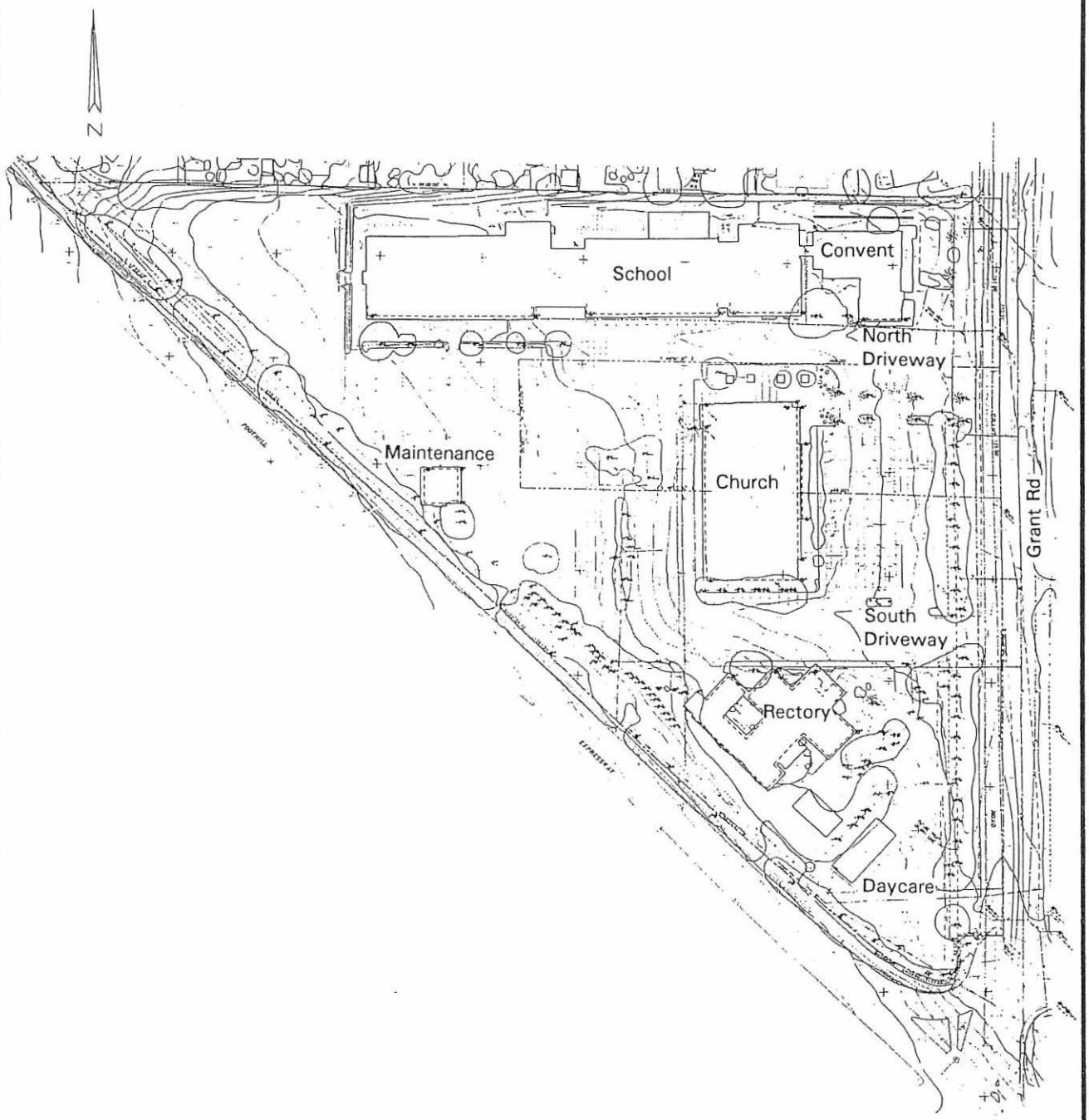
Evening meetings are conducted between three and five times per week with approximately 20 participants. These meetings are currently held in the Rectory/Office. Two to three large events such as dances and banquets are held per year at the existing church meeting hall or at an off-site location. Attendance at these events is between 100 and 300 people.

One custodian is employed by the church.



RGM ASSOCIATES

Figure 1
Location of Project Site
With Respect to the Regional Road Network



RGM ASSOCIATES

Figure 2
Existing Site Plan

School

The school serves Kindergarten through 8th grade classes Monday through Friday. Approximately 560 students are currently enrolled at the school. Classes begin at 7:55 AM and end at 2:45 PM, except Kindergarten classes which are conducted in two sessions. The morning class is held between 7:55 AM and 11:45 AM and the afternoon class is held between 11:45 AM and 2:45 PM. The daily school staff consists of 22 full-time teachers, 11 part-time teachers, 1 secretary, and 10 part-time volunteers.

Currently, after school sports and extra-curricular activities are conducted at alternate sites in Los Altos, Los Altos Hills and Mountain View. Children are transported to the off-site locations for practices and competitions. Approximately 12 cars are utilized to transport students to off-site locations for practices and competitions.

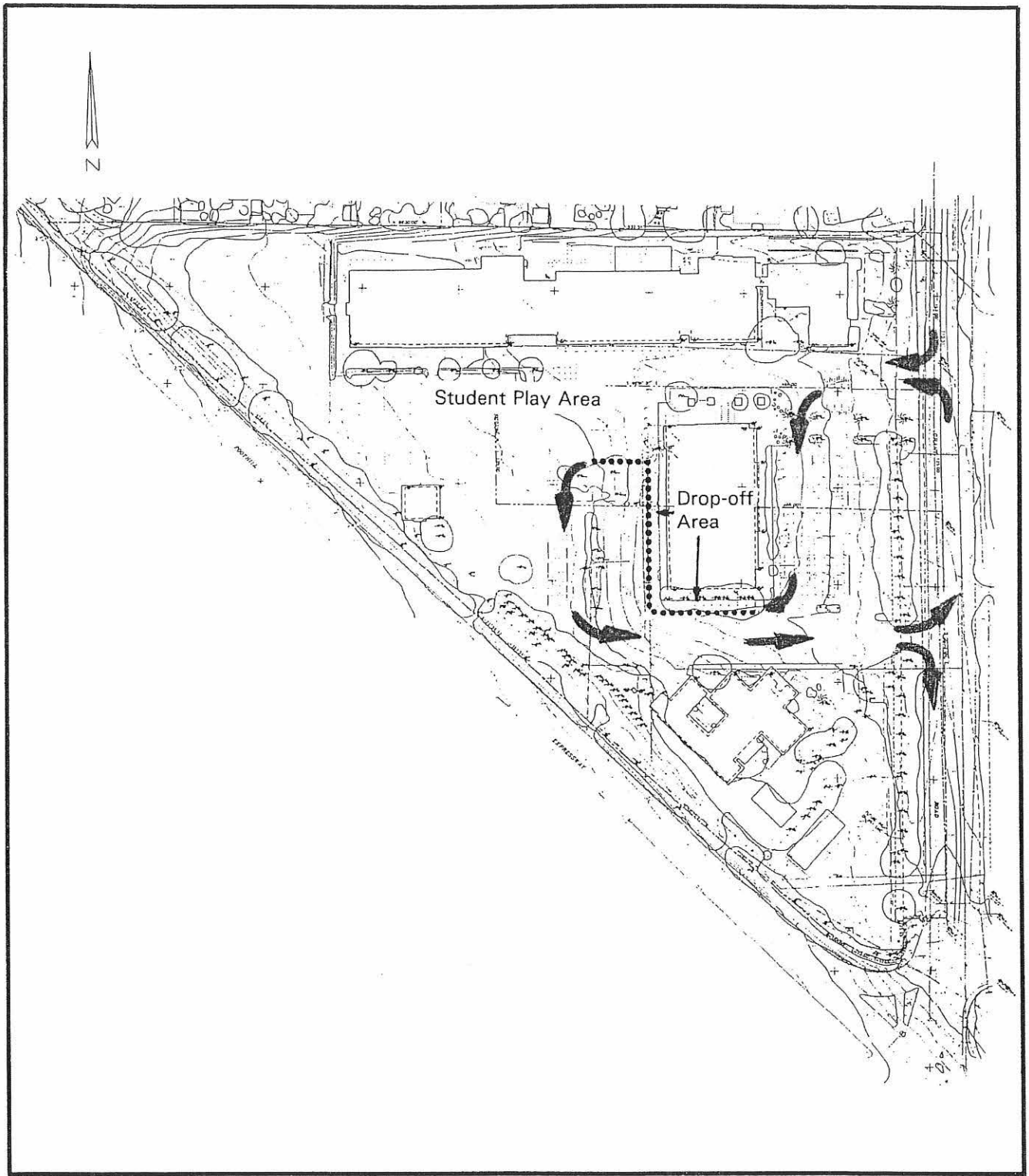
To expedite the drop-off of students and circulation of vehicles onto and off of the school site in the morning, school officials have implemented a supervised student drop-off operation. Figure 3 (page 5) shows the current traffic circulation pattern observed during the morning drop-off operation. Vehicles enter the northern driveway and circulate to the back of the church along the eastern and southern sides of the church. Vehicles stop along the western and southern sides of the church and students exit the vehicles on the church side of the vehicle. Student monitors assist students from the vehicles. Approximately 10 vehicles stop at one time, drop students off and circulate to the church/school exit driveway. To assist pedestrians crossing between the parking lot east of the church and school, a student monitor controls traffic near the northeast corner of the church. Vehicle access is prohibited during the morning drop-off and throughout the day to the playground area located north and west of the church sanctuary.

Table 1 shows the length of the three elements of the morning drop-off/circulation pattern. From the property line at the site entrance to the drop-off area (southeast corner of the church) is 350 feet. The drop-off area is 330 feet in length measured from the southeast corner of the church to a point west of the church. The distance from the western end of the drop-off area to the property line at the exit (south) driveway is 580 feet. The total circulation route is 1,260 feet in length.

Table 1
Dimensions of the Existing
Morning Drop-off Circulation Pattern

Element	Length
Storage/queuing area prior to drop-off area	350 ft[1/]
Drop-off area	330 ft
Storage/queuing distance at exit driveway	580 ft[2/]
TOTAL	1,260 ft

[1/] Measured from the property line at the entrance (north) driveway to drop-off area.
[2/] Measured from the drop-off area to property line at the exit (south) driveway.



RGM ASSOCIATES

Figure 3
Existing Traffic Circulation Pattern
For Dropping Students at the School

Daycare Center

The daycare center operates between 7:00 AM and 6:00 PM Monday through Friday. The daycare center serves approximately 10-15 children in the morning and 30-40 children in the afternoon. The daycare staff consists of two full-time people and one part-time person.

Rectory

Currently, five people are in residence in the rectory in addition to a rectory staff of 3 people.

Convent

Currently, five people are in residence in the convent.

Alpha Omega Homeless Program

St. Simon Church accommodates the Alpha Omega Homeless Shelter one month per year and currently utilizes the facilities at St. William School. There are usually 15 participants and one monitor on-site between 7:00 PM and 7:00 AM.

Proposed Project

The proposed project involves the construction of a multi-purpose building west of the existing church sanctuary. The multi-purpose building will consist of 17,000 square feet of floor space and will consist of a parish hall/gymnasium, meeting rooms and classrooms. In addition to the multi-purpose building, the existing maintenance and garage area located west of the sanctuary will be removed and relocated to the area between the rectory and the daycare facility.

Figure 4 (page 7) shows the proposed site plan. The multi-purpose building will be constructed in an area that is currently utilized as a playground during school and for parking during weekend services. Based on the parking plan presented on the site plan dated March 6, 1995, 223 parking spaces will be provided on-site. The breakdown of parking spaces by church use is shown in Table 2 (page 8).

The multi-purpose building will be used for church and school activities currently held on-site and off-site. Specific changes to current church and school activities with the proposed multi-purpose building are described below.

Church

No change to current weekday, weekend and holiday church activities are planned. Ultimately, the church will be remodeled and the main entrance will be relocated to the courtyard between the multi-purpose building and the church.

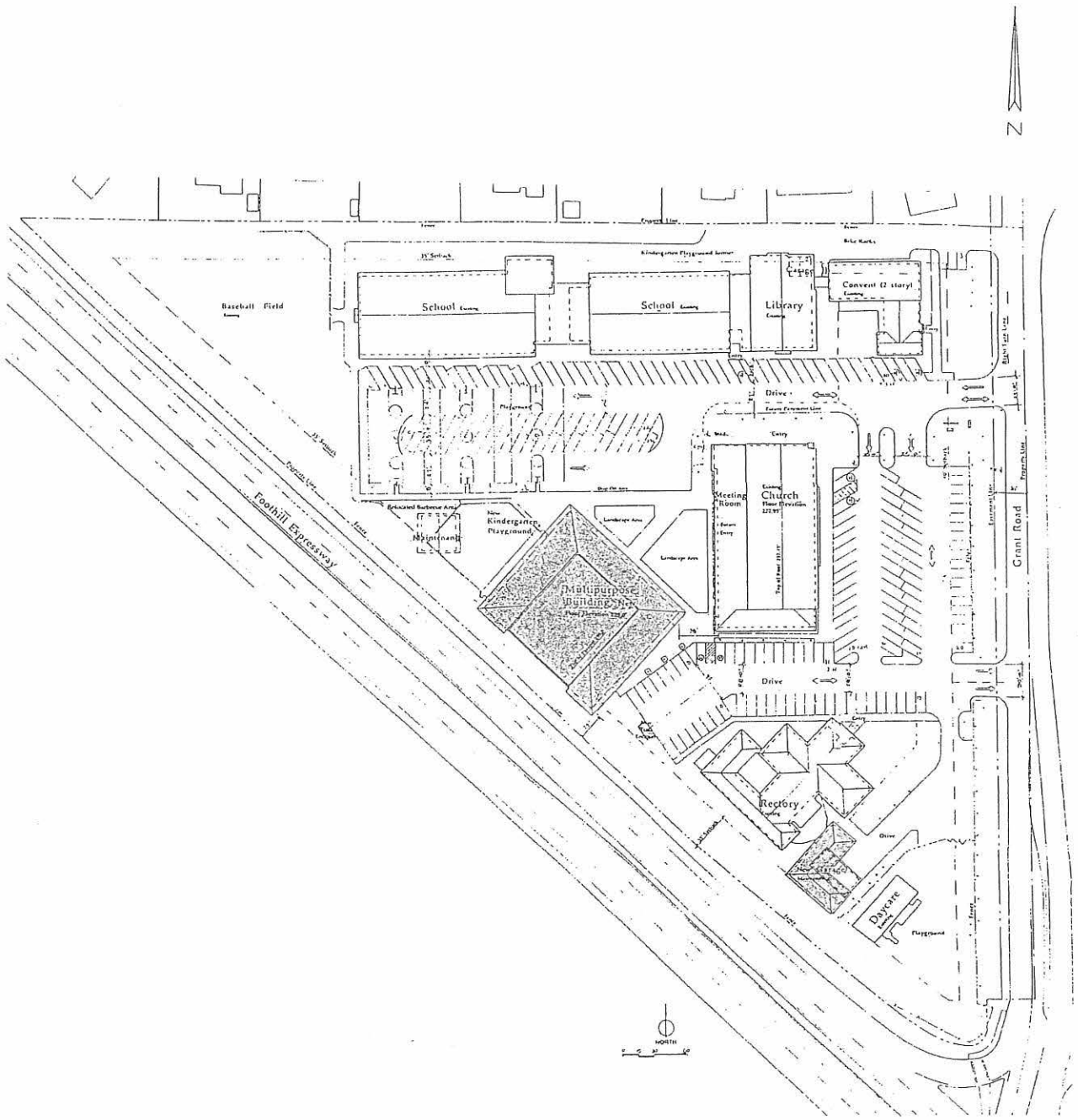


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Figure 4
Proposed Site Plan

Table 2
Proposed Number of Parking Spaces

Use	Spaces
Church/School	
Standard	142
Compact	65
Handicap	5
Handicap, Van	2
Subtotal	214
Convent	
Covered	2
Uncovered	3
Subtotal	5
Rectory	
Covered	4
TOTAL	223

School

Except for the Kindergarten program, present school related operations are not expected to change. At the current time, one Kindergarten class is held in the morning (7:55 AM to 11:45 AM) and one Kindergarten class is held in the afternoon (11:45 AM to 2:45 PM). The school plans to add another Kindergarten class and reduce the maximum Kindergarten class size from 25 to 23 students. It is anticipated that the Kindergarten program will increase by 20 pupils (from 50 pupils to 70 pupils). Kindergarten classes and playground will be relocated to the new multi-purpose building.

The multi-purpose building will be constructed in an area that is currently utilized for vehicle circulation during the morning drop-off process. Therefore, it will not be possible to maintain the existing drop-off circulation pattern. According to school officials, the drop-off area will be relocated from the south and west sides of the church to the curb located north of the rectory. The proposed circulation pattern is shown in Figure 5 (page 9).

Table 3 (page 10) shows the length of the three elements of the proposed school student drop-off/circulation pattern. With the proposed circulation pattern, 620 feet would be provided from the entrance (north) driveway to the drop-off area and 60 feet would be provided from the end of the drop-off area to the exit (south) driveway. The drop-off area would be 220 feet in length.

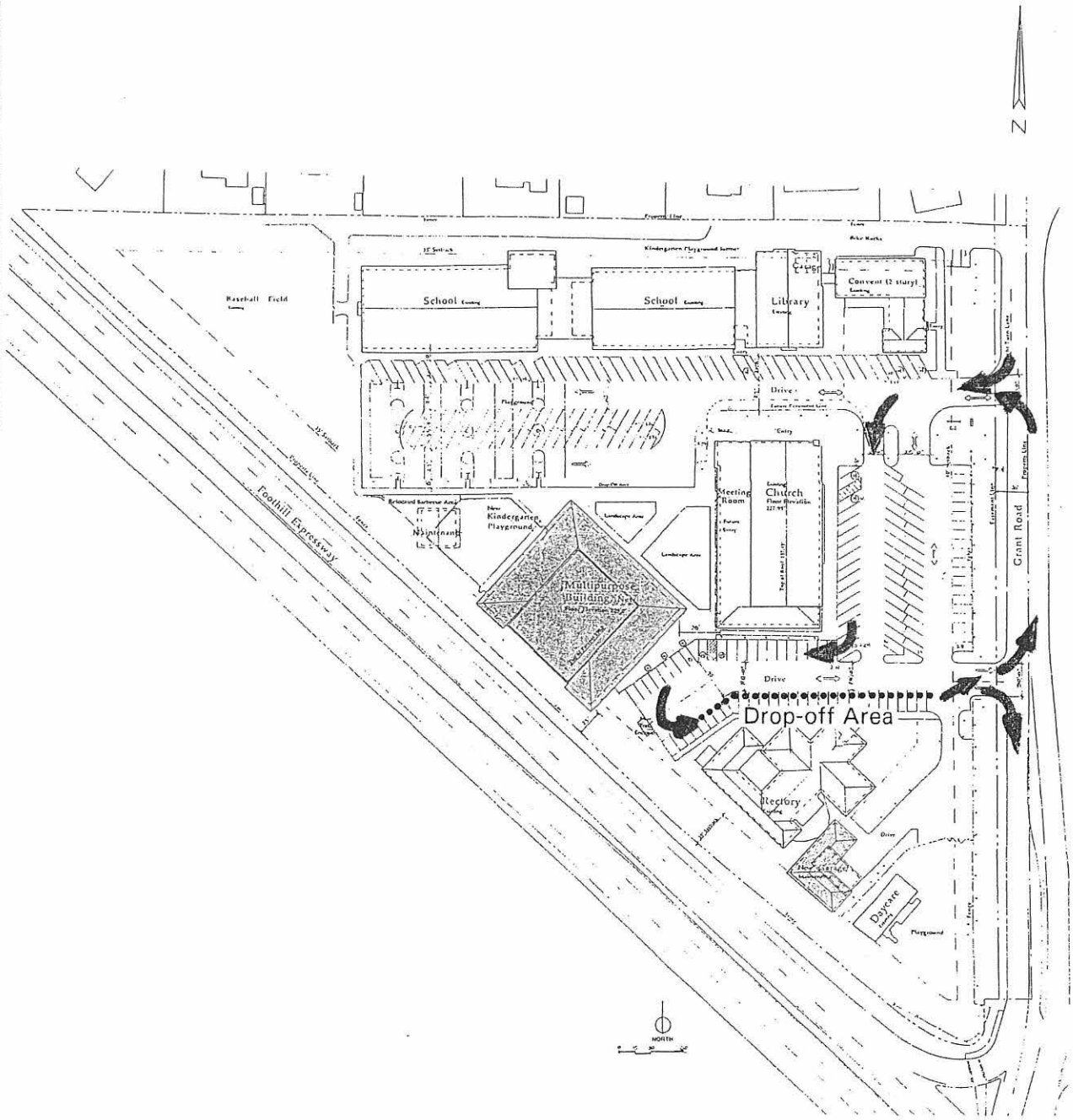

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Figure 5
Traffic Circulation Pattern
Proposed by School Officials
For Dropping Students at the School

Table 8 6
Dimensions of the
Morning Drop-off Circulation Pattern
With the Proposed Project

Element	Length
Storage/queuing area prior to drop-off area	620 ft[1/]
Drop-off area	220 ft
Storage/queuing distance at exit driveway	60 ft[2/]
TOTAL	900 ft

[1/] Measured from property line at entrance driveway to drop-off area.
[2/] Measured from drop-off area to property line at exit driveway.

Daycare Center

No change to the current daycare program is anticipated.

Rectory

No change to the rectory operation is anticipated, although the number of people in residence may decline from five to four.

Convent

No change to the convent is anticipated, although the number of people in residence may decline from five to four.

Multi-Purpose Building

On weekdays, the multi-purpose building will be utilized for school activities including gym classes and school assemblies during school hours. After school, the multi-purpose building will be utilized for after school sports and extra curricular activities. During the evening, the multi-purpose building will be utilized for school assemblies and sport league activities. The multi-purpose building will be utilized throughout the day and evening for church related meetings that are currently conducted elsewhere on the church/school site.

According to church officials, three sports related practices will be held after school Monday through Friday from mid-October through mid-May. The practice sessions will be held each day from 3:30 PM to 5:00 PM, 5:00 PM to 6:30 PM and 6:30 PM to 8:00 PM.

Except for the first practice, children will be transported to and from their homes to the school for practice. Approximately 12 vehicles will be utilized to transport participants to and from the school. When competitions with other schools are conducted, the number of trips generated for competitors will be similar to the trips generated by the school.

The multi-purpose building will be utilized for the Alpha Omega homeless program which operates one month per year. This program involves 15 participants and one monitor that are on-site from 7:00 PM to 7:00 AM. This activity is currently conducted at St. William School.

On Saturday, the multi-purpose building will be utilized for athletic games for school children and existing church related clubs, youth service activities, teen dances and banquets. These events are currently held off-site or in the existing meeting hall adjacent to the church sanctuary.

On Sunday, the multi-purpose building will be utilized for programs for children and after church activities (coffee or luncheons). These programs are currently on the church premises.

Parking Requirement

The Los Altos Zoning Ordinance requires the following number of parking spaces at churches and church schools:

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

Church School -- one space for every two employees, including teachers and administrators, plus sufficient space for the safe, convenient loading and unloading of students, and such additional area for student and visitor parking as may be prescribed by the Commission.

Daycare Center -- one space for every two employees, plus such additional parking areas as may be prescribed by the Commission.

The minimum required parking spaces for each use based on the zoning requirements is summarized in Table 4. Because the parking demand for the church, school and daycare uses peak at different times, the parking required for the church (212 spaces) is the minimum number of spaces required by the parking code.

Table 4
Minimum Parking Spaces Required for Each Church/School Use

Church		
1 space per 3.5 seats	700 seats	200 spaces
1 space per official in residence	10 people	10 spaces
1 space per 2 employees	4 people	2 spaces
Total		212 spaces
Church School		
1 space per 2 employees	45 people	23 spaces
Daycare		
1 space per 2 employees	3 people	4 spaces

Existing Project Setting

Figure 6 (page 13) shows the location of the church and school with respect to the local road network. The triangular shaped site is currently accessed via two driveways to Grant Road. Additional access is provided via a service alley located at the northern boundary of the site and a gated driveway to Peninsular Drive located at the northwest corner of the site. Surrounding properties are zoned for and developed with residential uses.

Grant Road is two-lane roadway extending between Homestead Road in Los Altos and El Camino Real in Mountain View. Adjacent to the subject property, bike lanes are provided on each side of Grant Road.

Foothill Expressway borders the southwestern boundary of the site. Foothill Expressway is a four-lane divided expressway between I-280 at Foothill Boulevard in Los Altos and extending into Palo Alto.

Figure 7 (page 14) shows the current design of Grant Road across the frontage of the project site including the design of the two driveways serving the site. The northern driveway of the church/school is configured for inbound movements and the southern driveway is configured for outbound movements. The one-way inbound operation of the northern driveway is designated via two faded pavement arrows located on the driveway pavement. No signing is provided at the northern driveway to indicate the one-way inbound operating condition. At the southern driveway, two pavement arrows and a "DO NOT ENTER" sign facing Grant Road are utilized to inform motorists that entrance from Grant Road is prohibited.

During field observations of traffic operations at the church/school driveways with Grant Road, a "NO LEFT TURN" sign was observed on the ground at the exit driveway. According to church officials, the sign was used in the past to prohibit left turn movements from the southern driveway to northbound Grant Road. However, the sign is not now used because the turn prohibition resulted in a large number of u-turn movements at the library located on Grant Road east of the church/school.

TRAFFIC, PEDESTRIAN AND BICYCLE VOLUMES AND PARKING UTILIZATION

In this section, existing traffic conditions are described and future daily and peak hour traffic volumes are developed assuming development of the proposed project. In addition to documenting existing traffic volumes, existing pedestrian and bicycle volumes and peak parking demand at the school/church are described.

Existing Conditions

To provide a basis for assessing existing access and parking conditions, 24-hour traffic volumes were collected on Grant Road and at the two primary church/school driveways and peak period turning movement counts were obtained at the intersection of Grant Road with the church/school driveways. The 24-hour traffic volume counts were conducted using machine tube counters between Tuesday December 6, 1994 and Tuesday December 13, 1994. The peak period turning movement counts were conducted on Wednesday December 7, 1994. The 24-hour street segment volumes by 15-minute time interval and the peak period turning movement volumes by 15 minute time interval are contained in Appendix B.

During the collection of peak period traffic volumes, traffic operations on Grant Road were observed and traffic queues recorded. Pedestrian and bicycle volumes were also observed and recorded.

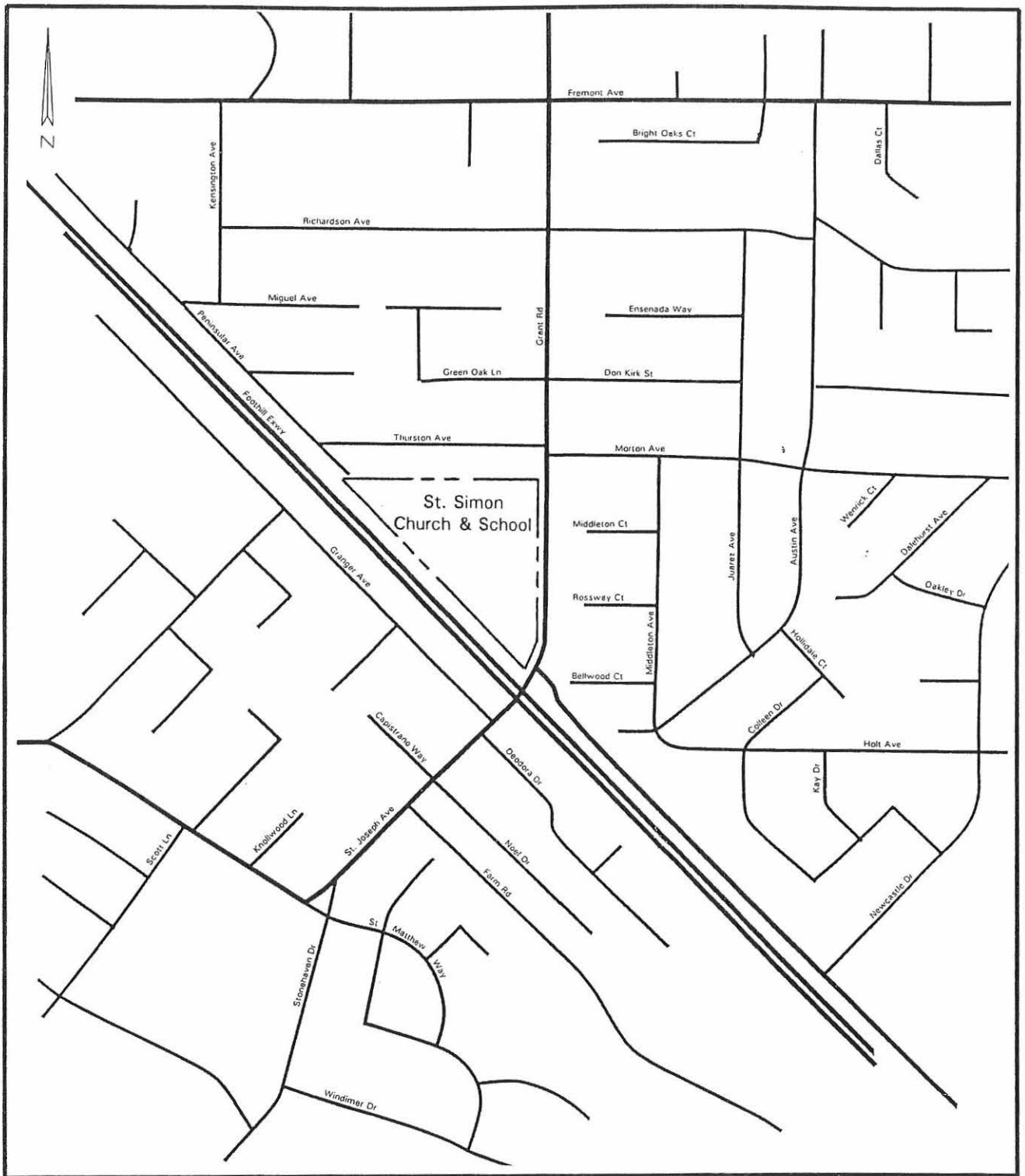

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Figure 6
Location of the Project Site
With Respect to the Local Road Network

Daily Traffic Volumes

The weekday and weekend daily volumes observed on Grant Road during the survey period are summarized in Table 5 and graphically displayed in Figure 8 (page 16). During the survey period, the weekday 24-hour volume of traffic averaged about 13,200 vehicles per day. The 24-hour volume was approximately 9,900 vehicles on Saturday and the Sunday volume was approximately 8,800 vehicles.

Existing Peak Hour Traffic Volumes

Figure 9 (page 17) shows the AM, noon and PM peak hour volumes observed at the church/school driveways on December 7, 1994. Based on the volumes collected during the survey period, the AM peak hour of traffic occurred between 7:30 AM and 8:30 AM and the PM peak hour occurred between 5:00 PM and 6:00 PM. Two sets of peak hour volumes are shown in Figure 9 (page 17) for the noon peak hour. On the day the counts were obtained, the school dismissed classes at 1:00 PM. The traffic volumes shown in the right panel represent the traffic volumes collected on December 7th and represent peak noon hour volumes with early school dismissal. The traffic volumes shown in the left panel on Figure 9 (page 17) represent peak noon hour volumes with regular school dismissal (2:45 PM). These volumes are estimated volumes and were derived from the traffic volume data collected by the machine tube counters.

During the AM and PM peak hours, traffic volumes on Grant Road are nearly equal. During the AM peak hour, 1,213 vehicles and 1,346 vehicles were counted north and south of the church/school on Grant Road versus 1,271 and 1,270 vehicles during the PM peak hour.

The church/school generates more vehicle trips during the AM peak hour than the PM peak hour. During the AM peak hour, the church/school generated 304 inbound trips and 251 outbound trips. During the PM peak hour, the church/school generated 23 inbound trips and 17 outbound trips.

Table 5
Summary of Existing 24-Hour Street Segment Volumes

	24-Hour Traffic Volumes on Grant Road[1/]		
	Weekday	Saturday	Sunday
North of St. Simon Church			
Northbound	7,370	5,580	5,020
Southbound	5,750	4,220	3,840
Total	13,120	9,800	8,860
South of St. Simon Church			
Northbound	7,430	5,610	4,950
Southbound	5,860	4,270	3,750
Total	13,290	9,880	8,700

1/ Weekday volumes based on 24-hour volumes collected between December 6, 1994 and December 13, 1994. Saturday and Sunday volumes were collected on December 10, 1994 and December 11, 1994, respectively.

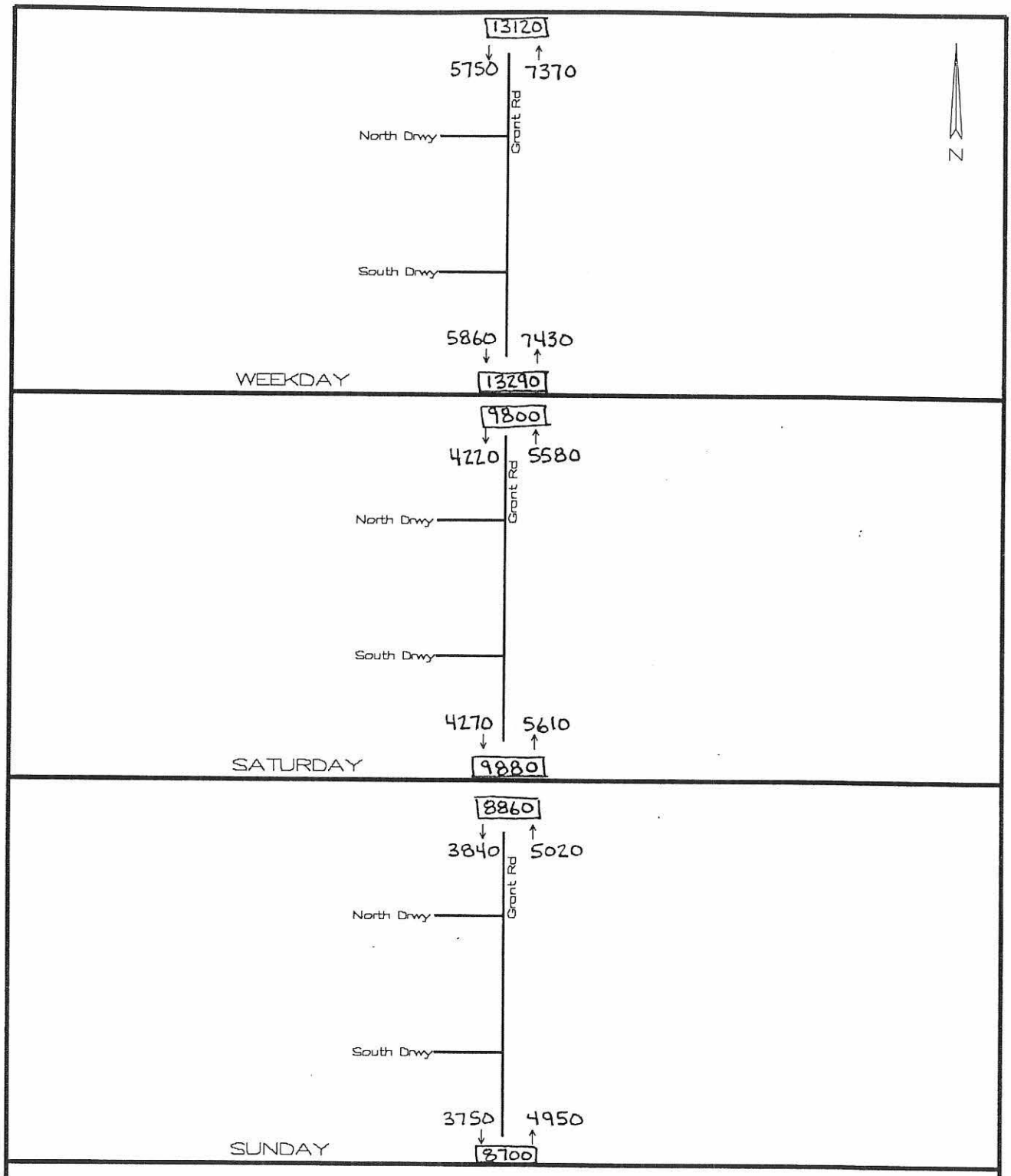

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Figure 8
Existing 24-Hour Traffic Volumes

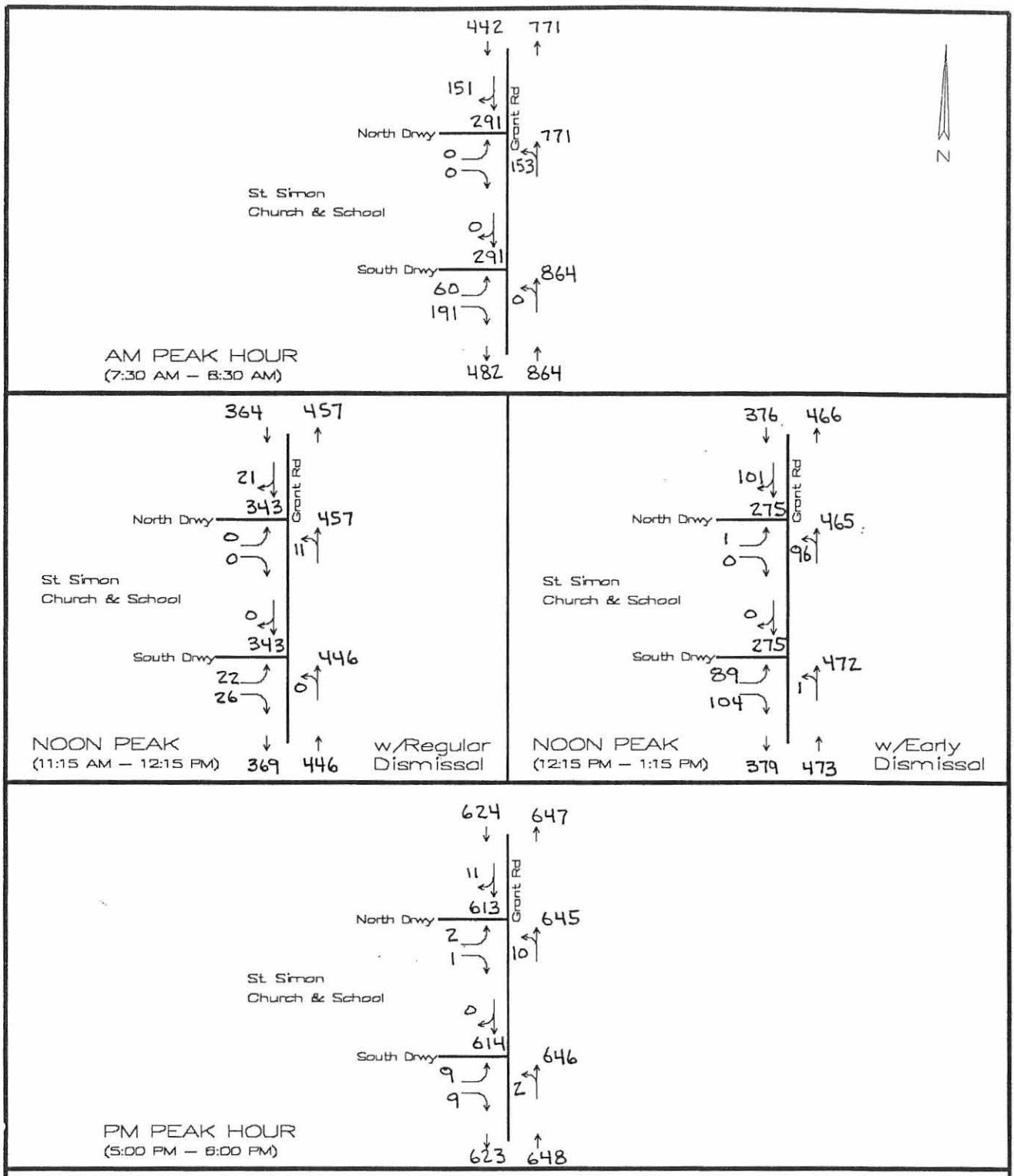

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Figure 9
Existing Peak Hour Traffic Volumes

Traffic Queues

During the AM peak period, peak vehicular activity at the church/school entrances occurred between 7:40 AM and 8:00 AM. At 7:40 AM, traffic queues began to form on northbound Grant Road at the northern driveway to the church/school. Initially, the queue formed because left turning vehicles on northbound Grant Road into the subject site were delayed in turning due to southbound Grant Road traffic. The queue was initially between three to five vehicles in length and most of the northbound through traffic on Grant Road utilized the bikelane to pass the queued left turning vehicles. Using the bikelane to pass vehicles standing in the through travel lane is a violation of the vehicle code.

By 7:50 AM, vehicles on the church/school site had formed a queue that extended onto Grant Road and impacted traffic movements on Grant Road. The traffic queue that formed on northbound Grant Road from the church/school entrance driveway extended to Foothill Expressway and occasionally into the Foothill Expressway/St. Joseph Avenue intersection. A vehicle queue also formed on southbound Grant Road from the northern driveway. Between 7:50 and 7:55 AM, the southbound queue extended to Richardson Avenue. During the period of peak traffic queues between 7:45 and 8:00 AM, through traffic movements on Grant Road were restricted. By 8:00 AM, the queues on Grant Road in the northbound and southbound directions had dissipated.

During the noon peak period, traffic queues formed on northbound Grant Road at the northern driveway between 12:50 PM and 1:05 PM. The peak queue on northbound Grant Road consisted of approximately five to eight vehicles. A vehicle queue did not form in the southbound direction on Grant Road and a traffic queue did not extend from the church/school site onto Grant Road.

During the PM peak period, no vehicle queues formed on Grant Road at the entrance to the church/school. Between 5:30 PM and 6:00 PM, the vehicle queue on the southbound Grant Road approach to Foothill Expressway extended for short periods of time to the southern church/school driveway.

Existing Pedestrian and Bicycle Volumes

The peak period pedestrian and bicycle volumes are summarized in Table 6 (page 19). Volumes are differentiated between "through" trips and trips to and from the church/school. Pedestrian and bicycle volumes by 15 minute interval are shown in Appendix Table B-5.

Children walking or cycling to the school do not walk through the church/school parking lots. Children arriving from the south utilize a pathway that parallels Foothill Expressway to access the school. Most of the children arriving from the north use the service alley located along the northern boundary of the site to access school buildings. By using these access ways, pedestrians and bicyclists avoid vehicular traffic at the church/school driveways and traffic circulating in the church/school parking lots. Adult crossing guards assist children at the Grant Road crosswalk located at Morton Avenue and at the intersection of Foothill Expressway and St. Joseph Avenue.

Table 6
Summary of Existing (Winter) Peak Period Pedestrian and Bicycle Volumes

	Through Trips						Trips To/From Church/School					
	Northbound			Southbound			To/From South			To/From North		
	Ped	Bike	Total	Ped	Bike	Total	Ped	Bike	Total	Ped	Bike	Total
AM Peak Period	6	1	7	8	8	16	4	0	4	13	2	15
Noon Peak Period	3	4	7	3	4	7	0	0	0	0	0	0
PM Peak Period	5	7	12	1	1	2	0	1	1	0	1	1

Note: Pedestrian and bicyclist volumes were collected on Wednesday December 7, 1994 and, therefore, reflect winter conditions.

Existing Parking Utilization

Parking utilization counts were taken throughout the survey day of Wednesday December 7, 1994. In addition, parking utilization counts were performed on Saturday December 10, 1994 and Sunday December 11, 1994 to provide a basis for assessing existing parking utilization. The weekday parking utilization volumes are summarized in Table 7a (page 20) and the weekend parking utilization volumes are summarized in Table 7b (page 20).

The highest number of vehicles on-site on the weekday occurred at 1:00 PM when school was being dismissed for the day. At 1:00 PM, 134 vehicles were on the church/school property. Secondary peaks occurred at 8:00 AM (77 vehicles) and at 9:00 AM (74 vehicles). The 8:00 AM peak is related to the beginning of school classes and the 9:00 AM peak is related to morning church services.

The 77 vehicles on-site at 8:00 AM are vehicles on the church/school property, but not necessarily parked in parking stalls. Most vehicles dropping off students do not park in parking stalls, but circulate on-site to the designated drop-off area, drop their passengers off and continue to the exit driveway. The peak number of vehicles on-site likely occurs sometime between 7:45 AM and 8:00 AM when school drop-off activity peaks. During this 15-minute period, 159 vehicles were counted entering the church/school site and 147 vehicles were counted exiting the site.

On Saturday, 126 parked vehicles were counted for the evening service. On Sunday, the highest number of parked vehicles were observed during the 9:00 AM service when 209 vehicles were counted. Of the 209 vehicles parked during the 9:00 AM service, 192 vehicles were parked on the church site and 17 vehicles were parked along Grant Road.

Table 7a
Existing Weekday Parking Utilization Volumes

	No. of Vehicles On-Site
Wednesday December 7, 1994	
7:00 AM	7
8:00 AM	77
9:00 AM	74
10:00 AM	46
11:00 AM	57
12:00 Noon	41
1:00 PM	134
2:00 PM	43
3:00 PM	43
4:00 PM	19
5:00 PM	11
6:00 PM	13

Table 7b
Existing Weekend Parking Utilization Volumes

	Service Begins	Time of Parking Utilization Count	No. of Vehicles On-Site	No. of Vehicles Off-site	Total Parked Vehicles
Saturday 12/10/94	5:00 PM	6:00 PM	119	7	126
Sunday 12/11/94	7:30 AM	8:00 AM	117	5	122
	9:00 AM	9:15 AM	192	17	209
	10:30 AM	10:45 AM	176	10	186
	12:15 PM	12:30 PM	117	6	123

School Drop-Off/Pick-up Operation

On the days in which traffic operations were observed at the church/school site, the volume of traffic entering the site during the morning peak exceeded the capacity of the drop-off operation. Traffic queued from the site onto Grant Road impacting traffic operations on Grant Road. Queuing from the site onto Grant Road occurred between approximately 7:45 AM to 8:00 AM. The traffic queue extending from the church/school site onto Grant Road is an existing unacceptable operating condition.

Traffic operations on Grant Road were less impacted when school was dismissed. Motorists picking students up arrived prior to school dismissal. Since through traffic volumes on Grant Road are lower in the afternoon at the time school is dismissed (compared with the morning drop-off period) and because the vehicles park on-site, traffic operations on Grant Road were not significantly impacted during the school pick-up period. After school was dismissed, traffic queued at the exit driveway, but the queue dissipated relatively quickly and the congestion was limited to the school parking areas.

Existing Intersection Levels of Service

Peak hour traffic operations at the intersections of Grant Road with the northern and southern driveways were evaluated using the concept of level of service (LOS). Traffic operations are rated on an "A" to"F" scale with "A" representing excellent free flow conditions and "F" representing failure or heavily congested conditions. Table D-1 provides additional descriptions of the level of service categories. The Los Altos General Plan establishes level of service "C" as the minimum acceptable service level except on Foothill Expressway, El Camino Real, San Antonio Road and Grant Road where level of service "D" is the minimum acceptable service level.[2]

At two-way stop (unsignalized) intersections, the operating efficiency of vehicle movements that must yield to through movements are analyzed. An overall intersection level of service is not determined. The level of service for vehicle movements on the controlled approaches is based on the distribution of gaps in the major street traffic stream and driver judgement in selecting gaps. The level of service of each approach lane which yields to major street through movements is based on the reserve, or unused, capacity of the approach lane. The relationship between the "A" through "F" level of service categories and reserve capacity is presented in Appendix Table D-1.

Table 8 (page 23) shows the existing levels of service at the Grant Road intersections with the church/school driveways during the AM, Noon and PM peak hours. The peak hour intersection levels of services are also shown in Figure 10 (page 22).

The left turn movement from northbound Grant Road to the school/church operates at LOS F during the AM peak hour due to congestion on the church/school site that extends onto Grant Road prior to the opening of school. The left turn from the southern driveway to northbound Grant Road operates at LOS E during the AM peak hour. These levels of service exceed the LOS D threshold for Grant Road established by Los Altos and are existing unacceptable operating conditions.

[2] Los Altos General Plan, page 126.

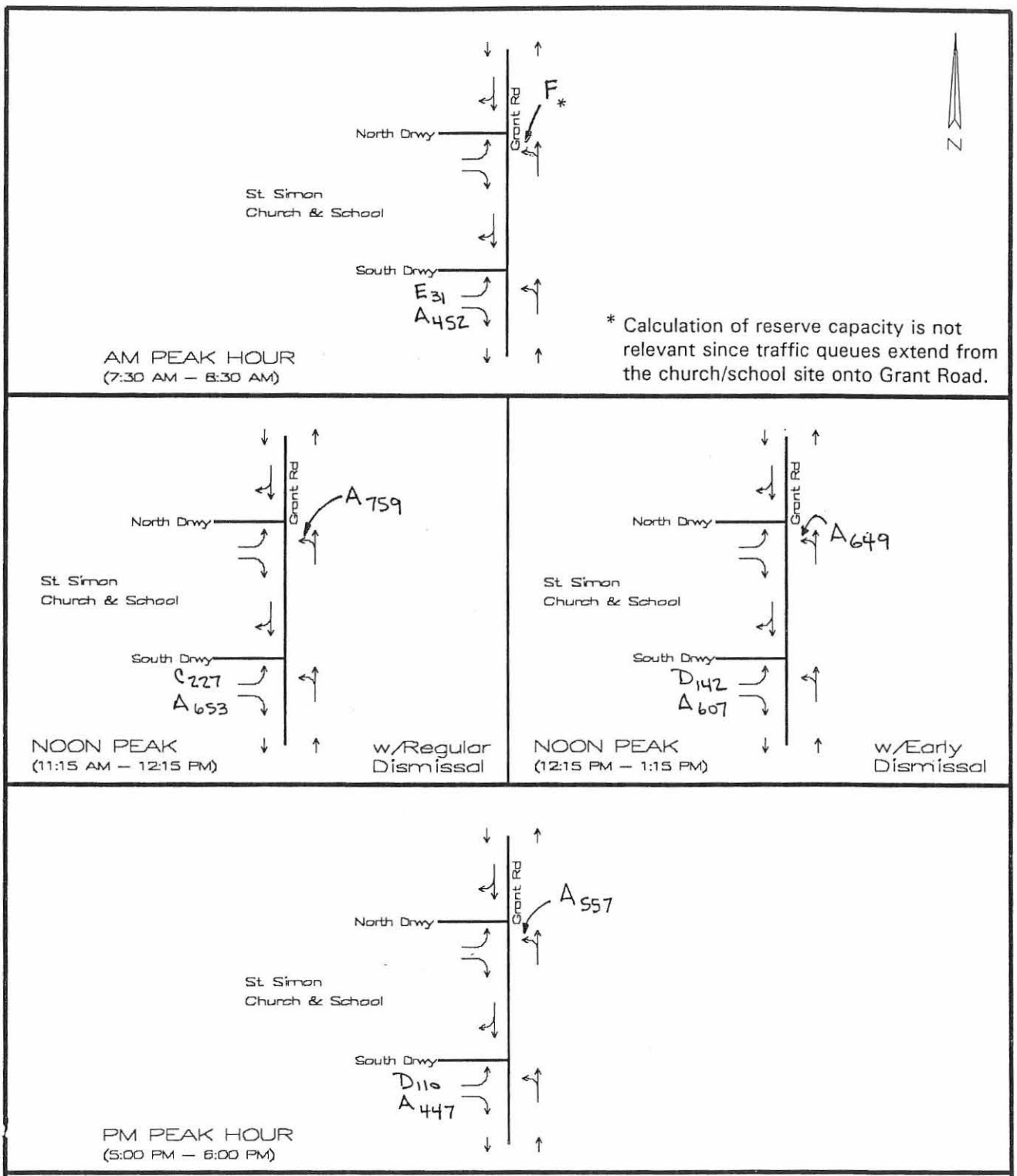

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Figure 10
Existing Intersection Peak Hour Levels of Service

Table 8
Existing Weekday
Intersection Levels of Service

Grant Road Intersection	AM Peak Hour LOS	AM Peak Hour RC	Noon Peak Hour W/Regular Dismissal LOS	Noon Peak Hour W/Regular Dismissal RC	Noon Peak Hour W/Early Dismissal LOS	Noon Peak Hour W/Early Dismissal RC	PM Peak Hour LOS	PM Peak Hour RC
Northern Driveway								
NB Left	F	[1/]	A	759	A	649	A	557
Southern Driveway								
EB Left	E	31[2/]	C	227	D	142	D	110
EB Right	A	452[2/]	A	653	A	607	A	477

LOS: Level of Service
RC: Reserve Capacity

[1/] This movement operates at LOS F between 7:45 AM and 8:00 AM due to congested conditions on the church/school site that extend onto Grant Road. Calculation of the reserve capacity is not relevant in this instance.

[2/] The calculation of reserve capacity and level of service for these movements may not fully reflect the congested conditions at this location since the impact from vehicle queues on Grant Road is not reflected in the calculation of reserve capacity.

Project Conditions

In this section, daily and peak hour traffic volume projections are developed assuming development of the proposed project. Changes to the existing trip generation characteristics of the church/school, the trip distribution patterns and trip assignments and the Project Condition traffic volumes are presented.

Traffic Generated by the Proposed Project

Changes to the scheduling of church and school activities related to the development of the proposed multi-purpose building will change to the trip generation characteristics of the church and school. However, significant changes to the volume of trips generated during the peak hours is not anticipated. In most cases, the multi-purpose building will result in a diversion of existing trips from off-site facilities to the new multi-purpose building. These are not new trips on the regional road network, but these trips would be new with respect to traffic operations on the local road network and at the Grant Road intersections with the church/school driveways. In the sections below, the potential changes to the trip generation characteristics of the church/school operation are described.

Church

Construction of the multi-purpose building will not impact the scheduling or attendance of church services. Therefore, the existing trip generating characteristics related to church services will not change, other than changes attributable to fluctuations in church membership and/or attendance trends.

School

Except for changes attributable to the new Kindergarten class, construction of the multi-purpose building will not change the existing trip generating characteristics of the school. Use of the multi-purpose building during school hours for school functions should not generate a significant volume of trips, if any.

The change (due to the project) in the volume of trips generated by the school during the morning drop-off, noon drop-off/pick-up and afternoon pick-up periods depends on the scheduling of the additional Kindergarten class (morning versus afternoon), the schedule for the teachers and volunteers, the vehicle occupancy rate for Kindergarten students (ie., the number of children transported per car) and the number of Kindergarten students that attend the daycare facility before and after school. Worst case (high side) trip generation estimates are achieved by assuming that each child is transported to and from school individually and that none of the children attend the daycare facility before or after school.

On this basis, the addition of one teacher/volunteer and 20 students to the Kindergarten program would increase the daily volume of trips generated by the church/school on weekdays by 82 trips (41 inbound and 41 outbound). This trip generation estimate assumes that each of new Kindergarten students is transported individually by car to the school. For each student, the drop-off process would generate one inbound and one outbound trip and the pick-up operation would generate one inbound and one outbound vehicle trip.

Appendix Table C-1 shows the worksheet utilized to estimate the change in daily and peak hour trips related to the revised Kindergarten program. The addition of one Kindergarten class during the morning and a reduction in size of the existing class would increase trips generated by the school during the weekday AM peak hour. With this situation, 23 inbound trips and 22 outbound trips would be added to the AM peak hour trips generated by the school (considering the class size reduction for the existing class, the one additional teacher/volunteer trip and the new students). With an additional morning class, the number of vehicle trips generated at the afternoon (2:45 PM) dismissal could decrease by up to four trips (two inbound and two outbound) assuming the afternoon class size is reduced from 25 to 23 students. If the new Kindergarten is held in the afternoon, the volume of trips generated by the school during the AM peak hour could decrease by up to four trips (two inbound and two outbound) while the number of trips during the afternoon dismissal period could increase by 44 trips (22 inbound and 22 outbound). With either a new morning or afternoon Kindergarten class, the number of vehicle trips generated near the 11:45 AM break time between classes would increase by up to 40 (20 inbound and 20 outbound).

Relocation of after school sports activities to the new multi-purpose building will increase weekday vehicular trips generated by the church/school. However, from a citywide perspective, the trips generated by the sports related practices and competitions are not new trips on the road network. These trips are currently being made to off-site locations and will divert to the St. Simon School when the multi-purpose building is completed. According to school officials, the number of vehicle trips generated by competitive events is expected to be similar to the number of vehicle trips generated by sport practices.

The sports practice sessions will generate approximately 24 inbound and 24 outbound daily trips as students are transported back to school for practice and home after practice. Because the existing school generates 12 inbound and 12 outbound trips by transporting students from the school to the off-site practice location, there would be a net change of +24 trips (12 inbound and 12 outbound) with the first practice session relocated to the new multi-purpose building. With the first practice session ending and the second practice session beginning at 5:00 PM, 12 of the inbound and 12 of the outbound trips could occur during the PM peak hour (5:00 PM to 6:00 PM).

Daycare Center

No change to the current number of trips generated by the daycare program is anticipated with construction of the multi-purpose building.

Rectory

No change to the current number of trips generated by the rectory is anticipated with construction of the multi-purpose building.

Convent

No change to the current number of trips generated by the convent is anticipated with construction of the multi-purpose building.

Alpha Omega Homeless Program

Vehicle trips generated by the Alpha Omega Homeless Program are currently being generated, but will be diverted to the new multi-purpose facility when constructed. This program could potentially generate up to 17 inbound and 17 outbound trips per day assuming that each participate arrives by car. Because this program is scheduled between 7:00 PM and 7:00 AM, these trips would not occur during the peak commute hours and will be generated during one month of the year.

Summary

The trip generating characteristics of the church/school facility will be changed with construction of the proposed project. Modification of the Kindergarten program and relocation of the after school sports program to the church/school are expected to change the trip generating characteristics on a regular basis. Other church and school programs and events (meetings, assemblies, teen dances, Alpha Omega Homeless Program, etc.) to the new facility would change the trip generating characteristics of the church/school, but on an irregular basis and would not likely impact peak hour traffic conditions. For analysis purposes, the impact due to changes to the Kindergarten and after school program which would change the trip generating characteristics on a regular basis were evaluated.

The forecast change to the daily trips that would be generated by the church/school facility are as follows:

	Change to Weekday Daily Trips		
	Inbound	Outbound	Total
School Sports Program	+12	+12	+24
Kindergarten Program	+41	+41	+82
Total	+53	+53	+106

The new Kindergarten class could potentially have the following impact to the volume of AM and noon peak hour trips generated by the school depending on the schedule of the new class:

	AM Peak Hour		Noon Peak Hour	
	In	Out	In	Out
Net Change w/AM class	+23	+22	+20	+20
Net Change w/PM class	-2	-2	+20	+20

Trip Distribution and Assignment

The new trips generated by the proposed project were assigned to the local road network based on existing traffic patterns. Appendix Figure C-1 shows the distribution of traffic volumes during the peak hours of travel. These trip distribution patterns were utilized to assign the new peak hour trips generated by the proposed project to the local road network.

For analysis purposes, it was assumed that the new kindergarten class would be scheduled during the morning to provide a worst case condition. Appendix Figure C-2 shows the assignment of new daily trips to the local road network and Appendix Figure C-3 shows the assignment of new peak hour trips to the local road network.

Project Condition Traffic Volumes

Project Condition 24-hour street segment volumes were achieved by combining the assignment of new daily trips (Appendix Figure C-2) with the existing 24-hour street segment volumes (Figure 8, page 16). Figure 11 (page 27) shows the Project Condition daily traffic volumes with the proposed project developed.

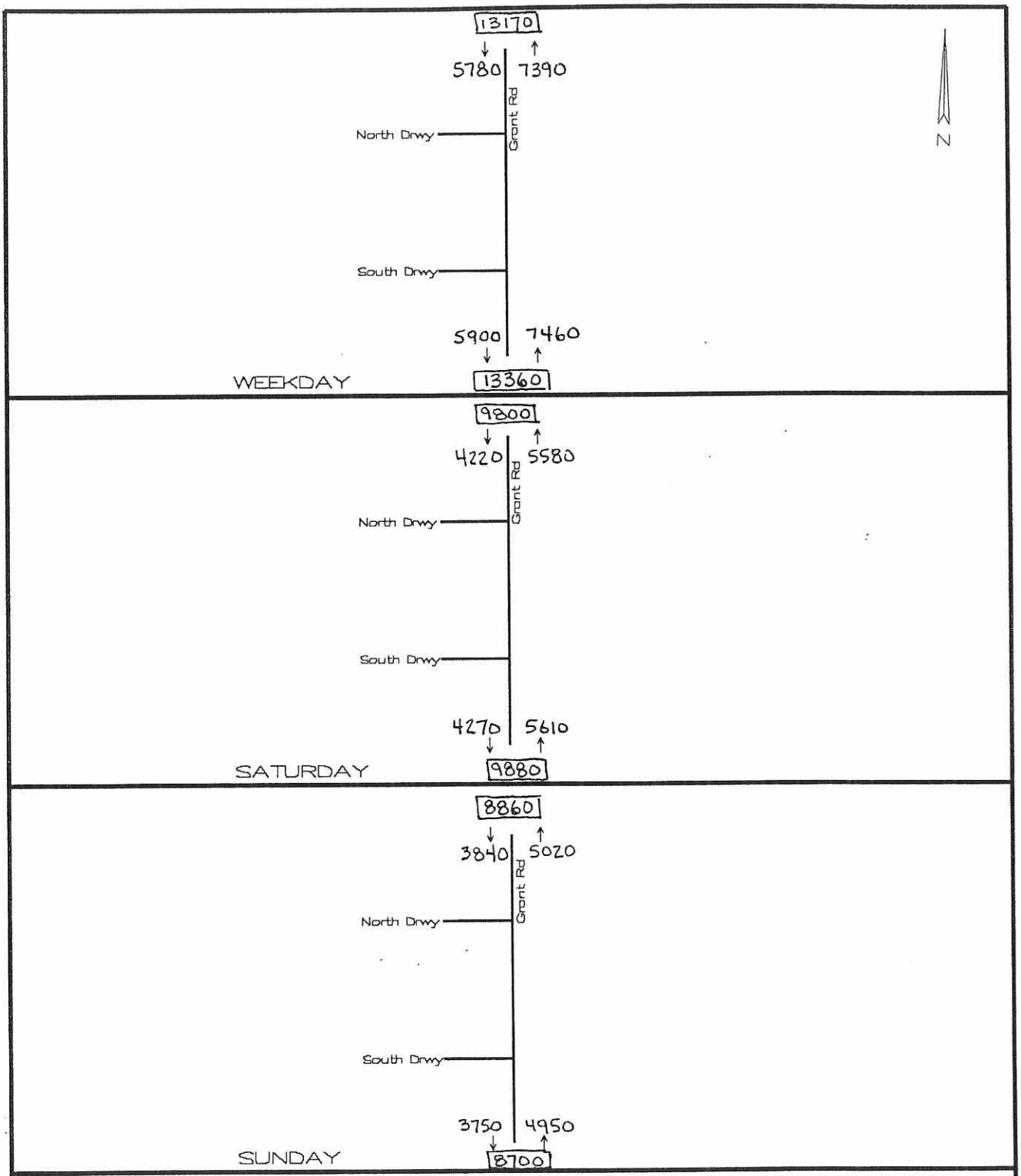
Project Condition peak hour volumes were achieved by combining the assignment of new peak hour trips (Appendix Figure C-3) with the existing peak hour traffic volumes (Figure 9, page 17). Figure 12 (page 28) shows the Project Condition peak hour traffic volumes. Before combining the existing peak hour traffic volumes with the new peak hour traffic volumes the outbound movements at the northern driveway and inbound movements at the southern driveway were reassigned to the proper driveway.

ANALYSIS OF PROJECT IMPACTS

In this section, impacts of the project to traffic operations, pedestrian and bicycle access, and parking are described.

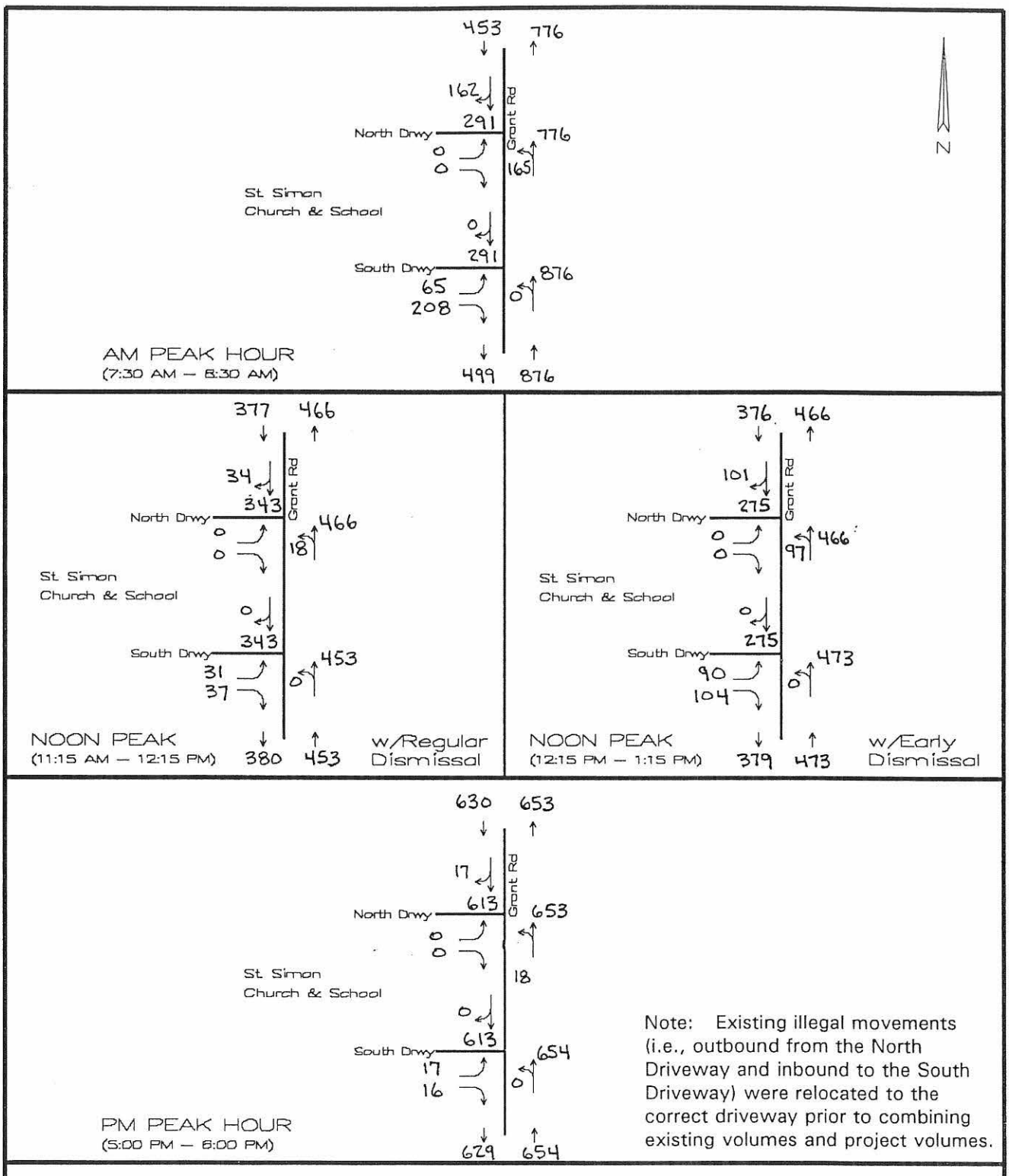
Traffic Operations

The change in peak hour trips that result from the project and the change to on-site circulation and student drop-off and pick-up operations that may occur with development of the proposed project are two primary sources of potential impacts of the project to Grant Road traffic operations. The impact of the change in peak hour trips generated by the project and the proposed change to the on-site circulation pattern are evaluated separately in the sections below.



RGM ASSOCIATES

Figure 11
Project Condition 24-Hour Traffic Volumes



RGM ASSOCIATES

Figure 12
Project Condition Peak Hour Traffic Volumes

Student Drop-off Operation

The proposed multi-purposed building will be constructed in an area that is currently utilized for vehicle circulation during the student drop-off process. Construction of the multi-purpose building will necessitate the re-configuration of the vehicular circulation pattern during the morning student drop-off. Table 9 shows the net change in the lengths of three elements of the circulation pattern.

Given the decrease in the length of the drop-off area, it is very likely that with the new circulation pattern fewer vehicles could stop at one time to drop-off students resulting in a decrease in the capacity of the drop-off operation. The existing drop-off area would provide an area for approximately 13 vehicles (at 25 feet per vehicle for 330 feet). The proposed drop-off area would provide space for approximately 8 vehicles (at 25 feet per vehicle for 220 feet).

The area from the end of the drop-off area to the edge of the property line at the exit driveway is important for circulating vehicles away from the drop-off area and for providing an area for stacking vehicles at the exit driveway away from the drop-off area. The proposed circulation pattern would essentially eliminate the vehicle stacking area at the exit driveway. Significant congestion would likely occur at the end of the drop-off area and the exit driveway as vehicles queued at the exit driveway would extend into the drop-off area. The efficiency of the drop-off operation would be decreased as some vehicles would not be able to efficiently move out of the drop-off area.

While the proposed circulation pattern would increase the distance from the site entrance to the drop-off area, the length of the drop-off area and the distance from the drop-off area would be decreased. The decrease in the length of the drop-off area and the distance from the drop-off area to the exit driveway will likely decrease the efficiency of the drop-off operation and the congested conditions that occur during the morning peak hour are likely to continue with the proposed project developed. In addition, it is very likely that the new circulation pattern will result in a reduced drop-off capacity. This would increase the length of the vehicle queues and increase the length of time that the vehicle queues extend on to Grant Road. The modification to the existing circulation pattern and the potential impact to morning traffic operations is considered a significant impact.

Table 9
Change in the Dimensions of the
Morning Drop-off Circulation Pattern
With the Proposed Project

Element	Length		
	Existing	Proposed	Difference
Storage/queuing area prior to drop-off area[1/]	350 ft	620 ft	+270 ft
Drop-off area	330 ft	220 ft	-110 ft
Storage/queuing distance at exit driveway[2/]	580 ft	60 ft	-520 ft
TOTAL	1,260 ft	900 ft	-360 ft

[1/] Measured from the property line at the entrance (north) driveway to drop-off area.
[2/] Measured from the drop-off area to property line at the exit (south) driveway.

Intersection Levels of Service

The Project Condition peak hour intersection levels of service are shown in Table 10 and Figure 13 (page 31). The left turn movement from Grant Road to the church/school is projected to operate at LOS F during the AM peak hour because the vehicle queues that extend from the site during the morning drop-off of students is expected to continue with the proposed project. During the other peak hours, the left turn from Grant Road to the church/school is forecast to operate at LOS A.

The left turn movement from the southern church/school driveway to northbound Grant Road is forecast to operate at LOS E during the AM peak hour, LOS C during the noon peak hour with regular school dismissal, LOS D during the noon peak hour with early dismissal and LOS D during the PM peak hour. The AM peak hour level of service does not account for any possible impact resulting from traffic queues extending from the church/school site onto Grant Road and congestion resulting from the reduction in the distance between the drop-off area and the exit driveway.

The existing intersection levels of service are compared with the Project Condition intersection levels of service in Table 11 (page 32). All Project Condition levels of service remain unchanged from existing conditions.

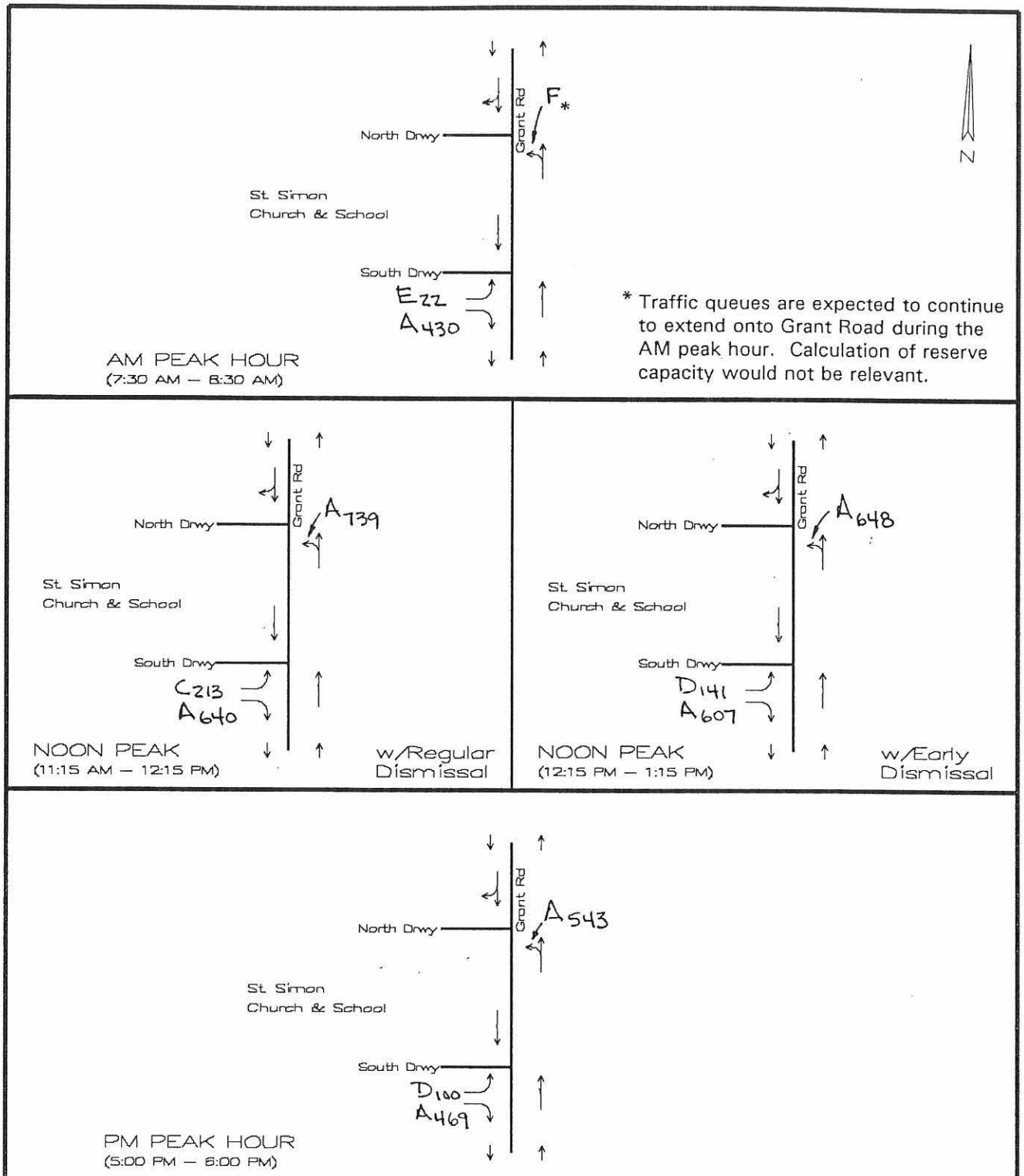
Table 10
Project Condition Weekday Peak Hour
Intersection Levels of Service

Grant Road Intersection	AM Peak Hour		Noon Peak Hour W/Regular Dismissal		Noon Peak Hour W/Early Dismissal		PM Peak Hour	
	LOS	RC	LOS	RC	LOS	RC	LOS	RC
Northern Driveway								
NB Left	F	0[1/]	A	739	A	648	A	543
Southern Driveway								
EB Left	E	22[2/]	C	213	D	141	D	100
EB Right	A	430[2/]	A	640	A	607	A	469

LOS: Level of Service
RC: Reserve Capacity

[1/] This movement operates at LOS F between 7:45 AM and 8:00 AM due to congested conditions on the church/school site that extend onto Grant Road. Calculation of the reserve capacity is not relevant in this instance.

[2/] The calculation of reserve capacity and level of service for these movements may not fully reflect the congested conditions at this location since the impact from vehicle queues on Grant Road is not reflected in the calculation of reserve capacity.



RGM ASSOCIATES

Figure 13
Project Condition
Intersection Peak Hour Levels of Service

Table 11
Comparison of Existing Weekday and Project Condition Levels of Service

	Existing Condition		Project Condition		Net Change
	LOS	RC	LOS	RC	In RC [1]
AM Peak Hour					
Northern Driveway					
NB Left	F	0	F	0	[2]
Southern Driveway					
EB Left	E	31	E	22	-9
EB Right	A	452	A	430	-22
Noon Peak Hour w/Regular Dismissal					
Northern Driveway					
NB Left	A	759	A	739	-20
Southern Driveway					
EB Left	C	227	C	213	-14
EB Right	A	653	A	640	-13
Noon Peak Hour w/Early Dismissal					
Northern Driveway					
NB Left	A	649	A	648	-1
Southern Driveway					
EB Left	D	142	D	141	-1
EB Right	A	607	A	607	0
PM Peak Hour					
Northern Driveway					
NB Left	A	557	A	543	-14
Southern Driveway					
EB Left	D	110	D	100	-10
EB Right	A	477	A	469	-8

LOS: Level of Service
RC: Reserve Capacity

[1] The change in Reserve Capacity reflects changes in peak hour volumes due to the additional Kindergarten class and relocation of the after-school sports program to St. Simon School.

[2] The calculation of reserve capacity is not relevant due to interference from traffic queues extending onto Grant Road from the church/school site.

The Project Condition traffic volumes and intersection levels of service do not reflect traffic growth attributable to cumulative development in the region. Trips added to the road network by cumulative development would aggravate the existing LOS F operating conditions during the AM peak hour and reduce operating efficiencies during the other peak periods.

Table 12 presents the net change in reserve capacity at the two intersection movements that currently exceed LOS D operations (the eastbound left turn movement at the southern driveway during the AM peak hour and the left turn movement from northbound Grant Road into the church/school site during the AM peak hour). Calculation of the reserve capacity for the left turn movement from northbound Grant Road to the church/school site is not relevant for the AM peak hour condition because of the congestion conditions on the church/school site that extend onto Grant Road. The proposed project is forecast to reduce the reserve capacity of the eastbound left turn movement at the southern driveway during the AM peak hour by 9 units. This is not considered a significant impact and, therefore, the traffic generated by the project would not have a significant impact on existing peak hour traffic conditions based on the Project Condition traffic projections.

Table 12
Net Change in the Reserve Capacity of the
Vehicle Movements That Currently Exceed LOS D

	Existing Condition	Project Condition	Net Change
Left Turn Movement From Grant Road to Church/School Site			
AM Peak Hour			
LOS	F	F	
Reserve Capacity	1/	1/	-
Left Turn Movement From the South Driveway to Grant Rd			
AM Peak Hour			
LOS	E	E	
Reserve Capacity	31	22	-9

1/ This movement operates at LOS F between 7:45 AM and 8:00 AM due to congested conditions on the church/school site that extend onto Grant Road. Calculation of the reserve capacity is not relevant in this instance.

Pedestrian/Bicycle Impacts

The project should not significantly impact pedestrian and bicycle access to the church/school.

Parking Impacts

With the proposed project constructed, the number of parking spaces provided on the subject site will exceed the minimum requirement based on City of Los Altos zoning requirements. Based on the weekday parking utilization counts conducted for this study, a sufficient number of parking spaces will be provided to meet parking demands for weekday school and church activities. Based on the Sunday parking utilization counts, a sufficient number of parking spaces will be provided to meet existing peak parking demands for Sunday services. However, the observed peak Sunday parking count (209) is nearly equal the proposed number of parking spaces that will be provided on-site (223) affording little margin for future growth in church attendance.

While the number of parking spaces provided on the church/school site will exceed the minimum number of spaces required by the Los Altos zoning code, periodically throughout the year parking demand may exceed the available parking spaces, particularly during Christmas and Easter services, but also during special events such as dances, banquets and other church and school functions. The proposed project would not necessarily increase the intensity of peak parking demand at special events, but may increase the number of occurrences throughout the year as large events are relocated from off-site locations to St. Simon Church and School. This is an existing situation and is not considered to be a project related impact.

RECOMMENDATIONS

Existing Conditions

The following two existing unacceptable conditions require mitigation:

1) LOS F conditions on Grant Road during the AM peak hour due to traffic queues extending from the site onto Grant Road; and

2) unacceptable operation (LOS E) of the left turn movement from the exit driveway to northbound Grant Road during the AM peak hour.

To mitigate the existing unacceptable operations on Grant Road during the AM peak hour, the following measures are recommended:

How Many accidents in past

1) Construct a left turn lane and a right turn lane on Grant Road at the northern entrance to the church/school site. Figure 14 (page 35) shows a conceptual design for an improved Grant Road. This improvement would reduce impacts to through movements on Grant Road during the AM peak hour and improve safety on Grant Road by providing a storage area for traffic turning left from northbound Grant Road into the church/school site. The proposed plan provides a left turn lane on northbound Grant Road with 370 feet of storage area measured from the entrance (north) driveway. The right turn lane, including taper, on southbound Grant Road at the north driveway should be 485 feet in length. This length would provide 325 feet for vehicle storage and 160 feet for vehicle deceleration.

2) Increase the capacity of the student drop-off operation during the AM peak hour.

3) If it is not feasible to increase the capacity of the student drop-off procedure, reduce the volume of vehicles generated by the school during the AM peak hour by implementing one or more of the following measures --

   a) implement a carpool program for parents transporting students to school;

   b) implement a busing program for school students; and/or

   c) reschedule the beginning and ending of classes so that all classes do not begin at the same time.

No mitigation measures are recommended to mitigate the existing unacceptable operation of the left turn movement from the exit driveway to northbound Grant Road. Separate left turn and right turn lanes are provided on the exit driveway and no additional geometric improvements are feasible that would increase the reserve capacity for these movements. A reduction in the peak traffic demand through a busing program, carpool program or rescheduling of classes would increase the reserve capacity of the left turn movement during peak travel periods. Prohibition of left turn movements from the exit driveway is not recommended as a mitigation measure to address existing operating conditions. However, should on-site congestion during the morning student drop-off operation increase, the City should consider prohibition of the left turn movement from the exit (south) driveway during the AM peak commute period.

Project Conditions

The proposed student drop-off circulation plan (see Figure 5, page 9) will reduce the area utilized for dropping students off and will reduce the distance from the end of the drop-off area to the exit driveway compared with the existing student drop-off plan (see Figure 3, page 5). It is anticipated that the capacity and operating efficiency of the morning student drop-off operation will be reduced because of the proposed reduction in the length of the drop-off area and because a very short distance will be provided between the drop-off area and the exit (south) driveway. If the proposed circulation pattern is implemented, it is recommended that left turn movements from the exit (south) driveway be prohibited during the AM peak hour to improve traffic conditions at the exit driveway. Prohibition of the left turn movement from the exit (south) driveway would reduce the potential vehicle queues at the exit driveway to extend into the drop-off area.

School officials have suggested that the efficiency of the proposed on-site circulation pattern for dropping off students in the morning can be field tested by modifying the existing drop-off circulation pattern to duplicate the proposed circulation pattern using cones and other markers. School and City officials would observe traffic conditions with the proposed circulation pattern and determine the efficiency of the proposed circulation pattern.

Should school officials be able to demonstrate that improvement of traffic conditions during the AM peak hour is achievable with the proposed circulation pattern, additional mitigation measures would not be necessary. However, if the tests do not show adequate improvement of traffic conditions during the morning peak hour, additional mitigation measures are recommended to improve traffic conditions during the morning drop-off of students.

3) If it is not feasible to increase the capacity of the student drop-off procedure, reduce the volume of vehicles generated by the school during the AM peak hour by implementing one or more of the following measures --

   a) implement a carpool program for parents transporting students to school;

   b) implement a busing program for school students; and/or

   c) reschedule the beginning and ending of classes so that all classes do not begin at the same time.

No mitigation measures are recommended to mitigate the existing unacceptable operation of the left turn movement from the exit driveway to northbound Grant Road. Separate left turn and right turn lanes are provided on the exit driveway and no additional geometric improvements are feasible that would increase the reserve capacity for these movements. A reduction in the peak traffic demand through a busing program, carpool program or rescheduling of classes would increase the reserve capacity of the left turn movement during peak travel periods. Prohibition of left turn movements from the exit driveway is not recommended as a mitigation measure to address existing operating conditions. However, should on-site congestion during the morning student drop-off operation increase, the City should consider prohibition of the left turn movement from the exit (south) driveway during the AM peak commute period.

Project Conditions

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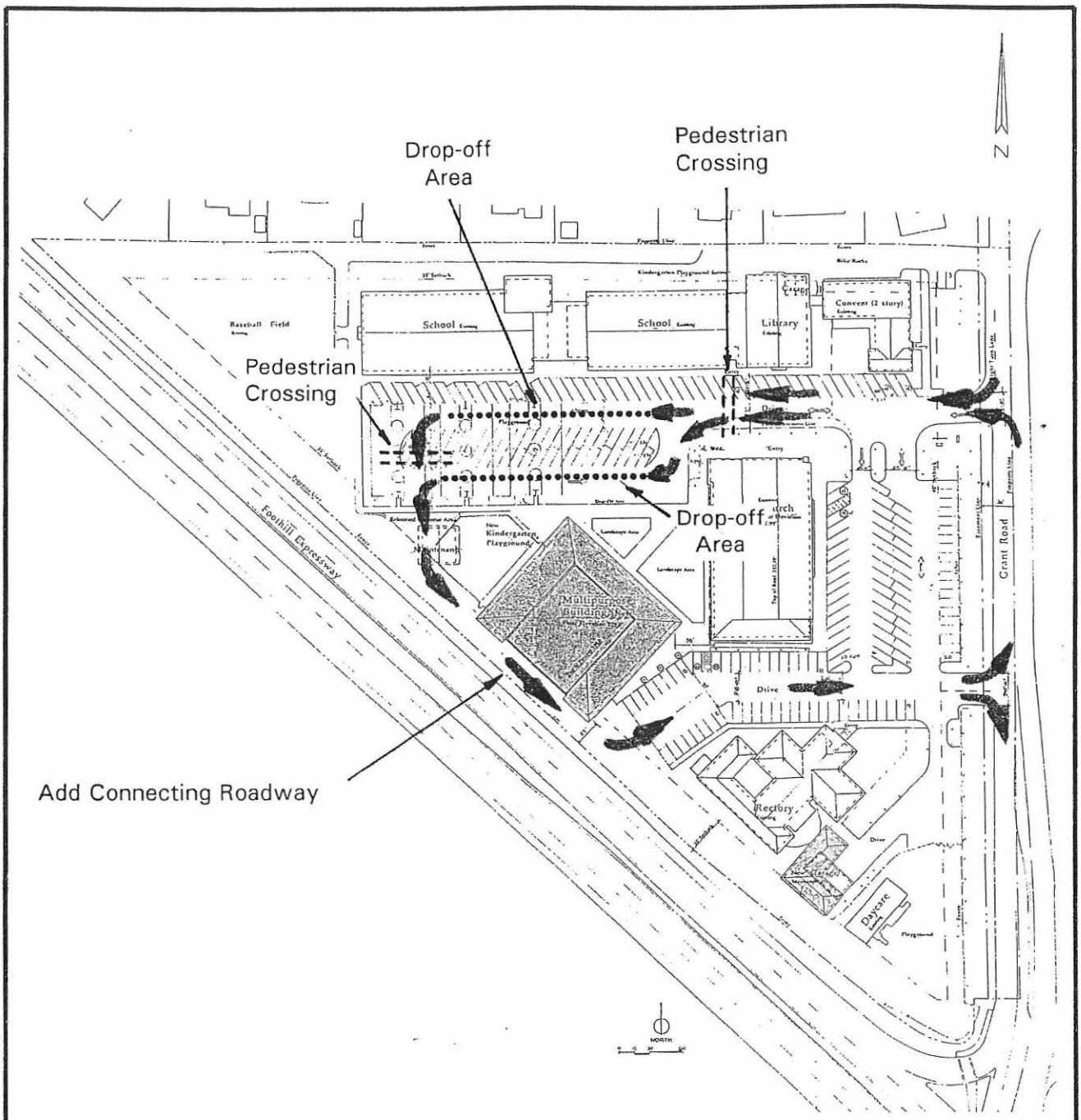
Should school officials be able to demonstrate that improvement of traffic conditions during the AM peak hour is achievable with the proposed circulation pattern, additional mitigation measures would not be necessary. However, if the tests do not show adequate improvement of traffic conditions during the morning peak hour, additional mitigation measures are recommended to improve traffic conditions during the morning drop-off of students.



RGM
ASSOCIATES

Figure 15
Recommended Traffic Circulation Pattern
For Dropping Students Off at the School

If the vehicle queues extending from the site onto Grant Road during the AM peak hour can be eliminated, the left turn movement from northbound Grant Road into the site will operate at LOS A (Reserve Capacity = 477) during the AM peak hour.

It is recommended that the left turn lane on northbound Grant Road at the entrance (north) driveway extend to the existing left turn lane serving vehicles turning from southbound Grant Road to Grant Road and from southbound Grant Road to southbound Foothill Expressway. This would provide 370 feet of length for the left turn lane. Based on Caltrans standards, 250 feet of storage space should be provided on northbound Grant Road at the entrance (north) driveway.[3]

In addition to the storage length, it is desirable to provide additional space within the left turn lane for vehicle deceleration. However, it is recognized that in urban areas it may not be feasible to provide the full length for deceleration and part of the deceleration must be performed in the through lane.[4] Given the relatively short distance between the entrance (north) driveway and the left turn lane serving left turn movements from southbound Grant Road to Foothill Boulevard, it will not be possible to provide the ideal deceleration length. The recommended left turn lane design would provide 250 feet for vehicle storage and 120 feet for deceleration. Because the two site driveways are 240 feet apart, it is possible that during short periods of peak traffic demand during the morning peak hour, the vehicle queue in the northbound left turn lane at the site entrance will extend across the exit (south) driveway.

If the volume of traffic entering the subject site could be reduced by one-half during the peak 15-minute period (7:45 AM to 8:00 AM) of traffic demand (through a carpool program, busing program or staggered school hours) and the vehicle queue extending from the site onto Grant Road could be eliminated, the storage requirement for the left turn movement from northbound Grant Road into the site would be reduced to 125 feet. Construction of the conceptual Grant Road improvement would still be recommended as the 370 feet of left turn space would provide 125 feet for vehicle storage and 255 feet for deceleration.

If the vehicle queue that extends from the church/school site onto Grant Road during the AM peak hour was eliminated (by improving the efficiency of the drop-off process or by implementing a carpool program, a busing program or staggered school hours), it would not be necessary to provide 325 feet of storage space within the recommended right turn lane on southbound Grant Road. A right turn lane 235 feet in length (including taper) is recommended in the event that the morning vehicle queue is eliminated. This is the recommended length for vehicle deceleration based on a 30 mph design speed.

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[3] The Caltrans Highway Design Manual recommends that the storage length for left turn lanes at unsignalized intersections may be based on the number of turning vehicles arriving in an average two-minute period. Between 7:45 AM and 8:00 AM it is forecast that 75 vehicles will arrive in the left turn lane, an average of 10 vehicles per two-minute period. At 25 feet per vehicle, 250 feet of storage space would be required.

[4] The Caltrans Design Manual recommends 235 feet for deceleration based on a 30 mph design speed. The American Association of State Highway and Transportation Officials (AASHTO) recommends 160 feet of deceleration length for an average running speed of 20 mph and 250 feet of deceleration length for an average running speed of 30 mph.

APPENDIX A
Information Sources and Correspondence

PERSONS CONTACTED

Mr. Richard Fujikawa, Associate Planner
City of Los Altos

Mr. Dave Donahue, City Traffic Engineer
City of Los Altos

REFERENCES

St. Simon Church and School, Description of Activities
Prepared by John Miller, Architect AIA
July 13, 1994
(attached)

St. Simon Church Multi-Purpose Hall Architectural Plans
Prepared by John Miller, Architect AIA
July 13, 1994

St. Simon Church Site Plan
Prepared by John Miller, Architect AIA
July 13, 1994

St. Simon Church Improvement Summary
Prepared by John Miller, Architect AIA
July 13, 1994

Topographic Survey of St. Simon Church & School
Prepared by Sandis Humber Jones
April 4, 1994

Grant Road
Fremont-Grant Improvements
Prepared by DMJM and Hans R. Mulberg, Inc.
March 25, 1975

Proposed Morning Student Drop-off Circulation Plan
Fax from John Miller to Richard Fujikawa
March 7, 1995

"A Policy on Geometric Design of Highways and Streets"
American Association of State Highway and Transportation Officials
1984

"Highway Design Manual"
California Department of Transportation
1988

Correspondence (attached)

JOHN MILLER, ARCHITECT AIA

July 13, 1994

St. Simon Church and School

Description Of Activities

I. Present Church Activities

A. Weekdays — **No change proposed**

The church is used sparingly during the week. The activities include early morning mass for less than 100 people, occasional funerals, and occasional services for children in school.

B. Weekends — **No change proposed**

The church is heavily used on the weekends, especially Sunday. The activities include a schedule of services starting late Saturday afternoon and all of Sunday morning. The highest attendance and most demand for parking occurs between 9 a.m. and noon on Sunday when up to 400 people are on-site. This requires approximately 185 spaces. Other activities include weddings which are held on Saturday and are smaller in size than most Sunday morning services.

C. Holidays — **No change proposed**

Services on Christmas eve and Christmas morning are the most heavily attended of any during the year. Attendance is approximately 700. No parking count has been taken. The traffic created is during off-peak hours on business holidays.

II. Future Church Activities

In a 5 to 10 year time period the Church will be remodeled. The main entrance will be changed to the side facing the proposed Multipurpose Building. The courtyard will be a gathering space for both the main entrance to the Church and the Multipurpose Building. Attendance to Church services will remain approximately the same as the present counts unless the projected demographics of the area changes significantly.

196 Castro Street, Mountain View, CA 94041 TEL (415) 967-9584 FAX (415) 967-9586

III. Multipurpose Building Activities — New Building

A. Weekdays

The school will be the primary user of this building during school hours. Activities include: gym classes and assemblies for children on-site attending school. The addition of a gym type space will allow inclement day activities and entire school assemblies that up to this point were not possible. Existing church related meetings, clubs and gatherings will take place in the new Meeting Rooms. In the past these activities occurred in the Meeting Room attached to the Church, outside on the playground or in the Rectory/Office.

After school use will be for sports and extra curricular activities associated with the school and church related group meetings. In the past, the athletic activities were held at alternate sites in Los Altos, Los Altos Hills and Mountain View where existing facilities could be secured. Transporting children to other sites such as St. Nicholas Elementary, Pinewood Middle School Academy, St. Francis High School or St. William School created extra car trips for parents and extra autos on the road in the 2:30 p.m. to 5:30 p.m. time period. In the past these church related group activities occurred in the Meeting Room attached to the Church or in the Rectory/Office.

Evening activities will include assemblies in which parents are involved and sport league games such as basketball and volleyball. Existing clubs and church support groups will use the new meeting rooms. In the past these activities occurred off-site, in the meeting room attached to the Church or in the Rectory/Office.

The Alpha Omega rotating homeless shelter will be accommodated one month per year. St. Simon will be used in lieu of St. William School.

B. Weekends

Saturday activities will include athletic games for children who attend the school during the week and existing church related clubs. The practices and league games will be primarily basketball and volleyball. An adult sports league may also use the facility at times when the school activities are not taking place, but will be smaller in size. Evenings may see youth service activities, teen dances and banquets for service groups. These will have 100 to 300 people in attendance. These activities are currently held off-site in other facilities similar to "Multipurpose Building Activities: Weekdays" stated above.

Activities on Sunday morning include programs for children, coffee between services or a luncheon after service, all of which are attended by church goers that are already on-site.

IV. School

The Kindergarten and its playground will be relocated to the new Multipurpose Building. Currently, the Kindergarten Playground and play structure is located between the School and the interior side yard property line. The Kindergarten will increase the School attendance by approximately 20 students on-site at any one time because 2 classes will now be simultaneously conducted. The existing Kindergarten will be converted to offices. This will provide adequate sized offices for the existing administrative functions. The School will not change in other respects.

V. Convent **No change proposed**

No changes in the use of the Convent are proposed. Currently, five are in residence and this may decline to 4 in the future.

VI. Rectory **No change proposed**

No changes in the use of the Rectory are proposed. Currently, five are in residence and this may decline to 4 in the future.

VII. Daycare **No change proposed**

No changes in the use of the facility are proposed

IX. Maintenance Facility **No change proposed**

No changes in the use of the facility are proposed

John Miller

CITY OF LOS ALTOS
One North San Antonio Road
Los Altos, California 94022-3088
Tel: (415) 948-1491
Fax: (415) 941-7419

December 15, 1994

SENT VIA FAX & MAIL

Mr. Dan Takacs
RGM Associates
150 Cherry Lane
Campbell, CA 95008

Subject: 92-SC-3 - St. Simon Church & School - 1860 Grant Road

Dear Dan,

Thank you for the fax transmittal regarding the traffic study for St. Simon Church & School. I have forwarded question #s 1-10 to the project architect, John Miller, for the church to respond to. I will fax you a copy of their answers as soon as I receive them.

Regarding question #11, to staff's knowledge, the "NO LEFT TURN" sign at the exit-only driveway on Grant Road is not per a city-required condition of approval. Staff looks forward to your comments regarding whether this sign is needed.

Regarding question #12: The city zoning ordinance requires the following number of parking spaces:

churches:	not less than one (1) space for every three and one-half (3 1/2) seats in the main sanctuary, plus one (1) additional space for each church official resident on the premises, and one (1) additional space for every two (2) employees, plus such additional parking area as may be prescribed by the Commission
church schools:	one (1) space for every two (2) employees, including teachers and administrators, plus sufficient space for the safe, convenient loading and unloading of students, and such additional area for student and visitor parking as may be prescribed by the Commission

day-care centers:	one (1) space for every two (2) employees, plus such additional parking area as may be prescribed by the Commission

Thanks again. My phone number is (415) 948-2790, ext. 232.

Sincerely yours,

Richard Fujikawa
Associate Planner

ATTACHMENT 2

CITY OF LOS ALTOS
One North San Antonio Road
Los Altos, California 94022-3088
Tel: (415) 948-1491
Fax: (415) 941-7419

December 19, 1994

SENT VIA FAX & MAIL

Mr. Dan Takacs
RGM Associates
150 Cherry Lane
Campbell, CA 95008

Subject: 92-SC-3 - St. Simon Church & School - 1860 Grant Road

Dear Dan,

Thank you for your phone message regarding the traffic study for St. Simon Church & School. Per previous information from the church:

1. The rectory has five (5) residents during the week, and less on weekends. The convent has five (5) residents during the week, and less on weekends. The number of residents may decline to four (4) in the near future. Sunday services have two (2) employees.

2. The Phase II, Church Renovation plans are for 700 people to attend Sunday services. This Phase II is planned for a 5 to 10 year time frame. Currently, documented Sunday service attendance is 425.

I will forward you the information regarding the "NO LEFT TURN" sign at the exit-only driveway off Grant Road, as well as the number of church school employees and day care center employees, as soon as I receive project architect John Miller's responses.

Thank you. My phone number is (415) 948-2790, ext. 232.

Sincerely yours,

Richard Fujikawa
Associate Planner

December 26, 1994

Mr. Richard Fujikawa
Associate Planner
City of Los Altos
One North San Antonio Road
Los Altos, California 94022-3088

Re: Saint Simon Multipurpose Building

The numbers listed below correspond to the numbers on your information request letter dated December 13, 1994:

1. The latest October count indicates that the maximum Sunday service attendance was 459 and an average is 263 per service. The total attendance for weekend services is approximately 1,625 people. Additional staff on site for Sunday services is 1 Liturgist and 1 organist. All others are either residents on-site or are included in the attendance. The future projections are for little change in attendance.

2. Wedding attendance ranges from 100 to 125. There are approximately 21 weddings per year. The schedule is usually 10 AM, 12 noon or 2 PM Saturdays.

3. Athletic Activities after school: most students live within approximately 1/2 mile radius of the Parish boundaries while the off-site practice sites are 1 to 3 miles from the school.
   - -The current auto trip count is similar to the following description for future activities except: children for the first practice are picked up and taken directly to the off-site location. Children for later practices go home and then are driven to off-site practices later.
   - -Future practices will be Monday through Friday from mid October through mid May. Three (3) sessions each day are held at: 3:30 to 5:00, 5:00 to 6:30 and 6:30 to 8:00. Approximately 12 cars arrive and depart for each practice session except for the first practice because they are already on-site for school.
   - -Competitive events are similar in size to practices, as stated above, because only 2 teams would compete at a time.
   - -We are in the process of identifying a typical event in January and will relay this information when it is available.

4. Evening meetings are 3 to 5 per week with approximately 20 people in attendance who currently meet in the Rectory / Office. Sports activities are described in #3 above. There are 2 to 3 large events of 100 to 300 people per year which are now held either off-site or in the existing Meeting Hall adjacent to the Church Sanctuary.

5. Alpha Omega homeless program operates 1 month per year. There are typically 15 participants and 1 monitor that are on-site from 7 PM to 7 AM. Several participants usually have an auto. A Parish family will come on-site to serve a dinner then leave each night. There will be no traffic impact during AM or PM peak commute hours because as stated above the program does not operate at during these times.

6. The 100 to 300 attendees relates to dances and banquets on weekends per Item #4 above.

7. School Program including the Kindergarten Program:
   - -The grade levels served are Kindergarten through 8th grade.
   - -The school population has stabilized at approximately 560 students. The additional kindergarten will increase the student population to approximately 580. The School opened in 1961 and the population peaked at approximately 690 between the years 1967 to 1971.
   - -Classes start at 7:55 AM and end at 2:45 PM.
   - -The current daily staff numbers are: 22 full time teachers, 11 part time teachers, 1 secretary and 10 part time volunteers. The daily staff will increase by 1 for the kindergarten that is being added in the new building.

8. Kindergarten Program:
   - -The class times will continue to be 7:55 AM to 11:45 AM and 11:45 AM to 2:45 PM.
   - -The program will increase from 50 to 70 pupils in 3 classes. The present kindergarten has 2 classes in 1 room. This will be increased to 3 classes in 2 rooms.
   - -The maximum class size will reduce in size from 25 to 23 pupils.
   - -The teachers and volunteers will increase from 2 to 3.

9. The Daycare operates from 7 AM to 6 PM. The number of attendees in the morning is approximately 10 to 15 and approximately 30 to 40 in the afternoon.

10. The drop-off plan will depend on whether a road is installed behind the new Multipurpose Building. If a road is installed, then the drop-off plan will be autos entering the site at the north entrance from Grant Road, dropping-off in front of the school and proceeding around the back of the new building, past the rectory and out the south exit. If no road behind the new building is installed, then a plan similar to a former plan will be reinstituted. Autos will enter the site from Grant Road at the north entrance, proceeding in front of the church, turning around to the south side of the church and dropping off on the side of the church opposite the rectory, making a U-turn and proceeding past the rectory and out the south exit.

The numbers listed below correspond to the numbers on your information request letter dated December 19, 1994:

1. The "No Left Turn" sign is not used because it caused autos wanting to proceed northbound on Grant Road to turn right toward the Foothill/St. Joseph intersection and then find a place to make a U-turn. Autos would turn right onto southbound Grant Rd. then left at the first intersection to continue on Grant Road, make a U-turn in the Library parking lot and then retrace their path in order to go north on Grant Road.

2. See answer #7 for accounting of School employees. The Daycare has 2 full time and 1 part time staff. In addition, there are 3 staff that work in the Rectory and 1 custodian on-site but their 40 hour/week schedule is varied because of frequent weekend work.

ATTACHMENT 2

Charles M. Salter
ASSOCIATES INC.

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www.cmsalter.com

Acoustics
Audiovisual
Telecommunications
Security

10 July 2019

FR. WARWICK JAMES

St. Simons Catholic Parish
1860 Grant Road
Los Altos, CA 94024
Email: wjames@stsimon.org

Subject: **St. Simons Preschool, 1860 Grant Road, Los Altos, CA –**
Environmental Noise Measurements
Salter Project: 19-0416

Dear Fr. Warwick James:

We visited the site on 1 July 2019 to conduct environmental noise measurements. This letter summarizes the results of our measurements and compares the results to Policy 7.2 of the Los Altos General Plan (regarding land-use compatibility).

CRITERIA

The applicable portion in Policy 7.2 of the Los Altos General Plan can be summarized as follows:

- 70 dBA CNEL is the maximum acceptable outdoor noise exposure level for schools, libraries, churches, hospitals, nursing homes, parks, commercial, and recreation areas.

MEASUREMENT RESULTS

The site is located at the intersection of Foothill Expressway and Grant Road. Figure 1, attached, shows the results and approximate locations of the noise measurements. Based on our measurements and estimates, the site complies with Policy 7.2 of the Los Altos General Plan at the setback distance.

* * *

This concludes our current comments. Please do not hesitate to call us with any questions.

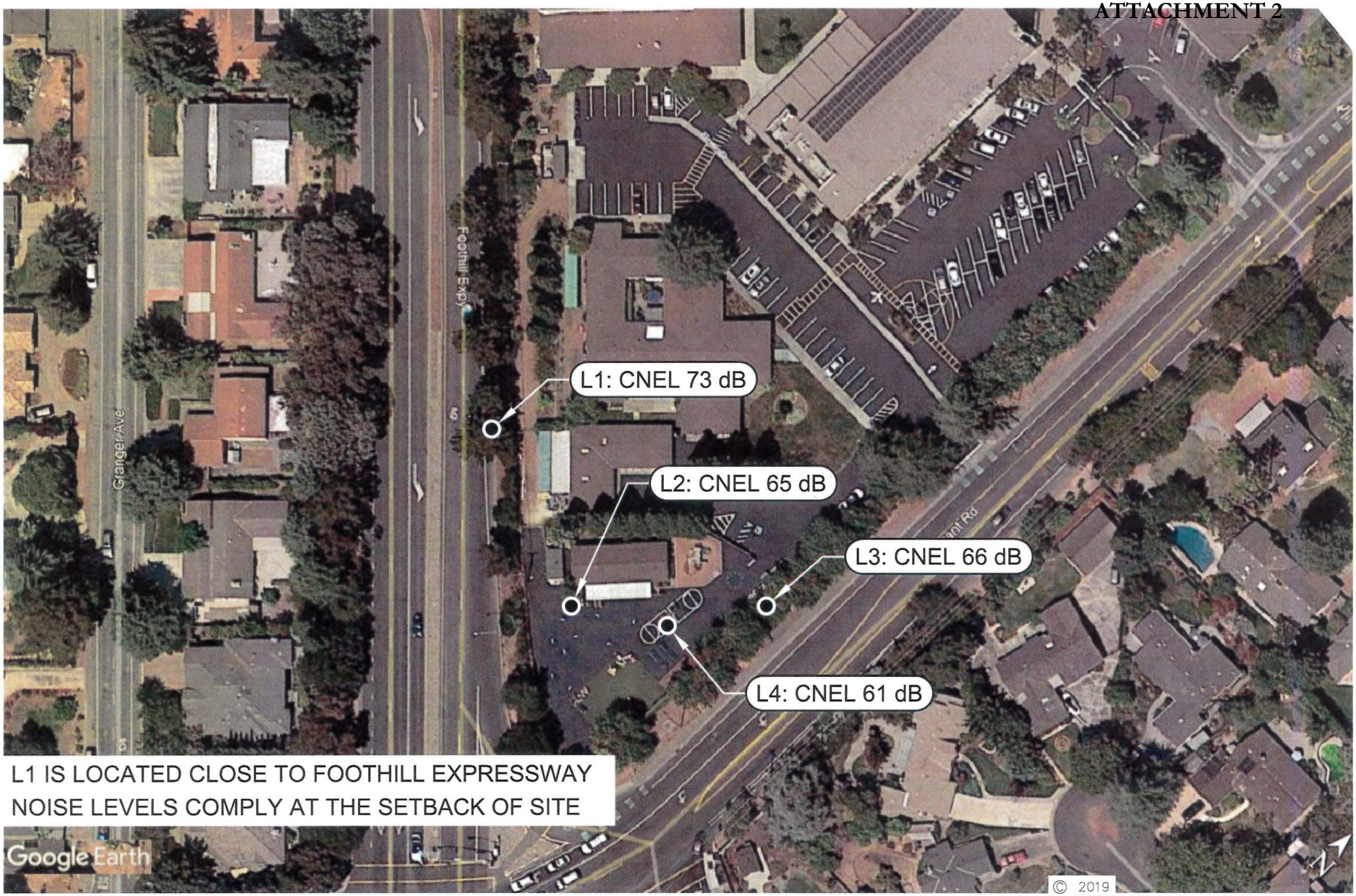
Sincerely,

CHARLES M. SALTER ASSOCIATES, INC.

Wilson Shao
Consultant

Philip N. Sanders, LEED®AP
Senior Vice President

Enclosures as noted.



ST. SIMONS PRESCHOOL
ENVIRONMENTAL NOISE MEASUREMENTS

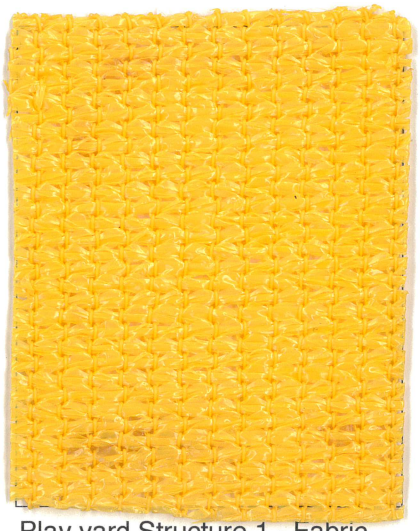
FIGURE 1

Salter # 19-0416

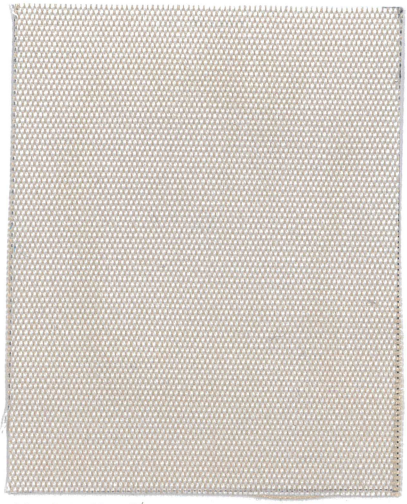
WS/PNS 07.09.19

Charles M Salter Associates Inc 100 West San Fernando Street San Jose California 95113 Tel 408 295 4944 www.cmsalter.com

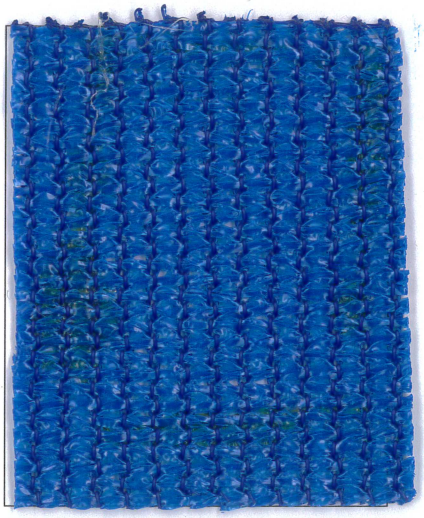
Exterior Colors



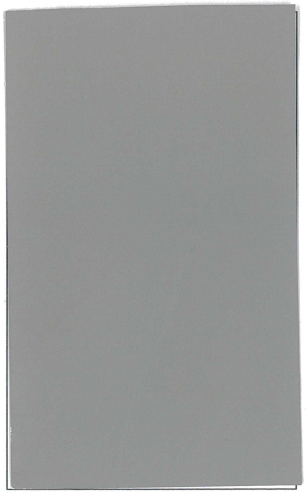
Play yard Structure 1 - Fabric
Polyfab USA
Comtex
"Golden Yellow"



Umbrella Structure - Fabric
Sunbrella Awning/Marine
"Oyster"



Play yard Structure 2 - Fabric
Polyfab USA
Comtex
"Aquamarine"



EXTERIOR COLOR - @Wall
Benjamine Moore
1475 "Graystone"

EXTERIOR COLOR - @ WINDOW TRIM
Benjamine Moore
970 "White Down"

EXTERIOR COLOR - @WALL
Benjamine Moore
HC-83 "Grant Beige"

EXTERIOR COLOR - @FASCIA + TRIM
Benjamine Moore
1567 "Night Train"

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St Simon Preschool

Date: 08/09/2019

ATTACHMENT 2

john miller architects aia
579 Clyde Ave. #300
Mountain View, CA 94043

September 13, 2019

Request for a Variance

Address: 1840 Grant Road, Los Altos, CA 94024
Application #: D19-0003

Reviewer: Steve Golden, Senior Planner

Request for a Variance in a PCF zone for a 25' side setback.

A. The variance will be consistent with the City Zoning Plan objective to protect and promote the public health, safety, peace, comfort, convenience, prosperity and general welfare because:
   a. The proposed project complies with all requirements of the zoning ordinance except where a variance has been requested.
   b. The proposed project complements the design of the site's existing buildings.
   c. The reduced setback is along Foothill Expressway, where there are no adjoining residences that could otherwise be impacted.
   d. The potential visual impact of the reduced setback is minimized because the building will sit about 9' lower than Foothill Expressway.
   e. The placement of this building will maximize the amount of supervised, outdoor play space for the preschool.

B. No detrimental effects to the health, safety and welfare of persons living or working in the vicinity have been identified.

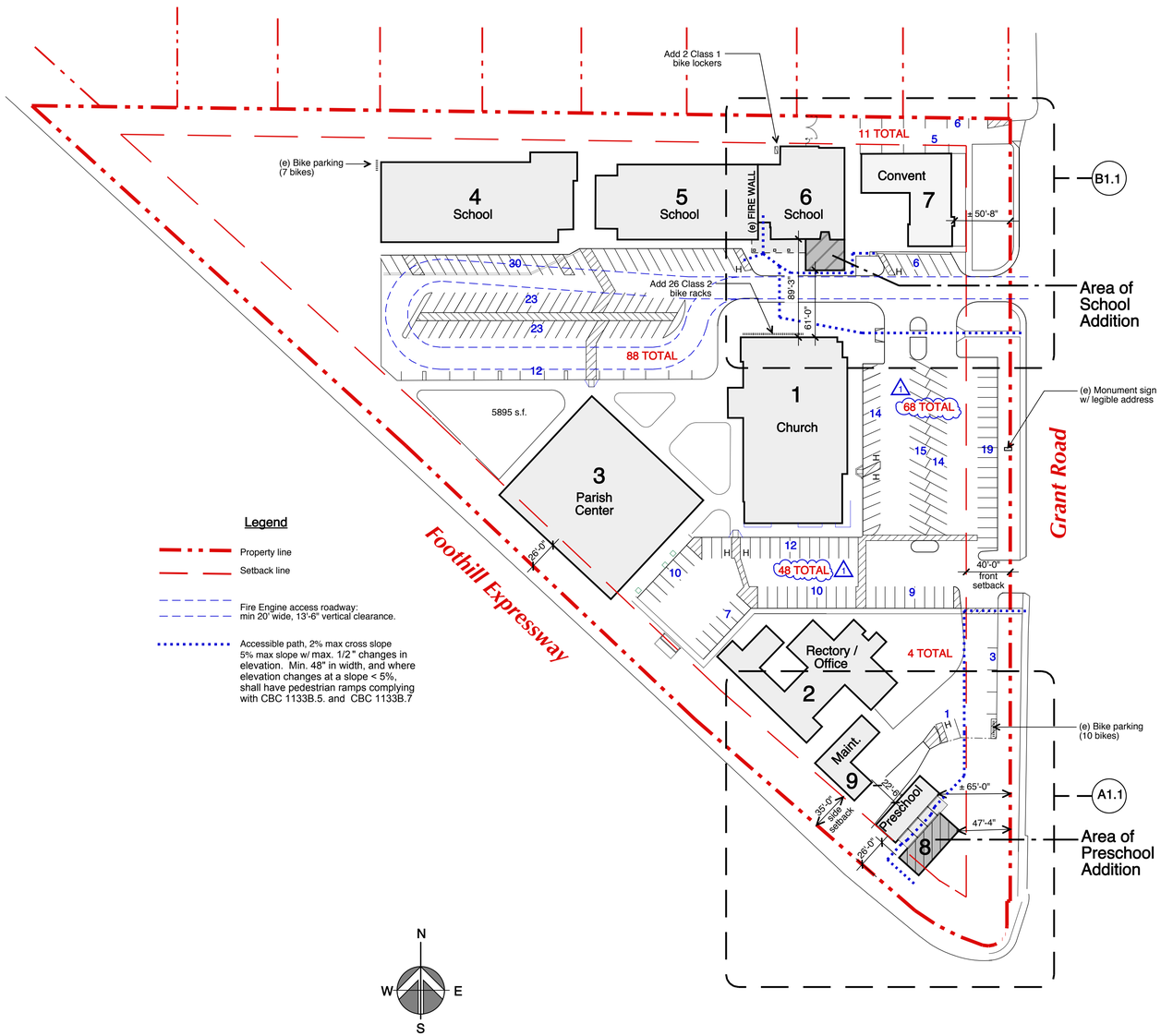
C. The special Zoning Ordinance circumstances applicable to this property are:
   a. The triangular shape of the property limits placement of the proposed preschool building.
   b. The 1960's Foothill Expressway eminent domain appropriation of approximately 1 acre along this side of the property took the area that would have allowed the required setback of 35' for this new building to be met. Thus, if this new building was built first with the required setback, before Foothill Expressway was created, then an identical situation would exist as the proposed design with the 25' setback.
   c. The adjacent property, Foothill Expressway, does not need the full setback to protect it from the negative impacts of this type of construction. A zone such a R-1 would gain more benefit from the full setback.

Respectfully Submitted
John Miller, AIA
John Miller Architects

St Simon Parish School

Preschool Addition &
School Multi-use Classroom Addition

1840 Grant Road, Los Altos, CA 94024



Data

A.P.N	318-04-011	
Code	CBC 2016, CMC 2016, CPC 2016, CEC 2016 (as amended by the state of California and local jurisdiction) Structural: CBC 2016	
Occupancy	E	
Type of Construction	V-B	
No. of Stories	1	
Sprinklered	Yes	
Site Area	356,152 s.f.	
Area of Addition	School Multi-use Classroom	1,040 s.f. classroom addition 643 s.f. covered walkway (17% of alteration to (e) Building 6)
	Preschool	1,320 s.f. classroom addition (92% of alteration to (e) Building 8)

* Per Traffice & Parking Impact Study by RGM Associates March 8,1995

Floor Area

	Allowed	Existing	Proposed
Zoning District	PCF	PCF	PCF
Lot Size	-	356,152 s.f.	356,152 s.f.
# Students	580 *	461 (K-8) 21 Preschool 482	461 (K-8) 55 Preschool 516
Site Coverage	30%	21.5%	22.2%
FAR	---	22.8%	23.5%
Front setback	40'-0"	± 50'-8"	47'-4"
Pervious Surface	---	---	29%
Impervious Surface	---	---	71%
Side Interior setback	25'-0"	± 28'-0"	± 28'-0"
Side exterior setback	25'-0"	± 26'-0"	26'-0"
Max. height	30'-0"	29'-9"	29'-9"
Floor Area			
Building 1 - Church **No Work** First Floor Second Floor TOTAL		15,809 s.f. 392 s.f. **16,201 s.f.**	No change
Building 2 - Rectory / Office **No Work** Floor area		**7,479 s.f.**	No change
Building 3 - Parish Center **No Work** Floor area		**16,966 s.f.**	No change
Building 4 - School **No Work** Floor Area		**12,960 s.f.**	No change
Building 5 - School **No Work** Floor Area		**9,856 s.f.**	No change
Building 6 - School **Classroom & Covered Walkway** Floor Area		**5,851 s.f.**	5,851 s.f. (e) **+ 1,040 s.f. (n)** **6,891 s.f.**
Building 7 - Convent First Floor Second Floor TOTAL		4,144 s.f. 4,144 s.f. **8,288 s.f.**	No change
Building 8 - Preschool Addition Floor area		**1,440 s.f.**	1,440 s.f. (e) **+ 1,320 s.f. (n)** **2,760 s.f.**
Building 9 - Maintenance Floor area		**2,158 s.f.**	No change
Total Floor Area		**81,199 s.f.**	**83,559 s.f.**
Total Footprint		**76,663 s.f.**	**79,023 s.f.**

Floor Area Ratio

Existing F.A.R. = Floor Area / Site Area = 81,199 x 100 / 356,152 = 22.8%

Proposed F.A.R. = Floor Area / Site Area = 83,559 x 100 / 356,152 = **23.5%**

Site Coverage

Existing Site Coverage = First Floor Area / Site Area = 76,663 x 100 / 356,152 = 21.5%

Proposed Site Coverage = First Floor Area / Site Area = 79,023 x 100 / 356,152 = **22.2%**

Impervious Surface

Existing Impervious Surface = (e) Impervious / Site Area = 253,556 x 100 / 356,152 = 71.2%

Proposed Impervious Surface = (n) Impervious / Site Area = 252,750 x 100 / 356,152 = 71.0%

Deferred Submittals

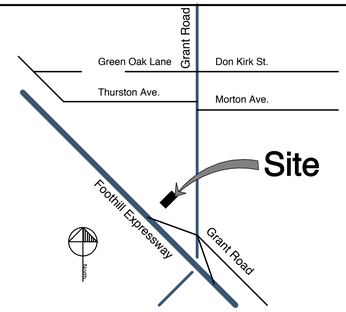
1. FIRE ALARM WORK TO BE SUBMITTED TO FIRE MARSHAL
   SEPARATELY FROM BUILDING PLAN CHECK.

2. FIRE SPRINKLER WORK TO BE SUBMITTED TO FIRE MARSHAL
   SEPARATELY FROM BUILDING PLAN CHECK.

Directory

Owner	Roman Catholic Bishop of San Jose A California Corp. Sole 1150 N. 1st Street, #100 San Jose, CA 95112
Client	St Simon School 1860 Grant Rd Los Altos, CA 94024 Michael Boennighausen (650) 704-8066
Architect	John Miller Architect, AIA 579 Clyde Ave, Suite 300 Mountain View, CA 94043 Stephanie Allen (650) 960-0500 x12

Location Map



Scope of Work

A. Pre-School Building

1. Add modular classroom to existing single modular classroom preschool.
2. Add deck between the classrooms with accessible ramps.
3. Add umbrella sunshades between the classrooms.
4. Add sun shade structures to the playground.
5. Add sprinklers to new and existing classrooms.
6. Revise accessible parking

B. School Multi-use Classroom Addition

1. Add Science room to existing library building.
2. Add sprinklers to Building 6 and covered walkway only.
3. Add covered walkway and entry structure to front of existing building.
4. Add concrete sidewalk.
5. Relocate flag pole.
6. Revise parking to accommodate the addition.

Parking

Off-Street Parking 212 parking stalls required as per March 24, 1995 Los Altos Planning Staff Report.

	Code	No. people	Requir'd	Exist'g	Provided
School (K-8)	1 stalls / 2 teachers	46	23	77	68 *
Preschool	1 stalls / 2 teachers	6	3	8	4 ** 1
Convent	1 stall / staff	3	3	11	11
Rectory / Office	1 stall / staff	3	3	48	48
Church	1 stall / 3.5 fixed seats + 1/ staff	613 fixed seats 3 staff	212 ***	233	219

* Parking removed at school for construction of classroom addition & covered walkway.
** Parking stall removed at preschool accessible parking to bring (e) accessible parking up to current code.
*** Per Traffice & Parking Impact Study by RGM Associates March 8,1995

Bicycle Parking

Required
1 Class I per 30 staff
52 staff / 30 = 2 Class I bike lockers
1 Class II per 12 students
516 students / 12 = 43 Class II bike racks

Existing
17 Class II

Proposed
Add (2) Class I bike lockers
Add 26 Class II bike racks

St Simon Parish
1860 Grant Road
Los Altos, CA 94024

Preschool Addition
School Multi-use
Classroom Addition

Drawing Index

No.	Revision	Date
1	City Council	04-27-20
-	Plan Commission	03-05-20
-	Planning review	01-17-20
-	Planning resubmittal	09-13-19
-	Owner Review	08-29-19
-	Owner Review	07-24-19
-	Planning submittal	03-18-19
-	Owner Review	03-12-19

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Mountain View, CA 94043 F: 650.960-0555

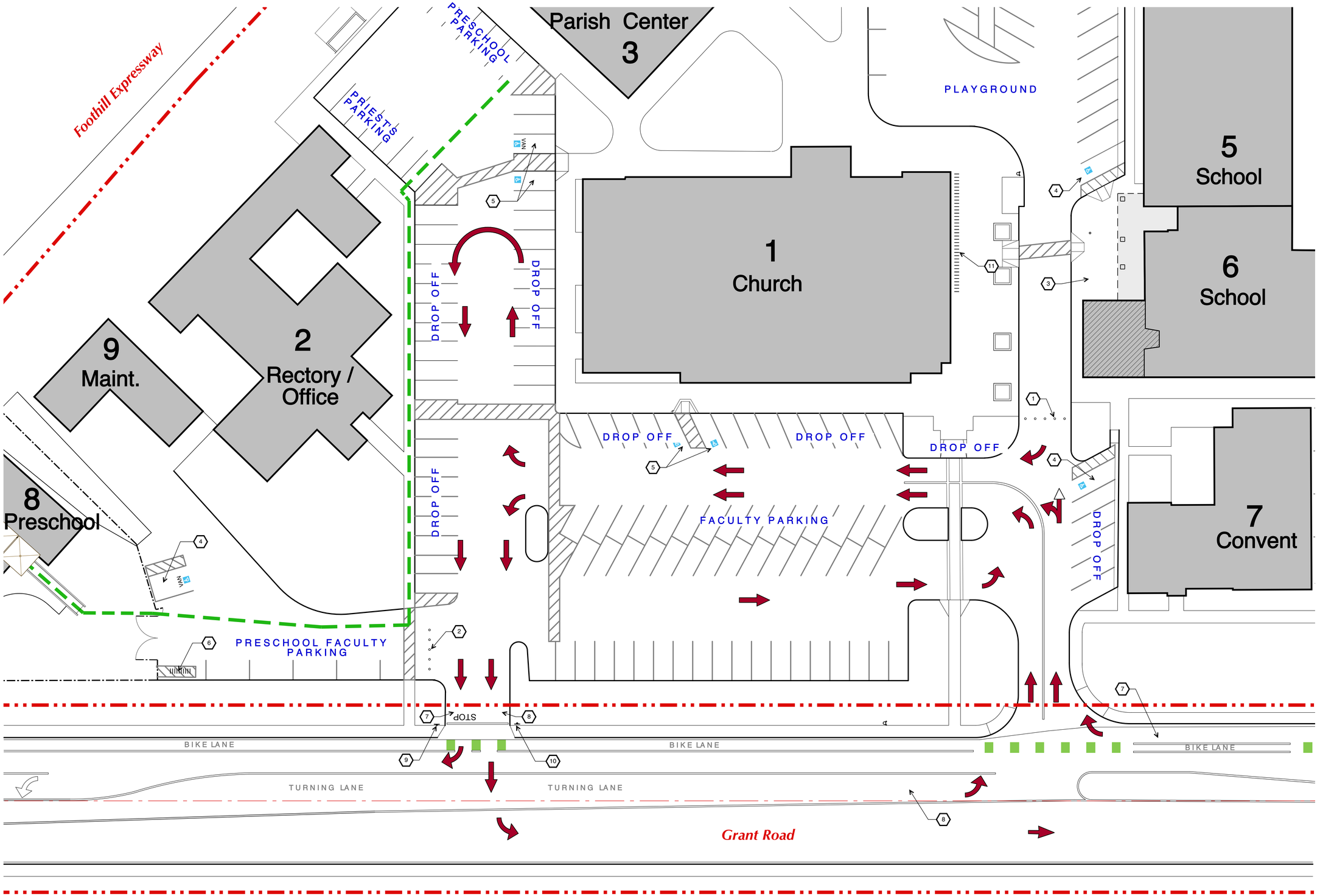
Title, Data & Site Plan

Scale: 1" = 60'-0"

0.1

File: St Si Preschool/A1

Job #76I & H



Site Circulation is for school weekday drop-off and pick-up only. All other times is normal circulation.

During drop-off and pick-up some parking is cordoned off for car circulation.

St Simon Parish

1860 Grant Road
Los Altos, CA 94024

Preschool Addition
School Multi-use
Classroom Addition

Legend

- Property line
- Setback line
- Arrow indicates direction of traffic

Sheet Notes

1. (e) Retractable bollards. Bollards are in place during school hours and during school drop-off and pick-up.
2. Traffic cones close off driveway during school drop-off and pick-up.
3. (n) Sidewalk.
4. (n) Accessible parking.
5. (e) Accessible parking.
6. (e) Bike parking for (10) bikes
7. (e) Right turn lane
8. (e) Left turn lane
9. (e) Stop sign
10. (e) Do Not Enter sign
11. Add Class 2 ribbon bike rack for 26 bikes.

No.	Revision	Date
-	City Council	04-27-20
-	Plan Commission	03-05-20
-	Planning review	01-17-20

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Mountain View, CA 94043 F: 650.960-0555

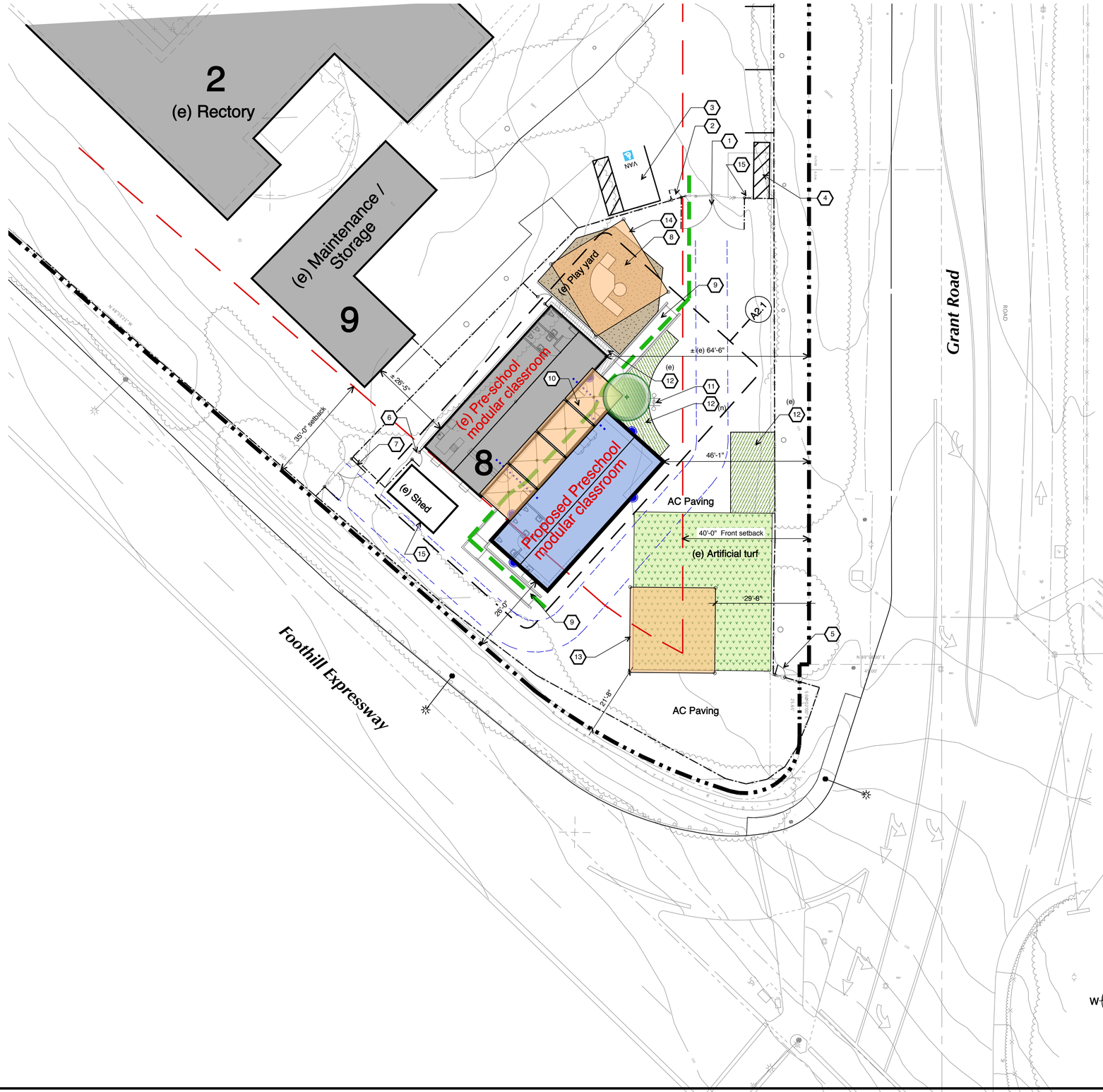
Site Circulation
weekday drop-off & pick-up

Scale:
1" = 20'-0"

0.2

File: St Si Preschool/A1

Job #76I & H



Site Plan Notes

a. Restoration of area disturbed by construction. Restore all landscape areas disturbed during construction by planting with local adaptive and/or noninvasive vegetation as per CALgreen A5.304.6

b. Recycling by occupants as per CALgreen 5.410.1

c. The maximum permitted slope of accessible parking spaces is 2% in any direction.

Legend

- New tree
- Property line
- Setback line
- Chainlink fence: 6'-0" high
- Owner's service truck route: min 10' wide, Inside radius 10'-0", Outside radius 20'-0"
- Accessible path, 2% max cross slope 5% max slope w/ max. 1/2" changes in elevation. Min. 48" in width, and where elevation changes at a slope < 5%, shall have pedestrian ramps complying with CBC 1133B.5. and CBC 1133B.7
- Exterior wall mounted lighting w/ high cut-off angle

Sheet Notes

1. Replace gate: 20'-0" wide.
2. Relocate man gate: 3'-0" wide, with keypad entry.
3. Revise (e) Accessible parking. One van accessible stall in lieu of (1) regular stall and (1) car accessible stall.
4. (e) Bicycle parking.
5. (e) Gate for emergency exit from playground.
6. (e) Man gate to maintenance yard
7. (e) Auto gate to maintenance yard.
8. (e) Play structure w/ bark chip safety surface.
9. Accessible ramp to classrooms
10. Open air patio between classrooms w/ umbrella cover.
11. Remove (e) double sided basketball hoop.
12. Landscape.
13. Shade structure # 2: ± 27'-0" x 27'-0" (729 s.f.) and double curved canopy. Color: blue Posts at each corner w/ different colors: blue, red, green, yellow.
14. Shade structure # 1: as per note #13, Color: yellow
15. (e) Shed: permit # 2005-646649, finaled 07/13/05

St Simon Parish

1860 Grant Road
Los Altos, CA 94024

Preschool Addition
School Multi-use
Classroom Addition

No.	Revision	Date
-	City Council	04-27-20
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-	Planning resubmittal	09-13-19
-	Owner Review	08-29-19
-	Owner Review	07-24-19
-	Planning submittal	03-18-19
-	Owner Review	03-12-19
-	Owner Review	02-14-19

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Preschool Addition Partial Site Plan

Scale: 1/16" = 1'-0"

A1.1

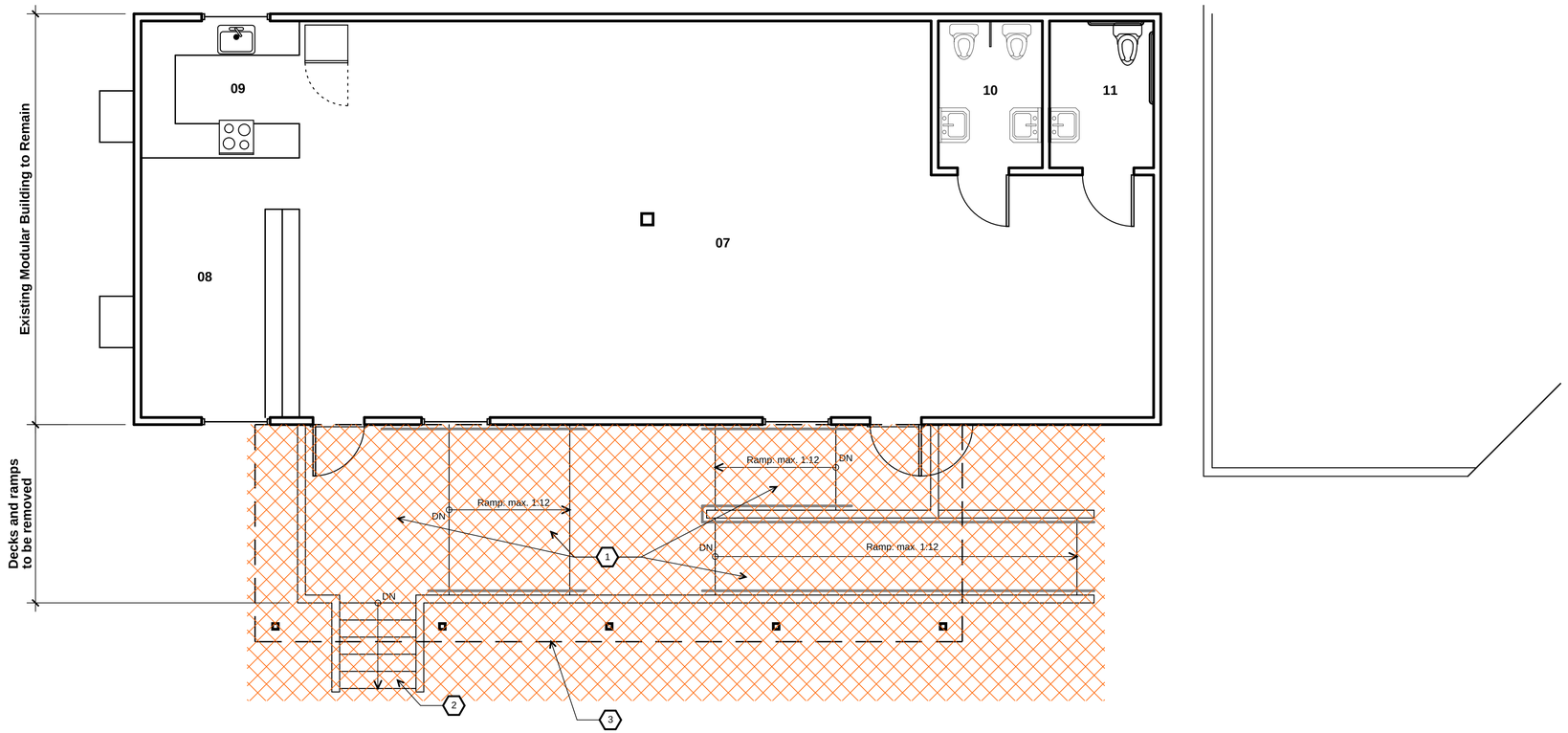
File: St Si Preschool/A1

Job #761

Exterior 3D View of Preschool

St. Simon Parish - Preschool Addition

john miller architects



Demolition Plan Notes:

a. Where existing walls to remain are damaged due to new work, they shall be patched to align and match with adjacent walls.

b. All demolition work shall be coordinated with new construction and work of all sub-contractors.

c. Contractor is responsible for removal and disposal of all materials designated for demolition.

e. All dimensions shown are existing and approximate. Verify all dimensions in field.

Legend:

(e) Wall

Demo

Sheet Notes:

1. Remove decking, ramps and handrails.
2. Remove stair
3. Remove metal roof and (5) metal support posts.

St Simon Parish

1860 Grant Road
Los Altos, CA 94024

Preschool Addition
School Multi-use
Classroom Addition

Room Number Index

01	New Classroom
02	Childresn's Restroom
03	Adult Restroom
04	Ramp
05	Deck
06	Ramp
07	Existing Classroom
08	Existing Office
09	Existing Kitchen
10	Existing Children's Restroom
11	Existing Adult Restroom
12	Play Equipment
13	AC play area

No.	Revision	Date
-	Plan Commission	03-05-20
-	Planning resubmittal	09-13-19
-	Owner Review	08-29-19
-	Owner Review	07-24-19
-	Planning submittal	03-18-19
-	Owner Review	03-12-19

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Mountain View, CA 94043 F: 650.960-0555

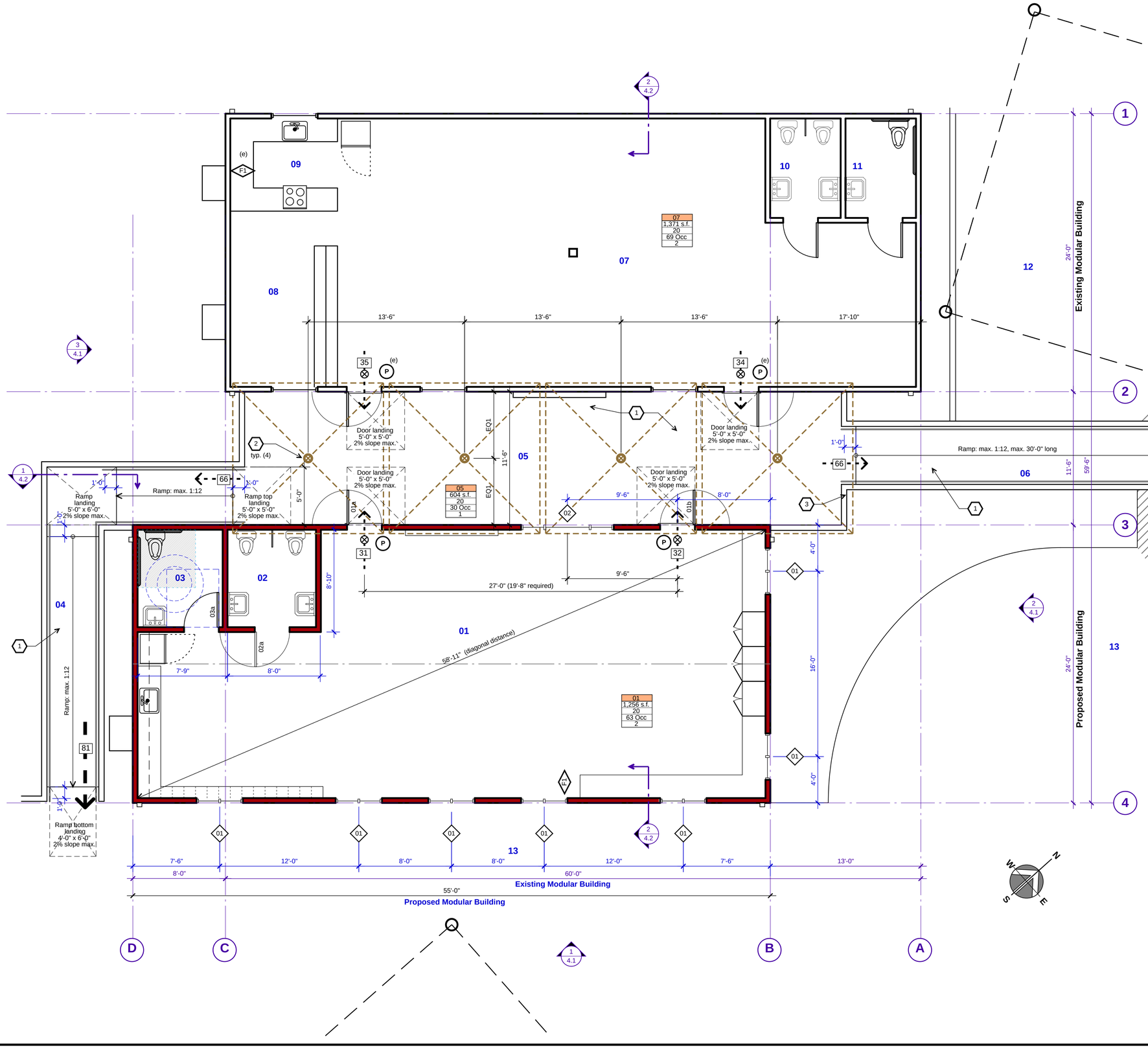
Demolition Floor Plan

Scale:
1/4" = 1'-0"

A2.0

File: St Si Preschool/A2

Job #76l



Floor Plan Notes:

a. All dimensions are to face of plywood, face of concrete, to centerlines of columns and other grid points, and to center lines of doors and other scheduled openings unless otherwise noted. Verify in field all dimensions at existing construction.

Legend

- (e) Wall
- (n) Wall
- 01 — Vinyl window: Sliding 4'-0" x 4'-0"
- 02 — Vinyl window: Chicago style sliding 8'-0" x 4'-0"
- F1 — Wall hung fire extinguisher w/ min size 2A-10BC. Handle at + 48" AFF. Shall not contain CFCs or Halons to meet ozone depletion & greenhouse gas reduction requirements of CALGreen 5.508.1.1 and 5.508.1.2
- P — Indicates panic hardware
- 013 / xxx s.f / x / xx / xxx — Room Number, Floor Area, Occupant Load Factor, Occupant Load, Number of Exits
- Exit sign

Sheet Notes

1. Deck: Trex decking or similiar o/ framing designed for a load of 100 lb/s.f.
2. Umbrella: 13'-0" x 13'-0" retractable center post umbrella with in-ground mount. Collect drainage pipe inside each umbrella and daylight to landscape area. (Custom Canopies: (562) 464-4766 or similar)
3. Deck railing
4. Add AC paving as needed and feather to meet existing grade.

St Simon Parish

1860 Grant Road
Los Altos, CA 94024

Preschool Addition
School Multi-use
Classroom Addition

Room Number Index

01	New Classroom
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11	Existing Adult Restroom
12	Play Equipment
13	AC play area

No.	Revision	Date
-	Plan Commission	03-05-20
-	Planning resubmittal	09-13-19
-	Owner Review	08-29-19
-	Owner Review	07-24-19
-	Planning submittal	03-18-19
-	Owner Review	03-12-19
-	Coordination	03-05-19

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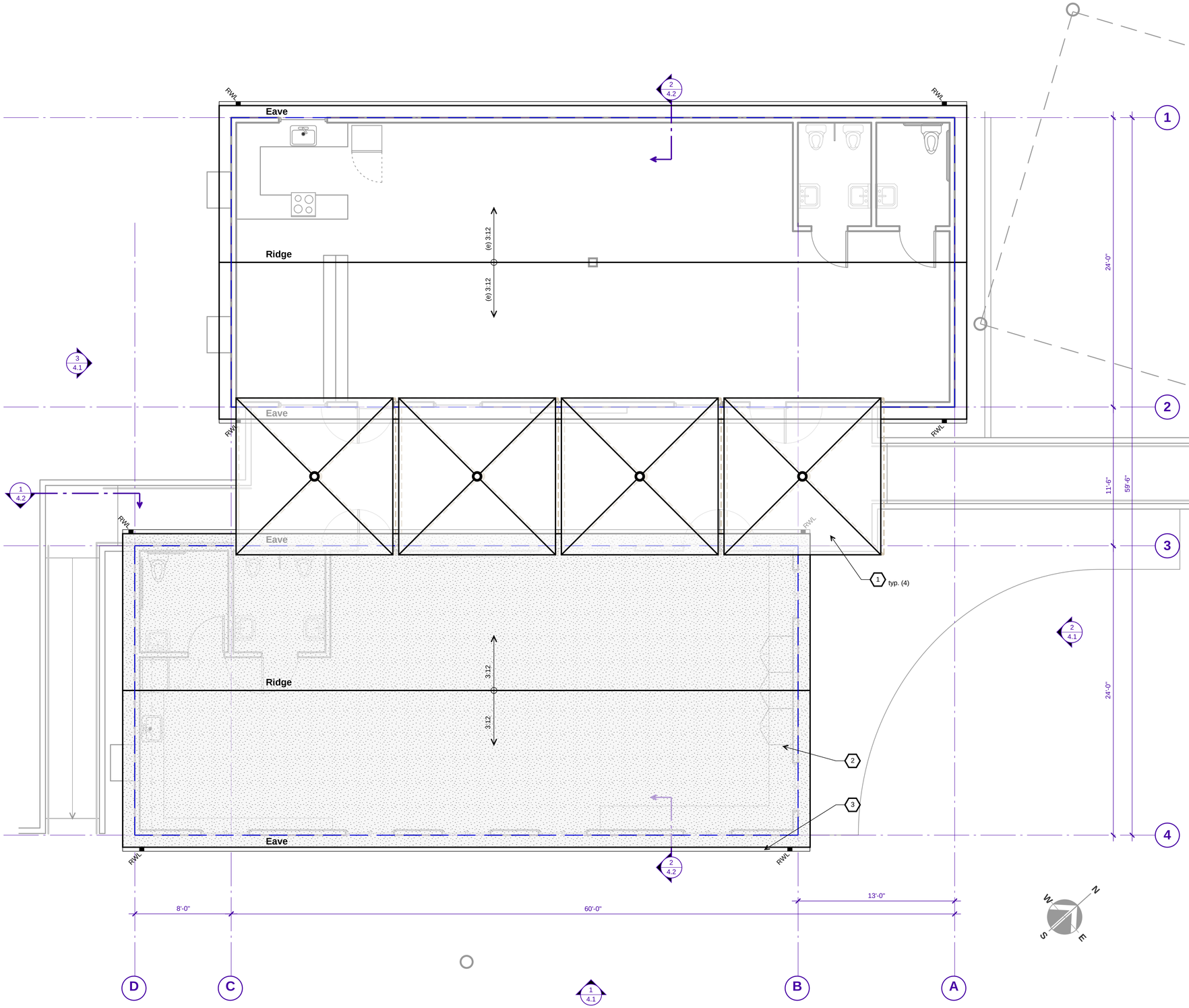
Preschool Addition Floor Plan

Scale: 1/4" = 1'-0"

A2.1

File: St Si Preschool/A2

Job #76l



Legend

- Comp. shingle roofing TME
- (e) Compl shingle roofing to remain
- Line of wall below
- RWL — Rain Water Leader

Sheet Notes:

1. Umbrella: 13'-0" x 13'-0" retractable center post umbrella with in-ground mount. Collect drainage pipe inside each umbrella post and daylight @ landscaping (Custom Canopies (562) 464-4766 or similar)
2. Comp. shingle roofing provided by modular classroom manufacturer.
3. GSM gutter provided by modular classroom manufacturer.

St Simon Parish

1860 Grant Road
Los Altos, CA 94024

Preschool Addition
School Multi-use
Classroom Addition

No.	Revision	Date
-	Plan Commission	03-05-20
-	Planning resubmittal	09-13-19
-	Owner Review	08-29-19
-	Owner Review	07-24-19
-	Planning submittal	03-18-19
-	Owner Review	03-12-19

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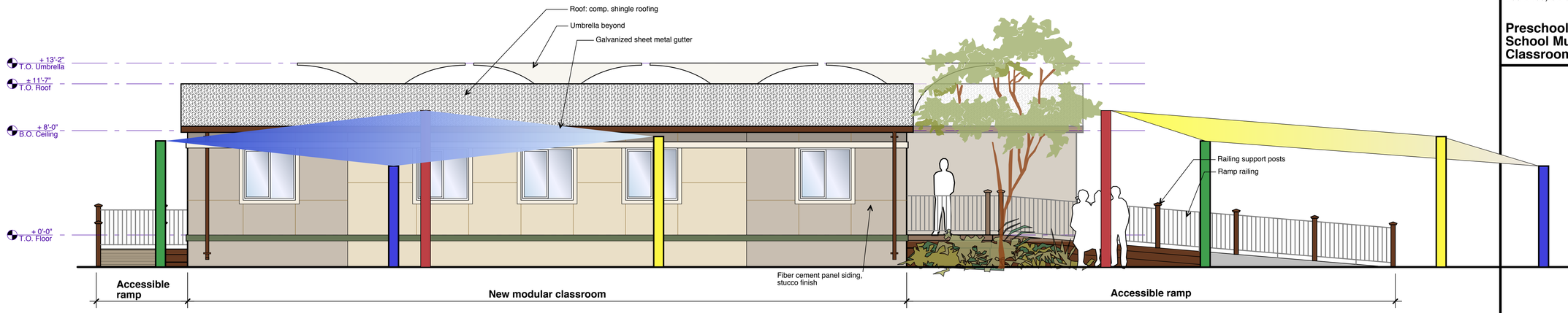
Preschool Addition Roof Plan

Scale:
1/4" = 1'-0"

A2.2

File: St Si Preschool/A2

Job #76l

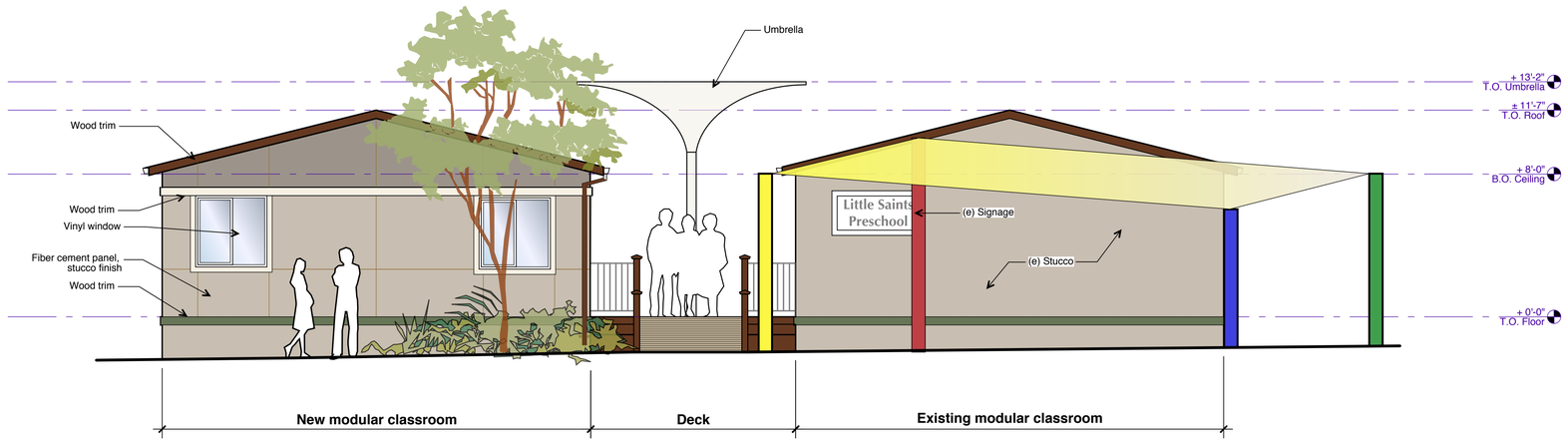


South East Elevation

Scale: 1/4"=1'-0"

1

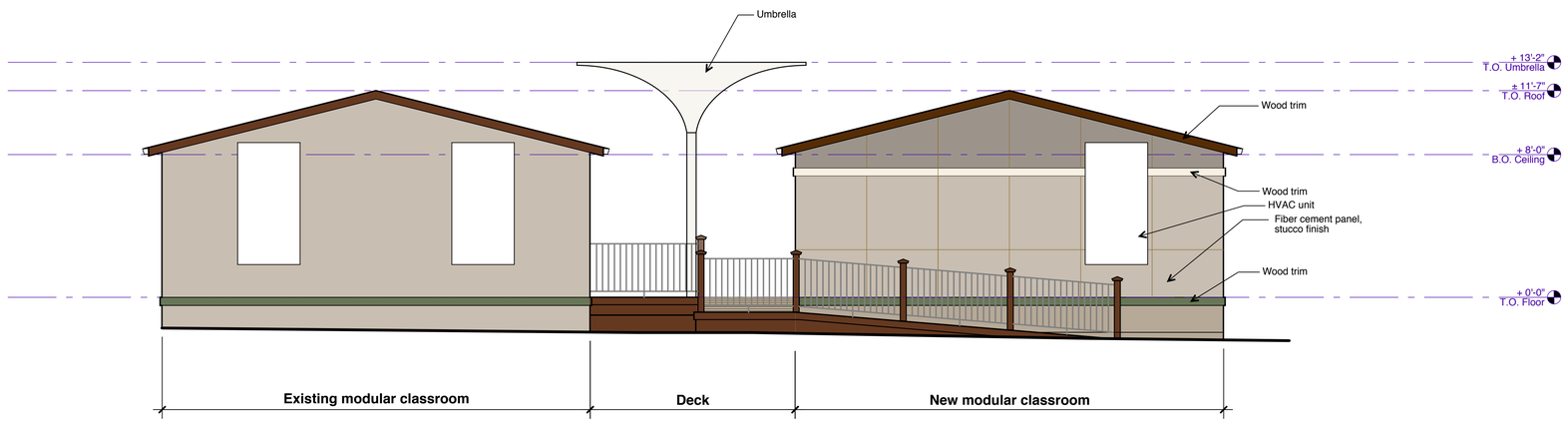
Example of Shade Structure



North East Elevation

Scale: 1/4"=1'-0"

2



South West Elevation

Scale: 1/4"=1'-0"

3

St Simon Parish

1860 Grant Road
Los Altos, CA 94024

Preschool Addition
School Multi-use
Classroom Addition

No.	Revision	Date
-	Plan Commission	03-05-20
-	Planning resubmittal	09-13-19
-	Owner Review	08-29-19
-	Owner Review	07-24-19
-	Planning submittal	03-18-19
-	Owner Review	03-12-19

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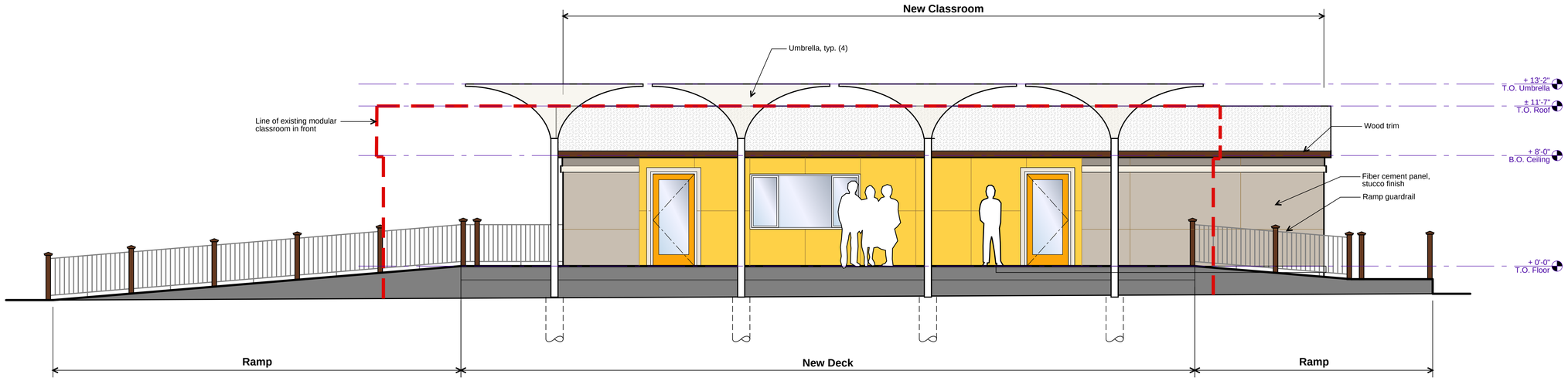
Preschool Addition Exterior Elevations

Scale: 1/4" = 1'-0"

A4.1

File: St Si Preschool/A2

Job #761

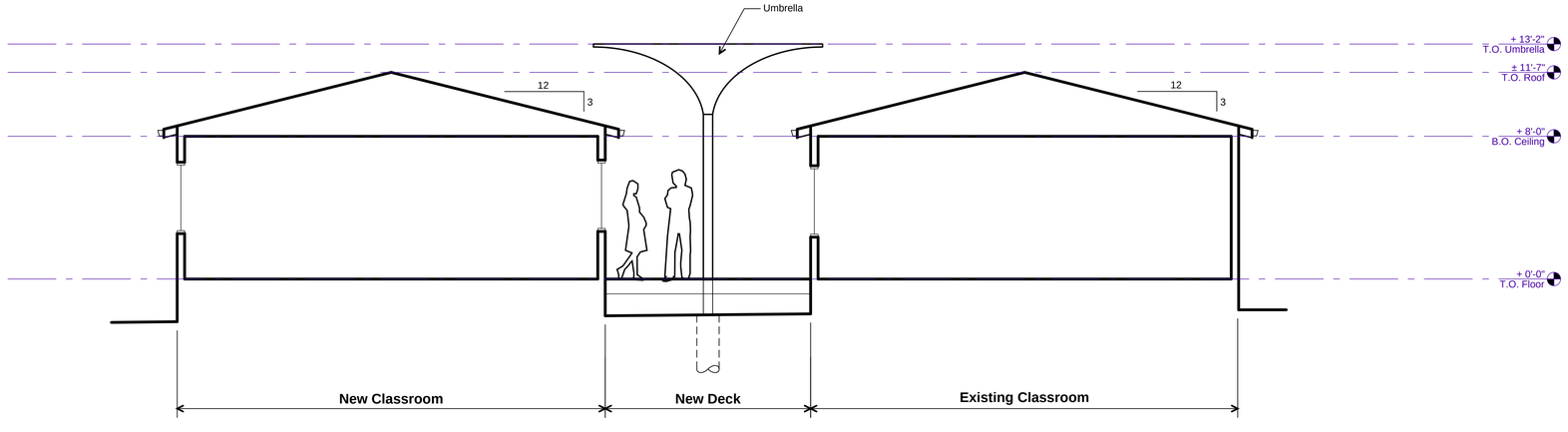


Longitudinal Section

Scale: 1/4"=1'-0"

1

Example of Umbrella Structure



Cross Section

Scale: 1/4"=1'-0"

2

No.	Revision	Date
-	Plan Commission	03-05-20
-	Planning resubmittal	09-13-19
-	Owner Review	08-29-19
-	Owner Review	07-24-19
-	Planning submittal	03-18-19

St Simon Parish

1860 Grant Road
Los Altos, CA 94024

Preschool Addition
School Multi-use
Classroom Addition

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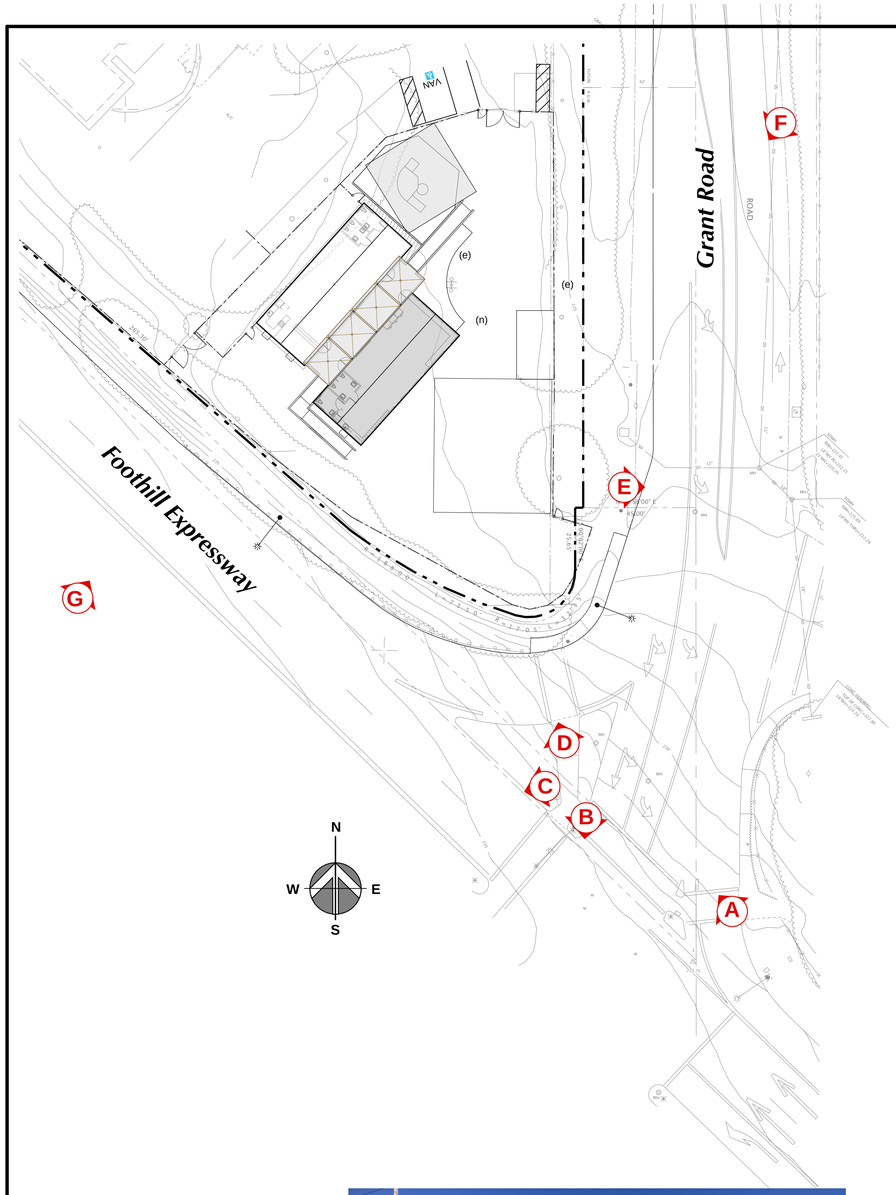
Preschool Addition
Building Sections

Scale:
1/4" = 1'-0"

A4.2

File: St Si Preschool/A2

Job #76I



A

B

C

D

E

F

G

St Simon Parish
1860 Grant Road
Los Altos, CA 94024

Preschool Addition
School Multi-use
Classroom Addition

No.	Revision	Date
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-	Owner Review	07-24-19

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Preschool Addition
Site Photos

Scale:

A6.1

File: St Si Preschool/A2

Job #761

Planting Notes

1. All existing trees, shrubs and ground covers to remain shall be protected. Any damage caused by Contractor's work shall be repaired or replaced at the Contractor's expense and be approved by the Architect.

2. Soil Preparation:
   a. Topsoil shall be provided from the site. Any imported topsoil shall be tested by soils testing laboratory. Contractor shall pay for all testing.
   b. All planted areas shall be cultivated to a light and friable consistency. Soil amendments shall be uniformly tilled into the top 8" of soil, using a rototiller, and then thoroughly watered down.
   6 cu.yd. / 1,000 sq.ft. - Nitrified ground bark soil amendment
   30lbs / 1,000 sq.ft. - Gypsum

3. After amending the soil, grade all areas smooth with no localized depressions exceeding 1/2". All areas shall surface drain with 1.5% minimum slope away from all buildings, paving or other structures.

4. Quantities are for aiding in bidding only. Contractor shall verify all quantities.

5. Contractor shall lay out plant material as per plan and receive approval from Architect prior to installation.

6. No plants shall be planted with root balls or new pits in a dry condition.

7. Plant all plants as per planting details in square pits with sides and bottoms thoroughly scarified. Do not amend backfill mix beyond initial topsoil amending unless noted.

8. All newly planted material shall be watered by deep soaking within 3 hours of planting.

9. All planting areas shall receive 2" of 3/8" - 1/2" nitrified fir bark (mulch).

10. Contractor shall be responsible for irrigating all new plant material until the entire project has been approved and accepted by the Owner.

11. The Contractor shall restake and straighten all trees 30 days after planting, as necessary, to be approved by Architect.

12. Seeded areas in courtyard shall be hand watered until seed germinates and becomes established.

13. Plant material shall be guaranteed for 1 year after planting.

14. Contractor to maintain planting for 60 days after general inspection and acceptance of contract work.

Landscape Maintenance Plan

It is the intent of the design to provide a low maintenance landscape for the parishioners to care for. The selected plants are all drought-tolerant and are selected from, "Plants and Landscapes for Summer Dry Climates of the San Francisco Bay Region" by the East Bay Municipal Utility District. Maintenance shall include maintenance of the irrigation system, weed control / removal, and replacement of dead, dying or damaged trees and shrubs. Maintain trees and shrubs in healthy growing condition by performing all necessary operations including the following:

Watering
To adequately assess water needs for plantings, a moisture check should be made of representative trees as necessary, but at least twice a month during dry periods. Use a probe or other tool to check moisture in the root ball as well as the soil surrounding the root ball. The need for water should dictate the frequency of watering. When hand watering, use a water wand to break the water force. In rainy season, open basins will allow surface drainage away from the root crown so excess water will not accumulate at the root crown.

Pruning
All pruning shall be done by qualified professional personnel in accordance with ISA (International Society of Arboriculture) Western Standards, called ISA pruning standards. Pruning cuts shall be made clean and flush with the parent branch, with no tearing of the bark. Excessive pruning or stubbing back will not be permitted.

Minor pruning of trees shall be done as needed:
1. To remove all dead or damaged branches.
2. To remove suckers, water sprouts, and other undesirable growth.
3. To shape plants, particularly to correct misshaping caused by wind.
4. To raise or lower branches of trees above head height whenever the overhang walks.
5. To prevent obstruction of roadways and damage to passing vehicles.
6. To cut back branches that are rubbing on walls, fences or other structures.

Weed Control:
Keep tree wells and planting areas free of weeds.

Insect and Disease Control:
Maintain reasonable control with approved materials.

Fertilizing:
If the need for fertilizer is suspected, soil samples shall be taken and analyzed by a licensed soil-testing laboratory that specializes in ornamental horticultural testing. Fertilize annually in the spring, with a slow release organic fertilizer. Fertilizer application shall be performed per soil laboratories recommendations.

Replacement of Plants:
Dead trees and shrubs and those in a state of decline shall be replaced immediately. All replacement trees and shrubs shall be matched as closely as possible to existing species of the same variety, size and condition.

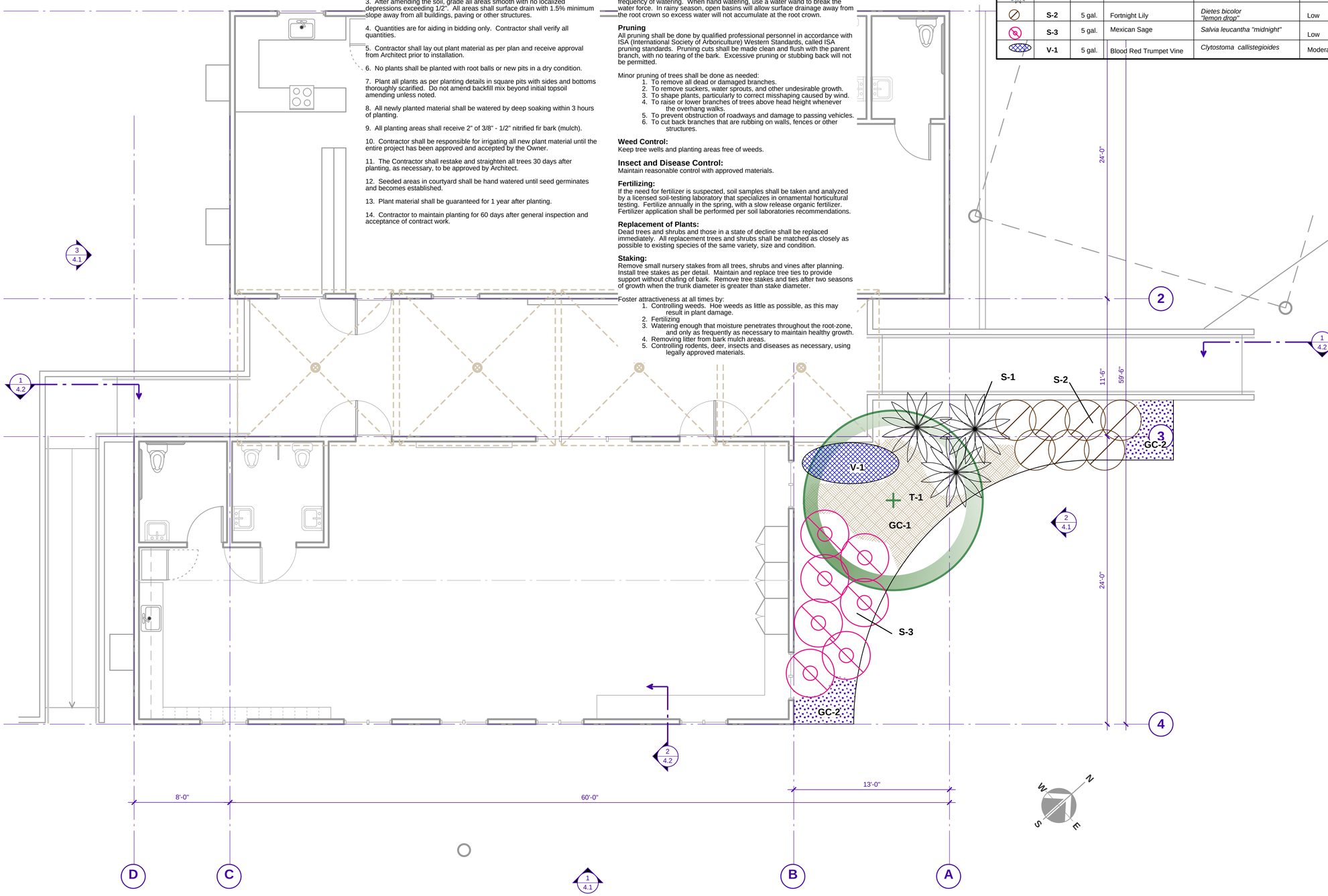
Staking:
Remove small nursery stakes from all trees, shrubs and vines after planning. Install tree stakes as per detail. Maintain and replace tree ties to provide support without chafing of bark. Remove tree stakes and ties after two seasons of growth when the trunk diameter is greater than stake diameter.

Foster attractiveness at all times by:
1. Controlling weeds. Hoe weeds as little as possible, as this may result in plant damage.
2. Fertilizing
3. Watering enough that moisture penetrates throughout the root-zone, and only as frequently as necessary to maintain healthy growth.
4. Removing litter from bark mulch areas.
5. Controlling rodents, deer, insects and diseases as necessary, using legally approved materials.

See LS7.1 for typical planting & irrigation details

Planting Schedule

Symbol	Mark	Size	Common Name	Name	WUCOL	
	T-1	15 gal.	Crepe Myrtle	*Lagerstroemia indica*	Low	1 / LS7.1
	GC-1		Mulch	Medium bark mulch chips		
	GC-2	5 gal.	Rosemary	*Rosmarinus officinalis "Huntington carpet"*	Low	7 / LS7.1
	S-1	5 gal.	New Zealand Flax	*Phormium tenax "variegatum"*	Low	4 / LS7.1
	S-2	5 gal.	Fortnight Lily	*Dietes bicolor "lemon drop"*	Low	4 / LS7.1
	S-3	5 gal.	Mexican Sage	*Salvia leucantha "midnight"*	Low	4 / LS7.1
	V-1	5 gal.	Blood Red Trumpet Vine	*Clytostoma callistegioides*	Moderate	



St Simon Parish

1860 Grant Road
Los Altos, CA 94024

Preschool Addition
School Multi-use
Classroom Addition

No.	Revision	Date
-	Plan Commission	03-05-20
-	Planning resubmittal	09-13-19
-	Owner Review	08-29-19
-	Owner Review	07-24-19
-	Planning submittal	03-18-19
-	Owner Review	03-12-19

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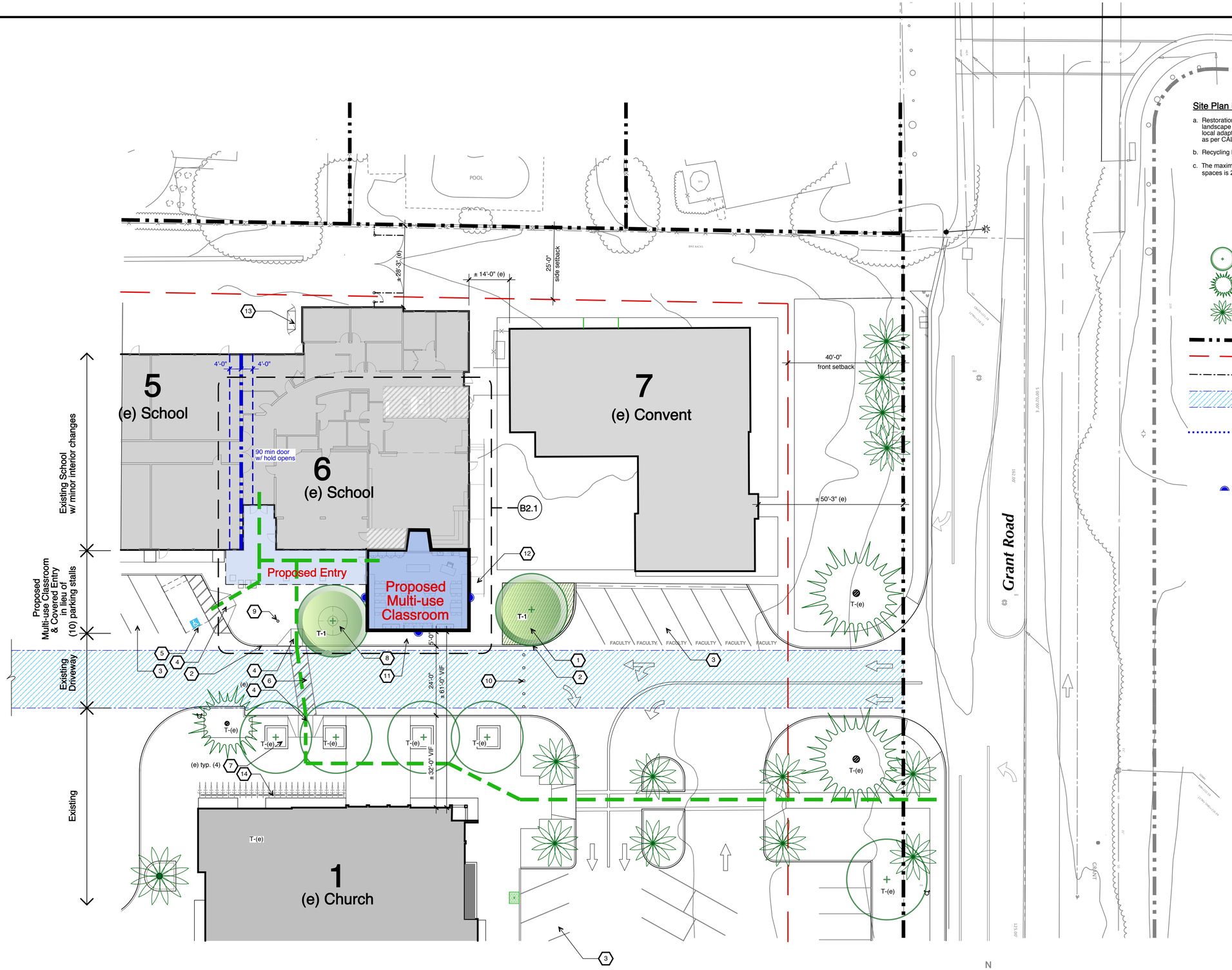
Preschool Addition Landscape Plan

Scale:
1/4" = 1'-0"

LS2.1A

File: St Si Preschool/A2

Job #76I



Site Plan Notes

a. Restoration of area disturbed by construction. Restore all landscape areas disturbed during construction by planting with local adaptive and/or non-invasive vegetation as per CALgreen A5.304.6

b. Recycling by occupants as per CALgreen 5.410.1

c. The maximum permitted slope of accessible parking spaces is 2% in any direction.

Legend

- Deciduous tree, See Landscape plan LS2.1B for detail
- (e) Evergreen tree
- (e) Palm tree
- Property line
- Setback line
- Chainlink fence: 6'-0" high
- Fire Engine access roadway: min 20' wide, 13'-6" vertical clearance. Inside radius 22'-6" Outside radius 37'-6"
- Accessible path, 2% max cross slope 5% max slope w/ max. 1/2 " changes in elevation. Min. 48" in width, and where elevation changes at a slope < 5%, shall have pedestrian ramps complying with CBC 1133B.5. and CBC 1133B.7
- Exterior wall mounted lighting w/ high cut-off angle

Sheet Notes

1. At grade planter
2. Curb
3. (e) Parking.
4. Curb cut
5. Accessible parking
6. Crosswalk
7. (e) Raised planter
8. Tree w/ tree grate
9. Flag pole
10. (e) Pneumatic bollards
11. Concrete sidewalk
12. (e) Concrete ramp revised and extended to allow egress from the new construction
13. Class 1 bicycle locker for (2) bikes.
14. Class 2 ribbon bicycle rack for 16 bikes.

St Simon Parish

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Preschool Addition
School Multi-use
Classroom Addition

No.	Revision	Date
-	City Council	04-27-20
-	Plan Commission	03-05-20
-	Planning review	01-17-20
-	Planning resubmittal	09-13-19
-	Owner Review	08-29-19

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Multi-Use Classroom Partial Site Plan

Scale:
1/16" = 1'-0"

B1.1

File: St Si science/A1

Job #76H

Exterior 3D View of School

St. Simon Parish - School Multi - use Classroom Addition

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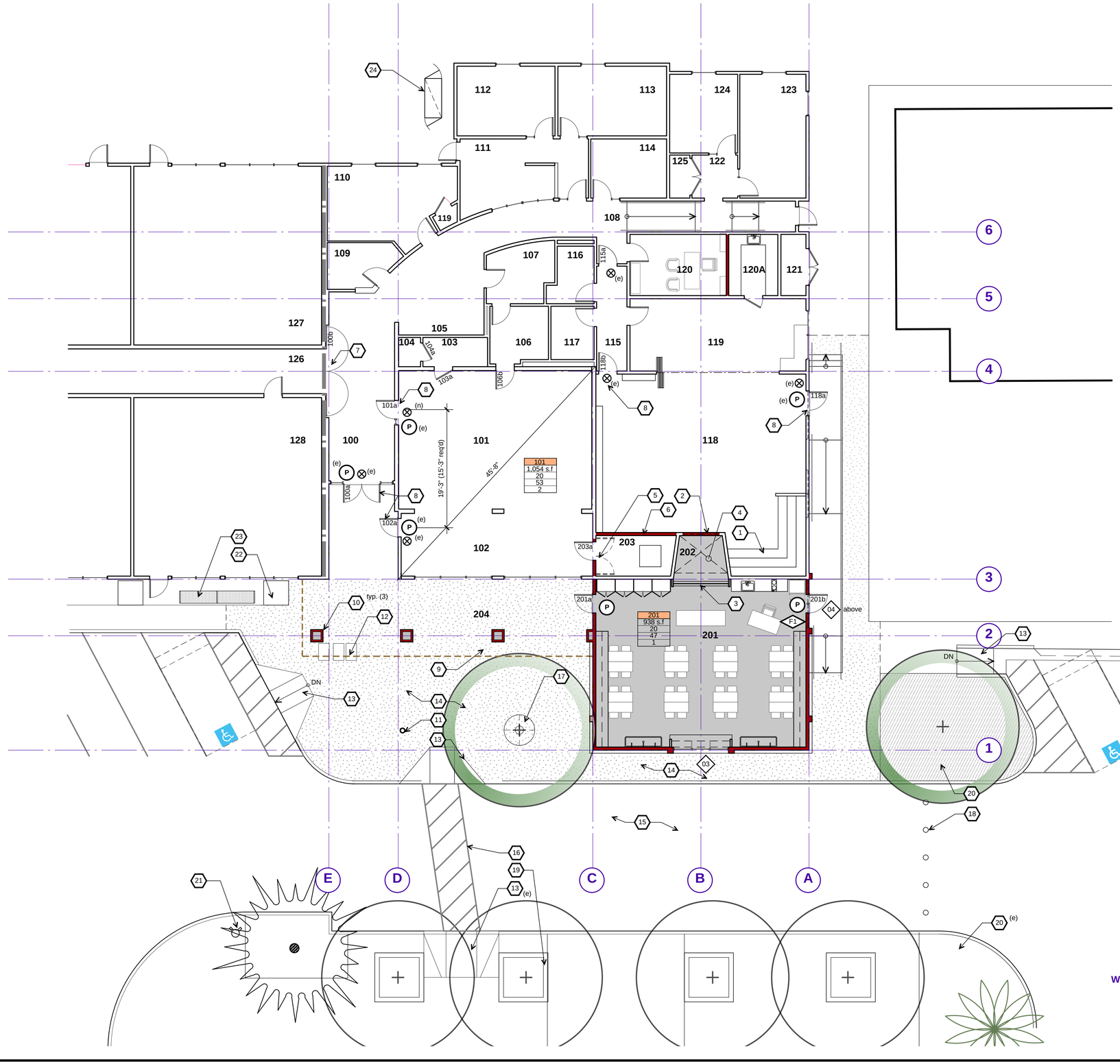

Floor Plan Notes:

a. All dimensions are to face of plywood, face of concrete, to centerlines of columns and other grid points, and to center lines of doors and other scheduled openings unless otherwise noted. Verify in field all dimensions at existing construction.

Legend

- (e) 2-Hr rated wall
- (e) Wall
- (n) Wall
- Area if new construction
- Area if new sidewalk
- 03 — Aluminum window: 9'-0" x 7'-4", mulled fixed and awning
- 04 — Aluminum window: TME 8'-0" x 2'-10", fixed
- F-1 — Wall hung fire extinguisher w/ min size 2A-10BC. Handle at + 48" AFF. Shall not contain CFCs or Halons to meet ozone depletion & greenhouse gas reduction requirements of CALGreen 5.508.1.1 and 5.508.1.2
- P — Indicates panic hardware

013	Room Number
xxx s.f	Floor Area
x	Occupant Load Factor
xx	Occupant Load
xxx	Number of Exits

- Exit sign

Sheet Notes

1. (e) Library seating
2. Fill in (e) window below 8'-0". Leave (e) upper window.
3. Whiteboard: vertical sliding
4. Remove (e) conc. step to match elevation of new Room #201.
5. Remove and infill (e) double storefront door.
6. Add stud wall to enclose Kiln room. Provide electrical and mechanical as required by Kiln manufacturer.
7. (e) 90 min. door w/ hold open
8. (e) Door to remain
9. Line of covered walkway roof above: non-combustible construction.
10. Columns of non-combustible construction.
11. Flag pole
12. (e) Utility vaults.
13. Curb cut.
14. Concrete sidewalk w/ 6" curb
15. AC Driveway
16. Crosswalk
17. Tree w/ 5'-0" Ø tree grate & tree guard.
18. (e) Retractable bollards
19. (e) Raised planters.
20. At grade planter.
21. (e) Fire hydrant
22. (e) HVAC unit w/ metal cage.
23. (e) Bench
24. Class 1 bicycle locker for (2) bikes.

St Simon Parish

1860 Grant Road
Los Altos, CA 94024

Preschool Addition
School Multi-use
Classroom Addition

Room Number Index

100	Lobby
101	Art Room
102	Front of Art Room
103	Data/Storage
104	Mechanical
105	Waiting
106	Health Restroom
107	Health Office
108	Corridor
109	Reception
110	Workroom
111	Admissions / Development
112	Principal
113	Vice Principal
114	L.S.
115	Corridor
116	Restroom
117	Restroom
118	Library
119	Library / Conference
120	Office
120A	Storage
121	Mechanical
122	Foyer
123	Counselor
124	L.S.A.
125	Mechanical
126	Corridor
127	Classroom
128	Classroom
201	Multi-use Classroom
202	Closet
203	Kiln room
204	Covered Walkway

No.	Revision	Date
-	Plan Commission	03-05-20
-	Planning review	01-17-20
-	Owner Review	08-29-19

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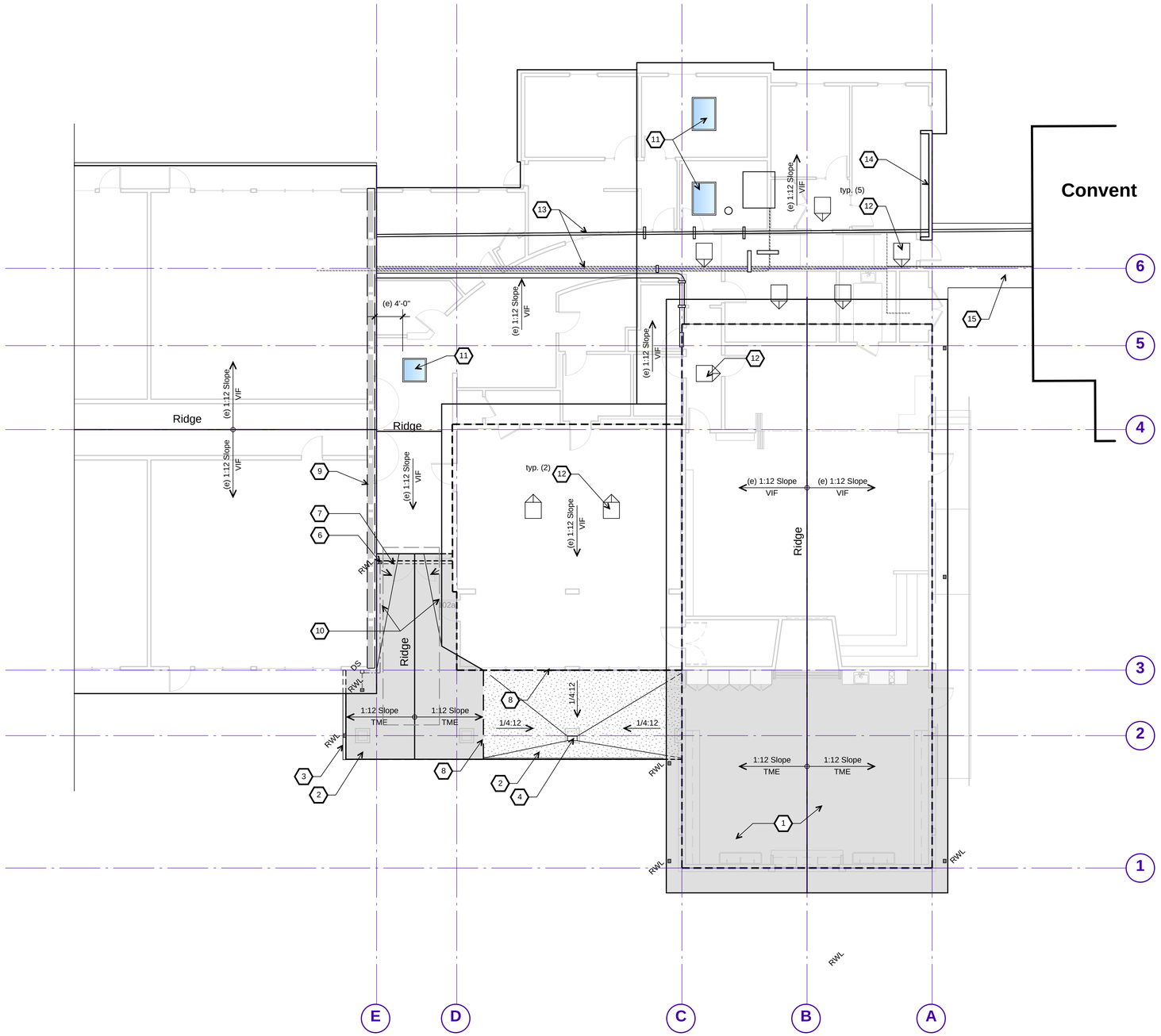
Multi-Use Classroom Floor Plan

Scale: 1/8" = 1'-0"

B2.1

File: St Si Science/B2

Job #76H

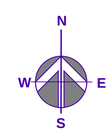


Legend

- Single ply roofing: Roof slope TME ± 1:12 To match existing
- Roof slope @ 1/4:12, Built-up roofing o/ underlayment
- (e) Roofing to remain
- Line of wall below
- RWL Rain Water Leader
- DS Down Spout

Sheet Notes:

1. New roof over multi-use classroom to match existing.
2. New covered walkway roof. Framing to be non-combustible.
3. Gutter: GSM
4. Roof drain and overflow. Downspout down face of column below.
5. Not used.
6. (e) Downspout below with (e) connection to downspout at grid 3 / E.
7. (e) Gutter at lower roof below.
8. Slope transition.
9. Line of (e) 2-Hr rated wall below.
10. Cricket
11. (e) Skylight to remain.
12. (e) Tubural skylight to remain.
13. (e) Piping.
14. (e) 1-Hr fire rated parapet wall.
15. (e) Covered walkway roof to Convent.



St Simon Parish

1860 Grant Road
Los Altos, CA 94024

Preschool Addition
School Multi-use
Classroom Addition

No.	Revision	Date
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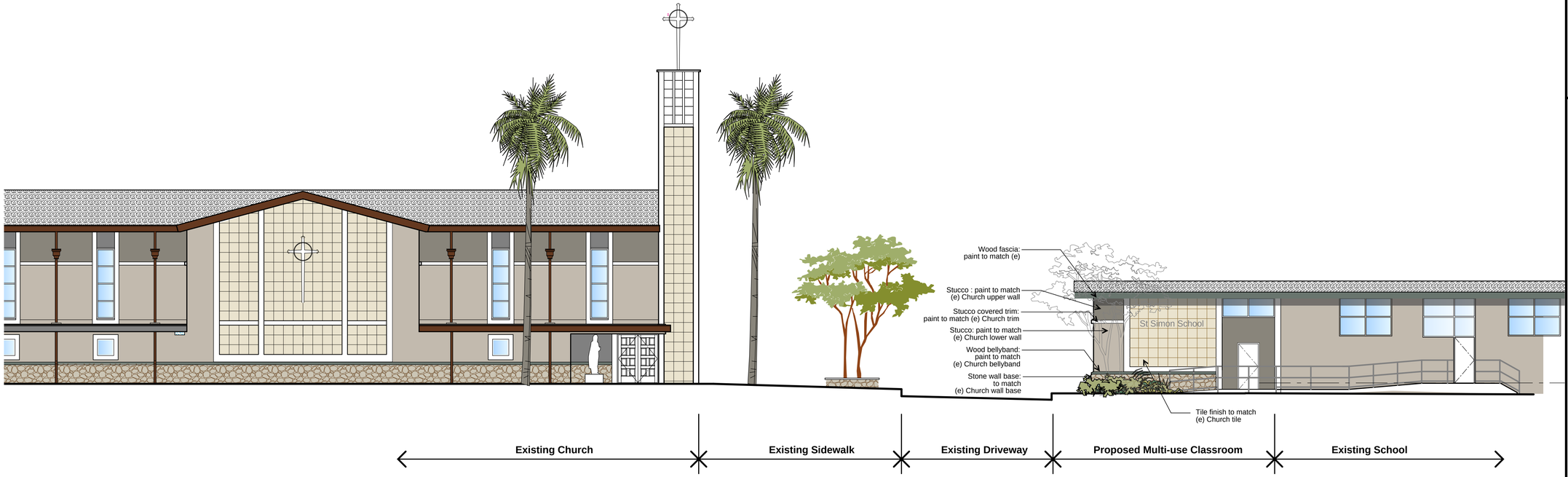
Multi-Use Classroom Roof Plan

Scale: 1/8" = 1'-0"

B2.2

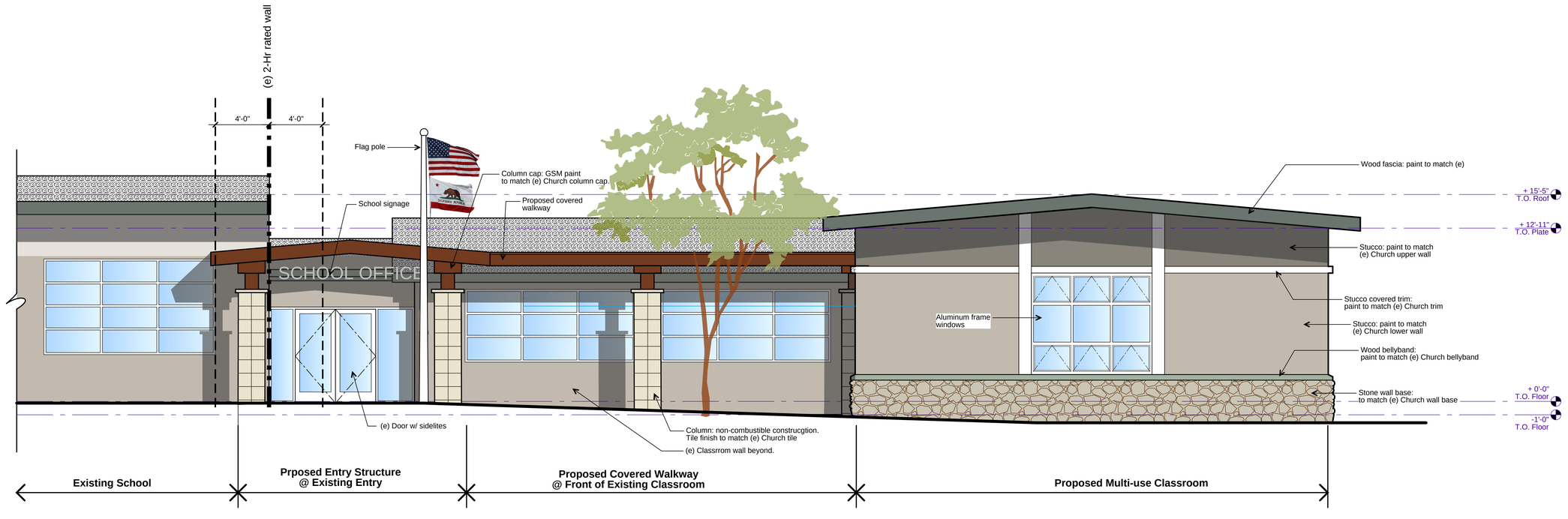
File: St Si Science/B2

Job #76H



Grant Road Elevation (East) 1

Scale: 1/8"=1'-0"



Driveway Elevation (South) 2

Scale: 1/4"=1'-0"

St Simon Parish
1860 Grant Road
Los Altos, CA 94024

Preschool Addition
School Multi-use
Classroom Addition

No.	Revision	Date
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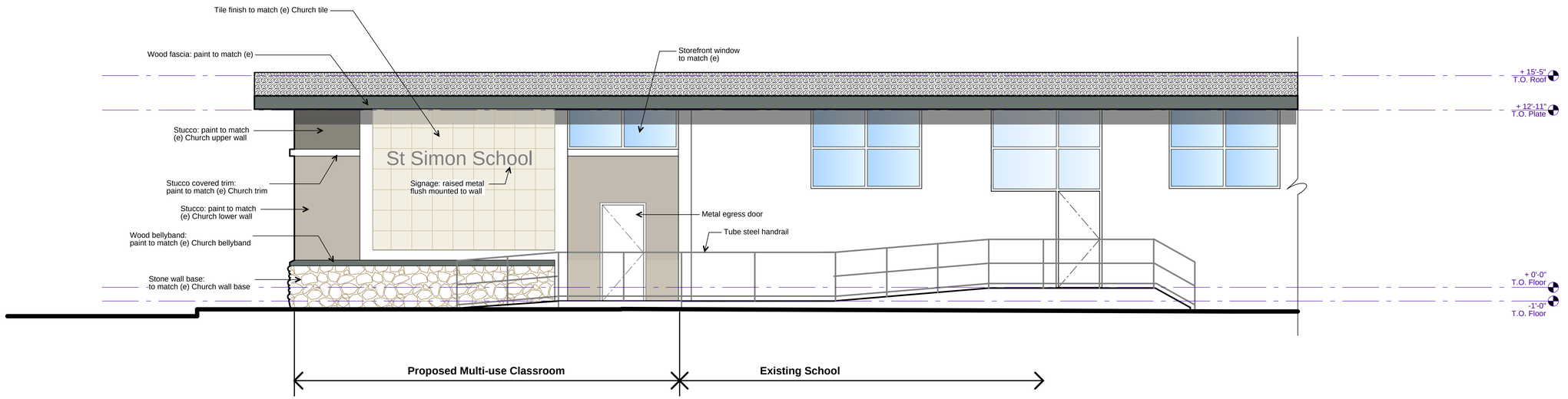
Multi-Use Classroom Exterior Elevations

Scale: As noted

B4.1

File: St Si Science/B2

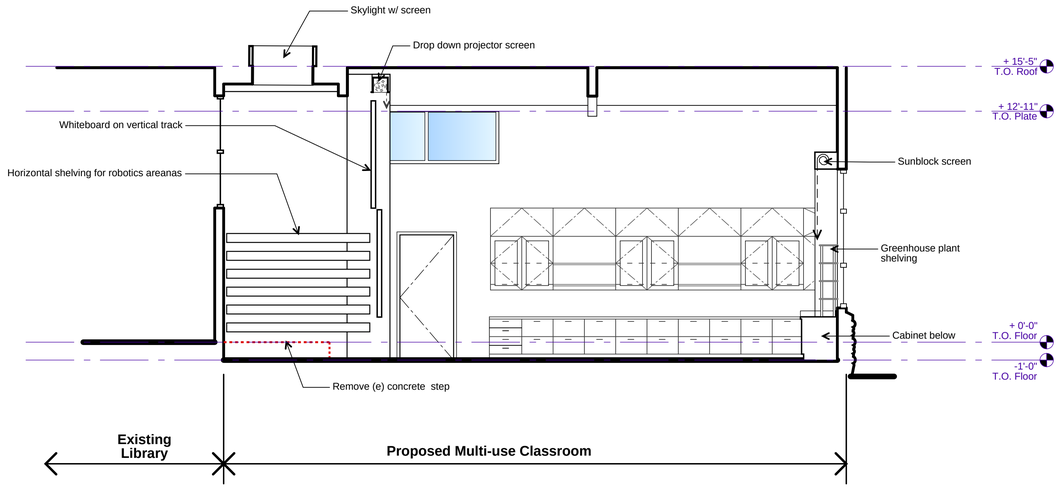
Job #76H



East Elevation

Scale: 1/8"=1'-0"

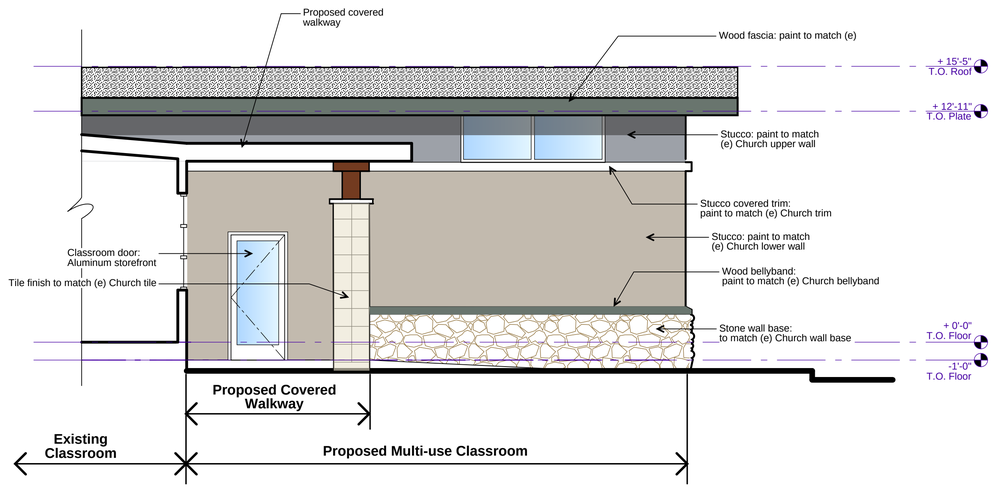
1



Section

Scale: 1/4"=1'-0"

3



West Elevation

Scale: 1/4"=1'-0"

2

St Simon Parish

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Classroom Addition

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Multi-Use Classroom Exterior Elevations

Scale: As noted

B4.2

File: St Si Science/B2

Job #76H

P

Q

R

S

T

U

V

St Simon Parish
1860 Grant Road
Los Altos, CA 94024

Preschool Addition
School Multi-use
Classroom Addition

No.	Revision	Date
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-	Owner Review	07-24-19

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School Addition Site Photos

Scale:

B6.1

File: St Si Preschool/A2 | Job #761