



PUBLIC HEARING

Agenda Item # 7

AGENDA REPORT SUMMARY

Meeting Date: March 23, 2021

Subject: Use Permit New Chinese Culture Immersion School at 461 Orange Avenue

Prepared by: Sean K. Gallegos, Associate Planner

Reviewed by: Jon Biggs, Community Development Director

Approved by: Brad Kilger, Interim City Manager

Attachment(s):

1. Resolution No. 2021-14
2. Draft Planning Commission Meeting Minutes, November 21, 2019
3. Planning Commission Agenda Report & Late Correspondence, November 21, 2019
4. Updated Applicant Cover Letter and Traffic Management Plan
5. Updated Traffic Impact Analysis
6. Project Plans

Initiated by:

Los Altos Chinese School, Applicant

Previous Council Consideration:

None

Fiscal Impact:

There is no negative fiscal impact to the City for this project. Should the project be approved, the developer will pay the required fees to the City.

Environmental Review:

The project is exempt from environmental review pursuant to Section 15301 of the State Guidelines implementing the California Environmental Quality Act (CEQA), as amended, because it involves the occupancy and use of an existing church facility.

Policy Question(s) for Council Consideration:

- Are the Chinese culture immersion school provided by a private school in existing classrooms of the Foothills Congregational Church at 461 Orange Avenue an appropriate use at this location?

Summary:

- The use permit would allow new Chinese culture immersion school to occupy existing classrooms at Foothills Congregational Church at 461 Orange Avenue.

Reviewed By:

City Manager

BK

City Attorney

JH

Finance Director

JM



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- The programs would include up to 75 students, ten employees/teachers, and operate between 12:00 pm and 6:00 pm, Monday through Friday.
- The church building is located in the PCF (Public and Community Facilities) District and private schools are allowed as a conditional use.

Staff Recommendation:

Move to adopt the Resolution No. 2021-___ to approve Use Permit 19-UP-02.

Purpose

Consider a use permit to allow a private school use with up to 75 students to operate at the Los Altos Lutheran Church at 460 S. El Monte Avenue.

Background

The Foothills Congregational Church is located at the corner of Lincoln Avenue and Orange Avenue. The site is designated as Public and Institutional in the General Plan and is zoned Public and Community Facilities (PCF). The church was originally approved and constructed in 1914, a two-story classroom building was added in 1969 and a 1,300 square-foot second floor expansion of the existing second story was added for additional classrooms in 1990.

The private school use (Chinese culture immersion) is to be located on the lower level of the classroom building. The front of the classroom building faces internally toward the church's sanctuary and offices, the rear is oriented towards a neighboring religious institution which are also designated Public and Community Facilities and the east and west sides of the building abuts public right-of-ways (Orange Avenue and Lincoln Avenue).

The PCF District allows for private school uses, per Chapter 14.58.030 of the Zoning Code (Community Facilities), as a conditional use. As required in Chapter 14.58.050, the minimum site area shall be one acre for each of the conditional uses.

According to Section 14.66.030 (Nonconforming lots) of the Los Altos Municipal Code, a "site, lot, or other parcel of real property having an area or dimensions less than the minimum site area or dimensions prescribed for the district within which the site, lot, or other parcel of real property is located which either (1) is shown on a duly approved and recorded map, and for which a deed or valid contract of sale was of record in the office of the county recorder prior to February 4, 1958, and which had a legal area or dimensions at the time the deed or contract of sale was recorded, or (2) is shown on a duly approved and recorded map which was approved by the city or another authorized legislative body, may be used but shall be subject to the regulations for the district within which the site, lot, or other parcel of real property is located."



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The existing site has a site area of 19,564 square feet, where the minimum required site area for a conditional use permit is one acre. Since the subject site is a nonconforming lot that complies with Section 14.66.030, the pre-existing non-conforming lot in the PCF District is subject to the regulations for the district within which the site, lot, or other parcel of real property is located. Therefore, a conditional use permit, allowed per Section 14.58.030 of the Los Altos Municipal Code, may be considered. In this case, the private school use will occupy an existing facility if a conditional use permit is granted.

Planning Commission

On November 21, 2019, the Planning Commission held a public hearing for a Use Permit for a new Chinese culture immersion school to use existing classrooms at the Foothills Congregational Church. Following public comment and Commission discussion of the proposal, the Commission unanimously voted to recommend approving the conditional use permit subject to the listed findings and conditions contained in the draft resolution and recommended the following additional conditions:

- Provide an annual compliance report submitted to the Community Development Department;
- Develop a traffic management plan that addresses drop-off/pick-up and a carpool van;
- Use appropriate signage, staffing and monitoring that shall be outlined in the traffic management plan;
- Acknowledgement or check in by those taking students to or from the site with drop-off/pick-up locations limited to Lincoln Avenue and applicant discouraging the use of Orange Avenue;
- Complete Streets Commission to review use permit prior to consideration by the City Council;
- Develop a plan for outdoor activities; and
- Any student population increase beyond approved enrollment number requires a use permit amendment.

The final meeting minutes for the November 21, 2019 Planning Commission are provided as attachment 2.

On February 26, 2020, the Complete Streets Commission held a public hearing for a Use Permit for a new Chinese culture immersion school to use existing classrooms at the Foothills Congregational Church. Following public comment and Commission discussion of the proposal, the Commission unanimously voted to recommend approving the Project subject to the following directions and conditions:



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Directions:

1. The applicant shall investigate measures to install fencing to secure the entry, exit and courtyard for the safety of the children attending the school;
2. Prior to Council review, the applicant shall revise the project description to incorporate the Operations Description in Section 3.0 of the Traffic Impact Analysis report; and
3. The Transportation Management Plan shall be revised to show it is rigorously enforced with specific metrics and standards for compliance and enforcement.

Conditions:

1. One year after project approval, the Planning Commission shall conduct a review of the use permit to confirm compliance with the Conditions of Approval; and
2. The private school should consider issuing parking permits/tags for parents/guardian and employee parking.

Discussion/Analysis

Proposed Conditional Use

The private school (Chinese culture immersion) was previously located at the Hillview Community Center at 97 Hillview Avenue in Los Altos Avenue. A total of 3,211 square feet of floor area on the first level of the classroom building in the existing church school buildings would be occupied by the school.

Within the lower level of the classroom building, the Use Permit for private school (Chinese culture immersion) would allow the use of room 102 for a kindergarten program, and rooms 101, 112, 113, and 117 for after-school programs in the classroom building.

After extensive discussions between the applicant and residents of the neighborhood, the applicant revised the use permit application to limit enrollment at the private school. The revisions included eliminating the kindergarten classes in the morning and reducing the total enrollment for the school from 90 students to 75 students. The initial enrollment will include a maximum of 20 kindergarten children from 12:00 p.m. to 6:00 p.m., 20 after-school program students from 12:00 p.m. to 3:00 p.m., and a maximum of 55 after-school program students from 3:00 p.m. to 6:00 p.m. The ultimate enrollment for the private school could be a maximum of 75 children/students at any one time. The private school will operate Monday through Friday.

There will be two (2) teachers for each kindergarten class, plus eight (8) teachers for the after-school program. An updated cover letter with additional information about Los Altos Chinese School and the existing uses on the site is included as Attachment 4.



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In response to the Planning Commission’s direction to develop an outdoor plan for outdoor play, the private school proposes an outdoor play area in the courtyard. A plan for outdoor activities is outlined in the cover letter, and it limits the outdoor play area to the courtyard and requires staff oversight of students when they are outside the classroom. The Complete Streets Commission requested the applicant investigate measures to install fencing to secure the entry, exit and courtyard for the safety of the children attending the school. The applicant addressed the Complete Streets Commission’s request to secure the entry, exit and courtyard for improved safety by proposing temporary barriers to enclose the courtyard area, as outlined in the Traffic Management Plan (Attachment 4). However, the applicant did not install permanent fences or barriers for the courtyard due to potential impacts to the internal circulation of the church site.

Traffic

To evaluate any potential traffic impacts related to the proposed use, a traffic impact analysis (TIA) was prepared, and it is located as Attachment 3 in the Planning Commission Agenda report. An update TIA was prepared to respond to Complete Streets Commission request to add the Operations Description in Section 3.0 into the TIA, and it was updated to provide an evaluation of the potential Vehicle Miles Traveled (VMT) impacts per the City’s “Interim Department Policy for VMT & LOS Project Review.

The private school is a new use on the site that will add traffic to the surrounding streets that provide access to the site. The primary street that will provide access to the site is Lincoln Avenue. A potential secondary entrance provides access from Orange Avenue. However, the Traffic Management Plan restricts parking to only Lincoln Avenue for child drop-off and pick-ups, and Condition No. 8 does not permit parking on Orange Avenue

Table 4 of the TIA indicates the private school with afternoon kindergarten & after school program (75 children/students) will generate 47 trips during the PM peak hour (22 in and 25 out). The private school is estimated to generate a total of approximately 224 daily trips. The results of the level of service analysis for existing plus project scenarios are shown in Table 4 of the traffic impact analysis (Attachment 5).

The traffic impact analysis includes an analysis of the nearby street network and the intersections of Foothill Expressway/Main Street, Main Street-Burke Road/University Avenue, University Avenue/Lincoln Avenue, Lincoln Avenue/Orange Avenue, Lincoln Avenue/Sherman Street and Orange Avenue/Sherman Street that will receive additional traffic from the project, and evaluated the traffic conditions for two scenarios as follows:

- Existing Conditions. Existing AM and PM peak-hour traffic volumes at study intersections were based on new traffic counts collected in August 2019.



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- Existing Plus Project Conditions. Existing plus project conditions reflect the projected traffic volumes on the existing roadway network with completion of the project.

The TIA found that the project would not create a significant impact at the study intersections under any scenario. The intersection level of service calculation sheets are located in Table 5 of the TIA (Attachment 5). The TIA found that the private school use would have a negligible impact on study intersections, with an increase in critical delay of only 1.4 seconds during the worst-case scenario (AM peak at Orange/Sherman). Therefore, based on the findings outlined in the TIA, it does not appear that the new private school use will result in any significant traffic impacts.

The Foothills Congregational Church is accessed via University Avenue, Lincoln Avenue, Orange Avenue and Sherman Street. A review of the existing plus project PM peak hour volumes at the study intersections adjacent to the project site (Orange Avenue/Lincoln Avenue, Lincoln Avenue/Sherman Street and Orange Avenue/Sherman Street) demonstrates the individual movements are less than 60 vehicles per hour (vph) in all cases. In addition, the LOS data in Table 5 of the TIA indicates that vehicle delays at these study are in the LOS A range under the existing plus project scenario. Therefore, the TIA concludes that the project traffic will not have a significant negative impact on the circulation of the local street system.

In response to public comments regarding roadway descriptions in the TIA, the traffic consultant provided a response to public comments. The letter indicates the roadway classification descriptions in the TIA referenced the City's General Plan Circulation Element. Foothill Expressway is an Expressway within the study area and El Monte Avenue is classified as an Arterial between I-280 and Foothill Expressway. Main Street is a designated collector street east of Foothill Expressway. Burke Road, University Avenue, Lincoln Avenue, Orange Avenue and Sherman Street are local residential collector streets.

In response to direction from the Complete Streets Commission, the applicant revised the project description in the Traffic Impact Analysis to incorporate the Operations Description in Section 3.0

Project VMT Evaluation

The City of Los Altos draft VMT policy includes the following screening criteria relevant to the project:

- **Map-Based Screening:** Residential and employment land use projects located in areas of low VMT, defined as exhibiting VMT that is 15 percent or greater below the existing citywide average VMT, shall be presumed to have a less than significant transportation impact. Citywide average VMT per capita or per employee baseline values are obtained from the



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- Valley Transportation Authority (VTA) and may be amended periodically to reflect the best available data and most relevant base year.

The “Updated” TIA (Attachment 5) presents an evaluation of the potential project Vehicle Miles Traveled (VMT) impacts per the City’s “Interim Department Policy for VMT & LOS Project Review.” A VMT analysis is intended to determine if a project will have a significant environmental impact and if any TDM measures should be considered to reduce a project’s VMT. The VMT analysis concluded the trips associated with picking up a child or student from the After School Program will have a negligible environmental VMT impact. The project analysis estimated the VMT for the ten (10) new teachers associated with the After School Program based on their actual home locations. The project VMT is estimated at 11.40 per teacher (employee), which is 25.64% below the 9-County regional average (15.33 VMT per job). Therefore, the project will not have a significant environmental VMT impact.

Traffic Management Plan

In response to Planning Commission’s and the Complete Streets Commission’s direction, the applicant prepared a Traffic Management Plan. The proposed plan includes the following:

- Specifications of the drop-off and pick-up locations and parking restrictions along Orange Avenue.
- A requirement that staff members shall monitor the traffic management plan weekdays from 4:30 pm to 6:00 p.m.
- A requirement that the private school may not use promotional signage along Orange Avenue or Lincoln Avenue.
- A requirement that staff will supervise students in the Foothills Congregational Church (FCC) Parish Hall or courtyard area during play.
- An enrollment agreement stipulating a parent’s agreement to follow the traffic management plan or face penalties for noncompliance. (A copy of the enrollment agreement that outlines the standards for compliance and enforcement is attached to the Traffic Management Plan)
- A requirement that the applicant shall submit an annual compliance report to the City of Los Altos. The resolution includes condition No. 6, which requires “an annual compliance report shall be provided to the Community Development Director. The report shall provide the annual enrollment of the school and it shall report the school’s compliance with Traffic Management Plan.”

The resolution includes condition No. 9, which requires that “Foothills Congregational Church and the private school shall comply with the Traffic Management Plan.” The Traffic Management Plan is provided in Attachment 4.



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Parking

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

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

The adjacent 139 parking spaces along Lincoln Avenue, which serves Foothills Congregational Church and the neighboring St. Nicholas Catholic Church, were created through a joint effort between the City and the churches. A total of eight parking spaces are required for staff, which includes parking for the two kindergarten school instructors, the eight after-school teachers, and the two full-time and four part-time church administrators. Using the ITE Parking Generation rates (average) the project would require 27 parking spaces, and it is expected that during weekdays there will be sufficient parking spaces among the 139 to accommodate this parking demand. The off-site parking lot provides sufficient short-term parking spaces for drop-off and pick-up, and its design allows for sufficient parking for the staggered drop-off and pick-up periods.

The TIA includes an evaluation of parking in the general vicinity of the project site (Foothills Congregational Church). The parking survey recorded the total number of existing on-street and surface lot parking spaces with access on Lincoln Avenue, Orange Avenue, and Sherman Street. The parking survey recorded the actual number of vehicles parked in each area between 2:30 p.m. and 6:30 p.m. on August 29, 2019. The parking survey data in Table 3 in the TIA indicates that the peak demand period was documented at 5:00 p.m. (17 of the 139 spaces occupied along Lincoln Avenue, 12%). (The TIA is located in Attachment 5)

Under a worst-case scenario, the private school use could use the remaining 122 spaces of the 139 parking spaces along Lincoln Avenue, if the drop-off and pick-up users all parked at once. However, the staggered drop-off and pick-up times for the private school and church programming do not create a demand for all parking spaces on the site at one time or for all of the 139 parking spaces immediately adjacent to the site along Lincoln Avenue. Due to limited parking and no loading areas available along Orange Avenue, the Planning Commission recommends the following condition (No. 8):

- No parking shall be permitted on Orange Avenue.

Church services and ancillary community meetings are primarily held outside the pick-up and drop off hours, or on nights and weekends when the Los Altos Chinese School programs are closed. The



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parking analysis demonstrates there is sufficient off-site parking along Lincoln Avenue to support the existing and proposed uses.

Use Permit Findings

The PCF (Public and Community Facilities) District regulations allow a variety of uses, some that are permitted by right and others that require a conditional use permit, such as the proposed private school programs.

The applicant is seeking approval of a use permit to allow a private school (Chinese culture immersion) with kindergarten and after-school programs to occupy existing classrooms at their facility at 460 S. El Monte Avenue. The private school would include a maximum of 20 kindergarten children (afternoon) from 12:00 p.m. to 6:00 p.m., 20 after-school program students from 12:00 p.m. to 3:00 p.m., and a maximum of 55 after-school program students from 3:00 p.m. to 6:00 p.m. and operate between 8:00 am to 8:00 pm, Monday to Saturday. The ultimate enrollment for the private school would be a maximum of 75 children/students. The private school will operate Monday through Friday.

The Planning Commission found that the use permit is consistent with the specific purposes of the PCF zoning district related to permitting educational uses that preserve the semipublic character of the area. A private school would not be detrimental to the surrounding residential uses. The hours of operation and 75 students for a kindergarten and after-school program is not a significant intensification of the use, and the use permit would comply with the regulations prescribed for the district as well as the general provisions of Chapter 14.02.

Options

- 1) Adopt the Resolution No. 2021-14 and approve Use Permit 19-UP-02

Advantages: Provides additional Chinese culture immersion and after-school programs in existing classroom space that can help meet the needs of families in the community.

Disadvantages: None identified.

- 2) Deny Use Permit 19-UP-02

Advantages: None identified.

Disadvantages: There will be fewer Chinese culture immersion and after-school program options available to families in the community.



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Recommendation

The Planning Commission recommends Option 1.

RESOLUTION NO. 2021-14

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LOS ALTOS GRANTING A USE PERMIT FOR A PRIVATE SCHOOL USE TO OPERATE AT THE FOOTHILLS CONGREGATIONAL CHURCH AT 461 ORANGE AVENUE AND MAKING FINDINGS OF EXEMPTION FROM CALIFORNIA ENVIRONMENTAL QUALITY ACT (“CEQA”)

WHEREAS, the City of Los Altos received a conditional Use Permit Application (19-UP-02) from Los Altos Chinese School, to allow Chinese immersion and after-school programs to operate at the Foothills Congregational Church at 461 Orange Avenue; and

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

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

WHEREAS, the Planning Commission held a duly noticed public hearing on the use permit on November 21, 2019, at which all public comment was considered, and voted to recommended approval to the City Council; and

WHEREAS, the City Council held a duly noticed public meeting on the use permit on March 23, 2021 at which all public comment was duly considered; and

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

NOW THEREFORE, BE IT RESOLVED, that the City Council of the City of Los Altos hereby approves Use Permit 19-UP-02 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 March 2021 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Neysa Fligor, MAYOR

Attest:

Andrea Chelemengos, CITY CLERK

EXHIBIT A

FINDINGS

With regard to Use Permit 19-UP-02 for the private school use, Los Altos Chinese School, to operate at the Foothills Congregational Church at 461 Orange Avenue, based upon substantial evidence in the record before the City, the City Council finds in accordance with Section 14.80.060 of the Los Altos Municipal Code that:

1. The proposed location of the conditional use is desirable or essential to the public health, safety, comfort, convenience, prosperity or welfare because it is an educational use being located in an existing religious institution building that was designed to provide for this type of use.
2. The proposed location of the conditional use is in accordance with the objectives of the zoning plan as stated in Chapter 14.02 of Title 14, Zoning, because it is an appropriate location for a needed community facility, a private use, and it is an appropriate business activity to be located in an existing church facility.
3. The proposed location of the conditional use, under the circumstances of the particular case, will not be detrimental to the health, safety, comfort, convenience, prosperity or welfare of persons residing or working in the vicinity or injurious to property or improvements in the vicinity because a preschool use already exists on the site, the use will occupy existing classrooms, and the private school schedule will ensure that a minimal amount of additional traffic will be added to the neighborhood street network during the morning (PM) peak hour and the transportation impact analysis conducted for this use has documented this.
4. The proposed conditional use will comply with the regulations prescribed in Chapter 14.70, community facilities in an Public and Community Facilities District, and the general provisions of Chapter 14.58 because it is a private school use that is occupying existing space in a church facility, it will maintain the existing character and appearance of the Foothills Congregational Church, it has adequate available parking to meet the needs of the new private school use as well as the existing uses, it meets all other regulations prescribed for public and community facilities.

CONDITIONS

1. **Approved Plans**
The use permit approval is based upon the plans and materials received on August 14, 2019, except as modified by these conditions.
2. **Hours of Operation**
The private school is permitted to operate between the hours of 8:30 a.m. and 6:00 p.m., Monday through Friday.
3. **Occupancy**
The private school is permitted to have up to 75 students and 10 staff members. The enrollment shall be limited to a maximum of 20 kindergarten chinese immersion children from 12:00 pm to 6:00 pm, 20 afterschool program students from 12:00 pm to 3:00 pm, and 55 after-school programs students from 3:00 pm to 6:00 pm.
4. **Outdoor Activities**
The private school will not permit students outdoors for activities or play periods during the hours of operation.
5. **Use Permit Review**
One year after project approval, the Planning Commission shall conduct a review of the use permit to confirm compliance with the Conditions of Approval
6. **Annual Compliance Report**
An annual compliance report shall be provided to the Community Development Director. The report shall provide the annual enrollment of the school and it shall report the school's compliance with Traffic Management Plan.
7. **Private School Location**
The private school may only operate in the lower level rooms of the detached class room building as shown in the site plan.
8. **Orange Avenue Parking**
No parking shall be permitted on Orange Avenue.
9. **Traffic Management Plan**
Foothills Congregational Church and the private school shall comply with the Traffic Management Plan
10. **Indemnification**
The applicant agrees to indemnify, defend, protect and hold City harmless from all costs and expenses, including attorney's fees, incurred by the City or held to be the liability of City in connection with City's defense of its actions in any proceeding brought in any State or Federal Court, challenging any of the City's action with respect to this use permit.



MINUTES OF A REGULAR MEETING OF THE PLANNING COMMISSION OF THE CITY OF LOS ALTOS, HELD ON THURSDAY, NOVEMBER 21, 2019 BEGINNING AT 7:00 P.M. AT LOS ALTOS CITY HALL, ONE NORTH SAN ANTONIO ROAD, LOS ALTOS, CALIFORNIA

ESTABLISH QUORUM

- PRESENT: Vice-Chair Lee Commissioners Ahi, Bodner, Bressack and Marek
- ABSENT: Chair Samek and Commissioner Meadows
- STAFF: Community Development Director Biggs and Assistant City Attorney Kara Ueda

PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

None.

CONSENT CALENDAR

1. **Planning Commission Minutes**
Approve minutes of the regular meeting of November 7, 2019.

Action: Upon motion by Commissioner Bressack, seconded by Commissioner Ahi, the Commission approved the minutes from the November 7, 2019 Regular Meeting as amended by Commissioner Bodner.

The motion was approved (5-0) by the following vote:

AYES: Lee, Ahi, Bodner, Bressack and Marek

NOES: None

ABSENT: Samek and Meadows

SPECIAL ITEM

2. **Commission Reorganization**
Election of Chair and Vice Chair

This item has been continued to the next Planning Commission meeting.

PUBLIC HEARING

3. **CUP19-0003 and VCMF19-0002 – Melissa Bryant-Neal, Los Altos Veterinary Clinic – 1150 Riverside Drive:** Conditional use permit and variance to allow an animal clinic in the Commercial Neighborhood to be located adjacent to an R1 District where a 50-foot minimum separation is required. *Project Planner: Niday*

Assistant Planner Niday presented the staff report recommending approval of Conditional Use Permit and Variance applications CUP19-0003 and VCMF19-0002 subject to the suggested findings and recommended conditions.

Veterinarians Dr. Echerd, Dr. Melissa Bryant-Neal and resident Abby Ahrens presented the project.

Public Comment

Resident Don Durr gave his support for the project.

Resident Nancy Ellickson gave her support for the project.

Resident Karina Nilsen gave her support for the project and said this is the perfect location.

Action: Upon motion by Commissioner Bressack, seconded by Commissioner Ahi, the Commission approved Conditional Use Permit and Variance applications CUP19-0003 and VCMF19-0002 subject to the suggested findings and recommended conditions.

The motion was approved (5-0) by the following vote:

AYES: Lee, Ahi, Bodner, Bressack and Marek

NOES: None

ABSENT: Samek and Meadows

4. 19-UP-02 – Los Altos Chinese School – 461 Orange Avenue

Use Permit for a new Chinese immersion program and after-school program to use existing classrooms at the Foothills Congregational Church. The programs would include up to 90 students and operate between 8:30am to 6:00pm, Monday to Friday. *Project Planner: Gallegos*

Community Development Director Biggs presented the staff report recommending approval to the City Council of Use Permit 19-UP-02 subject to the listed findings and conditions contained in the resolution.

John Miller representing Foothills Congregational Church presented the project stating that if a school, Lincoln Park might be utilized for outdoor space.

Project Circulation Engineer Keith Higgins gave an overview of the Circulation Study and that he came to the same conclusion as Jamie Rodriguez.

Public Comment

Resident David Hurd gave his support for the project and said last year the church policy was no driving on Orange Avenue.

Resident Lei Huang gave his support for the project.

Resident Charlie Golden stated his support for the well-designed program that is meeting a need in the community.

Resident David Nudell stated concerns over safety and traffic.

Resident Harry Guy stated that this was not an appropriate location for a school; the project was not looked at by the Complete Streets Commission; and 224 trips feels like a large impact.

Resident Grant Bowen stated concerns with traffic and notices a lot of speeding on the neighboring streets.

Resident Iris Roth stated concerns with safety and traffic; mentioned the current location at Los Altos Lutheran Church; the details related to the proposed school are unclear; 600 students by 2020; and the traffic study between 4-6 p.m. with a 244-vehicle impact.

Resident Dana Tasic expressed concerns over traffic.

Resident Mark Homan stated he lives directly across the street and asked the recommend denial of the use permit since church goers flood the neighborhood.

Resident Tim Fitzgibben stated he is a member of Foothills Congregational Church and his children attend this school.

Resident Jill Curcio asked for denial of the use permit and to consider old Los Altos at large.

Resident Stacey Walter said a school is not appropriate; noted the school operated without the use permit and saw the activity in violation of the use permit; has parking concerns; and said no outdoor play seems infeasible.

Resident John Curcio stated his opposition for his family's quality of life; said the school will have a negative impact and others will profit at the City's expense; the site is inappropriate for 90 students; and the buildings do not meet standards for schools.

Resident Dan Arra stated traffic concerns; noting traffic has increased over the years; and a car regularly gets hit on the street.

Resident Janet Corrigan stated a lack of notice and transparency; trusts that an added 216 vehicle trips will impact University and Orange Avenues; said she was almost hit by a vehicle in the area; and asked why the applicant can't find another school to locate in.

Resident Braden Beck stated he found out about the meeting a few days ago and said he has a petition in opposition to the school because it will impact the area from 4:30-6:30 p.m. five days a week.

Commission Discussion

Commissioner Ahi

- Trying to maximize an underutilized space;
- Noted traffic report inconsistencies; and
- Should clearly demonstrate an accurate vehicle count appropriate for drop-off/pick-up.

Commissioner Bodner:

- Lack of space in the City of Los Altos for schools like this with no affordable space available to help serve a public need/service;
- Should use underutilized spaces – that's how community space is made affordable by design;
- This has been done before and remembers many examples;
- Doesn't see why this neighborhood can't accommodate this use;
- Neighbor concerns become very alarmist;
- Underutilized spaces can accommodate more;
- Gave her support for the use permit;
- Understands the traffic and said parking issues can be managed; and
- Neighbors are affected but not detrimentally impacted and the impact is actually quite minimal.

Commissioner Bressack:

- Traffic an issue in the City of Los Altos;
- Child care is a hidden issue in town that needs lots of good quality childcare that is readily available;
- The Building Official will address code compliance of the building;
- Lots of trips in the mornings for drop-off and pick-ups, could be a bit more staggered;
- The sound of kids playing is a joyous sound;
- Using underutilized space is a good thing; and

- You pay for child care and it's okay to have a for profit program in some underutilized spaces in the City.

Commissioner Marek:

- Traffic issues have been relayed; and
- This is not a school problem, but a circulation issue.

Vice-Chair Lee:

- Gave his support for the use permit; and
- The traffic report is a technical report.

Action: Upon motion by Commissioner Bressack, seconded by Commissioner Bodner, the Commission recommended to the City Council approval of Use Permit 19-UP-02 subject to the listed findings and conditions contained in the resolution and the following recommended conditions:

- Provide an annual compliance report submitted to the Community Development Department;
- Develop a traffic management plan that addresses drop-off/pick-up and a carpool van;
- Use appropriate signage, staffing and monitoring that shall be outlined in the traffic management plan;
- Acknowledgement or check in by those taking students to or from site with drop-off/pick-up locations limited to Lincoln Avenue and applicant discouraging the use of Orange Avenue;
- Complete Streets Commission to review use permit prior to consideration by the City Council;
- Develop a plan for outdoor activities; and
- Any student population increase beyond approved enrollment number requires a use permit amendment.

The motion was approved (5-0) by the following vote:

AYES: Lee, Ahi, Bodner, Bressack and Marek

NOES: None

ABSENT: Samek and Meadows

COMMISSIONERS' REPORTS AND COMMENTS

Community Development Director Biggs reported on the November 12, 2019 City Council meeting and November 19, 2019 Special City Council meeting.

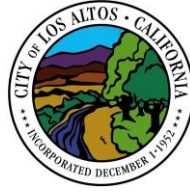
POTENTIAL FUTURE AGENDA ITEMS

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

ADJOURNMENT

Vice-Chair Lee adjourned the meeting at 9:08 P.M.

Jon Biggs
Community Development Director



PLANNING COMMISSION AGENDA REPORT

Meeting Date: November 21, 2019

Subject: 19-UP-02 – New Chinese Immersion and After-School program at 461 Orange Avenue

Prepared by: Sean K. Gallegos, Associate Planner

Initiated by: Los Altos Chinese School, Applicant

Attachments:

- A. Draft Resolution
- B. Applicant Cover Letter
- C. Traffic Impact Analysis, Pinnacle Traffic Engineering
- D. Public Correspondence
- E. Site Plan and Floor Plans

Recommendation:

Recommend to the City Council approval of Use Permit 19-UP-02 subject to the listed findings and conditions

Environmental Review:

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

Summary:

This conditional use permit is for a new Chinese immersion and after-school program that propose to occupy existing classrooms at Foothills Congregational Church facility at 461 Orange Avenue. The programs would include up to 90 students, ten employees/teachers, and operate between 8:30 am and 6:00 pm, Monday to Friday. The church building is located in the PCF (Public and Community Facilities) District and private schools are allowed as a conditional use.

Background

The Foothills Congregational Church is located at the corner of Lincoln Avenue and Orange Avenue. The site is designated as Public and Institutional in the General Plan and is zoned Public and Community Facilities (PCF). The church was originally approved and constructed in 1914, a two story classroom building was added in 1969 and a 1,300 square-foot second floor addition was added for additional classrooms in 1990.

The private school use (Chinese immersion and after-school program) is to be located on the lower level of the class room building. The front of the classroom building faces internally toward the

Subject: 19-UP-02 – New Chinese Immersion and After-School Programs at 461 Orange Avenue

church's sanctuary and offices, the rear is oriented towards a neighboring religious institution which is also designated Public and Community Facilities and the east and west sides of the building abuts public right-of-ways (Orange Avenue and Lincoln Avenue).

Discussion/Analysis

Proposed Use

Los Altos Chinese School is seeking a use permit to locate at 461 Orange Avenue and use a portion of the existing church facility. The private school (Chinese immersion and after-school programs) was previously located at the Hillview Community Center at 97 Hillview Avenue in Los Altos Avenue. A total of 3,211 square feet of floor area in the existing church school buildings would be occupied, with no outdoor play areas proposed for the use. The school's hours of operation would be 8:30 a.m. to 6:00 p.m., Monday through Friday. A cover letter with additional information about Los Altos Chinese School and the existing uses on the site is included as Attachment B.

The private school use is to be located on the lower level of the class room building. The Use Permit is requesting the use of room 102 for kindergarten program, and rooms 101, 112, 113, and 117 for after-school programs in the classroom building. A kindergarten class will occur in the morning (Monday to Friday, 8:30 a.m. to 11:30 a.m.) and afternoon (12:15 p.m. to 4:30-6:00 p.m.), and an after-school program for first to fourth grade students occurs in the afternoon (3:30 p.m. to 4:30-6:00 p.m.).

The initial enrollment includes 12 kindergarten children (morning and afternoon each) and 46 after school program students (total of 70 children/students). There will be two (2) teachers for each kindergarten class, plus eight (8) teachers for the after-school program. The 2019 church room assignment schedule for the initial enrollment is included in the Project Trip Generation Analysis. The Los Altos Chinese School anticipates a potential modest growth for a maximum of no more than 15 children/students per class (kindergarten - 4th grade). Ultimately, there could be 15 kindergarten children in each of the morning and afternoon classes, and 15 students in each class of the after-school program. The ultimate enrollment for the Kindergarten & After School Program could include up to 90 children/students. The private school will not include outdoor play programs for either of the new private school uses.

Traffic

The private school is a new use on the site that will add traffic to the surrounding streets that provide access to the site. The primary street that will provide access to the site is Lincoln Avenue, with a secondary access located on Orange Avenue. To evaluate any potential traffic impacts related to the proposed use, a traffic impact analysis (TIA) was prepared (Attachment C).

The private school is anticipated to generate 224 average daily trips, with 14 occurring during the AM peak hour and 47 during the PM peak hour. It is anticipated that the majority of traffic related to the Los Altos Chinese School will come from Lincoln Avenue using University Avenue or University Avenue/Sherman Street, but a small percentage of traffic may come from Orange Avenue or Orange Avenue/Sherman Street. A trip distribution exhibit is included on page 14 of the TIA.

Subject: 19-UP-02 – New Chinese Immersion and After-School Programs at 461 Orange Avenue

Based on this anticipated traffic pattern, the intersections at Foothill Expressway/Main Street, Main Street-Burk Road/ University Avenue, University Avenue/Lincoln Avenue, Lincoln Avenue/Orange Avenue, Lincoln Avenue/Sherman Street and Orange Avenue/Sherman Street, were studied in the TIA.

The TIA found that the project would not create a significant impact at the study intersections under any scenario. The intersections of Lincoln Avenue/University Avenue, or Orange Avenue/Lincoln Avenue, or Orange Avenue/Sherman Street, or Lincoln Avenue/Sherman Street would operate at LOS A during the AM and LOS A during the PM peak hours under existing plus project conditions. The intersections of Main Street-Burke Road/University Avenue, or University Avenue/Sherman Street would operate at LOS A during the AM and LOS B during the PM peak hours under existing plus project conditions. The intersection of Foothill Expressway/Main Street would maintain an LOS B-, with no change in LOS. The intersection of El Monte Avenue would maintain an LOS C, with no change in LOS. The intersection level of service calculation sheets are included in Attachment C. The TIA found that the private school use would have a negligible impact on study intersections, with an increase in critical delay of only 1.4 seconds during the worst-case scenario (AM peak at Orange/Sherman). Therefore, based on the findings outlined in the TIA, it does not appear that the new private school use will result in any significant traffic impacts.

Parking

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

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

The adjacent 193 parking spaces along Lincoln Avenue which serves Foothills Congregational Church and the neighboring St. Nicholas Catholic Church were created through a joint effort between the City and the churches. A total of eight parking spaces are required for staff, which includes parking for two kindergarten school instructors, eight after-school teachers, and two full-time and four part-time church administrators. The parking lot provides sufficient short-term parking spaces for drop-off and pick-up, and its design allows for sufficient parking for the staggered drop-off and pick-up periods.

The TIA includes an evaluation of parking in the general vicinity of the project site (Foothills Congregational Church). The parking survey recorded the total number of existing on-street and surface lot parking spaces with access on Lincoln Avenue, Orange Avenue, and Sherman Street. The parking survey recorded the actual number of vehicles parked in each area between 2:30 p.m. and 6:30 p.m. on August 29, 2019. The survey was conducted every 15 minutes to identify peak demand period and any patterns related to parking space turn-over-rates. The parking survey data in Table 3 in the TIA indicates that the peak demand period was documented at 5:00 p.m. (34 of the 193 spaces occupied, 18%). It's noted that the peak demand period for the on-street parking along Lincoln

Subject: 19-UP-02 – New Chinese Immersion and After-School Programs at 461 Orange Avenue

Avenue (Areas 1-4) was also at 5:00 p.m. (17 of the 139 spaces occupied, 12%). A summary of the table is provided in Table 3 in the TIA (Attachment C)

Under a worst-case scenario, the private school use could use the remaining 122 spaces of the 139-parking spaces along Lincoln, if the drop-off and pick-up users all parked at once. However, the staggered drop-off and pick-up times for the private school and church programming do not require all parking spaces on the site at one time of the 139 parking spaces immediately adjacent to the site along Lincoln Avenue.

Church services and ancillary community meetings are held outside the pick-up and drop off hours, or on nights and weekends when the Los Altos Chinese School programs are closed. The parking analysis demonstrates there is sufficient off-site parking along Lincoln Avenue to support the existing and proposed uses.

Noise

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

In regard to noise that may be generated by the proposed use, the private school will not permit students outdoors for activities or play periods during the hours of operation. Due to no outdoor activities occurring with the private school use, it is not expected to impact nearby residential properties and is separated by the street in relationship to the nearest neighbors.

Use Permit Findings

In order to add a new private school use to this existing church facility, a use permit is required. The proposed private school facility is being located on the site of an existing community facility, is adjacent to a public/community facility – St. Nicholas Catholic Church, will be occupying an existing church facility and will not be generating any significant new traffic or parking impacts. The addition of the private school to the site reflects the needs of different operators and the growing needs of families in the area. Therefore, with the recommended conditions, staff finds that the proposed conditional use permit is consistent with the General Plan and zoning ordinance and does not create any negative impacts with regard to the public health, safety or welfare. The draft resolution (Attachment A) contains the suggested findings and recommended conditions for this use permit.

Public Correspondence

Staff received comments from five residents supporting the private school and three nearby property owners that raised parking, traffic and operational concerns regarding the operation of the private school. The letters are included in Attachment D.

RESOLUTION NO. 2019-__

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LOS ALTOS
GRANTING A USE PERMIT FOR A PRIVATE SCHOOL USE TO OPERATE
AT THE FOOTHILLS CONGREGATIONAL CHURCH AT 461 ORANGE
AVENUE AND MAKING FINDINGS OF EXEMPTION FROM CALIFORNIA
ENVIRONMENTAL QUALITY ACT (“CEQA”)**

WHEREAS, the City of Los Altos received a conditional Use Permit Application (19-UP-02) from Los Altos Chinese School, to allow Chinese immersion and after-school programs to operate at the Foothills Congregational Church at 461 Orange Avenue; and

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

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

WHEREAS, the Planning Commission held a duly noticed public hearing on the use permit on November 21, 2019, at which all public comment was considered, and voted to recommended approval to the City Council; and

WHEREAS, the City Council held a duly noticed public meeting on the use permit on _____, 2019 at which all public comment was duly considered; and

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

NOW THEREFORE, BE IT RESOLVED, that the City Council of the City of Los Altos hereby approves Use Permit 19-UP-02 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 ____ day of _____, 2019 by the following vote:

- AYES:
- NOES:
- ABSENT:
- ABSTAIN:

Lynette Lee Eng, MAYOR

Attest:

Dennis Hawkins, CMC, CITY CLERK

ATTACHMENT 1

EXHIBIT A**FINDINGS**

With regard to Use Permit 19-UP-02 for the private school use, Los Altos Chinese School, to operate at the Foothills Congregational Church at 461 Orange Avenue, based upon substantial evidence in the record before the City, the City Council finds in accordance with Section 14.80.060 of the Los Altos Municipal Code that:

1. The proposed location of the conditional use is desirable or essential to the public health, safety, comfort, convenience, prosperity or welfare because it is an educational use being located in an existing religious institution building that was designed to provide for this type of use;
2. The proposed location of the conditional use is in accordance with the objectives of the zoning plan as stated in Chapter 14.02 of this title because it is an appropriate location for a needed community facility, a private use, and it is an appropriate business activity to be located in an existing church facility;
3. The proposed location of the conditional use, under the circumstances of the particular case, will not be detrimental to the health, safety, comfort, convenience, prosperity or welfare of persons residing or working in the vicinity or injurious to property or improvements in the vicinity because a preschool use already exists on the site, the use will occupy existing classrooms, and the private school schedule will ensure that a minimal amount of additional traffic will be added to the neighborhood street network during the morning (PM) peak hour; and
4. The proposed conditional use will comply with the regulations prescribed in Chapter 14.70, community facilities in an Public and Community Facilities District, and the general provisions of Chapter 14.58 because it is a private school use that is occupying existing space in a church facility, it will maintain the existing character and appearance of the Foothills Congregational Church, it has adequate available parking to meet the needs of the new private school use as well as the existing uses, it meets all other regulations prescribed for public and community facilities.

CONDITIONS**1. Approved Plans**

The use permit approval is based upon the plans and materials received on August 14, 2019, except as modified by these conditions.

2. Hours of Operation

The private school is permitted to operate between the hours of 8:30 a.m. and 6:00 p.m., Monday through Friday.

3. Occupancy

The private school is permitted to have up to 90 students and 10 staff members. The enrollment shall be limited to a maximum of 15 kindergarten children in morning classes, 15 kindergarten children in afternoon classes, and 60 students in the after-school program.

4. Outdoor Activities

The private school will not permit students outdoors for activities or play periods during the hours of operation.

5. Private School Location

The private school may only operate in the lower level rooms of the detached class room building as shown in the site plan.

5. Indemnification

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

Los Altos Chinese School

Our Mission

To deliver the highest quality immersion Chinese program and after-school program in Silicon Valley. To provide children a supportive environment to learn Chinese speaking, listening, reading and writing with a focus on the practical application of the language for everyday life.

Our goals

- To deliver the highest quality Chinese immersion afterschool program in Los Altos.
- To promote children's successful Chinese learning through workbooks, audio-visuals, and interactive class sessions.
- To provide a pleasant and natural environment where students can learn Chinese language and enjoy the rich culture with teachers, students build their vocabulary and language capability in a fun environment.

Curriculum

- Chinese immersion classes at Los Altos Chinese School are taught in Mandarin and HanYu Pinyin phonics by native Chinese speaking teachers
- Lessons Include Chinese language, literature, traditional and modern poetry, and calligraphy
- Children will build a solid Mandarin language foundation, which enables them to gradually and fully develop their Chinese listening, speaking, reading and writing skills.

Current Situation

LACS, a highly demanded and recommended Chinese enrichment afterschool program, currently located at Los Altos Community Center, 97 Hillview Ave, Los Altos. Our after-school program ranges from kindergarten to 5th grade. **About 95+ % of our students are from Los Altos Unified Schools.** Because our excellent Chinese immersion program, LACS enrolls students from diverse ethnic backgrounds, where about 20% are non-Chinese Speaking families.

Los Altos Chinese School offers daily enrichment program that includes Chinese language immersion, Chinese Culture, Story Telling classes thought by native Chinese speaker teachers; However, Los Altos Community Center was approved for a tear-down renovation. Our afterschool program was asked to vacate. We are now using facilities at Grant Park.

We plan to partner with Foothills Congregational Church, 461 Orange Avenue, Los Altos, a new location for our afterschool kinder – 5th grade students not far from the community center. This location will minimize drop-off and pick-up driving for our families, continue to provide a safe, challenging and enrichment program to our existing Los Altos School students and serve our community, we feel strongly

that the church will provide seamless transition for our afterschool program, where our school families can feel at ease attending classes and drop-off / pick up routine.

Description of Usage

- Number of Employees: We anticipate maximum of 10 teachers and teaching assistances for kindergartener to 5th grade student
- Number of Students: We estimate about 85 students from kindergarten to 5th grade
- Hours of Operation: Monday – Friday afternoons from 2:30 – 6pm. After school calendar will match los Altos School District calendar.
- Pick up & Drop off: Will be confined to the Lincoln Avenue side of the church buildings.
- (See Table on Page 3.) Additional parking is available across the median on the Lincoln Park side of Lincoln Avenue.
- Building usage: We plan to use the church building as classrooms for the language instruction and related enrichment classes for our students.
- Outside play: There is no outside playground on the church grounds. The students will go to Shoup Park for grade level recess.
- Starting Date: LACS hope to move to Foothills Congregational Church by the second week of January, 2020.

Room Assignments at Foothills Congregational Church

Room Name	Grade	Time	Number of Students	Number of Staff
Maple Room #101	K	2:30 – 6pm	15	2
Nursery #102	K	8:30am – 11:30 am	15	2
Nursery #102	K	12:15 pm-6 pm	15	Same as am
Room 112	1	2:30 – 6pm	15	2
Room 113	4	2:30 – 6pm	15	2
Room 117	3	2:30 – 6pm	15	2
Total			90	10

Pick-up and Drop-off Schedule

1. Majority (~80%) of the students are picked up from their regular schools by independent contracted drivers so during arrival time, there are about 6 - 8 cars with 4 – 8 students per vehicle.
2. Students are picked up by their own parents or care givers at a variety of times between 4:30 – 6pm.
3. All pick-up and drop-off will be escorted to class and signed-in and out by caregivers or parents.

Grade	Arrival ¹	Depart ²	Number of Students/Staff
Kinder – noon class	12pm	4:30 - 6pm	17
Kinder – afternoon class	2:30pm	4:30 - 6pm	15
1st – 2nd	2:50pm	4:30 - 6pm	20

ATTACHMENT 3

3 rd – 4 th	3:15pm	4:30 - 6pm	20
5 th	3:30pm	4:30 - 6pm	20
Staff – noon kinder class	12pm	6pm	2
Staff – afternoon K – 5 th classes	2pm	6pm	6
Total			100

For additional information about Los Altos Chinese School, please contact

Jane Bai



Director of Los Altos Chinese School

650-564-4183

Los Altos Chinese School

乐山中文学校 (樂山中文學校)

<http://after.losaltoschinese.school/>

FOOTHILLS CONGREGATIONAL CHURCH:
CHURCH SITE ROOM Assignments 2019

For Church Members, Community Members and future Los Altos Chinese School use

Key: does not include one-time only or occasional room use by church or community members

Room regularly reserved for FCC Church use

Room regularly reserved for current community program use

Proposed Room reservation for future Los Altos Chinese School (LACS) use

Learning Center FIRST Floor Rm # /Occupancy Limit/ROOM NAME	Organization	Number of attendees	Day/Time
Room # 102/19: NURSERY	FCC Church use	2-5	Sunday: 8:30am - 12:00pm
	LACS Kindergarten	15	Mon-Thurs: 8:30am - 11:30 pm
	LACS Kindergarten	15	Mon-Fri: 12:15pm- 6:00 pm
Room #101/15 MAPLE ROOM	FCC Church use	5-8	2 nd Sunday: 11:15 – 12:15pm
	FCC Church use	6-11	Sunday: 11:15 – 12:15pm - 5 times/year
	FCC Church use	2-4	Sunday: 11:15 – 12:15pm - 4 times/year
	FCC Church use	2-3	Mon: 9:00-10:30 am
	LACS	15	Mon-Fri 2:30pm - 6:00pm
	FCC Church use	2-12	2 nd Mon: 7:30pm -9:00pm
	FCC Church Use	2-10	2 nd Sat: 9:00-10:30 am
Room #108 ASSOCIATE MINISTER OFFICE	FCC Church Use	1-3	Mon -Thurs., Sunday: 8:00-2:00pm plus other irregular hours
Room #112/19 MIDDLE MEETING CLASSROOM		5-20	
	FCC Church use		Sunday: 8:30am -12:00pm
	FCC Church use	3-6	Mon: 10:00-12:00pm
	LACS	18	Mon-Fri 2:30-6:00
	FCC Church use	8-12	4 th Mon: 7:00-9:00pm
	Parkinson Support	10-20	2 nd Tues: 10:30 -12:30pm
	Deep Peninsula Dog Training Club	18-35	3 rd Tues: 7:00pm -8:30pm
	FCC Church use	10-20	Wed: 6:00pm -7:30pm

FOOTHILLS CONGREGATIONAL CHURCH:
CHURCH SITE ROOM Assignments 2019

For Church Members, Community Members and future Los Altos Chinese School use

Key: does not include one-time only or occasional room use by church or community members

Room regularly reserved for FCC Church use

Room regularly reserved for current community program use

Proposed Room reservation for future Los Altos Chinese School (LACS) use

Learning Center FIRST Floor Rm # /Occupancy Limit/ROOM NAME	Organization	Number of attendees	Day/Time
Room #113/21 MIDDLE MEETING ROOM/LIBRARY	LACS	20	Mon-Fri 2:30-6:00
	Parkinson Support	10-20	2 nd Tues: 10:30 -12:30pm
	Deep Peninsula Dog Training Club	18-35	3 rd Tues: 7:00pm -8:30pm
	FCC Church use	5-12	Thurs: 11:00am -12:15pm
	FCC Church use	5-16	2 nd Thurs: 7:00pm-8:30pm
	FCC Church use	12-18	3 rd Thurs: 7:15pm-8:45pm
Room #117/ 20 CHOIR ROOM	FCC Church use	10-20	Sunday 8-12:00
	LACS	19	Mon-Fri 2:30-6:00
	FCC Church use	1-25	Wed: 6:00-9:30pm
	Cantabile	2-4	Fri 12:00-7:00
Learning Center SECOND Floor	Organization	# of attendees	Day/Time
Rm #201/ 14 PF-YOUTH ROOM	FCC Church use	4-10	Sunday: 8:00 – 1:00pm
	Cantabile	10-12	Mon & Tues: 4:00-8:30
	Cantabile	10-12	Thurs: 3:30-7:30
Room #204/ 14 UPPER MEETING ROOM	FCC Church use	varies	Sunday: available for use
	LACS OFFICE SPACE	1-3	Mon – Fri: 9:00 am -5:00 pm
	Cantabile	6-8	Wed: 5:00pm -7:30pm THIRD WEEK OF THE MONTH

FOOTHILLS CONGREGATIONAL CHURCH:
CHURCH SITE ROOM Assignments 2019

For Church Members, Community Members and future Los Altos Chinese School use

Key: does not include one-time only or occasional room use by church or community members

Room regularly reserved for FCC Church use

Room regularly reserved for current community program use

Proposed Room reservation for future Los Altos Chinese School (LACS) use

Learning Center FIRST Floor Rm # /Occupancy Limit/ROOM NAME	Organization	# of attendees	Day/Time
Rm #205&206/ 20 UPPER CLASSROOM	FCC Church use	varies	Sun: 8:00 – 12:00 pm
	FCC Church use	3-5	2 nd Sun: 11:15-12:15pm
	Cantabile	14-20	Mon, Tues, Thurs: 3:30-6:30
	Cantabile	2-4	Fri: 12:00-7:00
	FCC Church use	4-6	2 nd Tu 7:30 pm – 9:00 pm
Room #209/ 16 MIDDLE SCHOOL RM	FCC Church use	4-10	Sunday: 11:45-1:00pm
SANCTUARY/Office Building	Organization	# of attendees	Day/Time
Room #300/ 155 SANCTUARY	FCC Church use	80-155	Sunday: 9-12
	Peninsula Women's Chorus	15-20	Irregular meeting times
Room 402 SENIOR MINISTER OFFICE	FCC Church use	1-6	Mon, Wed-Friday, Sunday: 9:30- 2:00pm plus other irregular hours
Room 400 ADMINISTRATIVE ASSISTANT OFFICE	FCC Church use	1	Monday-Friday: 9-4
Room # 404/ FIRESIDE MEETING ROOM	FCC Church use	1-20	Sunday 8:00 - 12:00pm
	Pilgrimage Home Meditation	20-35	Tues 6:30 am-8:30 am
	FCC Church use	6-9	Monday: 3:00 – 4:00pm
	FCC Church use	10-12	4 th Tues 10:30-11:30pm
	FCC Church use	3-6	Wed: 8:00-9:30am
	FCC Church use	2-10	1 st Wed: 2:00pm -3:30 pm
	FCC Church use	2-5	2 nd Wed: 1:00 2:30pm

FOOTHILLS CONGREGATIONAL CHURCH:
CHURCH SITE ROOM Assignments 2019

For Church Members, Community Members and future Los Altos Chinese School use

COMMUNITY PARISH HALL Room # 600/ PARISH HALL	Organization	# of attendees	Day/Time
	FCC Church use	40	Sunday; 8:00-12:00pm
	Boy Scouts Troop 76	6-17	Tues 7:30-9:00 pm
	Cantabile Youth Singers	30-50	Mon-Thurs: 3:30-9:00 pm
	A-Sharp Chorus	60	Fri: 7:30-9:30
	INSIGHT Meditation Group	10-20	Sat: 9:00-6:30 Monthly
	Discovery Shop/Los Altos	20-35	Irregular meeting times
	Discovery Shop/Los Altos	60-70	Christmas Party
Room # 607/ BALCONY	Cantabile Youth Singers	Storage	Sun - Sat

Key: does not include one-time only or occasional room use by church or community members

Room regularly reserved for FCC Church use

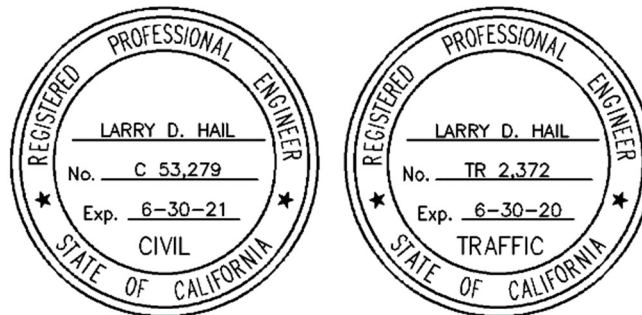
Room regularly reserved for current community program use

Proposed Room reservation for future Los Altos Chinese School (LACS) use

**LOS ALTOS CHINESE SCHOOL
KINDERGARTEN & AFTER SCHOOL PROGRAM**
City of Los Altos, California

TRAFFIC IMPACT ANALYSIS

Prepared for:
MR. JOHN MILLER
27462 Sunrise Farm Road
Los Altos Hills, CA 94022



Handwritten signature of Larry D. Hail in black ink.

Larry D. Hail, CE, TE, PTOE
PINNACLE TRAFFIC ENGINEERING
831 C Street
Hollister, California 95023
(831) 638-9260 • PinnacleTE.com

Nov. 4, 2019

EXECUTIVE SUMMARY

The Project Traffic Impact Analysis (TIA) presents an evaluation of the potential impacts associated with the proposed Kindergarten & After School Program. The Los Altos Chinese School has submitted a Use Permit application for a Kindergarten & After School Program at the Foothills Congregational Church (461 Orange Avenue). Access to the church is provided via University Avenue, Lincoln Avenue, Orange Avenue and Sherman Street. On-street parking along Lincoln Avenue (University Avenue to Sherman Street) is available for 139 vehicles, which includes 78 stalls adjacent to the Foothills Congregational Church and Saint Nicholas Catholic Church.

The initial phase of the Project TIA included preparing a detailed trip generation analysis. The Project Trip Generation Analysis (Aug. 12, 2019) presents a description of the operations and quantified the potential number of vehicle trips associated with the Kindergarten & After School Program. The program will have a morning (Monday - Friday, 8:30 to 11:30 AM) and afternoon kindergarten class (12:15 to 4:30-6:00 PM), and an after school program for 1st through 4th grade students (Monday-Friday, 3:30 PM to 4:30-6:00 PM). The initial enrollment includes a total of 70 children / students (12 kindergarten children in the morning & afternoon class, and 46 students in the after school program). The Los Altos Chinese School anticipates a potential modest growth for a maximum of no more than 15 children / students per class (total up to 90 children / students).

A shuttle van service operated by the Los Altos Chinese School will be used to transport kindergarten children during the mid-day period. The Kindergarten & After School Program is estimated to generate 47 trips during the PM peak hour (based on ITE “private” school trip rates). It’s noted the ITE trip generation rates may over-estimate the trips since the Kindergarten & After School Program will not function as a new stand-alone private school and many families will carpool (63% based on current enrollment). Therefore, the analysis in the Project TIA presents a worse case scenario. Based on the City’s Ordinance, the Kindergarten & After School Program will require at least 6 parking spaces. Using the ITE Parking Generation rates (average) the project would require 27 parking spaces. No on-street parking spaces will be dedicated or reserved for the existing church use or proposed school operations.

The Project TIA scope was defined in consultation with City staff. The evaluation of potential project impacts focuses on the analysis of traffic operations during the afternoon (PM) commuter peak hour at eight (8) study intersections. The evaluation of existing conditions was based on new traffic count data collected at the study intersections and methodologies consistent with the City of Los Altos and Santa Clara County Valley Transportation Authority (VTA) guidelines. The study intersections currently operate within acceptable limits during the PM peak hour, as defined by the City of Los Altos (LOS D or better). The analysis of existing plus project conditions demonstrates that the study intersections will continue to operate within acceptable limits during the PM peak hour (no change in the LOS). Therefore, the project will not significantly impact operations on the local street system based on the City’s “level of significance” criteria.

On-street parking is available along Lincoln Avenue, Orange Avenue and Sherman Street. A parking survey was conducted of the on-street and surface lots in the vicinity of the Foothills Congregational Church (2:30-6:30 PM). The parking survey identified the existing peak demand period on Lincoln Avenue at 5:00 PM (only 12% occupied). The parking survey area adjacent to the Foothills Congregational Church was only 29% occupied during the same period (27 spaces unoccupied). This demonstrates that there is sufficient on-street parking available on Lincoln Avenue to accommodate the parking demands associated with the proposed Los Altos Chinese School Kindergarten & After School Program. Therefore, the project will not significantly impact parking on the local street system.

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APPENDIX MATERIAL

- Study Intersection Traffic Count Data (August 29, 2019) - NDS
- Level of Service (LOS) LOS Descriptions
- TRAFFIC “Level of Service” (LOS) Worksheets (Existing & Existing Plus Project)
- Parking Survey Exhibit and Data (August 29, 2019) - NDS
- Project Trip Generation Analysis (Aug. 12, 2019) - Pinnacle Traffic Engineering

1.0 INTRODUCTION

The Project Traffic Impact Analysis (TIA) presents an evaluation of the potential impacts associated with the proposed Kindergarten & After School Program. The Los Altos Chinese School has submitted a Use Permit application for a Kindergarten & After School Program at the Foothills Congregational Church (461 Orange Avenue). The existing Foothills Congregational Church is located within the residential neighborhood west of Foothill Expressway, south of Main Street - Burke Road, and north of El Monte Avenue. Access to the existing church is provided via University Avenue, Lincoln Avenue, Orange Avenue and Sherman Street. On-street parking along Lincoln Avenue (University Avenue to Sherman Street) is available for 139 vehicles, which includes 78 stalls adjacent to the Foothills Congregational Church and Saint Nicholas Catholic Church. On-street parking is also provided along Orange Avenue (+/-14 stalls on the east side adjacent to the churches). The general location of the project site (Foothills Congregational Church) is illustrated on Figure 1 (Project Location Map).

Scope of Project TIA

The Project TIA scope was defined in consultation with City staff. The initial phase included a detailed trip generation analysis. The Project Trip Generation Analysis (Aug. 12, 2019) provided a description of the proposed operations and quantified the potential number of the vehicle trips associated with the Use Permit (Kindergarten & After School Program). The project trips were assigned to the local street system and the required project parking was estimated. As requested by City staff, the Project Trip Generation Analysis included a discussion regarding weekday activities at the local Saint Nicholas Catholic Church (473 Lincoln Avenue) and First Church of Christ Scientist (401 University Avenue). The Project TIA includes a summary of the data presented in the Project Trip Generation Analysis. A copy of the Project Trip Generation Analysis is included with the Appendix Material.

Per the City's TIA scope, the evaluation of potential project impacts focuses on the analysis of traffic operations during the afternoon (PM) commuter peak hour at the following study intersections:

- Foothill Expressway / Main Street
- Main Street - Burke Road / University Avenue
- University Avenue / Lincoln Avenue
- Lincoln Avenue / Orange Avenue
- Lincoln Avenue / Sherman Street
- Orange Avenue / Sherman Street
- University Avenue / Sherman Street
- El Monte Avenue / University Avenue

The evaluation of potential impacts focuses on the "existing" and "existing plus project" scenarios (as agreed by City staff). The Project TIA also presents an evaluation of on-street and surface lot parking in the general vicinity of the project site (Foothills Congregational Church).



LEGEND

 = Project Site



2.0 EXISTING CONDITIONS

The local roadway network serving the project site includes Foothill Expressway, El Monte Avenue, Main Street, Burke Road, University Avenue, Lincoln Avenue, Orange Avenue and Sherman Street. The following is a description of the local network and an evaluation of existing traffic operations.

Network Description

Foothill Expressway is a north-south regional facility that parallels I-280 through the City of Los Altos. In the vicinity of the project site, Foothill Expressway has two (2) travel lanes in each direction, Class II bike lanes and a posted speed limit of 45 miles-per-hour (mph). Foothill Expressway is signalized at Edith Avenue, Main Street, San Antonio Road and El Monte Avenue.

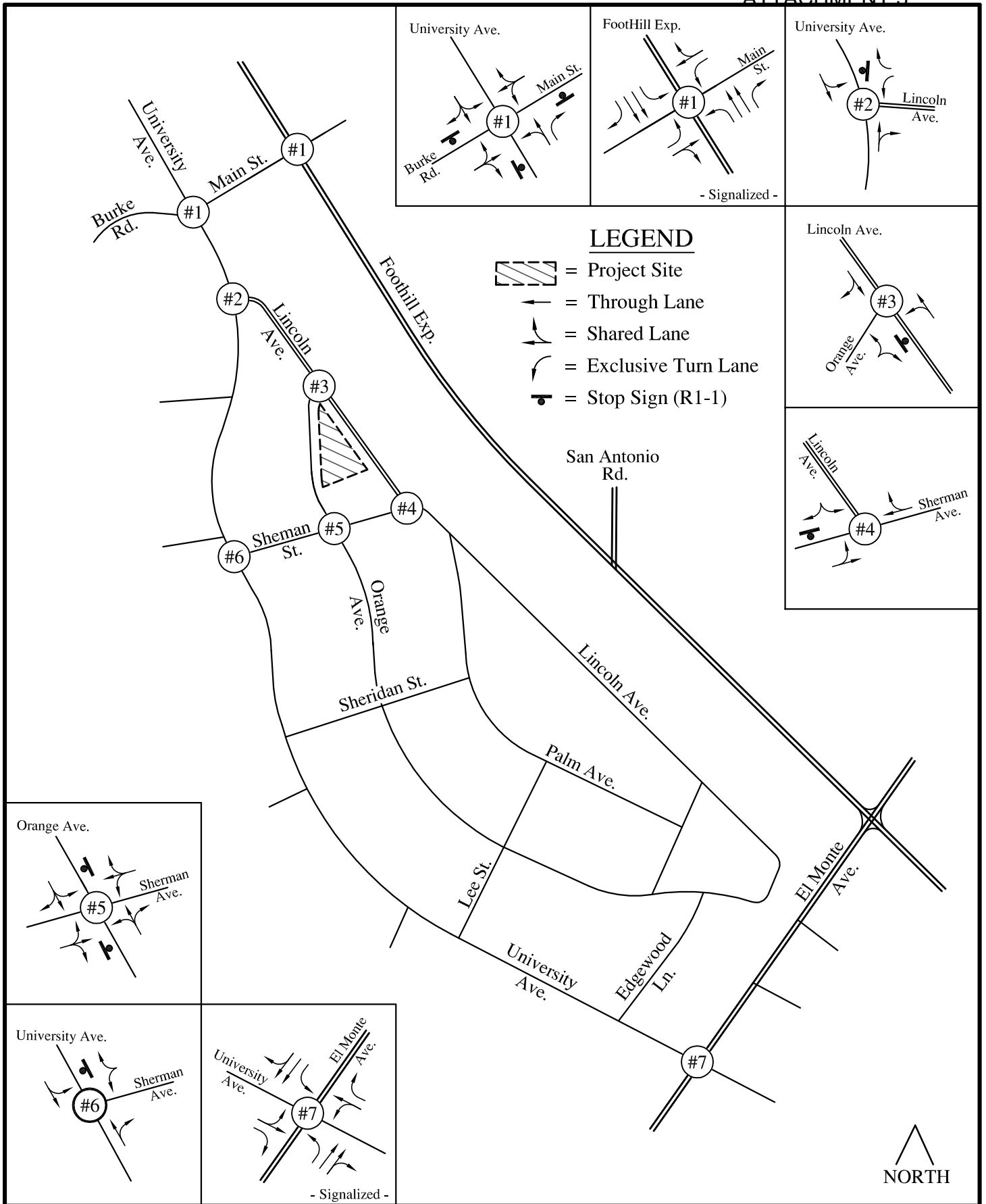
El Monte Avenue is an east-west arterial through the City of Los Altos. In the vicinity of the project site, El Monte Avenue has two (2) travel lanes in each direction, Class II bike lanes and a posted speed limit of 30 mph. El Monte Avenue is signalized at Foothill Expressway, University Avenue and Summerhill Avenue.

Main Street is an east-west collector street that extends east from Burke Road (at University Avenue) through the downtown area to San Antonia Road. Main Street has a single travel lane in each direction with on-street parking (angled) in the downtown area (west of Foothill Expressway). The westbound approach on Main Street at the Burke Road / University Avenue intersection is free-flowing, while the other three (3) legs of the intersection are stop sign controlled. Main Street is signalized at Foothill Expressway and 1st Street.

Burke Road is a local residential collector street that extends west from Main Street (at University Avenue). Burke Road has a single travel lane in each direction. Burke Road is stop sign controlled at the University Avenue intersection.

University Avenue is a local residential collector street that extends south from Edith Avenue to Anita Avenue (south of El Monte Avenue). University Avenue has a single travel lane in each direction with a posted 25 mph speed limit. There is a raised crosswalk on University Avenue south of Lincoln Avenue, and speed humps west of Milverton Road, east of Lee Street and west of Edgewood Lane. University Avenue is stop sign controlled at Edith Avenue and Main Street - Burke Road. University Avenue is signalized at El Monte Avenue.

The existing traffic control and approach lane geometrics at the study intersections are graphically illustrated on Figure 2A.



Traffic Volumes

New traffic count data was collected at the study intersections to document existing conditions during the afternoon commuter peak period (4:00-6:00 PM). The existing PM peak hour traffic volumes are illustrated on Figure 2B. It's noted that the traffic count data also includes the number of bikes and pedestrians. Copies of the new traffic count data are included with the Appendix Material.

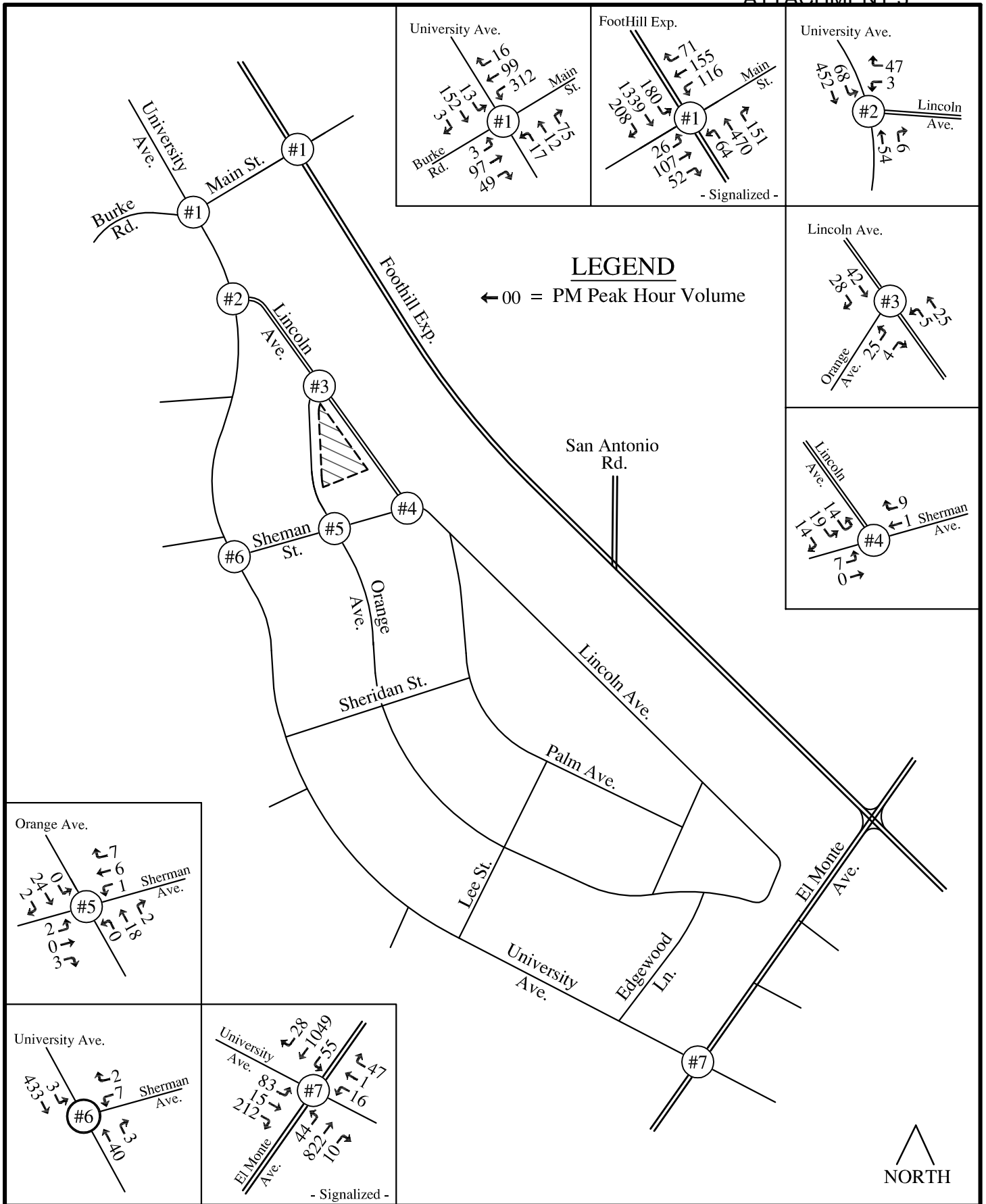
Intersection Analysis Methodology

Various "level of service" (LOS) methodologies are used to evaluate traffic operations. Operating conditions range from LOS "A" (free-flowing) to LOS "F" (forced-flow). The City of Los Altos has adopted the LOS D threshold as the lower limit for acceptable peak hour intersection operations. A brief description of the LOS values is included in the Appendix Material.

Vehicle delays at signalized intersections are evaluated for the overall peak hour as an "average." The LOS analysis for un-signalized intersections also reports average delay and delay for the "critical" movements (e.g. stop sign controlled approaches & main line left turn). The Santa Clara County Valley Transportation Authority (VTA) has guidelines for preparing traffic analyses (Transportation Impact Analysis Guidelines, Oct. 2014) and performing LOS analyses (Traffic Level of Service Analysis Guidelines, June 2003). Per the City's and VTA requirements, the evaluation of "peak hour" operations was conducted using the TRAFFIX software (2000 HCM). The LOS analysis assumes the County's Congestion Management Program (CMP) default parameters for the signalized intersections (e.g. saturation flow rates). Table 1 presents the LOS and average delay criterion for signalized and un-signalized intersections.

Table 1 - LOS and Delay Criterion

LOS Value	Signalized	Two-Way & All-Way Stop Control
	Average Delay (seconds/vehicle)	
A	< or = 10.0	< or = 10.0
B+	10.1 - 12.0	10.1 - 15.0
B	12.1 - 18.0	
B-	18.1 - 20.0	
C+	20.1 - 23.0	15.1 - 25.0
C	23.1 - 32.0	
C-	32.1 - 35.0	
D+	35.1 - 39.0	25.1 - 35.0
D	39.1 - 51.0	
D-	51.1 - 55.0	
E+	55.1 - 60.0	35.1 - 50.0
E	60.1 - 75.0	
E-	75.1 - 80.0	
F	> 80.0	> 50.0



Existing Intersection Level of Service Analysis

The LOS analysis for the study intersections was performed using the actual signal timing observed in the field and “peak hour factor” (PHF) data obtained from the new traffic count data. The existing bike and pedestrian volume data were also included in the LOS calculations. As previously described, the westbound approach on Main Street at the Burke Road / University Avenue intersection is free-flowing, while the other three (3) legs are stop sign controlled. Limitations of the TRAFFIX software doesn’t allow the coding of stop sign control on three (3) legs of an intersection and free-flowing traffic on the 4th leg. Therefore, the Main Street - Burke Road / University Avenue intersection was analyzed with “all-way” stop control. The results of the existing PM peak hour LOS analysis are presented in Table 2, with copies of the TRAFFIX worksheets included with the Appendix Material. It’s noted that the highest delay of the stop sign controlled approaches is reported in parenthesis for the unsignalized study intersections.

Table 2 - Existing PM Peak Hour Intersection LOS Analysis

Study Intersection	Traffic Control	Count Date	Avg. Delay (Sec.)	LOS Value
Foothill Exp. / Main St.	Signal	8/29/19	18.6	B-
<u>Main St.-Burke Rd. / University Ave.</u> Stop Controlled Approach (a) -	Stop Control	8/29/19	7.5 (14.3)	A (B)
<u>University Ave. / Lincoln Ave.</u> Stop Controlled Approach (a) -	Stop Control	8/29/19	1.5 (9.2)	A (A)
<u>Lincoln Ave. / Orange Ave.</u> Stop Controlled Approach (a) -	Stop Control	8/29/19	2.4 (9.3)	A (A)
<u>Lincoln Ave. / Sherman St.</u> Stop Controlled Approach (a) -	Stop Control	8/29/19	7.3 (8.8)	A (A)
<u>Orange Ave. / Sherman St.</u> Stop Controlled Approach (a) -	Stop Control	8/29/19	2.6 (9.0)	A (A)
<u>University Ave. / Sherman St.</u> Stop Controlled Approach (a) -	Stop Control	8/29/19	0.3 (11.3)	A (B)
El Monte Ave. / University Ave.	Signal	8/29/19	23.7	C

(a) Highest stop-sign controlled approach delay reported in parenthesis

The data in Table 2 indicates that the study intersections currently operate within acceptable limits during the PM peak hour, as defined by the City of Los Altos (LOS D or better). Delays on the stop sign controlled approaches at the unsignalized study intersections are within the LOS A-B range. Observations of actual operations did not notice any significant operational issues during the PM peak hour. The majority of vehicle queues at the signalized study intersections cleared every cycle.

Parking Survey Data

As previously stated, the Project TIA includes an evaluation of parking in the general vicinity of the project site (Foothills Congregational Church). To document the current availability of parking for the proposed project a detailed parking survey was conducted. The parking survey recorded the total number of existing on-street and surface lot parking spaces with access on Lincoln Avenue, Orange Avenue and Sherman Street. The parking survey areas are illustrated on Figure 3. It's noted that the surface lot on the south side of Sherman Street (Area #5) and west side of the Saint Nicholas Catholic Church (Area #7) are reserved for church parking.

The parking survey recorded the actual number of parked vehicles in each area between 2:30 and 6:30 PM (Aug. 29, 2019). The survey was conducted every 15 minutes to identify the peak demand period and any patterns related to parking space turn-over rates. A summary of the parking survey data is displayed in Table 3. Copies of the parking survey area exhibit and detailed survey data are included in the Appendix Material.

Table 3 - Project Parking Survey Data Summary

Survey Times	Parking Survey Area								Total	Percent Occupied
	1	2	3	4	5	6	7	8		
Capacity	44	17	38	40	19	12	9	14	193	
2:30 PM	4	1	2	5	1	5	2	8	28	15%
2:45 PM	4	1	1	5	1	4	3	8	27	14%
3:00 PM	4	1	1	5	1	4	2	6	24	12%
3:15 PM	4	1	1	5	1	4	3	6	25	13%
3:30 PM	3	2	1	6	1	4	3	6	26	13%
3:45 PM	2	1	2	6	1	4	3	8	27	14%
4:00 PM	3	1	2	6	1	4	3	8	28	15%
4:15 PM	3	1	4	3	2	4	3	7	27	14%
4:30 PM	3	1	5	3	2	3	3	7	27	14%
4:45 PM	3	1	6	3	2	3	4	7	29	15%
5:00 PM	3	1	11	2	2	3	4	8	34	18%
5:15 PM	3	1	7	2	2	3	4	8	30	16%
5:30 PM	2	1	6	1	2	3	3	7	25	13%
5:45 PM	2	1	6	1	2	3	3	7	25	13%
6:00 PM	3	0	6	3	2	3	2	6	25	13%
6:15 PM	3	0	7	1	2	3	1	6	23	12%
6:30 PM	3	0	6	0	2	3	1	6	21	11%



LEGEND

#X = Survey Area



The parking survey data in Table 3 indicates that the peak demand period was documented at 5:00 PM (34 of the 193 spaces occupied, 18%). It's noted that the peak demand period for the on-street parking along Lincoln Avenue (Areas 1-4) was also at 5:00 PM (17 of the 139 spaces occupied, 12%). Field observations noticed that 3 of the vehicles parked in Area 1 appeared to be related to "parking and ride" activities for local residences (vehicles did not move throughout the survey period). The turn-over of parking spaces along Lincoln Avenue was approximately 15-30 minutes.

3.0 PROJECT CONDITIONS

The following is a brief description of the proposed project operations, an estimate of the project trip generation quantities, an assignment of project trips to the local street system, and an evaluation of the potential impacts on existing operations.

Operations Description

As stated in the Introduction (Section 1.0), the Project Trip Generation Analysis (Aug. 12, 2019) presents a description of the operations associated with the Los Altos Chinese School Kindergarten & After School Program at the Foothills Congregational Church. The church will have a morning (Monday - Friday, 8:30 to 11:30 AM) and afternoon kindergarten class (12:15 to 4:30-6:00 PM), and an after school program for 1st through 4th grade students (Monday-Friday, 3:30 PM to 4:30-6:00 PM). The initial enrollment includes 12 kindergarten children (morning and afternoon) and 46 after school program students (total of 70 children / students). There will be two (2) teachers for each kindergarten class, plus eight (8) teachers for the after school program. The 2019 church room assignment schedule for the initial enrollment is included in the Project Trip Generation Analysis. The Los Altos Chinese School anticipates a potential modest growth for a maximum of no more than 15 children / students per class (kindergarten - 4th grade). Ultimately, there could be 15 kindergarten children in the morning and afternoon class, and 15 students in each class of the after school program. The ultimate enrollment for the Kindergarten & After School Program could include up to 90 children / students. A layout of the existing Foothills Congregational Church is provided on Figure 4A (Project Site Plan).

The drop-off and pickup of children / students will occur on Lincoln Avenue adjacent to the existing classroom building, as space is available. The “general” location of the drop-off and pickup area is shown on Figure 4B (hatched area). Refer to the project plans prepared by March Design for additional details. There is no plan or need for a dedicated drop-off or pickup area since peak weekday (Monday through Friday) parking demands along Lincoln Avenue (Parking Survey Areas 1-4) only occupy 12% of the available parking spaces. Therefore, no signs will be used to designate a specific area for drop-off and/or pickup activities.

The morning kindergarten children will be dropped off at the church at around 8:15 AM. The morning children will then be transported to the Bullis Charter School using two (2) shuttle vans operated by the Los Altos Chinese School (around 11:35 AM). The shuttle vans will then bring back the afternoon kindergarten children to the church (+/- 12:10 PM). The after school program students will be dropped off at the church at around 3:15 PM. All the afternoon kindergarten children and after school program students will be picked up at the church between 4:30 and 6:00 PM (depending on individual family schedules). It's noted that based on the current enrollment (70 children / students) there will be 16 families with 2 children / students (32) and 4 families with 3 children / students (12) that will attend the Kindergarten & After School Program. This demonstrates that at least 63% (44/70) of the families essentially carpool. It's anticipated that many more families will eventually carpool.

**CONDITIONAL USE PERMIT for
LOS ALTOS CHINESE SCHOOL
at FOOTHILL CONGREGATIONAL CHURCH**

461 ORANGE AVENUE
LOS ALTOS CA 94022
APN: 175-15-060

PROJECT SUMMARY

APN: 175-15-060
 ZONING DISTRICT: P.U.Z.
 EXISTING USE: APPROVED BY ORIGINAL PERMIT
 PROPOSED USE: CLASSROOM
 CONSTRUCTION TYPE: 1-2 (SPRINKLERED)
 OCCUPANCY GROUP: APPROVED BY ORIGINAL PERMIT A
 VIBRATION: VIB-044-01
 USE OF EXISTING CLASSROOM BUILDING FLOOR AREA: 10,320 SF
 NEW ADDITIONAL FLOOR AREA: 0 SF
 TOTAL EXISTING CLASSROOM BUILDING FLOOR AREA: 10,320 SF

LOCATION MAP

PROJECT CONTACT

GRANIERE LOS CONGREGATIONAL CHURCH
 461 ORANGE AVENUE
 LOS ALTOS, CA 94022
 (408) 972-4811 FAX: (408) 972-4811
 EMAIL: lshelton@granierelc.org

APPLICABLE CODES

2006 CALIF. CIVIL CODE, CALIFORNIA ENERGY CODE AND CITY OF LOS ALTOS
 2006 CALIFORNIA BUILDING CODE (CBC)
 2006 CALIFORNIA FIRE CODE (FC)
 2006 CALIFORNIA ELECTRICAL CODE (CEC)
 2006 CALIFORNIA MECHANICAL CODE (CMC)
 2006 CALIFORNIA PLUMBING CODE (CPC)
 2006 CALIFORNIA SOILS AND FOUNDATION CODE (SFC)
 2006 CALIFORNIA WINDBURN PREVENTION CODE (CWBPC)
 2006 CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)
 2006 CALIFORNIA ENVIRONMENTAL IMPACT AND QUALITY ACT (CEQA)
 2006 CALIFORNIA ENVIRONMENTAL IMPACT AND QUALITY ACT (CEQA)

PROJECT SCOPE

CONDITIONAL USE PERMIT FOR AFTER SCHOOL CARE/SCHOOL BY GRAD THE EXISTING CLASSROOMS

DRAWING INDEX

ARCHITECTURAL	TITLE SHEET / SITE PLAN
A-21	EXISTING CLASSROOM BUILDING FLOOR PLAN

PARKING

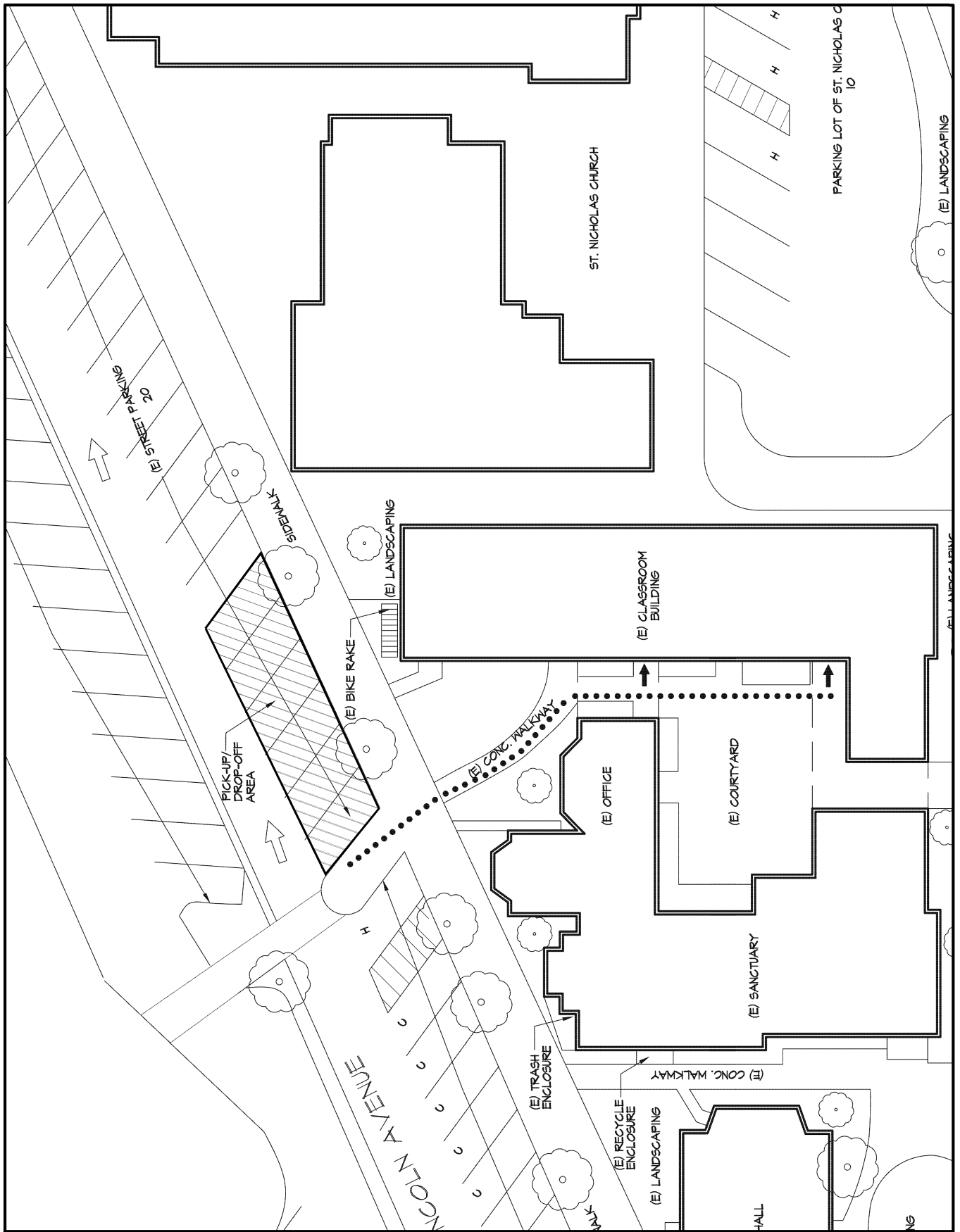
PARKING NEEDED	PARKING AVAILABLE
8 SPALLS	89 SPALLS
37 SPALLS	12 SPALLS
28 SPALLS	28 SPALLS

CLIENT

LOS ALTOS CHINESE SCHOOL
 461 ORANGE AVENUE
 LOS ALTOS, CA 94022
 APN: 175-15-060

TITLE SHEET & SITE PLAN

A1.0



PINNACLE
TRAFFIC
ENGINEERING

Los Altos Chinese School
 - Kindergarten & After School Program -

FIGURE 4B
DROP-OFF &
PICKUP AREA

Project Trip Generation Estimates and Volumes

The number of new vehicle trips associated with the Los Altos Chinese School Kindergarten & After School Program have been estimated using data in the ITE Trip Generation Manual (10th Edition). The ITE Trip Generation Manual includes various related land use categories (e.g. public schools, private schools, charter schools). Based on a review of the various trip generation rates, the “private school” category was selected for the project trip generation purposes. It’s noted that the “PM peak hour of the generator” rates reflect the highest hour of generation in the afternoon after classes have ended. Detailed discussions regarding the ITE trip generation rates and project trip generation estimates are included in the Project Trip Generation Analysis (copy in Appendix Material). The ITE trip generation rates and project trip generation estimates are provided in Table 4.

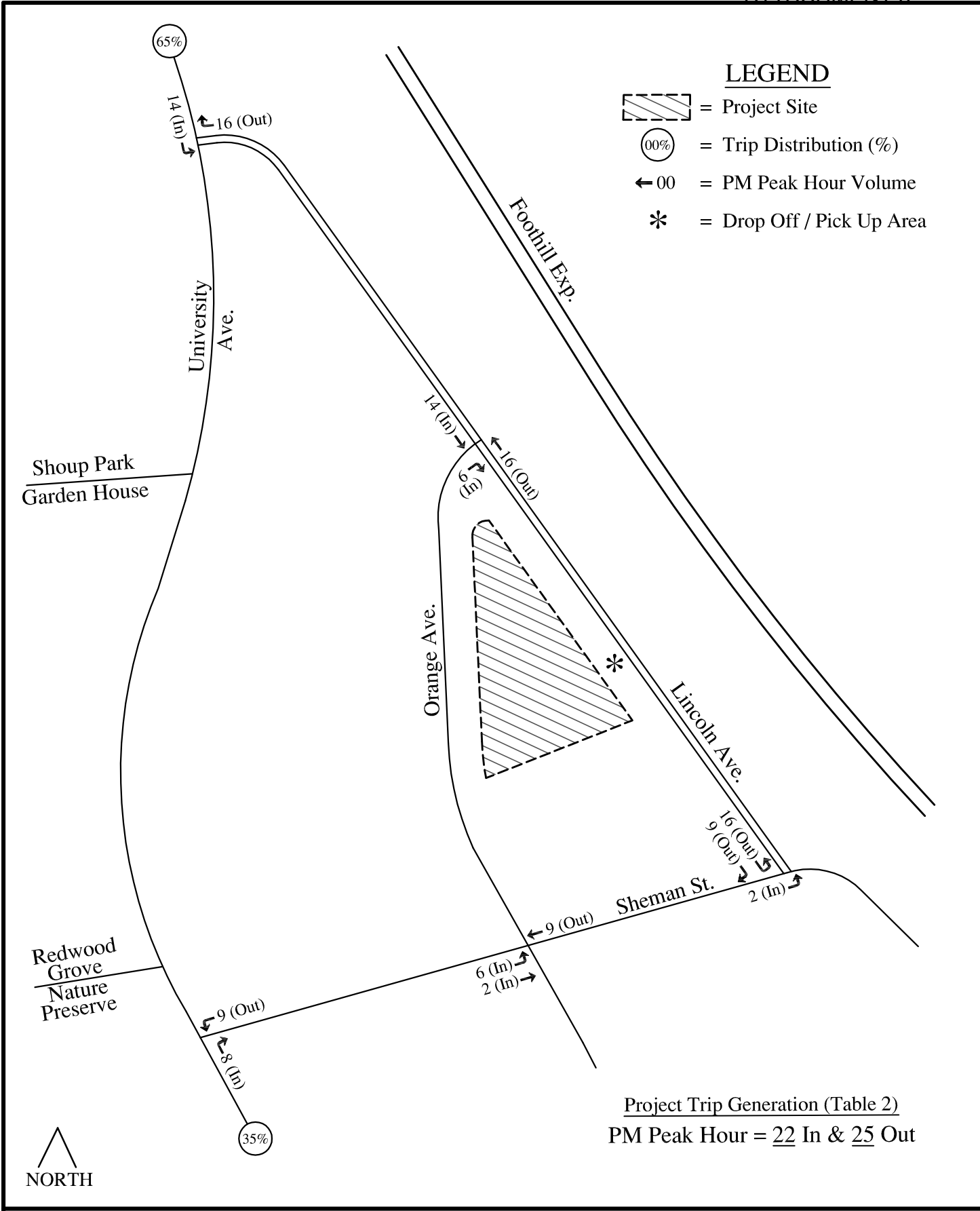
Table 4 - Project Trip Generation Rates and Estimates

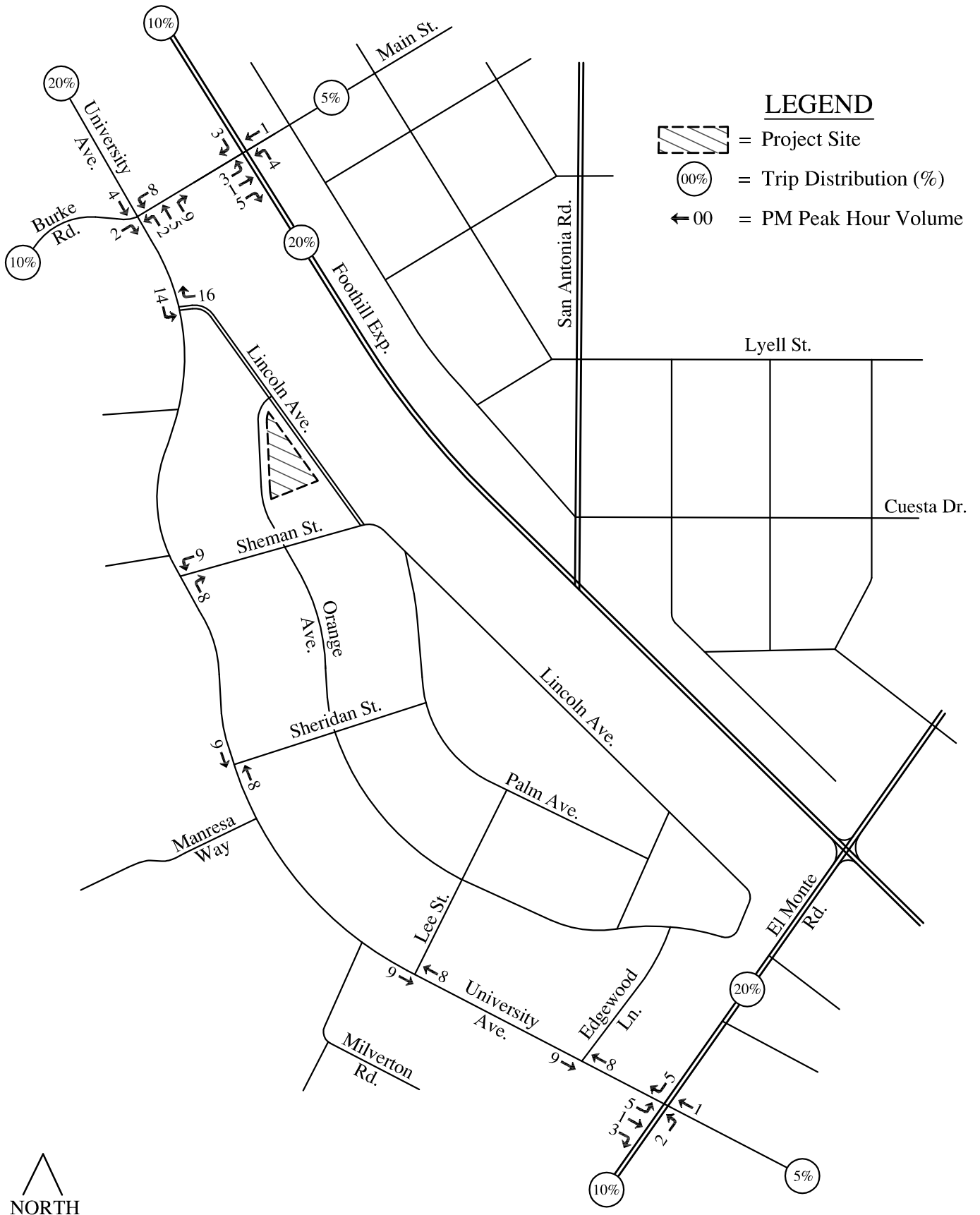
Ultimate Enrollment	Number of Vehicle Trips				Daily (d)
	Morning Peak Hour (a & b)		Afternoon Peak Hour (a & c)		
	In	Out	In	Out	
ITE Trip Generation Rates (Private School)	(0.50)	(0.41)	(0.29)	(0.33)	(2.48)
Morning Kindergarten Classes (15 Children)	8	6	0	0	224
After School Program (75 Students)	0	0	22	25	

- (a) Peak hour trips based on private school (K-8) rates, ITE LU #534
- (b) Represents peak hour of adjacent street system (highest hour between 7 & 9 AM)
- (c) Represents afternoon PM peak hour of the “generator”
- (d) Daily trips based on private school (K-12) rates, ITE LU #536 (total of 90 students)

The data in Table 4 indicates the morning kindergarten class (15 children) will generate 14 trips during the AM peak hour (8 in & 6 out) and the afternoon kindergarten & after school program (75 children / students) will generate 47 trips during the PM peak hour (22 in & 25 out). The morning kindergarten classes and after school program are estimated to generate a total of approximately 224 daily trips. It’s noted the ITE rates may over-estimate the project trips since the proposed Kindergarten & After School Program will not function as a new stand-alone private school.

The afternoon peak hour trips associated with the Kindergarten & After School Program were assigned to the local street system based the student population distribution in the City of Los Altos. It’s again noted that there are speed humps on University Avenue, which somewhat limits the number of trips assigned to the El Monte Avenue / University Avenue intersection. The trip assignment percentages and afternoon (PM) peak hour traffic volumes associated with the project (Kindergarten & After School Program) are illustrated on Figures 5A and 5B.





Transportation Demand Management

As previously stated, a shuttle van service operated by the Los Altos Chinese School will be used to transport kindergarten children to and from the Bullis Charter School during the mid-day period. Also, many families will have more than 1 child / student attending classes at the Kindergarten & After School Program (63% based on current enrollment). It's anticipated that many more families will eventually carpool. Therefore, it's reasonable to conclude that the trip generation estimates in Table 4 over-estimate the number of trips associated with the Kindergarten & After School Program.

Project Parking Generation Estimates

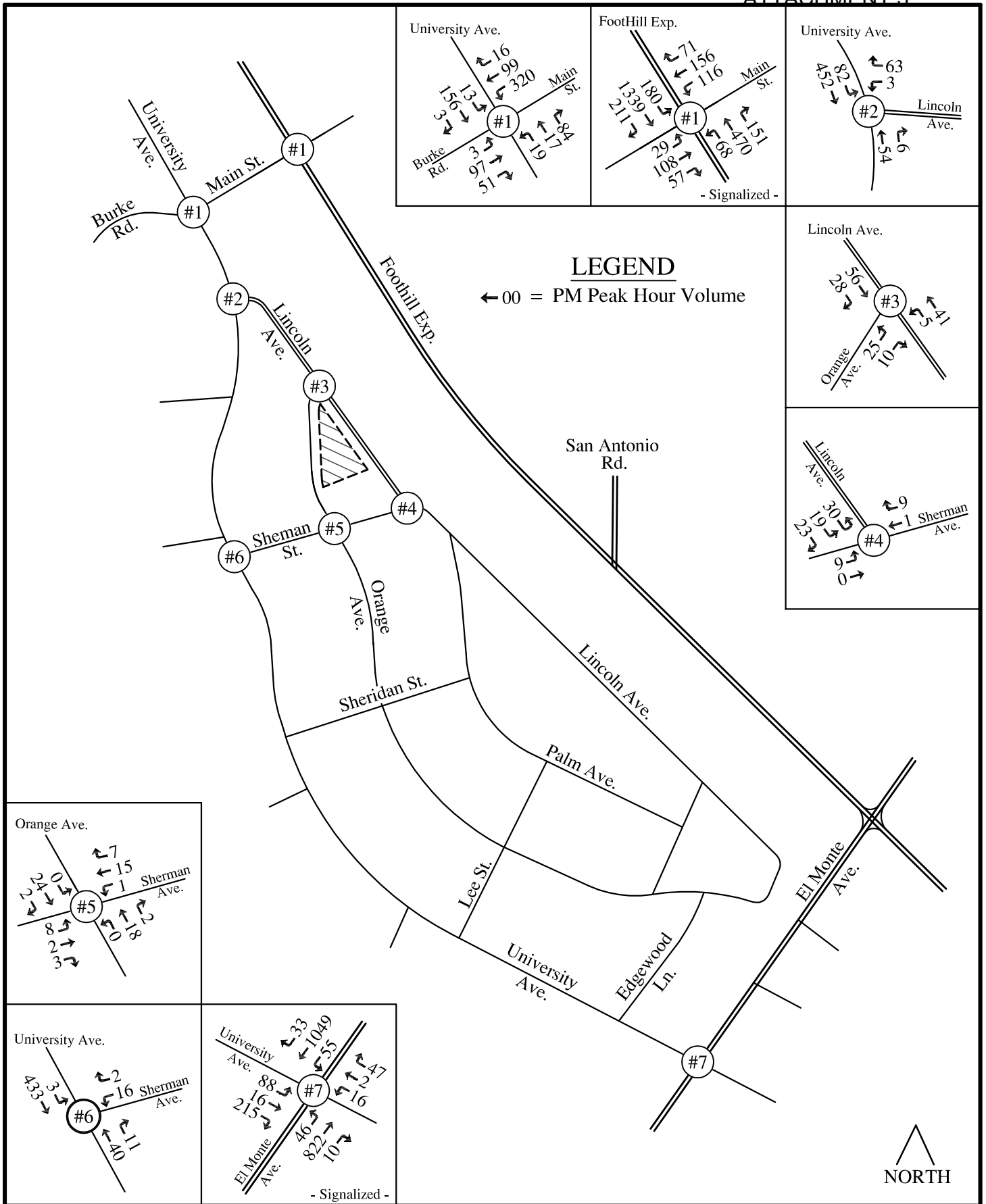
The project parking generation estimates are included in the Project Trip Generation Analysis (copy in Appendix Material). The weekday parking demands associated with the proposed Kindergarten & After School Program have been estimated using the City's Ordinance and data contained in the ITE Parking Generation Manual (5th Edition). The City's Ordinance (12.74.120.A) indicates a private school should provide one space for every two (2) employees (teacher & administrators). The project description indicates there will be two (2) teachers for the kindergarten classes and eight (8) teachers for the after school program. There will also be one (1) administrator for the activities associated with the Kindergarten & After School Program. Therefore, the Kindergarten & After School Program will require at least 6 parking spaces (11/2). Though the City's Ordinance (12.74.120.D) for churches focuses on the peak demands for the Sunday worship services, it does require weekday parking for employees (1 space for each church official resident and 1 space for every 2 employees). There are three (3) employees on weekdays at the church (2 parking spaces required). However, it's noted that typically if there is sufficient parking for the Sunday worship services there is more than adequate parking for weekday activities. The ITE Parking Generation Manual indicates the average peak parking demand for a private school (K-12) is 0.35 spaces per student, which is one (1) space for every 2.86 students (no data available for private school, K-8). Therefore, the Kindergarten & After School Program (75 afternoon children / students) would require 27 parking spaces (75 / 2.86). No on-street parking spaces will be dedicated or reserved for the existing church use or proposed school operations.

Existing Plus Project Traffic Volumes

The existing traffic volumes on Figures 2B were combined with the project traffic volumes on Figures 5A and 5B to derive the existing plus project traffic volumes. The existing plus project traffic volumes are illustrated on Figure 6.

City of Los Altos Level of Significance Criterion

The evaluation of potential project impacts is based on applicable "level of significance" criterion defined by the City of Los Altos. The following criteria was used to identify potentially significant impacts at the study intersections associated with the project traffic:



- The level of service at the intersection drops below its respective level of service standard (LOS D or better for local intersections) when project traffic is added, or
- An intersection that operates below its LOS standard under no-project conditions experiences an increase in critical-movement delay of four (4) or more seconds, and the volume-to-capacity ratio (v/c) is increased by one percent (0.01) or more when project traffic is added

For unsignalized intersections, a potentially significant impact may be attributable to a project if the intersection volumes exceed the minimum “peak hour” volume traffic signal warrant criteria in the California Manual on Uniform Traffic Control Devices (MUTCD, Warrant #3).

Existing Plus Project Intersection Level of Service Analysis

Similar to the existing conditions LOS analysis, the existing plus project traffic volumes at the study intersections (Figure 6) were evaluated using the TRAFFIX software. The results of the existing plus project intersection LOS analysis are presented in Table 5. The existing LOS data is also provided for comparison purposes. Copies of the TRAFFIX worksheets are included with the Appendix Material.

Table 5 - Existing Plus Project PM Peak Hour Intersection LOS Analysis

Study Intersection	Traffic Control	Existing		Exist. Plus Project		Project Impact
		Avg. Delay (Sec.)	LOS Value	Avg. Delay (Sec.)	LOS Value	
Foothill Exp. / Main St.	Signal	18.6	B-	18.8	B-	No
<u>Main St.-Burke Rd. / University Ave.</u> Stop Controlled Approach (a) -	Stop Control	7.5 (14.3)	A (B)	7.8 (14.6)	A (B)	No
<u>University Ave. / Lincoln Ave.</u> Stop Controlled Approach (a) -	Stop Control	1.5 (9.2)	A (A)	1.9 (9.2)	A (A)	No
<u>Lincoln Ave. / Orange Ave.</u> Stop Controlled Approach (a) -	Stop Control	2.4 (9.3)	A (A)	2.4 (9.5)	A (A)	No
<u>Lincoln Ave. / Sherman St.</u> Stop Controlled Approach (a) -	Stop Control	7.3 (8.8)	A (A)	7.9 (9.0)	A (A)	No
<u>Orange Ave. / Sherman St.</u> Stop Controlled Approach (a) -	Stop Control	2.6 (9.0)	A (A)	4.0 (9.2)	A (A)	No
<u>University Ave. / Sherman St.</u> Stop Controlled Approach (a) -	Stop Control	0.3 (11.3)	A (B)	0.5 (11.9)	A (B)	No
El Monte Ave. / University Ave.	Signal	23.7	C	24.1	C	No

(a) Highest stop-sign controlled approach delay reported in parenthesis

The data in Table 5 indicates that the study intersections will continue to operate within acceptable limits during the PM peak hour, as defined by the City of Los Altos (LOS D or better). Delays on the stop sign controlled approaches at the unsignalized intersections will remain within the LOS A-B

range (no change in LOS). It's noted that the existing plus project PM peak hour traffic volumes at the unsignalized intersections will remain well below the California MUTCD minimum "peak hour" volume signal warrant criteria. Therefore, it's concluded the project will not impact peak hour traffic operations at the local study intersections.

Existing Plus Project Parking Demands

The parking survey data (Table 3, Page 8) indicates that the existing peak demand period on Lincoln Avenue (Areas 1-4) was documented at 5:00 PM, with only 12% (17) of the 139 parking spaces being occupied. The parking survey area adjacent to the Foothills Congregational Church (Area 3) was only 29% occupied during the same period (11 of 38 spaces), with 27 parking spaces unoccupied. This demonstrates that there is sufficient on-street parking available on Lincoln Avenue to accommodate the project parking demands associated with the proposed Kindergarten & After School Program. The shuttle vans operated by the Los Altos Chinese School will not stay in the parking stalls on Lincoln Avenue. Therefore, it's concluded the project will not impact parking on the local street system.

Project Site Access and Circulation

As previously noted, access to the Foothills Congregational Church is provided via University Avenue, Lincoln Avenue, Orange Avenue and Sherman Street. A review of the existing plus project PM peak hour volumes at the study intersections adjacent to the project site (#3, #4 & #5) demonstrates the individual movements are less than 60 vehicles per hour (vph) in all cases. In addition, the LOS data in Table 5 indicates that vehicles delays at these study intersections are in the LOS A range under the existing plus project scenario. Therefore, it's concluded the project traffic will not impact circulation on the local street system.

Other Local Church Activities

City staff requested information regarding the weekday activities at the St. Nicholas Catholic Church (473 Lincoln Avenue) and First Church of Christ Scientist (401 University Avenue). A discussion of the weekday activities at these churches is included in the Project Trip Generation Analysis (copy in Appendix Material). Essentially, weekday activities at both churches are limited.

4.0 CONCLUSIONS

The Project TIA presents an evaluation of the potential impacts associated with the proposed Los Altos Chinese School Kindergarten & After School Program at the Foothills Congregational Church (461 Orange Avenue). The church will have a morning (Monday - Friday, 8:30 to 11:30 AM) and afternoon kindergarten class (12:15 to 4:30-6:00 PM), and an after school program with an ultimate enrollment of 90 children / students. A shuttle van service operated by the Los Altos Chinese School will be used to transport kindergarten children during the mid-day period. The Kindergarten & After School Program is estimated to generate 47 trips during the PM peak hour. It's noted the ITE trip generation rates may over-estimate the project trips since the Kindergarten & After School Program will not function as a new stand-alone private school and many families will carpool (63% based on current enrollment). Based on the City's Ordinance, the Kindergarten & After School Program will require at least 6 parking spaces. Using the ITE Parking Generation rates (average) the project would require 27 parking spaces. It's noted that typically if there is sufficient parking for the Sunday worship services at a church there is more than adequate parking for weekday activities. No on-street parking spaces will be dedicated or reserved for the existing church use or proposed school operations.

Access to the existing church is provided via University Avenue, Lincoln Avenue, Orange Avenue and Sherman Street. An evaluation of existing conditions at the selected study intersections indicates that vehicles delays are within acceptable limits during the PM peak hour, as defined by the City of Los Altos (LOS D or better). The analysis of existing plus project traffic conditions demonstrates that the study intersections will continue to operate within acceptable limits during the PM peak hour (no change in the LOS). Therefore, the project will not significantly impact operations on the local street system based on the City's "level of significance" criteria.

On-street parking is available along Lincoln Avenue, Orange Avenue and Sherman Street. A parking survey was conducted of the on-street and surface lots in the vicinity of the Foothills Congregational Church (2:30-6:30 PM). The survey identified the existing peak demand period on Lincoln Avenue at 5:00 PM (only 12% occupied). The survey area adjacent to the Foothills Congregational Church was only 29% occupied during the same period (27 parking spaces unoccupied). This demonstrates that there is sufficient on-street parking available on Lincoln Avenue to accommodate the project parking demands associated with the proposed Kindergarten & After School Program. Therefore, the project will not significantly impact parking on the local street system.

END

APPENDIX MATERIAL CONTENTS

- Study Intersection Traffic Count Data (August 29, 2019) - NDS
- Level of Service (LOS) LOS Descriptions
- TRAFFIC “Level of Service” (LOS) Worksheets (Existing & Existing Plus Project)
- Parking Survey Exhibit and Data (August 29, 2019) - NDS
- Project Trip Generation Analysis (Aug. 12, 2019) - Pinnacle Traffic Engineering

National Data & Surveying Services Intersection Turning Movement Count

Location: Foothill Expy & Main St
City: Los Altos
Control: Signalized

Project ID: 19-08413-001
Date: 2019-08-29

Total

NS/EW Streets:	Foothill Expy				Foothill Expy				Main St				Main St				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	1	2	1	0	1	2	1	0	1	0.5	0.5	0	1	0.5	0.5	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	10	82	46	0	53	292	54	0	8	31	4	0	19	31	18	0	648
4:15 PM	19	134	43	0	38	364	33	0	3	26	10	0	31	31	26	0	758
4:30 PM	10	101	22	1	37	302	56	0	9	25	15	0	29	29	13	0	649
4:45 PM	18	143	43	2	51	351	59	0	6	29	14	0	24	42	16	0	798
5:00 PM	10	92	43	0	54	322	47	0	7	23	11	0	32	44	16	0	701
5:15 PM	5	100	39	1	40	326	55	0	3	37	12	0	17	50	29	0	714
5:30 PM	11	97	23	0	45	318	52	0	7	30	7	0	22	39	24	0	675
5:45 PM	26	120	42	0	43	319	44	0	4	33	13	0	22	28	14	0	708
TOTAL VOLUMES:	109	869	301	4	361	2594	400	0	47	234	86	0	196	294	156	0	TOTAL 5651
APPROACH %'s:	8.50%	67.73%	23.46%	0.31%	10.76%	77.32%	11.92%	0.00%	12.81%	63.76%	23.43%	0.00%	30.34%	45.51%	24.15%	0.00%	
PEAK HR:	04:15 PM - 05:15 PM																
PEAK HR VOL:	57	470	151	3	180	1339	195	0	25	103	50	0	116	146	71	0	TOTAL 2906
PEAK HR FACTOR:	0.750	0.822	0.878	0.375	0.833	0.920	0.826	0.000	0.694	0.888	0.833	0.000	0.906	0.830	0.683	0.000	0.910
	0.826				0.930				0.908				0.905				

National Data & Surveying Services Intersection Turning Movement Count

Location: Foothill Expy & Main St
City: Los Altos
Control: Signalized

Project ID: 19-08413-001
Date: 2019-08-29

Bikes

NS/EW Streets:	Foothill Expy				Foothill Expy				Main St				Main St				TOTAL
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1 NL	2 NT	1 NR	0 NU	1 SL	2 ST	1 SR	0 SU	1 EL	0.5 ET	0.5 ER	0 EU	1 WL	0.5 WT	0.5 WR	0 WU	
4:00 PM	0	2	0	0	0	3	1	0	0	0	0	0	0	0	0	0	6
4:15 PM	0	2	2	0	0	2	2	0	0	4	0	0	0	1	1	0	14
4:30 PM	0	4	0	0	0	4	0	0	1	0	0	0	0	2	0	0	11
4:45 PM	0	4	0	0	2	1	0	0	0	0	0	0	1	1	0	0	9
5:00 PM	1	4	0	0	0	7	0	0	0	1	0	0	0	1	0	0	14
5:15 PM	0	3	0	0	0	15	1	0	0	2	2	0	0	1	0	0	24
5:30 PM	0	2	0	0	1	10	1	0	0	0	1	0	0	0	0	0	15
5:45 PM	2	8	0	0	0	8	2	0	0	2	3	0	1	3	0	0	29
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	3	29	2	0	3	50	7	0	1	9	6	0	2	9	1	0	122
	8.82%	85.29%	5.88%	0.00%	5.00%	83.33%	11.67%	0.00%	6.25%	56.25%	37.50%	0.00%	16.67%	75.00%	8.33%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	1	14	2	0	2	14	2	0	1	5	0	0	1	5	1	0	48
PEAK HR FACTOR :	0.25	0.875	0.250	0.000	0.250	0.500	0.250	0.000	0.250	0.313	0.000	0.000	0.250	0.625	0.250	0.000	0.857
	0.850				0.643				0.375				0.875				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Foothill Expy & Main St
City: Los Altos

Project ID: 19-08413-001
Date: 2019-08-29

Pedestrians (Crosswalks)

NS/EW Streets:	Foothill Expy		Foothill Expy		Main St		Main St		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	2	0	1	1	0	0	0	4
4:15 PM	0	3	5	0	0	0	0	1	9
4:30 PM	4	1	4	1	0	0	0	0	10
4:45 PM	2	1	11	2	0	0	0	0	16
5:00 PM	5	3	3	1	0	0	3	0	15
5:15 PM	3	4	1	1	0	0	3	1	13
5:30 PM	0	4	0	3	0	1	0	2	10
5:45 PM	3	5	3	6	0	0	0	3	20
TOTAL VOLUMES :	EB 17	WB 23	EB 27	WB 15	NB 1	SB 1	NB 6	SB 7	TOTAL 97
APPROACH %'s :	42.50%	57.50%	64.29%	35.71%	50.00%	50.00%	46.15%	53.85%	
PEAK HR :	04:15 PM - 05:15 PM								TOTAL
PEAK HR VOL :	11	8	23	4	0	0	3	1	50
PEAK HR FACTOR :	0.550	0.667	0.523	0.500			0.250	0.250	0.781
	0.594		0.519				0.333		

National Data & Surveying Services Intersection Turning Movement Count

Location: University Ave & Burke Rd
City: Los Altos
Control: 3-Way Stop (NB/SB/EB)

Project ID: 19-08413-002
Date: 2019-08-29

Total

NS/EW Streets:	University Ave				University Ave				Burke Rd				Burke Rd				TOTAL	
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
4:00 PM	0.5	0.5	1	0	0	1	0	0	0	1	0	0	0	1	0	0	0	179
4:15 PM	3	4	19	0	6	32	1	0	1	19	5	0	59	23	7	0	175	
4:30 PM	5	4	14	0	8	29	0	0	0	21	8	0	63	21	2	0	197	
4:45 PM	1	2	12	0	2	31	2	0	1	27	12	0	77	27	3	0	220	
5:00 PM	7	1	30	0	2	45	1	0	0	18	13	0	79	22	2	0	210	
5:15 PM	3	4	16	0	3	32	1	0	0	25	12	0	83	29	2	0	204	
5:30 PM	3	2	15	0	5	37	0	0	2	26	6	0	83	22	3	0	214	
5:45 PM	4	5	14	0	3	38	1	0	1	28	18	0	67	26	9	0	201	
5:45 PM	4	6	14	0	13	37	1	0	0	23	8	0	52	35	8	0		
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s:	30	28	134	0	42	281	7	0	5	187	82	0	563	205	36	0	1600	
	15.63%	14.58%	69.79%	0.00%	12.73%	85.15%	2.12%	0.00%	1.82%	68.25%	29.93%	0.00%	70.02%	25.50%	4.48%	0.00%		
PEAK HR:	04:45 PM - 05:45 PM																TOTAL	
PEAK HR VOL:	17	12	75	0	13	152	3	0	3	97	49	0	312	99	16	0	848	
PEAK HR FACTOR:	0.607	0.600	0.625	0.000	0.650	0.844	0.750	0.000	0.375	0.866	0.681	0.000	0.940	0.853	0.444	0.000	0.964	
	0.684				0.875				0.793				0.936					

National Data & Surveying Services Intersection Turning Movement Count

Location: University Ave & Burke Rd
City: Los Altos
Control: 3-Way Stop (NB/SB/EB)

Project ID: 19-08413-002
Date: 2019-08-29

Bikes

NS/EW Streets:	University Ave				University Ave				Burke Rd				Burke Rd				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0.5 NL	0.5 NT	1 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
4:00 PM	0	0	2	0	0	0	0	0	0	1	0	0	3	0	0	0	6
4:15 PM	1	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	4
4:30 PM	0	2	0	0	0	0	0	0	0	0	1	0	2	0	0	0	5
4:45 PM	1	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	4
5:00 PM	2	0	2	0	0	0	0	0	0	0	0	0	2	1	0	0	7
5:15 PM	1	0	0	0	0	1	0	0	0	3	0	0	1	0	0	0	6
5:30 PM	0	0	0	0	1	2	0	0	0	1	1	0	1	0	0	0	6
5:45 PM	0	0	3	0	0	2	0	0	0	1	0	0	4	1	2	0	13
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	33.33%	20.00%	46.67%	0.00%	16.67%	83.33%	0.00%	0.00%	0.00%	72.73%	27.27%	0.00%	73.68%	15.79%	10.53%	0.00%	51
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	4	1	2	0	1	3	0	0	0	5	1	0	4	2	0	0	23
PEAK HR FACTOR :	0.50	0.250	0.250	0.000	0.250	0.375	0.000	0.000	0.000	0.417	0.250	0.000	0.500	0.500	0.000	0.000	0.821
	0.438				0.333				0.500				0.500				

National Data & Surveying Services

Intersection Turning Movement Count

Location: University Ave & Burke Rd
City: Los Altos

Project ID: 19-08413-002
Date: 2019-08-29

Pedestrians (Crosswalks)

NS/EW Streets:	University Ave		University Ave		Burke Rd		Burke Rd		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	1	2	0	0	0	0	0	0	3
4:15 PM	3	1	1	0	0	0	1	1	7
4:30 PM	13	0	0	1	0	0	1	1	16
4:45 PM	9	1	3	0	0	0	1	5	19
5:00 PM	1	2	3	1	0	0	0	1	8
5:15 PM	1	5	0	0	1	0	1	1	9
5:30 PM	0	2	1	4	0	0	2	2	11
5:45 PM	5	1	0	3	0	0	3	1	13
TOTAL VOLUMES :	EB 33	WB 14	EB 8	WB 9	NB 1	SB 0	NB 9	SB 12	TOTAL 86
APPROACH %'s :	70.21%	29.79%	47.06%	52.94%	100.00%	0.00%	42.86%	57.14%	
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	11	10	7	5	1	0	4	9	47
PEAK HR FACTOR :	0.306	0.500	0.583	0.313	0.250		0.500	0.450	0.618
	0.525		0.600		0.250		0.542		

National Data & Surveying Services

Intersection Turning Movement Count

Location: University Ave & Lincoln Ave
City: Los Altos
Control: 1-Way Stop (WB)

Project ID: 19-08413-003
Date: 2019-08-29

Total

NS/EW Streets:	University Ave				University Ave				Lincoln Ave				Lincoln Ave				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	1	0	1	0	125
4:15 PM	0	17	0	0	10	93	0	0	0	0	0	0	0	0	8	0	128
4:30 PM	0	8	0	0	9	98	0	0	0	0	0	0	1	0	8	0	124
4:45 PM	0	20	4	0	28	123	0	0	0	0	0	0	0	0	13	0	188
5:00 PM	0	10	2	0	20	98	0	0	0	0	0	0	1	0	16	0	147
5:15 PM	0	11	0	0	10	105	0	0	0	0	0	0	0	0	9	0	135
5:30 PM	0	13	0	0	10	126	0	0	0	0	0	0	2	0	9	0	160
5:45 PM	0	16	0	0	13	88	0	0	0	0	0	0	0	0	7	0	124
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	0	114	6	0	105	820	0	0	1	0	0	0	6	0	79	0	1131
	0.00%	95.00%	5.00%	0.00%	11.35%	88.65%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	7.06%	0.00%	92.94%	0.00%	
PEAK HR:	04:45 PM - 05:45 PM																
PEAK HR VOL:	0	54	6	0	68	452	0	0	0	0	0	0	3	0	47	0	630
PEAK HR FACTOR:	0.000	0.675	0.375	0.000	0.607	0.897	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.734	0.000	0.838
		0.625				0.861								0.735			

National Data & Surveying Services Intersection Turning Movement Count

Location: University Ave & Lincoln Ave
City: Los Altos
Control: 1-Way Stop (WB)

Project ID: 19-08413-003
Date: 2019-08-29

Bikes

NS/EW Streets:	University Ave				University Ave				Lincoln Ave				Lincoln Ave				TOTAL
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	0	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4
4:15 PM	0	3	0	0	2	1	0	0	0	0	0	0	0	0	1	0	7
4:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:15 PM	0	2	0	0	1	2	0	0	0	0	0	0	0	0	0	0	5
5:30 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	3
5:45 PM	0	3	0	0	0	6	0	0	0	0	0	0	0	0	0	0	9
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	13	0	0	6	16	0	0	0	0	0	0	0	0	2	0	37
	0.00%	100.00%	0.00%	0.00%	27.27%	72.73%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	6	0	0	2	6	0	0	0	0	0	0	0	0	1	0	15
PEAK HR FACTOR :	0.00	0.375	0.000	0.000	0.500	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.750
		0.375				0.667									0.250		

National Data & Surveying Services

Intersection Turning Movement Count

Location: University Ave & Lincoln Ave
City: Los Altos

Project ID: 19-08413-003
Date: 2019-08-29

Pedestrians (Crosswalks)

NS/EW Streets:	University Ave		University Ave		Lincoln Ave		Lincoln Ave		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
PM	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	1	2	0	0	0	3
4:15 PM	0	0	0	2	0	0	0	0	2
4:30 PM	0	0	0	0	3	0	0	0	3
4:45 PM	0	0	0	0	3	2	0	0	5
5:00 PM	0	0	4	1	3	0	0	0	8
5:15 PM	0	0	2	2	0	0	0	0	4
5:30 PM	0	0	1	0	3	1	0	0	5
5:45 PM	0	0	0	0	0	4	0	0	4
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	7	6	14	7	0	0	34
			53.85%	46.15%	66.67%	33.33%			
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	0	7	3	9	3	0	0	22
PEAK HR FACTOR :			0.438	0.375	0.750	0.375			0.688
			0.500		0.600				

National Data & Surveying Services Intersection Turning Movement Count

Location: Lincoln Ave & Orange Ave
City: Los Altos
Control: 1-Way Stop (EB)

Project ID: 19-08413-004
Date: 2019-08-29

Total

NS/EW Streets:	Lincoln Ave				Lincoln Ave				Orange Ave				Orange Ave				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	16
4:15 PM	0	4	0	0	0	7	4	1	3	0	0	1	0	0	0	0	20
4:30 PM	0	5	0	0	0	4	5	0	5	0	0	0	0	0	0	0	19
4:45 PM	1	7	0	0	0	17	11	0	9	0	3	0	0	0	0	0	48
5:00 PM	2	11	0	0	0	16	6	0	5	0	1	0	0	0	0	0	41
5:15 PM	1	2	0	1	0	4	6	1	6	0	0	0	0	0	0	0	21
5:30 PM	1	3	0	0	0	6	4	0	5	0	0	0	0	0	0	0	19
5:45 PM	1	2	0	0	0	6	6	0	3	0	0	0	0	0	0	0	18
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	6	39	0	1	0	60	46	3	41	0	5	1	0	0	0	0	202
	13.04%	84.78%	0.00%	2.17%	0.00%	55.05%	42.20%	2.75%	87.23%	0.00%	10.64%	2.13%					
PEAK HR:	04:30 PM - 05:30 PM																
PEAK HR VOL:	4	25	0	1	0	41	28	1	25	0	4	0	0	0	0	0	TOTAL
PEAK HR FACTOR:	0.500	0.568	0.000	0.250	0.000	0.603	0.636	0.250	0.694	0.000	0.333	0.000	0.000	0.000	0.000	0.000	129
	0.577				0.625				0.604								0.672

National Data & Surveying Services Intersection Turning Movement Count

Location: Lincoln Ave & Orange Ave
City: Los Altos
Control: 1-Way Stop (EB)

Project ID: 19-08413-004
Date: 2019-08-29

Bikes

NS/EW Streets:	Lincoln Ave				Lincoln Ave				Orange Ave				Orange Ave				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	2	0	0	0	2	3	0	0	0	0	0	0	0	0	0	7
	0.00%	100.00%	0.00%	0.00%	0.00%	40.00%	60.00%	0.00%									
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0

National Data & Surveying Services

Intersection Turning Movement Count

Location: Lincoln Ave & Orange Ave
City: Los Altos

Project ID: 19-08413-004
Date: 2019-08-29

Pedestrians (Crosswalks)

NS/EW Streets:	Lincoln Ave		Lincoln Ave		Orange Ave		Orange Ave		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
PM	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	2	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	1	0	0	0	0	1
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	3	1	0	0	0	0	4
			75.00%	25.00%					
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	0	3	0	0	0	0	0	3
PEAK HR FACTOR :			0.375	0.375					0.375

National Data & Surveying Services Intersection Turning Movement Count

Location: Lincoln Ave & Sherman St
City: Los Altos
Control: 1-Way Stop (SB)

Project ID: 19-08413-005
Date: 2019-08-29

Total

NS/EW Streets:	Lincoln Ave				Lincoln Ave				Sherman St				Sherman St				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	2	0	0	0	0	1	1	2	0	0	0	0	0	0	0	6
4:15 PM	0	4	0	0	0	6	1	0	1	0	0	0	0	0	0	0	12
4:30 PM	0	3	0	0	0	2	2	0	1	0	0	0	0	0	0	0	8
4:45 PM	0	2	0	0	0	2	6	5	2	0	0	0	0	0	0	0	17
5:00 PM	1	1	0	0	0	8	5	8	2	0	0	0	0	0	0	0	25
5:15 PM	0	2	0	0	0	5	1	1	1	0	0	0	0	0	0	0	10
5:30 PM	0	4	0	0	0	4	2	0	2	0	0	0	0	0	0	0	12
5:45 PM	0	2	0	0	0	3	1	1	2	0	0	0	0	0	0	0	9
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	1	20	0	0	0	30	19	16	13	0	0	0	0	0	0	0	99
	4.76%	95.24%	0.00%	0.00%	0.00%	46.15%	29.23%	24.62%	100.00%	0.00%	0.00%	0.00%					
PEAK HR:	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL:	1	9	0	0	0	19	14	14	7	0	0	0	0	0	0	0	64
PEAK HR FACTOR:	0.250	0.563	0.000	0.000	0.000	0.594	0.583	0.438	0.875	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.640
		0.625				0.560				0.875							

National Data & Surveying Services Intersection Turning Movement Count

Location: Lincoln Ave & Sherman St
City: Los Altos
Control: 1-Way Stop (SB)

Project ID: 19-08413-005
Date: 2019-08-29

Bikes

NS/EW Streets:	Lincoln Ave				Lincoln Ave				Sherman St				Sherman St				TOTAL			
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND							
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU				
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU				
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	33.33%	0.00%	66.67%	0.00%	0	0	0	0				
PEAK HR :	04:45 PM - 05:45 PM																TOTAL			
PEAK HR VOL :	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.00	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	0.500								0.250								0.750			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Lincoln Ave & Sherman St
City: Los Altos

Project ID: 19-08413-005
Date: 2019-08-29

Pedestrians (Crosswalks)

NS/EW Streets:	Lincoln Ave		Lincoln Ave		Sherman St		Sherman St		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
PM	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	2	0	0	0	0	2
4:15 PM	0	0	3	1	0	0	0	0	4
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	0	0	0	0	1
5:00 PM	0	1	3	0	0	0	0	0	4
5:15 PM	0	0	0	1	0	0	0	0	1
5:30 PM	0	0	0	1	0	0	0	0	1
5:45 PM	0	0	0	1	0	0	0	0	1
TOTAL VOLUMES :	EB 0	WB 1	EB 7	WB 6	NB 0	SB 0	NB 0	SB 0	TOTAL 14
APPROACH %'s :	0.00%	100.00%	53.85%	46.15%					
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	1	4	2	0	0	0	0	7
PEAK HR FACTOR :		0.250	0.333	0.500					0.438

National Data & Surveying Services Intersection Turning Movement Count

Location: Orange Ave & Sherman St
City: Los Altos
Control: 2-Way Stop (NB/SB)

Project ID: 19-08413-006
Date: 2019-08-29

Total

NS/EW Streets:	Orange Ave				Orange Ave				Sherman St				Sherman St				TOTAL	
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
4:00 PM	0	3	0	0	0	4	1	0	2	1	0	0	0	0	1	0	0	12
4:15 PM	0	3	0	0	0	5	0	0	0	0	1	0	1	1	1	0	0	12
4:30 PM	0	4	0	0	0	4	0	0	1	0	0	0	0	0	1	0	0	10
4:45 PM	0	8	1	0	0	8	2	0	1	0	1	0	0	2	2	0	0	25
5:00 PM	0	3	1	0	0	7	0	0	0	0	1	0	0	3	3	0	0	18
5:15 PM	0	2	0	0	0	5	0	1	2	0	0	0	0	0	1	0	0	11
5:30 PM	0	2	0	0	0	5	0	0	1	1	0	0	0	1	0	0	0	10
5:45 PM	1	4	0	0	0	10	0	0	0	0	0	0	0	1	0	0	0	16
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s:	1	29	2	0	0	48	3	1	7	2	3	0	1	8	9	0	114	
	3.13%	90.63%	6.25%	0.00%	0.00%	92.31%	5.77%	1.92%	58.33%	16.67%	25.00%	0.00%	5.56%	44.44%	50.00%	0.00%		
PEAK HR:	04:15 PM - 05:15 PM																	
PEAK HR VOL:	0	18	2	0	0	24	2	0	2	0	3	0	1	6	7	0	65	
PEAK HR FACTOR:	0.000	0.563	0.500	0.000	0.000	0.750	0.250	0.000	0.500	0.000	0.750	0.000	0.250	0.500	0.583	0.000	0.650	
	0.556				0.650				0.625				0.583					

National Data & Surveying Services Intersection Turning Movement Count

Location: Orange Ave & Sherman St
City: Los Altos
Control: 2-Way Stop (NB/SB)

Project ID: 19-08413-006
Date: 2019-08-29

Bikes

NS/EW Streets:	Orange Ave				Orange Ave				Sherman St				Sherman St				TOTAL				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					
4:00 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					TOTAL
APPROACH %'s :	0	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
PEAK HR :	04:15 PM - 05:15 PM				66.67%	33.33%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0	0	0	0					TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0

National Data & Surveying Services

Intersection Turning Movement Count

Location: Orange Ave & Sherman St
City: Los Altos

Project ID: 19-08413-006
Date: 2019-08-29

Pedestrians (Crosswalks)

NS/EW Streets:	Orange Ave		Orange Ave		Sherman St		Sherman St		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
PM	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	1	0	0	2	0	3
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	1	0	1
5:00 PM	0	1	0	1	0	0	2	1	5
5:15 PM	0	0	0	0	2	1	0	0	3
5:30 PM	0	0	0	1	0	0	0	0	1
5:45 PM	0	0	0	1	2	0	0	0	3
TOTAL VOLUMES :	0	1	0	4	4	1	5	1	16
APPROACH %'s :	0.00%	100.00%	0.00%	100.00%	80.00%	20.00%	83.33%	16.67%	
PEAK HR :	04:15 PM - 05:15 PM								TOTAL
PEAK HR VOL :	0	1	0	1	0	0	3	1	6
PEAK HR FACTOR :		0.250		0.250			0.375	0.250	0.300
	0.250		0.250				0.333		

National Data & Surveying Services Intersection Turning Movement Count

Location: University Ave & Sherman St
City: Los Altos
Control: 1-Way Stop (WB)

Project ID: 19-08413-007
Date: 2019-08-29

Total

NS/EW Streets:	University Ave				University Ave				Sherman St				Sherman St				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	16	0	0	5	85	0	0	0	0	0	0	0	0	1	0	107
4:15 PM	0	15	0	0	3	74	0	0	0	0	0	0	0	0	1	0	93
4:30 PM	0	8	0	0	2	94	0	0	0	0	0	0	0	0	1	0	105
4:45 PM	0	12	1	0	1	108	0	0	0	0	0	0	3	0	1	0	126
5:00 PM	0	8	0	0	0	96	0	0	0	0	0	0	3	0	0	0	107
5:15 PM	0	6	0	0	1	114	0	0	0	0	0	0	0	0	0	0	122
5:30 PM	0	14	1	0	1	115	0	0	0	0	0	0	1	0	1	0	133
5:45 PM	0	11	0	0	0	87	0	0	0	0	0	0	1	0	2	0	101
TOTAL VOLUMES:	0	90	3	0	13	773	0	0	0	0	0	0	8	0	7	0	TOTAL 894
APPROACH %'s:	0.00%	96.77%	3.23%	0.00%	1.65%	98.35%	0.00%	0.00%					53.33%	0.00%	46.67%	0.00%	
PEAK HR:	04:45 PM - 05:45 PM																TOTAL 488
PEAK HR VOL:	0	40	3	0	3	433	0	0	0	0	0	0	7	0	2	0	488
PEAK HR FACTOR:	0.000	0.714	0.750	0.000	0.750	0.941	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.500	0.000	0.917
			0.717			0.940									0.563		

National Data & Surveying Services Intersection Turning Movement Count

Location: University Ave & Sherman St
City: Los Altos
Control: 1-Way Stop (WB)

Project ID: 19-08413-007
Date: 2019-08-29

Bikes

NS/EW Streets:	University Ave				University Ave				Sherman St				Sherman St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
4:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	8	0	0	1	10	0	0	0	0	0	0	0	0	0	0	19
	0.00%	100.00%	0.00%	0.00%	9.09%	90.91%	0.00%	0.00%									
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	8
PEAK HR FACTOR :	0.00	0.250	0.000	0.000	0.000	0.333	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
		0.250				0.333											

National Data & Surveying Services

Intersection Turning Movement Count

Location: University Ave & Sherman St
City: Los Altos

Project ID: 19-08413-007
Date: 2019-08-29

Pedestrians (Crosswalks)

NS/EW Streets:	University Ave		University Ave		Sherman St		Sherman St		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
PM	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	2	0	0	0	2
4:15 PM	0	0	0	0	4	0	0	0	4
4:30 PM	0	0	0	0	2	0	0	0	2
4:45 PM	0	0	0	0	2	2	0	0	4
5:00 PM	0	1	0	0	2	0	0	0	3
5:15 PM	0	1	0	0	1	0	0	0	2
5:30 PM	0	0	0	0	3	0	0	0	3
5:45 PM	0	0	0	0	0	1	0	0	1
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	2	0	0	16	3	0	0	21
	0.00%	100.00%			84.21%	15.79%			
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	2	0	0	8	2	0	0	12
PEAK HR FACTOR :		0.500			0.667	0.250			0.750
	0.500				0.625				

National Data & Surveying Services

Intersection Turning Movement Count

Location: University Ave & S El Monte Ave
 City: Los Altos
 Control: Signalized

Project ID: 19-08413-008
 Date: 2019-08-29

Total

NS/EW Streets:	University Ave				University Ave				S El Monte Ave				S El Monte Ave				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	4	1	12	0	14	3	52	0	9	235	2	3	11	291	14	0	651
4:15 PM	3	0	7	0	13	4	43	0	7	201	2	1	9	259	1	0	550
4:30 PM	4	0	11	0	25	4	49	0	10	209	4	0	18	228	7	1	570
4:45 PM	5	0	17	0	31	4	68	0	13	177	2	1	14	271	6	2	611
5:00 PM	2	1	12	0	31	7	44	0	6	186	3	0	10	253	1	0	556
5:15 PM	1	0	13	0	18	3	56	0	9	164	1	0	10	263	5	1	544
5:30 PM	3	0	13	0	20	11	69	0	10	193	4	1	22	262	5	0	613
5:45 PM	7	2	16	0	9	4	46	0	11	200	7	1	31	297	7	0	638
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	29	4	101	0	161	40	427	0	75	1565	25	7	125	2124	46	4	4733
	21.64%	2.99%	75.37%	0.00%	25.64%	6.37%	67.99%	0.00%	4.49%	93.60%	1.50%	0.42%	5.44%	92.39%	2.00%	0.17%	
PEAK HR:	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL:	16	1	47	0	83	15	212	0	39	822	10	5	52	1049	28	3	2382
PEAK HR FACTOR:	0.800	0.250	0.691	0.000	0.669	0.938	0.779	0.000	0.750	0.874	0.625	0.417	0.722	0.901	0.500	0.375	0.915
	0.727				0.752				0.880				0.896				

National Data & Surveying Services

Intersection Turning Movement Count

Location: University Ave & S El Monte Ave
City: Los Altos
Control: Signalized

Project ID: 19-08413-008
Date: 2019-08-29

Bikes

NS/EW Streets:	University Ave				University Ave				S El Monte Ave				S El Monte Ave				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0.5 NL	0.5 NT	1 NR	0 NU	1 SL	1 ST	0 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	1	1	0	0	0	1	0	0	3	0	0	0	6
4:15 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	1	1	0	5
4:30 PM	0	1	0	0	1	0	0	0	0	1	0	0	0	1	0	0	4
4:45 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2
5:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	1	1	0	4
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	6	1	0	4	2	1	0	0	3	0	0	5	4	3	0	29
	0.00%	85.71%	14.29%	0.00%	57.14%	28.57%	14.29%	0.00%	0.00%	100.00%	0.00%	0.00%	41.67%	33.33%	25.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	3	0	0	2	2	1	0	0	3	0	0	3	2	1	0	17
PEAK HR FACTOR :	0.00	0.375	0.000	0.000	0.500	0.500	0.250	0.000	0.000	0.750	0.000	0.000	0.250	0.500	0.250	0.000	0.708
		0.375				0.625				0.750				0.500			

National Data & Surveying Services

Intersection Turning Movement Count

Location: University Ave & S El Monte Ave
City: Los Altos

Project ID: 19-08413-008
Date: 2019-08-29

Pedestrians (Crosswalks)

NS/EW Streets:	University Ave		University Ave		S El Monte Ave		S El Monte Ave		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	1	1	2
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	1	2
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	2	1	0	0	3
5:15 PM	1	1	0	0	0	0	0	1	3
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	1	0	0	0	0	1
TOTAL VOLUMES :	1	2	0	1	2	1	1	3	11
APPROACH %'s :	33.33%	66.67%	0.00%	100.00%	66.67%	33.33%	25.00%	75.00%	
PEAK HR :	04:00 PM - 05:00 PM								TOTAL
PEAK HR VOL :	0	1	0	0	0	0	1	2	4
PEAK HR FACTOR :		0.250					0.250	0.500	0.500
		0.250					0.375		

The ability of a highway system to carry traffic is expressed in terms of its "Service Level" at critical locations, usually intersections. Service levels are defined as follows:

- "LOS A" Conditions primarily describe free-flowing operations. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at the boundary intersections is minimal. The travel speed exceeds 85% of the base free-flow speed.
- "LOS B" Conditions describe reasonably unimpeded operations. The ability to maneuver within the traffic stream is only slightly restricted and control delay at the boundary intersections is not significant. The travel speed is between 67% and 85% of the base free-flow speed.
- "LOS C" Conditions describe stable operations. The ability to maneuver and change lanes at mid-segment locations may be more restricted than at LOS B. Longer queues at the boundary intersections may contribute to lower travel speeds. The travel speed is between 50% and 67% of the base free-flow speed.
- "LOS D" Conditions describe less stable operations in which small increases in flow may cause substantial increases in delay and decreases in travel speed. This operation may be due to adverse signal progression, high volume, or inappropriate signal timing at the boundary intersections. The travel speed is between 40% and 50% of the base free-flow speed.
- "LOS E" Conditions describe unstable operations and significant delay. Such operations may be due to some combination of adverse progression, high volume, and inappropriate signal timing at the boundary intersections. The travel speed is between 30% and 40% of the base free-flow speed.
- "LOS F" Conditions describe flow at extreme low speed. Congestion is likely occurring at the boundary intersections, as indicated by high delay and extensive queuing. The travel speed is 30% or less of the base free-flow speed. Also, LOS F is assigned to the subject direction of travel if the through movement at one or more boundary intersections has a volume-to-capacity (V/C) ratio greater than 1.0.

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Foothill Expressway & Main Street

Cycle (sec): 95 Critical Vol./Cap.(X): 0.598
 Loss Time (sec): 12 Average Delay (sec/veh): 18.6
 Optimal Cycle: 80 Level Of Service: B

Street Name: Foothill Exp. Main St.

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	1	0	0	1	0	1

Volume Module: >> Count Date: 29 Aug 2019 <<

Base Vol:	64	470	151	180	1339	208	26	107	52	116	155	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	470	151	180	1339	208	26	107	52	116	155	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	70	516	166	198	1471	229	29	118	57	127	170	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	516	166	198	1471	229	29	118	57	127	170	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	516	166	198	1471	229	29	118	57	127	170	78

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.79	0.95	0.95	0.81	0.27	0.95	0.94	0.44	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.67	0.33	1.00	0.69	0.31
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1800	1800	1750	1800	1800

Capacity Analysis Module:

Vol/Sat:	0.04	0.14	0.09	0.11	0.39	0.13	0.02	0.07	0.03	0.07	0.09	0.04
Crit Moves:	****				****						****	
Green/Cycle:	0.07	0.39	0.39	0.33	0.64	0.64	0.16	0.16	0.23	0.16	0.16	0.16
Volume/Cap:	0.55	0.35	0.24	0.35	0.60	0.20	0.10	0.42	0.14	0.46	0.60	0.28
Uniform Del:	42.5	20.4	19.4	24.4	9.9	7.0	34.3	36.1	29.0	36.4	37.3	35.3
IncrcmntDel:	4.8	0.1	0.2	0.4	0.4	0.1	0.2	0.7	0.0	1.2	2.5	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	47.3	20.5	19.6	24.7	10.3	7.1	34.5	36.8	29.1	37.6	39.8	35.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.3	20.5	19.6	24.7	10.3	7.1	34.5	36.8	29.1	37.6	39.8	35.4
LOS by Move:	D	C	B	C	B	A	C	D	C	D	D	D
HCM2kAvgQ:	2	5	3	4	13	3	1	5	4	4	8	6

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

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Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Base Volume Alternative)
*****
Intersection #0 University Ave. & Burke St. - Main St.
*****
Cycle (sec):          1          Critical Vol./Cap.(X):          0.700
Loss Time (sec):      0          Average Delay (sec/veh):          7.5
Optimal Cycle:        0          Level Of Service:          B
*****
Street Name:          Universtiy Ave.          Burke Rd. - Main St.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Stop Sign          Stop Sign          Stop Sign          Stop Sign
Rights:               Include          Include          Include          Include
Lanes:                0 1 0 0 1          0 0 1! 0 0          0 0 1! 0 0          0 0 1! 0 0
-----|-----|-----|-----|
Volume Module: >> Count Date: 29 Aug 2019 << PM Peak
Base Vol:             17 12 75 13 152 3 3 97 49 312 99 16
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           17 12 75 13 152 3 3 97 49 312 99 16
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume:           18 12 78 13 158 3 3 101 51 324 103 17
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          18 12 78 13 158 3 3 101 51 324 103 17
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          18 12 78 13 158 3 3 101 51 324 103 17
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             206 206 206 249 249 249 469 469 469 839 839 839
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.59 0.41 1.00 0.08 0.90 0.02 0.02 0.65 0.33 0.73 0.23 0.04
Final Sat.:           121 85 206 19 225 4 9 305 154 613 195 31
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.15 0.15 0.38 0.70 0.70 0.70 0.33 0.33 0.33 0.53 0.53 0.53
Crit Moves:           ****          ****          ****          ****
ApproachV/S:          0.26          0.70          0.33          0.53
Delay/Veh:            1.7 1.7 4.2 14.3 14.3 14.3 3.5 3.5 3.5 7.4 7.4 7.4
Delay Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:           1.7 1.7 4.2 14.3 14.3 14.3 3.5 3.5 3.5 7.4 7.4 7.4
LOS by Move:          A A A C C C A A A B B B
ApproachDel:          2.7          14.3          3.5          7.4
Delay Adj:            1.00          1.00          1.00          1.00
ApprAdjDel:           2.7          14.3          3.5          7.4
LOS by Appr:          A C A A B
*****

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #2 University Ave. & Lincoln Ave.

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: A[9.2]

Street Name: University Ave. Lincoln Ave.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Rights: Include Include Include Include
 Lanes: 0 0 0 1 0 0 1 0 0 0 0 0 0 0 0 1 0 0 0 1

Volume Module: >> Count Date: 29 Aug 2019 <<
 Base Vol: 0 54 6 68 452 0 0 0 0 3 0 47
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 54 6 68 452 0 0 0 0 3 0 47
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84
 PHF Volume: 0 64 7 81 539 0 0 0 0 4 0 56
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 FinalVolume: 0 64 7 81 539 0 0 0 0 4 0 56

Critical Gap Module:
 Critical Gp:xxxxx xxxx xxxxx 4.1 xxxx xxxxx xxxxx xxxx xxxxx 6.4 xxxx 6.2
 FollowUpTim:xxxxx xxxx xxxxx 2.2 xxxx xxxxx xxxxx xxxx xxxxx 3.5 xxxx 3.3

Capacity Module:
 Cnflct Vol: xxxx xxxx xxxxx 72 xxxx xxxxx xxxx xxxx xxxxx 770 xxxx 68
 Potent Cap.: xxxx xxxx xxxxx 1541 xxxx xxxxx xxxx xxxx xxxxx 372 xxxx 1001
 Move Cap.: xxxx xxxx xxxxx 1541 xxxx xxxxx xxxx xxxx xxxxx 356 xxxx 1001
 Volume/Cap: xxxx xxxx xxxx 0.05 xxxx xxxx xxxx xxxx xxxx 0.01 xxxx 0.06

Level Of Service Module:
 2Way95thQ: xxxx xxxx xxxxx 0.2 xxxx xxxxx xxxx xxxx xxxxx 0.0 xxxx 0.2
 Control Del:xxxxx xxxx xxxxx 7.5 xxxx xxxxx xxxxx xxxx xxxxx 15.2 xxxx 8.8
 LOS by Move: * * * A * * * * * C * A
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
 SharedQueue:xxxxx xxxx xxxxx 0.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
 Shrd ConDel:xxxxx xxxx xxxxx 7.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
 Shared LOS: * * * A * * * * * * * * *
 ApproachDel: xxxxxx xxxxxx xxxxxx 9.2
 ApproachLOS: * * * A

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

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #4 Lincoln Ave. & Sheman St.

Average Delay (sec/veh): 7.3 Worst Case Level Of Service: A[8.8]

Street Name: Lincoln Ave. Sherman St.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Rights: Include Include Include Include
 Lanes: 0 0 0 0 0 0 0 1! 0 0 1 0 0 0 0 0 0 0 0 1 0

Volume Module: >> Count Date: 29 Aug 2019 <<
 Base Vol: 0 0 0 33 0 14 7 0 0 0 1 9
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 33 0 14 7 0 0 0 1 9
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.64 0.64 0.64 0.64 0.64 0.64 0.64 0.64 0.64 0.64 0.64 0.64
 PHF Volume: 0 0 0 52 0 22 11 0 0 0 2 14
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 FinalVolume: 0 0 0 52 0 22 11 0 0 0 2 14

Critical Gap Module:
 Critical Gp:xxxxx xxxx xxxxx 6.4 6.5 6.2 4.1 xxxxx xxxxx xxxxx xxxx xxxxx
 FollowUpTim:xxxxx xxxx xxxxx 3.5 4.0 3.3 2.2 xxxxx xxxxx xxxxx xxxx xxxxx

Capacity Module:
 Cnflct Vol: xxxxx xxxxx xxxxx 30 30 9 16 xxxxx xxxxx xxxxx xxxx xxxxx
 Potent Cap.: xxxxx xxxxx xxxxx 989 866 1079 1615 xxxxx xxxxx xxxxx xxxx xxxxx
 Move Cap.: xxxxx xxxxx xxxxx 984 860 1079 1615 xxxxx xxxxx xxxxx xxxx xxxxx
 Volume/Cap: xxxxx xxxxx xxxxx 0.05 0.00 0.02 0.01 xxxxx xxxxx xxxxx xxxx xxxxx

Level Of Service Module:
 2Way95thQ: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxx xxxxx
 Control Del:xxxxx xxxx xxxxx xxxxx xxxxx xxxxx 7.2 xxxxx xxxxx xxxxx xxxx xxxxx
 LOS by Move: * * * * * A * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxxx xxxxx xxxxx xxxxx 1010 xxxxx xxxxx xxxxx xxxxx xxxx xxxxx
 SharedQueue:xxxxxx xxxxx xxxxx xxxxx 0.2 xxxxx xxxxx xxxxx xxxxx xxxx xxxxx
 Shrd ConDel:xxxxxx xxxxx xxxxx xxxxx 8.8 xxxxx xxxxx xxxxx xxxxx xxxx xxxxx
 Shared LOS: * * * * * A * * * * *
 ApproachDel: xxxxxx 8.8 xxxxxx xxxxxx
 ApproachLOS: * A * *

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

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #7 El Monte Ave. & University Ave.

Cycle (sec): 75 Critical Vol./Cap.(X): 0.904
 Loss Time (sec): 12 Average Delay (sec/veh): 23.7
 Optimal Cycle: 90 Level Of Service: C

Street Name: University Ave. El Monte Ave.

Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Protected			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	1	0	0	1	0	1	0	1	1	0	1	0	1	1	0

Volume Module: >> Count Date: 29 Aug 2018 <<

Base Vol:	16	1	47	83	15	212	44	822	10	55	1049	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	1	47	83	15	212	44	822	10	55	1049	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	17	1	51	91	16	232	48	898	11	60	1146	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1	51	91	16	232	48	898	11	60	1146	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	1	51	91	16	232	48	898	11	60	1146	31

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.51	0.51	0.84	0.75	0.86	0.85	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.94	0.06	1.00	1.00	0.07	0.93	1.00	1.97	0.03	1.00	1.95	0.05
Final Sat.:	1800	1800	1750	1750	1800	1800	1750	1900	1800	1750	1900	1800

Capacity Analysis Module:

Vol/Sat:	0.01	0.00	0.03	0.05	0.01	0.13	0.03	0.47	0.01	0.03	0.60	0.02
Crit Moves:						****	****				****	
Green/Cycle:	0.14	0.14	0.14	0.14	0.14	0.14	0.03	0.65	0.65	0.05	0.67	0.67
Volume/Cap:	0.07	0.00	0.21	0.36	0.06	0.90	0.90	0.73	0.01	0.73	0.90	0.03
Uniform Del:	27.9	27.6	28.4	29.1	27.8	31.7	36.3	8.7	4.6	35.3	10.5	4.2
IncrcmntDel:	0.1	0.0	0.4	0.9	0.0	30.7	88.6	2.2	0.0	27.4	9.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	28.0	27.6	28.8	30.0	27.8	62.3	124.8	10.9	4.6	62.6	19.6	4.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.0	27.6	28.8	30.0	27.8	62.3	124.8	10.9	4.6	62.6	19.6	4.2
LOS by Move:	C	C	C	C	C	E	F	B	A	E	B	A
HCM2kAvgQ:	0	0	1	2	5	9	2	8	3	2	14	4

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

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #1 Foothill Expressway & Main Street
*****
Cycle (sec):          95          Critical Vol./Cap.(X):          0.601
Loss Time (sec):      12          Average Delay (sec/veh):        18.8
Optimal Cycle:        80          Level Of Service:                B
*****
Street Name:          Foothill Exp.          Main St.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Protected          Protected          Permitted          Permitted
Rights:               Ovl              Ovl              Ovl              Include
Min. Green:           7  10  10          7  10  10          10  10  10          10  10  10
Y+R:                  4.0 4.0  4.0          4.0 4.0  4.0          4.0 4.0  4.0          4.0 4.0  4.0
Lanes:                1  0  2  0  1          1  0  2  0  1          1  0  0  1  0          1  0  0  1  0
-----|-----|-----|-----|
Volume Module: >> Count Date: 29 Aug 2019 <<
Base Vol:             68  470  151          180 1339  211          29  108  57  116  156  71
Growth Adj:           1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:          68  470  151          180 1339  211          29  108  57  116  156  71
User Adj:             1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:              0.91 0.91  0.91          0.91 0.91  0.91          0.91 0.91  0.91  0.91 0.91  0.91
PHF Volume:           75  516  166          198 1471  232          32  119  63  127  171  78
Reduct Vol:           0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:          75  516  166          198 1471  232          32  119  63  127  171  78
PCE Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:              1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:          75  516  166          198 1471  232          32  119  63  127  171  78
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1900 1900  1900          1900 1900  1900          1900 1900  1900  1900 1900  1900
Adjustment:           0.95 0.95  0.79          0.95 0.95  0.81          0.27 0.95  0.94  0.43 0.95  0.95
Lanes:                1.00 2.00  1.00          1.00 2.00  1.00          1.00 0.65  0.35  1.00 0.69  0.31
Final Sat.:           1750 3800  1750          1750 3800  1750          1750 1800  1800  1750 1800  1800
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.04 0.14  0.09          0.11 0.39  0.13          0.02 0.07  0.03  0.07 0.10  0.04
Crit Moves:          ****              ****              ****
Green/Cycle:          0.07 0.39  0.39          0.32 0.64  0.64          0.16 0.16  0.23  0.16 0.16  0.16
Volume/Cap:           0.58 0.35  0.24          0.35 0.60  0.21          0.12 0.42  0.15  0.46 0.60  0.27
Uniform Del:          42.6 20.4  19.5          24.4 9.9  7.0          34.3 36.1  29.1  36.3 37.2  35.2
IncrcmntDel:          6.5  0.1  0.2          0.4 0.4  0.1          0.2 0.7  0.1  1.2 2.5  0.2
InitQueueDel:         0.0  0.0  0.0          0.0 0.0  0.0          0.0 0.0  0.0  0.0 0.0  0.0
Delay Adj:            1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
Delay/Veh:            49.0 20.5  19.7          24.8 10.4  7.1          34.5 36.7  29.1  37.5 39.7  35.4
User DelAdj:          1.00 1.00  1.00          1.00 1.00  1.00          1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:           49.0 20.5  19.7          24.8 10.4  7.1          34.5 36.7  29.1  37.5 39.7  35.4
LOS by Move:          D    C    B    C    B    A    C    D    C    D    D    D
HCM2kAvgQ:            2    5    3    4   13    3    1    5    4    4    8    6
*****
Note: Queue reported is the number of cars per lane.
*****

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Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Base Volume Alternative)
*****
Intersection #0 University Ave. & Burke St. - Main St.
*****
Cycle (sec):          1          Critical Vol./Cap.(X):          0.705
Loss Time (sec):      0          Average Delay (sec/veh):          7.8
Optimal Cycle:        0          Level Of Service:          B
*****
Street Name:          Universtiy Ave.          Burke Rd. - Main St.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|
Control:              Stop Sign          Stop Sign          Stop Sign          Stop Sign
Rights:               Include          Include          Include          Include
Lanes:                0 1 0 0 1          0 0 1! 0 0          0 0 1! 0 0          0 0 1! 0 0
-----|-----|-----|-----|
Volume Module: >> Count Date: 29 Aug 2019 << PM Peak
Base Vol:             19 17 84 13 156 3 3 97 51 320 99 16
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           19 17 84 13 156 3 3 97 51 320 99 16
User Adj:             1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:              0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume:           20 18 87 13 162 3 3 101 53 332 103 17
Reduct Vol:           0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:          20 18 87 13 162 3 3 101 53 332 103 17
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          20 18 87 13 162 3 3 101 53 332 103 17
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             212 212 212 253 253 253 462 462 462 834 834 834
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                0.53 0.47 1.00 0.07 0.91 0.02 0.02 0.64 0.34 0.73 0.23 0.04
Final Sat.:           112 100 212 19 229 4 9 297 156 614 190 31
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.18 0.18 0.41 0.71 0.71 0.71 0.34 0.34 0.34 0.54 0.54 0.54
Crit Moves:           ****          ****          ****          ****
ApproachV/S:          0.29          0.71          0.34          0.54
Delay/Veh:            2.0 2.0 4.8 14.6 14.6 14.6 3.6 3.6 3.6 7.8 7.8 7.8
Delay Adj:            1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:          2.0 2.0 4.8 14.6 14.6 14.6 3.6 3.6 3.6 7.8 7.8 7.8
LOS by Move:          A A A C C C A A A B B B
ApproachDel:          3.1          14.6          3.6          7.8
Delay Adj:            1.00          1.00          1.00          1.00
ApprAdjDel:          3.1          14.6          3.6          7.8
LOS by Appr:          A C A B
*****

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #2 University Ave. & Lincoln Ave.
*****
Average Delay (sec/veh):      1.9      Worst Case Level Of Service: A[ 9.2]
*****
Street Name:      University Ave.      Lincoln Ave.
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:      Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Rights:      Include      Include      Include      Include
Lanes:      0 0 0 1 0      0 1 0 0 0      0 0 0 0 0      1 0 0 0 1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 29 Aug 2019 <<
Base Vol:      0 54 6 82 452 0 0 0 0 3 0 63
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 54 6 82 452 0 0 0 0 3 0 63
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84
PHF Volume: 0 64 7 98 539 0 0 0 0 4 0 75
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 64 7 98 539 0 0 0 0 4 0 75
-----|-----|-----|-----|-----|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 4.1 xxxx xxxxx xxxxx xxxx xxxxx 6.4 xxxx 6.2
FollowUpTim:xxxxx xxxx xxxxx 2.2 xxxx xxxxx xxxxx xxxx xxxxx 3.5 xxxx 3.3
-----|-----|-----|-----|-----|
Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx 72 xxxx xxxxx xxxx xxxx xxxxx 803 xxxx 68
Potent Cap.: xxxx xxxx xxxxx 1541 xxxx xxxxx xxxx xxxx xxxxx 355 xxxx 1001
Move Cap.: xxxx xxxx xxxxx 1541 xxxx xxxxx xxxx xxxx xxxxx 337 xxxx 1001
Volume/Cap: xxxx xxxx xxxxx 0.06 xxxx xxxxx xxxx xxxx xxxxx 0.01 xxxx 0.08
-----|-----|-----|-----|-----|
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx 0.2 xxxx xxxxx xxxx xxxx xxxxx 0.0 xxxx 0.2
Control Del:xxxxx xxxx xxxxx 7.5 xxxx xxxxx xxxxx xxxx xxxxx 15.8 xxxx 8.9
LOS by Move: * * * A * * * * * C * A
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx 0.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx 7.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * A * * * * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx 9.2
ApproachLOS: * * * A
*****
Note: Queue reported is the number of cars per lane.
*****

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #4 Lincoln Ave. & Sherman St.

Average Delay (sec/veh): 7.9 Worst Case Level Of Service: A[9.0]

Street Name: Lincoln Ave. Sherman St.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|-----|
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Rights: Include Include Include Include
 Lanes: 0 0 0 0 0 0 0 1! 0 0 1 0 0 0 0 0 0 0 0 1 0
 -----|-----|-----|-----|-----|

Volume Module: >> Count Date: 29 Aug 2019 <<
 Base Vol: 0 0 0 49 0 23 9 0 0 0 1 9
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 49 0 23 9 0 0 0 1 9
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.64 0.64 0.64 0.64 0.64 0.64 0.64 0.64 0.64 0.64 0.64 0.64
 PHF Volume: 0 0 0 77 0 36 14 0 0 0 2 14
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 FinalVolume: 0 0 0 77 0 36 14 0 0 0 2 14
 -----|-----|-----|-----|-----|

Critical Gap Module:
 Critical Gp:xxxxx xxxx xxxxx 6.4 6.5 6.2 4.1 xxxx xxxxx xxxxx xxxx xxxxx
 FollowUpTim:xxxxx xxxx xxxxx 3.5 4.0 3.3 2.2 xxxx xxxxx xxxxx xxxx xxxxx
 -----|-----|-----|-----|-----|

Capacity Module:
 Cnflct Vol: xxxx xxxx xxxxx 37 37 9 16 xxxx xxxxx xxxx xxxx xxxxx
 Potent Cap.: xxxx xxxx xxxxx 981 860 1079 1615 xxxx xxxxx xxxx xxxx xxxxx
 Move Cap.: xxxx xxxx xxxxx 974 852 1079 1615 xxxx xxxxx xxxx xxxx xxxxx
 Volume/Cap: xxxx xxxx xxxx 0.08 0.00 0.03 0.01 xxxx xxxx xxxx xxxx xxxx
 -----|-----|-----|-----|-----|

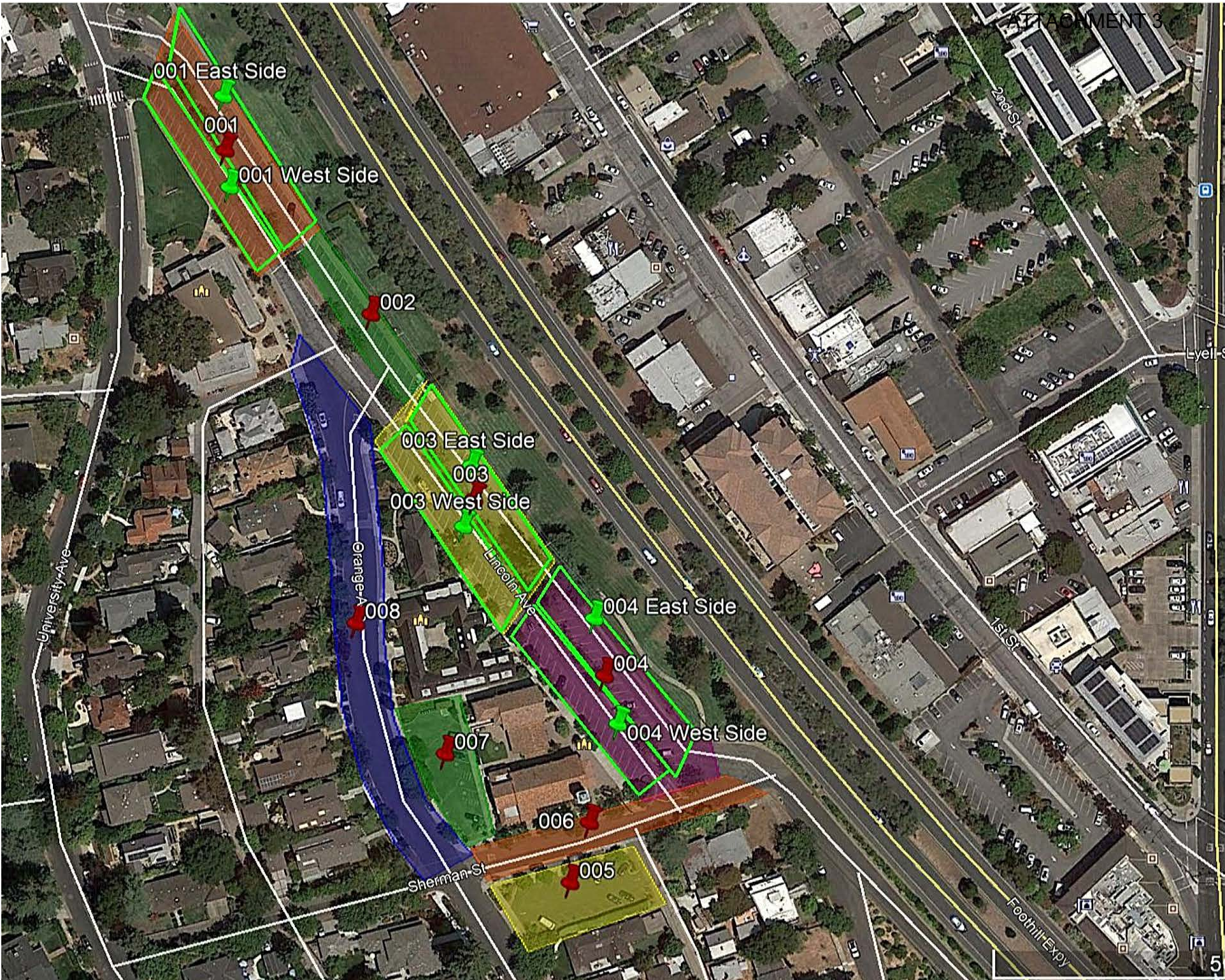
Level Of Service Module:
 2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx 0.0 xxxx xxxxx xxxx xxxx xxxxx
 Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 7.2 xxxx xxxxx xxxxx xxxx xxxxx
 LOS by Move: * * * * * A * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxx xxxx xxxxx xxxx 1006 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
 SharedQueue:xxxxx xxxx xxxxx xxxxx 0.4 xxxxx xxxxx xxxxx xxxxx xxxx xxxxx
 Shrd ConDel:xxxxx xxxx xxxxx xxxxx 9.0 xxxxx xxxxx xxxxx xxxxx xxxx xxxxx
 Shared LOS: * * * * * A * * * * *
 ApproachDel: xxxxxx 9.0 xxxxxx xxxxxx
 ApproachLOS: * A * *

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

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-----
Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #7 El Monte Ave. & University Ave.
*****
Cycle (sec):          75          Critical Vol./Cap.(X):          0.908
Loss Time (sec):      12          Average Delay (sec/veh):        24.1
Optimal Cycle:        96          Level Of Service:                C
*****
Street Name:          University Ave.          El Monte Ave.
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|
Control:              Permitted          Permitted          Protected          Protected
Rights:               Include            Include            Include            Include
Min. Green:           0   0   0           0   0   0           0   0   0           0   0   0
Y+R:                  4.0 4.0 4.0         4.0 4.0 4.0         4.0 4.0 4.0         4.0 4.0 4.0
Lanes:                0 1 0 0 1          1 0 0 1 0          1 0 1 1 0          1 0 1 1 0
-----|-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 29 Aug 2018 <<
Base Vol:             16   2   47           88  16  215          46 822  10          55 1049  33
Growth Adj:           1.00 1.00 1.00         1.00 1.00 1.00         1.00 1.00 1.00         1.00 1.00 1.00
Initial Bse:          16   2   47           88  16  215          46 822  10          55 1049  33
User Adj:             1.00 1.00 1.00         1.00 1.00 1.00         1.00 1.00 1.00         1.00 1.00 1.00
PHF Adj:              0.92 0.92 0.92         0.92 0.92 0.92         0.92 0.92 0.92         0.92 0.92 0.92
PHF Volume:           17   2   51           96  17  235          50 898  11          60 1146  36
Reduct Vol:           0   0   0           0   0   0           0   0   0           0   0   0
Reduced Vol:          17   2   51           96  17  235          50 898  11          60 1146  36
PCE Adj:              1.00 1.00 1.00         1.00 1.00 1.00         1.00 1.00 1.00         1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00         1.00 1.00 1.00         1.00 1.00 1.00         1.00 1.00 1.00
FinalVolume:          17   2   51           96  17  235          50 898  11          60 1146  36
-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1900 1900 1900         1900 1900 1900         1900 1900 1900         1900 1900 1900
Adjustment:           0.51 0.52 0.84         0.75 0.86 0.85         0.95 0.95 0.95         0.95 0.95 0.95
Lanes:                0.89 0.11 1.00         1.00 0.07 0.93         1.00 1.97 0.03         1.00 1.94 0.06
Final Sat.:           1800 1800 1750         1750 1800 1800         1750 1900 1800         1750 1900 1800
-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.01 0.00 0.03         0.05 0.01 0.13         0.03 0.47 0.01         0.03 0.60 0.02
Crit Moves:          ****          ****          ****          ****
Green/Cycle:          0.14 0.14 0.14         0.14 0.14 0.14         0.03 0.65 0.65         0.05 0.66 0.66
Volume/Cap:           0.07 0.01 0.20         0.38 0.07 0.91         0.91 0.73 0.01         0.73 0.91 0.03
Uniform Del:          27.8 27.5 28.3         29.1 27.8 31.6         36.2 8.8 4.6         35.3 10.6 4.3
IncrcmntDel:          0.1 0.0 0.4          1.0 0.0 31.1         87.7 2.2 0.0         27.7 9.5 0.0
InitQueueDel:         0.0 0.0 0.0          0.0 0.0 0.0          0.0 0.0 0.0         0.0 0.0 0.0
Delay Adj:            1.00 1.00 1.00         1.00 1.00 1.00         1.00 1.00 1.00         1.00 1.00 1.00
Delay/Veh:            27.9 27.5 28.7         30.1 27.8 62.7         123.9 11.0 4.6         62.9 20.1 4.3
User DelAdj:          1.00 1.00 1.00         1.00 1.00 1.00         1.00 1.00 1.00         1.00 1.00 1.00
AdjDel/Veh:           27.9 27.5 28.7         30.1 27.8 62.7         123.9 11.0 4.6         62.9 20.1 4.3
LOS by Move:          C   C   C           C   C   E           F   B   A           E   C   A
HCM2kAvgQ:            0   0   1           2   5   9           2   8   3           2  14  4
*****
Note: Queue reported is the number of cars per lane.
*****

```



001 East Side

001

001 West Side

002

003 East Side

003

003 West Side

008

004 East Side

004

004 West Side

007

006

005

University Ave

Orange Ave

Sherman St

Lincoln Ave

2nd St

1st St

Foothill Expy

Prepared by National Data & Surveying Services

Parking Study Los Altos Chinese School - Kindergarten & After School Project

Location: Multiple Areas
City: Los Altos, CA

Date: 8/29/2019
Day: Thursday

Area	Type	Side	Inventory	2:30 PM	2:45 PM	3:00 PM	3:15 PM	3:30 PM	3:45 PM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM
1	Reg		44	4	4	4	4	3	2	3	3									
	Reg	East	24									2	2	2	2	2	2	2	2	2
	Reg	West	20									1	1	1	1	0	0	1	1	1
2	Reg		17	1	1	1	1	2	1	1	1	1	1	1	1	1	1	0	0	0
3	Reg		30	1	1	1	1	0	1	1	1									
	Compact		7	1	0	0	0	1	1	1	3									
	HC		1	0	0	0	0	0	0	0	0									
	Reg	East	17									1	1	2	1	1	1	2	2	1
	Reg	West	13									1	2	5	5	4	4	3	4	4
	Compact	West	7									3	3	4	1	1	1	1	1	1
	HC	West	1								0	0	0	0	0	0	0	0	0	0
4	Reg		40	5	5	5	5	6	6	6	3									
	Reg	East	20									1	1	0	0	0	0	0	0	0
	Reg	West	20									2	2	2	2	1	1	3	1	0
5	Reserved (Church Parking Only)		19	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2
6	Reg	North	7	2	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0
	Reg	South	5	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
7	Reg		4	2	3	2	3	3	3	3	3	3	4	4	4	3	3	2	1	1
	HC		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Compact		3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	Reg	East	11	8	8	6	6	6	7	7	7	7	7	8	8	7	7	6	6	6
	20 Min	East	3	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
	Reg	West	23	5	4	5	6	7	7	7	5	5	5	6	7	7	7	8	9	9

Note: East/West separation of lots 1,3, and 4 began at 4:30PM.

		33																		
Areas 1-4		139	12	11	11	11	12	11	12	11	12	13	17	13	10	10	12	11	9	
Areas 1-4 Percent Occupied (%):			9%	8%	8%	8%	9%	8%	9%	8%	9%	9%	12%	9%	7%	7%	9%	8%	6%	
Total (Areas 1-8, east side of Orange):		193	28	27	24	25	26	27	28	27	27	29	34	30	25	25	25	23	21	
Total Percent Occupied (%):			15%	14%	12%	13%	13%	14%	15%	14%	14%	15%	18%	16%	13%	13%	13%	12%	11%	

PINNACLE TRAFFIC ENGINEERING

831 C Street
Hollister, California 95023
(831) 638-9260 • PinnacleTE.com

August 12, 2019

Mr. John E. Miller
27462 Sunrise Farm Road
Los Altos Hills, CA 94022

RE: Los Altos Chinese School Kindergarten & After School Program; City of Los Altos, CA
Use Permit Application (19-UP-20) - Project Trip Generation Analysis

Dear Mr. Miller,

Pinnacle Traffic Engineering is pleased to submit the following material regarding the potential project trip generation and related traffic issues. The Los Altos Chinese School has submitted a Use Permit application for a Kindergarten & After School Program at the Foothills Congregational Church (461 Orange Avenue). The Foothills Congregational Church is located in the residential neighborhood west of Foothill Expressway, south of Main Street - Burke Road, and north of El Monte Road. Primary access is provided via University Avenue, Lincoln Avenue and Sherman Street. Approximately 140 parking stalls are located along Lincoln Avenue (University Avenue to Sherman Street), with 80 of the stalls located adjacent to the Foothills Congregational Church and St. Nicholas Church. Ten (10) parking stalls are located in the lot west of the St. Nicholas Church and 14 stalls are located in the lot south of Sherman Street. On-street parking is also provided along Orange Avenue (+/-16 stalls on the east side adjacent to the Foothills Congregational Church and St. Nicholas Catholic Church). A copy of the project site plan is attached.

Letters received from City staff indicate the initial Use Permit application was deemed incomplete and a Traffic Impact Analysis (TIA) is required to evaluate access and circulation at the University Avenue / Lincoln Avenue intersection. The City's General Plan Circulation Element Policy (C 8) requires the preparation of a TIA for projects resulting in 50 or more net new daily trips. The initial TIA scope focused on an evaluation of local intersections to analyze access and circulation. Subsequently, City staff expanded the TIA scope to include an evaluation of intersections on Foothill Expressway and El Monte Road. The Santa Clara County Valley Transportation Authority (VTA) also has guidelines for preparing traffic analyses (Transportation Impact Analysis Guidelines, Oct. 2014). The VTA scoping approach is similar to the City's, but only requires a formal TIA for projects that generate 100 or more net new weekday (AM or PM peak hour) trips. The VTA guidelines also state an intersection should be studied when a project is expected to add 10 or more new peak hour vehicles per lane to any

Mr. John E. Miller

August 12, 2019

Kindergarten & After School Program

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intersection movement. Based on the City and VTA guidelines, the project applicant has elected to submit a detailed trip generation analysis to illustrate the assignment of project trips on the local street system and address the traffic related issues.

Project Operations Description

The Foothills Congregational Church currently has various weekday events (e.g. meetings, support groups, music & choir practice, etc). There are a few outside groups that also use the church on weekday nights (e.g. Boy Scouts, dog training club, etc.), most of which do not occur on a regular weekly basis. The proposed project will have a morning (Monday-Friday, 8:30 to 11:30 AM) and afternoon kindergarten class (12:15 to 4:30-6:00 PM), and an After School Program for 1st through 4th grade students (Monday-Friday, 3:30 PM to 4:30-6:00 PM). The initial enrollment includes 12 kindergarten children (morning & afternoon) and 46 after school program students (12 - 1st grade, 12 - 2nd grade, 12 - 3rd grade, & 10 - 4th grade). The initial enrollment includes a total of 70 children/students (12+12+12+12+12+10). There will be two (2) teachers for each kindergarten class, plus eight (8) teachers for the after school program (1st - 4th grades). A copy of the 2019 church room assignment schedule for the initial enrollment is included with the attachment material.

The Los Altos Chinese School anticipates a potential modest growth for a maximum of no more than 15 children / students per class (kindergarten - 4th grade). Ultimately, there could be 15 kindergarten children in the morning and afternoon class, 15 - 1st grade students, 15 - 2nd grade students, 15 - 3rd grade students, & 15 - 4th grade students). The ultimate enrollment for the proposed Kindergarten & After School Program could include up to 90 children / students (15+15+15+15+15+15).

A drop-off and pick up area will be provided on Lincoln Avenue immediately adjacent to the existing classroom building at the Foothills Congregational Church. The morning kindergarten children will be dropped off at the church by their parents or care givers (around 8:15 AM). At about 11:35 AM, the morning kindergarten children will be transported to the Bullis Charter School using two (2) shuttle vans operated by the Los Altos Chinese School. The same two (2) shuttle vans will then bring back the afternoon kindergarten children at about 12:10 PM (afternoon class starts at 12:15 PM). The 1st, 2nd, 3rd and 4th grade after school program students will be dropped off at the church by the parents or caregivers around 3:15 PM (classes start at 3:30 PM). All the afternoon kindergarten children and after school program students will be picked up by their parents or care givers between 4:30 and 6:00 PM (depending on individual family schedules). It's noted that based on current enrollment (total of 70 children / students) there will be 16 families with 2 children / students (32) and 4 families with 3 children / students (12) that will attend the Kindergarten & After School Program. This demonstrates that at least 63% (44/70) of the families essentially carpool. It's anticipated that many more families will eventually carpool.

Project Trip and Parking Generation

As suggested by City staff, the number of new vehicle trips associated with the proposed Kindergarten & After School Program have been estimated using data in the ITE Trip Generation Manual (10th

Edition). The ITE Trip Generation Manual includes various related land use categories (e.g. public schools, private schools, charter schools). The number of students (or children) is typically the most reliable independent variable when estimating the trips associated with educational institutions. In many cases, the morning trip generation rates are very close for the “peak hour on the adjacent street, between 7:00 & 9:00 AM” and the “AM peak hour of the generator” (as most school classes begin between 7:00 & 9:00 AM). However, the afternoon trip generation rates are much lower for the “peak hour on the adjacent street, between 4:00 & 6:00 PM” than the “PM peak hour of the generator” (most schools end classes during the early afternoon, 2:30 to 3:30 PM). The “PM peak hour of the generator” rates reflect the highest hour during the afternoon after classes have ended.

As previously noted, a private shuttle van service operated by the Los Altos Chinese School will be used to transport kindergarten children from and to the church during the mid-day period. However, the morning kindergarten children will be dropped off at the church and all the afternoon kindergarten children and afternoon school program students will be picked up at the church. Since the afternoon children / students will be picked up by their parents (or care givers) it’s considered reasonable to reference the “PM peak hour of the generator” rates to estimate the afternoon peak hour trips (highest hour between 4:00 & 6:00 PM). The ITE trip generation rates for the various land use categories are provided in Table 1 (for reference purposes).

Table 1 - ITE Trip Generation Rates

ITE Code - Land Use	Number of Vehicle Trips per Student / Child						
	Morning Peak Hour (a)		Afternoon Peak Hour (b)		Afternoon Peak Hour (c)		Daily
	In	Out	In	Out	In	Out	
#520 - Elementary School	0.36	0.31	0.15	0.19	0.08	0.09	1.89
#534 - Private School (K-8)	0.50	0.41	0.29	0.33	0.12	0.14	(d)
#536 - Private School (K-12)	0.49	0.31	0.24	0.34	0.07	0.10	2.48
#537 - Charter Elementary School	0.59	0.52	0.32	0.37	0.05	0.09	1.85

(a) Morning peak hour of adjacent street system (between 7 & 9 AM)

(b) Afternoon peak hour of the generator

(c) Afternoon peak hour of adjacent street system (between 4 & 6 PM)

(d) ITE rates considered not applicable (NA), since the rate is based on only 1 study

The data in Table 1 demonstrates that the morning (AM) peak hour trip rates for the Private School (K-8) category are higher than the other potentially related land uses (except the charter elementary school). The afternoon trips rates (PM peak hour of the generator) associated with the Private School (K-8) category are also higher than the most of the other related land uses (except the charter elementary school). It’s noted the ITE land use description for the charter elementary school category indicates these are typically public funded and privately managed educational institutions, and not considered applicable to proposed Kindergarten & After School Program. Therefore, it’s reasonable

Mr. John E. Miller

August 12, 2019

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to use the “Private School (K-8)” rates to estimate the number of trips associated with the proposed Kindergarten & After School Program at the Foothills Congregational Church.

The morning trip generation rates for the “peak hour on the adjacent street, between 7:00 & 9:00 AM” were used to estimate the trips associated with the morning kindergarten class (ultimate enrollment of 15 children). The “PM peak hour of the generator” rates were used for the afternoon peak hour on the “adjacent street system” (highest hour between 4:00 & 6:00 PM), since all children / students (ultimate enrollment of 75) will be picked up between 4:30 & 6:00 PM. Again, this represents the highest hour of trip generation after the afternoon classes have concluded at the Foothills Congregational Church. The project trip generation estimates are presented in Table 2. It’s noted that the daily trips are based on the rates associated with the private school (K-12) category since the daily rates for the private school (K-8) use are only based on one (1) study.

Table 2 - Project Trip Generation Estimates

Ultimate Enrollment	Number of Vehicle Trips				Daily (c)
	Morning Peak Hour (a)		Afternoon Peak Hour (b)		
	In	Out	In	Out	
Morning Kindergarten Classes (15 Children)	8	6	0	0	224
After School Program (75 Students)	0	0	22	25	

(a) Represents peak hour of adjacent street system (highest hour between 7 & 9 AM)

(b) Represents peak hour of adjacent street system (highest hour between 4 & 6 PM)

(c) Daily trips based on private school (K-12) rates (total of 90 students)

The data in Table 2 indicates the morning kindergarten class (15 children) will generate 14 trips during the AM peak hour (8 inbound & 6 outbound) and the afternoon kindergarten & after school program classes (75 children / students) will generate 47 trips during the PM peak hour (22 inbound & 25 outbound). The afternoon peak hour trip estimates seem reasonable since the afternoon children / students will be picked up over a one and one-half hour period (between 4:30 & 6:00 PM), and many families (at least 63%) will have more than one child / student attending classes. The morning kindergarten classes and after school program are estimated to generate a total of approximately 224 daily trips.

It’s reasonable to conclude the ITE rates over-estimate the daily trips since the proposed Kindergarten & After School Program will not function as a new stand-alone private school. Typically, there are 2-3 weekday employees at the church which will not change. In addition, the activities associated the Kindergarten & After School Program will not increase the miscellaneous daily trips associated with the existing church (e.g. mail & supply deliveries, trash pickup, landscaping, building maintenance, etc). As previously stated, a shuttle van service will transport the kindergarten children during the mid-day period and many families attending classes will have more than 1 child / student. The majority of daily trips associated with the Kindergarten & After School Program will be related to the LACS After School_R01R

Mr. John E. Miller

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drop-off and pickup activities (during the early morning & late afternoon). Based on the peak hour trip generation in Table 2, it's anticipated the Kindergarten & After School Program will generate approximately 65 daily trips on a regular basis (14 during the early morning, 4 during the mid-day period, & 47 during the late afternoon).

The afternoon peak hour trips (highest 60-minute period between 4:00 & 6:00 PM) associated with the Kindergarten & After School Program were assigned to the local street system based the student population distribution in the City of Los Altos (current enrollment). It's noted that there are speed humps on University Avenue (west of Edgewood Lane), which somewhat limits the number of trips assigned to the El Monte Road / University Avenue intersection. The afternoon (PM) peak hour traffic volumes associated with the project (Kindergarten & After School Program) are illustrated on Figures 1A and 1B (included with the attachment material). The trip assignment distribution percentages are also provided on Figures 1A and 1B.

The distribution assignment percentages on Figure 1A demonstrate that the majority of trips (65%) associated with the proposed Kindergarten & After School Program will use Lincoln Avenue and University Avenue (north of Lincoln Avenue). The majority of exiting trips will continue south on Lincoln Avenue after picking up their children / students then turn around at Sherman Street and head back north on Lincoln Avenue. The only locations that will experience an increase of 10 or more new peak hour trips per lane (VTA traffic guidelines) will be the University Avenue / Lincoln Avenue, Lincoln Avenue / Orange Avenue, and Lincoln Avenue / Sherman Street intersections. The proposed Kindergarten & After School Program will add fewer than 10 new peak hour trips (per approach lane) to intersections on Foothill Expressway and El Monte Road. The City's General Plan Circulation Element (Figure C-2, copy attached) does not indicate that either the Foothills Expressway / Main Street - Burke Road or El Monte Road / University Avenue intersection are currently or are projected to be congested in the future. Therefore, it's anticipated a detailed evaluation of peak hour operations at these intersections may only detect a minor change (if any) attributable to the project (Kindergarten & After School Program).

The weekday parking demands associated with the proposed Kindergarten & After School Program have been estimated using the City's Ordinance and data contained in the ITE Parking Generation Manual (5th Edition). The City's Ordinance (12.74.120.A) indicates private schools should provide one space for every two (2) employees (teacher & administrators). As previously stated, the project description indicates there will be two (2) teachers for the kindergarten classes and eight (8) teachers for the after school program (1st - 4th grades). There will also be one (1) administrator for the related activities associated with the Kindergarten & After School Program. Therefore, the Kindergarten & After School Program will require at least 6 parking spaces (11/2). Though the City's Ordinance (12.74.120.D) for churches mainly focuses on the peak demand periods for Sunday worship services, it does require weekday parking for employees (1 space for each church official resident and 1 space for every 2 employees). There are three (3) employees on weekdays at the church (needs 2 spaces). However, typically if there is sufficient parking for the Sunday worship services there is more than

Mr. John E. Miller
August 12, 2019
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adequate parking for weekday activities. The ITE Parking Generation Manual indicates the average peak parking demand for a private school (K-12) is 0.35 spaces per student, which is one (1) space for every 2.86 students (there is no data available for private school, K-8). However, the 85th percentile peak parking demand is 0.42 spaces per student (1 space for every 2.38 students). Therefore, the Kindergarten & After School Program (75 afternoon children / students) would require 32 parking spaces (75 / 2.38) based on the 85th percentile demand.

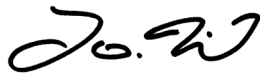
As previously stated, the morning and afternoon kindergarten classes will use a shuttle van service to transport children during the mid-day period. In addition, many families (63%) will have more than one (1) child or student attending the Kindergarten & Afternoon School Program at the Foothills Congregational Church. It's also noted that some local students (3-4) will actually walk home from the church in the afternoon.

Other Local Church Activities

City staff has also requested information regarding weekday activities at the St. Nicholas Catholic Church (473 Lincoln Avenue) and First Church of Christ Scientist (401 University Avenue). The St. Nicholas Catholic Church website (stnicholasandstwilliam.org) indicates there are limited weekday activities on Wednesday (Irish Dance Academy, 5:30-7:30 PM) and Thursday (8:00 AM morning & 7:00 PM evening mass, & 7:00 PM band practice). However, some of the other weekday functions only occur on a limited monthly basis (e.g. Liturgy Council and Adoration & Benediction). Copies of the August and September calendars for the St. Nicholas Catholic Church are attached. The First Church of Christ Scientist website (christiansciencelosaltos.org) indicates the only weekday activity occurs on Wednesday nights (7:30-8:30 PM).

Please contact my office with any questions regarding the Project Trip Generation Analysis.

Pinnacle Traffic Engineering



Larry D. Hail, CE, TE
President



ldh:msw

- attachments: Foothills Congregational Church Site Plan
- Foothills Congregational Church Room Assignment Schedule
- Figures 1A & 1B - Project (After School Program) PM Peak Hour Traffic Volumes
- City's General Plan Circulation Element - Figure C-2

CONDITIONAL USE PERMIT for LOS ALTOS CHINESE SCHOOL at FOOTHILL CONGREGATIONAL CHURCH

461 ORANGE AVENUE
LOS ALTOS CA 94022
APN: 175-15-060

PROJECT SUMMARY

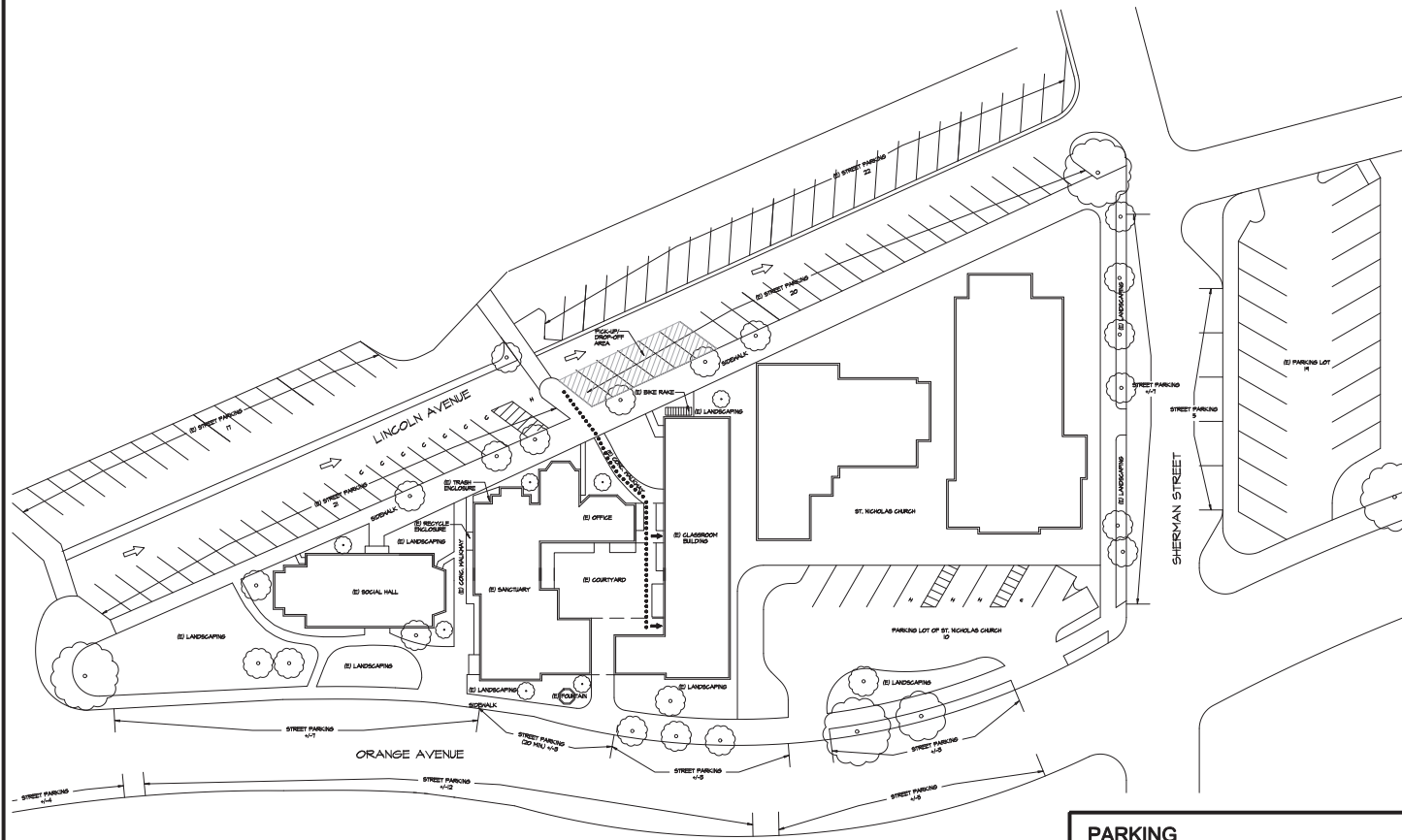
APN:	175-15-060
ZONING DISTRICT:	P.E.F. (PUBLIC & COMMUNITY FACILITIES)
EXISTING USE (APPROVED BY ORIGINAL PERMIT):	CLASSROOM
PROPOSED USE:	CLASSROOM
CONSTRUCTION TYPE:	V-B (SPRINKLERED)
OCCUPANCY GROUP (APPROVED BY ORIGINAL PERMIT):	A
SIZE OF LOT:	1/4-1/864 S.F.
EXISTING CLASSROOM BUILDING FLOOR AREA:	1/4-821 S.F.
EXISTING GROUND FLOOR AREA:	1/4-491 S.F.
EXISTING 2ND FLOOR AREA:	1/4-491 S.F.
TOTAL EXISTING CLASSROOM BUILDING:	1/4-818 S.F.



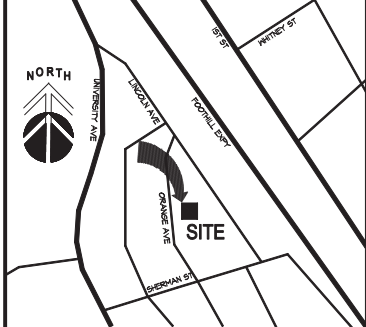
MARCH DESIGN
ARCHITECTURE | INTERIOR | PLANNING
111 MAIN STREET, SUITE 23
LOS ALTOS, CA 94022
800.302.1907
info@marchdesign.com

REVISIONS

SITE PLAN (FOR REFERENCE ONLY; NO EXTERIOR OR SITE WORK)



LOCATION MAP



PROJECT CONTACT

OWNER
FOOTHILLS CONGREGATIONAL CHURCH
461 ORANGE AVENUE
LOS ALTOS, CA 94022
CONTACT: KATY HAUGH
(408) 472-8548
EMAIL: kathy@khaugh.com

ARCHITECT
MARCH DESIGN
111 MAIN STREET, SUITE 23
LOS ALTOS, CA 94022
(650) 302-1907
(650) 848-3906 FAX
EMAIL: mm.ola@gmail.com

APPLICABLE CODES

2016 CBC, CFC, CPG, CHG, CEG, CALIFORNIA ENERGY CODE AND CITY OF LOS ALTOS ORDINANCES
2016 CALIFORNIA BUILDING CODE (CBC);
2016 CALIFORNIA FIRE CODE (CFC);
2016 CALIFORNIA PLUMBING CODE (CPC);
2016 CALIFORNIA MECHANICAL CODE (CMC);
2016 CALIFORNIA ELECTRICAL CODE (CEC);
2016 CALIFORNIA ENERGY EFFICIENCY STANDARDS (CEES);
2016 CALIFORNIA GREEN BUILDING STANDARDS (CGBS)

PROJECT SCOPE

CONDITIONAL USE PERMIT FOR AFTER SCHOOL CHINESE SCHOOL BY USING THE EXISTING CLASSROOMS.

PARKING

	PARKING NEEDED	PARKING AVAILABLE
PARKING NEEDED (STAFF)	8 STALLS	
STREET PARKING LINCOLN AVE		80 STALLS
STREET PARKING ORANGE AVE		31 STALLS
STREET PARKING SHERMAN STREET		12 STALLS
PARKING LOTS ST. NICHOLAS CHURCH		24 STALLS

DRAWING INDEX

ARCHITECTURAL	TITLE SHEET & SITE PLAN
A1.0	TITLE SHEET & SITE PLAN
A2.1	EXISTING CLASSROOM BUILDING FLOOR PLANS

**CONDITIONAL USE PERMIT for
LOS ALTOS CHINESE SCHOOL**
 461 ORANGE AVENUE
 LOS ALTOS, CA 94022
 APN: 175-15-060

CLIENT

DATE 08/05/19

CHECKED

DRAWN MM

JOB NO.

TITLE SHEET & SITE PLAN

A1.0

FOOTHILLS CONGREGATIONAL CHURCH:
CHURCH SITE ROOM Assignments 2019

For Church Members, Community Members and future Los Altos Chinese School use

Key: does not include one-time only or occasional room use by church or community members

Room regularly reserved for FCC Church use

Room regularly reserved for current community program use

Proposed Room reservation for future Los Altos Chinese School (LACS) use

Learning Center FIRST Floor Rm # /Occupancy Limit/ROOM NAME	THIS Column for Church Use ONLY	Organization	Number of attendees	Day/Time
Room # 102/19: NURSERY	Nursery	FCC Church use	2-5	Sunday: 8:30am - 12:00pm
		LACS Kindergarten	12	Mon-Thurs: 8:30am - 11:30pm
		LACS Kindergarten	12	Mon-Fri: 12:15pm -6:00 pm
Room #101/15 MAPLE ROOM	Communications Team	FCC Church use	5-8	2 nd Sunday: 11:15 – 12:15pm
	Fellowship Board	FCC Church use	6-11	Sunday: 11:15 – 12:15pm - 5 times/year
	Music Board	FCC Church use	2-4	Sunday: 11:15 – 12:15pm - 4 times/year
	Counters	FCC Church use	2-3	Mon: 9:00-10:30 am
		LACS	12	Mon-Fri 3:30pm - 6:00pm
	Human Resources	FCC Church use	2-12	2 nd Mon: 7:30pm -9:00pm
	Property Management Board	FCC Church Use	2-10	2 nd Sat: 9:00-10:30 am
Room #108 ASSOCIATE MINISTER OFFICE	Melanie Weiner	FCC Church Use	1-3	Mon -Thurs., Sunday: 8:00-2:00pm plus other irregular hours
Room #112/19 MIDDLE MEETING CLASSROOM	Sunday School		5-20	
		FCC Church use		Sunday: 8:30am -12:00pm
	Cards	FCC Church use	3-6	Mon: 10:00-12:00pm
		LACS	12	Mon-Fri 3:30-6:00
	Circle of Women	FCC Church use	8-12	4 th Mon: 7:00-9:00pm
		Parkinson Support	10-20	2 nd Tues: 10:30 -12:30pm
		Deep Peninsula Dog Training Club	18-35	3 rd Tues: 7:00pm -8:30pm
	Bells Practice	FCC Church use	10-20	Wed: 6:00pm -7:30pm

FOOTHILLS CONGREGATIONAL CHURCH:
CHURCH SITE ROOM Assignments 2019

For Church Members, Community Members and future Los Altos Chinese School use

Key: does not include one-time only or occasional room use by church or community members

Room regularly reserved for FCC Church use

Room regularly reserved for current community program use

Proposed Room reservation for future Los Altos Chinese School (LACS) use

Learning Center FIRST Floor Rm # /Occupancy Limit/ROOM NAME	THIS Column for Church Use ONLY	Organization	Number of attendees	Day/Time
Room #113/21 MIDDLE MEETING ROOM/LIBRARY		LACS	12	Mon-Fri 3:30-6:00
		Parkinson Support	10-20	2 nd Tues: 10:30 -12:30pm
		Deep Peninsula Dog Training Club	18-35	3 rd Tues: 7:00pm -8:30pm
	Truth-seekers	FCC Church use	5-12	Thurs: 11:00am -12:15pm
	Diaconate	FCC Church use	5-16	2 nd Thurs: 7:00pm- 8:30pm
	Executive Board	FCC Church use	12-18	3 rd Thurs: 7:15pm-8:45pm
Room #117/ 20 CHOIR ROOM	Choir, Elementary Choir	FCC Church use	10-20	Sunday 8-12:00
		LACS	10	Mon-Fri 3:30-6:00
	Organist/choir Director/choir	FCC Church use	1-25	Wed: 6:00-9:30pm
Learning Center SECOND Floor		Organization	# of attendees	Day/Time
Rm #201/ 14 PF-YOUTH ROOM	Sunday School/	FCC Church use	4-10	Sunday: 8:00 – 1:00pm
	need piano	Cantabile	10-12	Mon & Tues: 4:00-8:30
		Cantabile	10-12	Thurs: 3:30-7:30
Room #204/ 14 UPPER MEETING ROOM		FCC Church use	varies	Sunday: available for use
	Office Staff/ move copier here	Cantabile	1-3	Mon-Fri: 3:30-6:00
	STAFF MTG	Cantabile	6-8	Wed: 5:00pm -7:30pm THIRD WEEK OF THE MONTH
	LACS OFFICE SPACE	LACS OFFICE SPACE	1	

FOOTHILLS CONGREGATIONAL CHURCH:
CHURCH SITE ROOM Assignments 2019

For Church Members, Community Members and future Los Altos Chinese School use

Key: does not include one-time only or occasional room use by church or community members

Room regularly reserved for FCC Church use

Room regularly reserved for current community program use

Proposed Room reservation for future Los Altos Chinese School (LACS) use

Learning Center FIRST Floor Rm # /Occupancy Limit/ROOM NAME	THIS Column for Church Use ONLY	Organization	# of attendees	Day/Time
Rm #205&206/ 20 UPPER CLASSROOM	Sunday School/	FCC Church use	varies	Sun: 8:00 – 12:00 pm
	Faith Development Board	FCC Church use	3-5	2 nd Sun: 11:15-12:15pm
	move piano here	Cantabile	14-20	Mon, Tues, Thurs: 3:30- 6:30
	Private Lessons	Cantabile	2-4	Fri: 12:00-7:00
	Finance Board	FCC Church use	4-6	2 nd Tu 7:30 pm – 9:00 pm
Room #209/ 16 MIDDLE SCHOOL ROOM	YELLOW YOUTH ROOM	FCC Church use	4-10	Sunday: 11:45-1:00pm
	Keyboard/piano	Cantabile	6-8	M-F: 3:30-6:00
SANCTUARY/Office Building		Organization	# of attendees	Day/Time
Room #300/ 155 SANCTUARY		FCC Church use	80-155	Sunday: 9-12
		Peninsula Women's Chorus	15-20	Irregular meeting times
Room 402 SENIOR MINISTER OFFICE	Chris Breedlove	FCC Church use	1-6	Mon, Wed-Friday, Sunday: 9:30-2:00pm plus other irregular hours
Room 400 ADMINISTRATIVE ASSISTANT OFFICE	Susana Leung	FCC Church use	1	Monday-Friday: 9-4
Room # 404/ FIRESIDE MEETING ROOM	Choir, Lounge	FCC Church use	1-20	Sunday 8:00 - 12:00pm
		Pilgrimage Home Meditation	20-35	Tues 6:30 am-8:30 am
	Lectionary Bible Study	FCC Church use	6-9	Monday: 3:00 – 4:00pm
	Book Club	FCC Church use	10-12	4 th Tues 10:30-11:30pm
	Staff Meeting	FCC Church use	3-6	Wed: 8:00-9:30am
	Justice Study Issues	FCC Church use	2-10	1 st Wed: 2:00pm -3:30 pm
	Knitting Group	FCC Church use	2-5	2 nd Wed: 1:00 2:30pm

**FOOTHILLS CONGREGATIONAL CHURCH:
CHURCH SITE ROOM Assignments 2019**

For Church Members, Community Members and future Los Altos Chinese School use

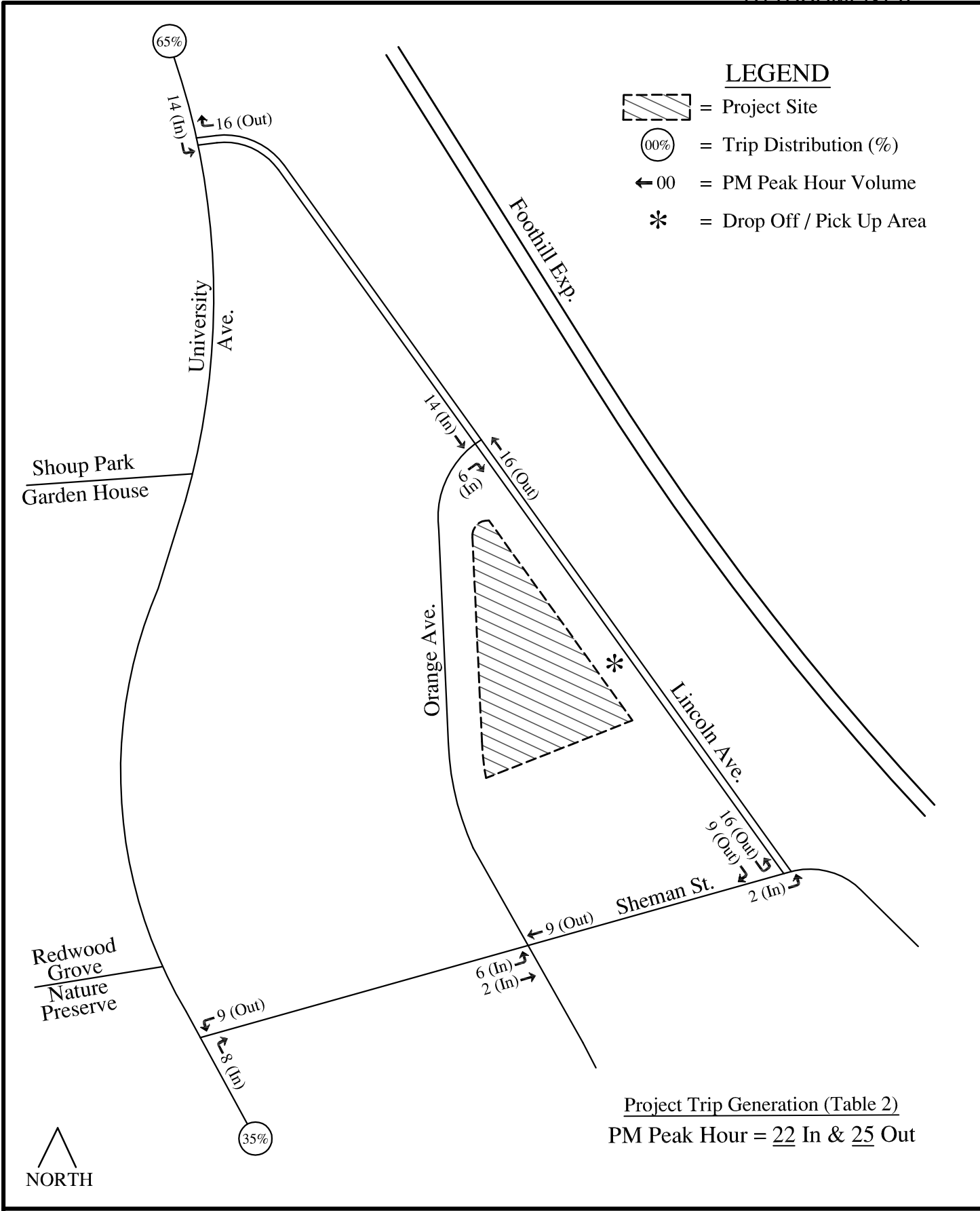
COMMUNITY PARISH HALL		Organization	# of attendees	Day/Time
Room # 600/ PARISH HALL	Coffee Hour/ Forums	FCC Church use	40	Sunday; 8:00-12:00pm
		Boy Scouts Troop 76	6-17	Tues 7:30-9:00 pm
		Cantabile Youth Singers	30-50	Mon-Thurs: 3:30-9:00 pm
		A-Sharp Chorus	60	Fri: 7:30-9:30
		INSIGHT Meditation Group	10-20	Sat: 9:00-6:30 Monthly
		Discovery Shop/ Los Altos	20-35	Irregular meeting times
		Discovery Shop/ Los Altos	60-70	Christmas Party
Room # 607/ BALCONY		Cantabile Youth Singers	Storage	Sun - Sat

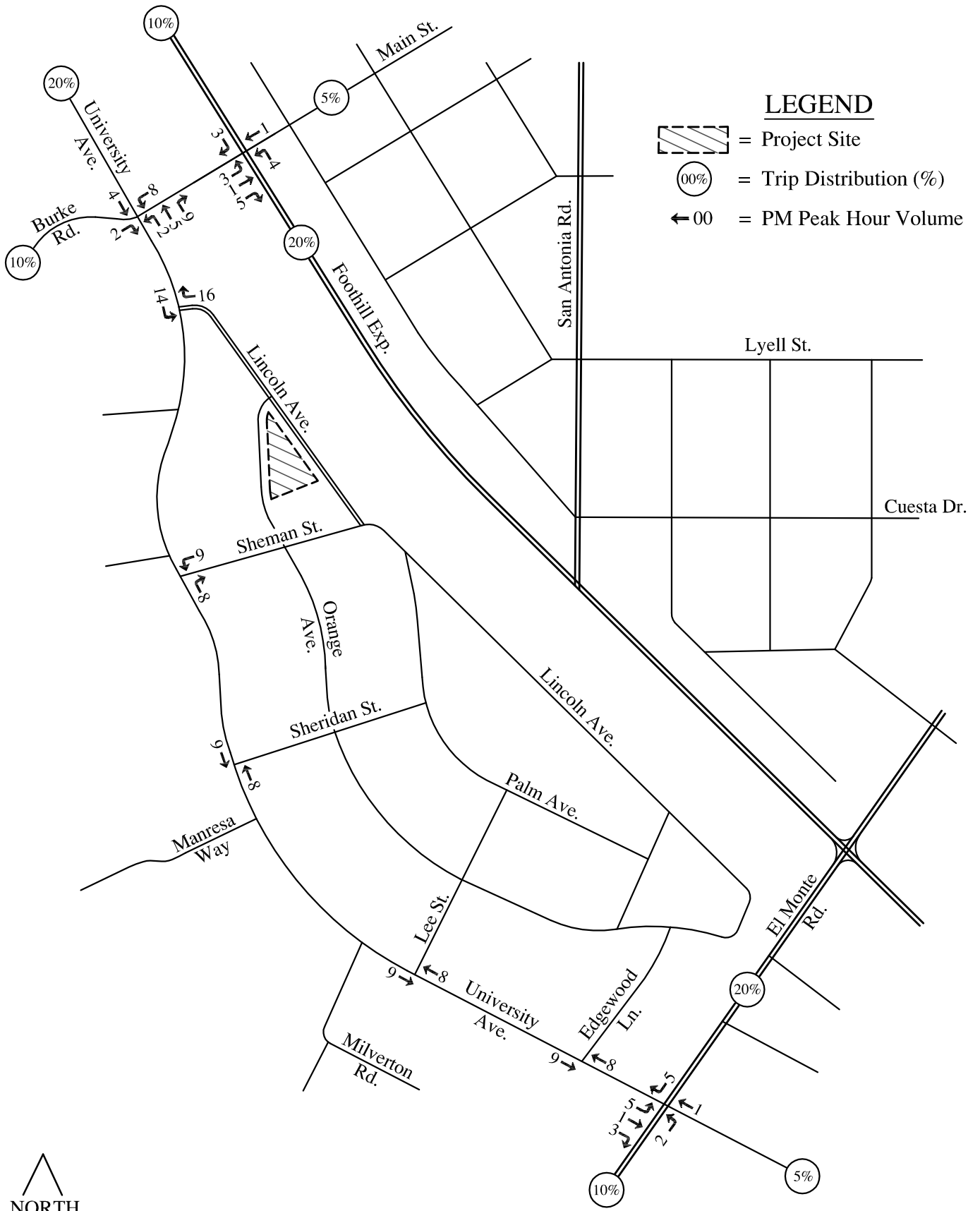
Key:

Room reserved for FCC Church use

Room reserved for current community program use

Proposed Room reservation for future Los Altos Chinese School use





Event Calendar

St. Nicholas and St. William

August 2019

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1 Band Practice 7:00pm - 9:00pm @ SW Hall - Classroom 3	2 First Friday - Adoration & Benediction 8:30am - 9:30am @ SN Church	3 2nd collection: Missionary Co-Op 8am Mass w/Anointing of the Sick 8:00am - 8:30am @ SN Church
4 2nd collection: Missionary Co-Op SN Choir Rehearsal 9:15am - 10:45am @ SN Upper Room Sunday Hospitality 10:00am - 12:00pm @ SW Church	5 MSDYR @ Offsite Liturgy Council 6:30pm - 8:00pm @ SN Hall	6 MSDYR @ Offsite	7 MSDYR @ Offsite Irish Dance Academy 5:30pm - 7:00pm @ SW Hall - Classroom 2 Irish Dance Academy 5:30pm - 7:00pm @ SW Hall - Classroom 4	8 MSDYR @ Offsite	9	10 Second collection: Church in Africa Quinceañera Mass 9:30am - 12:00pm @ SN Church
11 Second Collection: Church in Africa SN Choir Rehearsal 9:15am - 10:45am @ SN Upper Room ARISE 7:00pm - 9:00pm @ SW Conference Room - Large	12	13	14 Holy Day Vigil 5:00pm @ SN Church Irish Dance Academy 5:30pm - 7:00pm @ SW Hall - Classroom 2 Irish Dance Academy 5:30pm - 7:00pm @ SW Hall - Classroom 4	15 Assumption of Mary Holy Day Mass 8:00am @ SN Church Holy Day Mass 7:00pm @ SW Church	16	17
18 SN Choir Rehearsal 9:15am - 10:45am @	19	20	21 Irish Dance Academy 5:30pm - 7:00pm @	22	23	24

ATTACHMENT 3

SN Upper Room			SW Hall - Classroom 2 Irish Dance Academy 5:30pm - 7:00pm @ SW Hall - Classroom 4			
25 SN Choir Rehearsal 9:15am - 10:45am @ SN Upper Room ARISE 7:00pm - 9:00pm @ SW Conference Room - Large	26	27	28 Irish Dance Academy 5:30pm - 7:00pm @ SW Hall - Classroom 2 Irish Dance Academy 5:30pm - 7:00pm @ SW Hall - Classroom 4	29	30	31

Legend:

Community Building (Lunch Bunch, Hospitality, etc.)
 Holidays
 Outside groups
 Stewardship/Collections

Faith Formation/Word
 Liturgy/Worship
 Pastoral Care

Funerals
 Music Ministry
 Social Justice/Witness

Event Calendar

St. Nicholas and St. William

September 2019

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1 SN Choir Rehearsal 9:15am - 10:45am @ SN Upper Room Sunday Hospitality 10:00am - 12:00pm @ SW Church ARISE 7:00pm - 9:00pm @ SW Conference Room - Large	2 Labor Day Holiday-Office closed	3	4 Irish Dance Academy 5:30pm - 7:00pm @ SW Hall - Classroom 2 Irish Dance Academy 5:30pm - 7:00pm @ SW Hall - Classroom 4	5	6 First Friday - Adoration & Benediction 8:30am - 9:30am @ SN Church	7 Second Collection: Catholic Education 8am Mass w/Anointing of the Sick 8:00am - 8:30am @ SN Church
8 Second Collection: Catholic Education SN Choir Rehearsal 9:15am - 10:45am @ SN Upper Room ARISE 7:00pm - 9:00pm @ SW Conference Room - Large	9 Liturgy Council 6:30pm - 8:00pm @ SN Hall	10	11 Irish Dance Academy 5:30pm - 7:00pm @ SW Hall - Classroom 2 Irish Dance Academy 5:30pm - 7:00pm @ SW Hall - Classroom 4	12 (Cancelled) Band Practice 7:00pm - 9:00pm @ SW Hall - Classroom 3	13	14
15 SN Choir Rehearsal 9:15am - 10:45am @ SN Upper Room ARISE 7:00pm - 9:00pm @ SW Conference Room - Large	16	17	18 Irish Dance Academy 5:30pm - 7:00pm @ SW Hall - Classroom 4 Irish Dance Academy 5:30pm - 7:00pm @ SW Hall - Classroom 2	19	20	21
22	23	24	25	26	27	28

ATTACHMENT 3
Second

SN Choir Rehearsal 9:15am - 10:45am @ SN Upper Room ARISE 7:00pm - 9:00pm @ SW Conference Room - Large			Irish Dance Academy 5:30pm - 7:00pm @ SW Hall - Classroom 2 Irish Dance Academy 5:30pm - 7:00pm @ SW Hall - Classroom 4	Band Practice 7:00pm - 9:00pm @ SW Hall - Classroom 3		
29 Second Collection: SVDP & Parish Outreach SN Choir Rehearsal 9:15am - 10:45am @ SN Upper Room ARISE 7:00pm - 9:00pm @ SW Conference Room - Large	30					

Legend:

Community Building (Lunch Bunch, Hospitality, etc.)
 Holidays
 Outside groups
 Stewardship/Collections

Faith Formation/Word
 Liturgy/Worship
 Pastoral Care

Funerals
 Music Ministry
 Social Justice/Witness

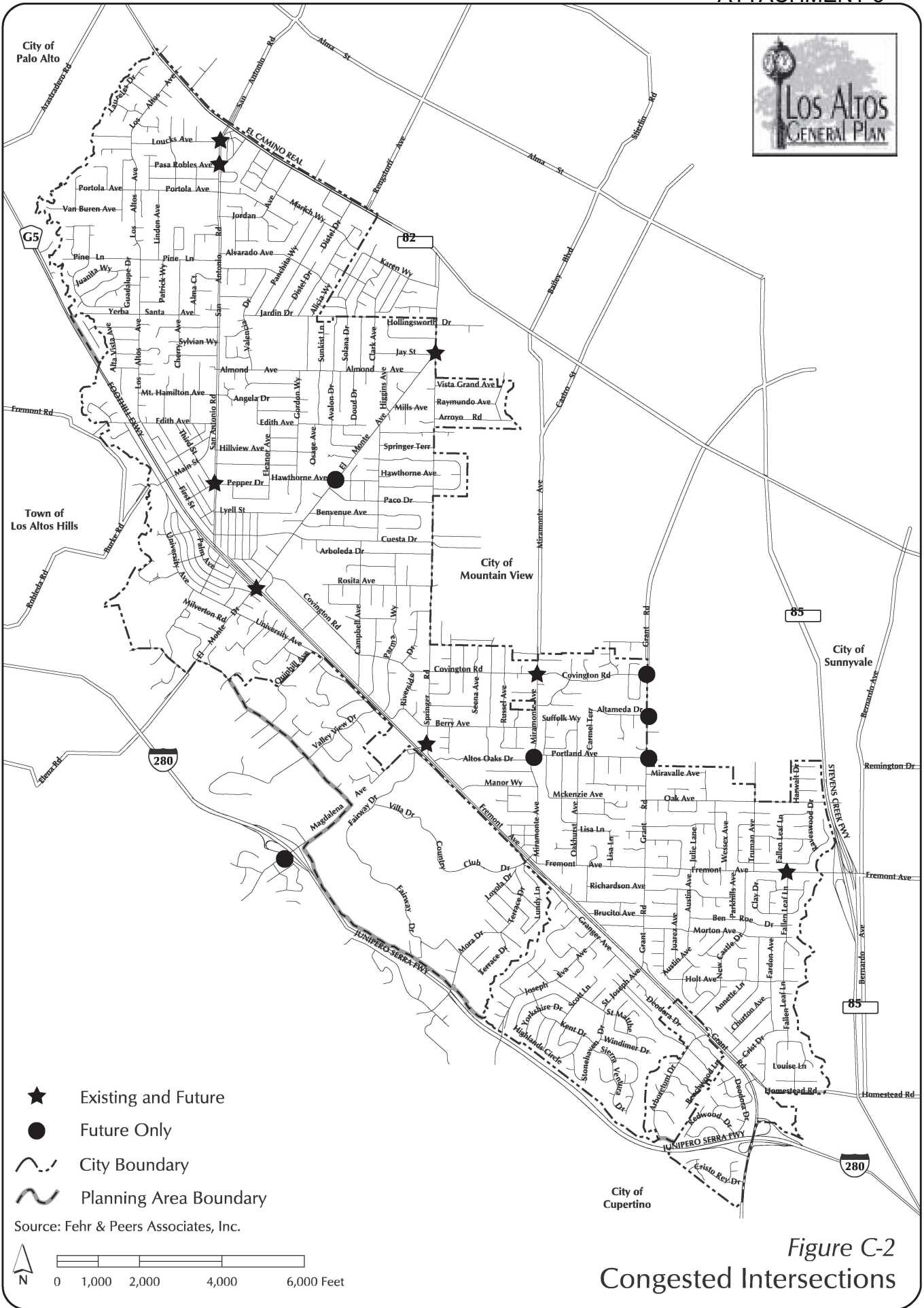


Figure C-2
Congested Intersections

Los Altos Chinese School
P. O. Box 582
Los Altos, California 94023

Planning Commission
City of Los Altos
One North San Antonio Road
Los Altos, California 94022

Re: 461 Orange Avenue (Application No. 19-UP-02)

Dear Members:

We the undersigned residents in the neighborhood of 461 Orange Avenue, hereby support the application of the Los Altos Chinese School for a Use Permit, allowing them to use the facilities of Foothills Congregational Church at 461 Orange Avenue for the before school and after school program. For many years the Los Altos Chinese School has been active in our community, and was located at the Hillview Community Center. The School provides a valuable resource for our community by providing child care and an opportunity for children to learn or improve their knowledge of the Chinese language.

There is an abundance of unused parking spaces on the Lincoln Ave side of the Church. The traffic study shows there will not significantly impact operations on our street system. There will be no disturbance of our peace and quiet, because the pick up and drop off of children will be on Lincoln Avenue and the limited outdoor activity will be in Lincoln Park area.

Sincerely

Iryna & Wulf Vogler
701 Orange Ave., Los Altos



Los Altos Chinese School
P. O. Box 582
Los Altos, California 94023

Planning Commission
City of Los Altos
One North San Antonio Road
Los Altos, California 94022

Re: 461 Orange Avenue (Application No. 19-UP-02)

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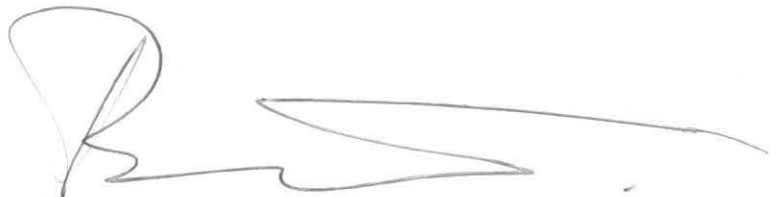
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Sincerely

Bessie Ng & Andrew Chang

679 orange Ave, Los Altos, CA 94022



NOV. 9th 2019

Los Altos Chinese School
P. O. Box 582
Los Altos, California 94023

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City of Los Altos
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Sincerely

Ernie Schmidt + Anne Schmidt



713 Orange Ave Los Altos CA 94022

Los Altos Chinese School
P. O. Box 582
Los Altos, California 94023

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City of Los Altos
One North San Antonio Road
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Sincerely

Behnaz & Ramin Shahidi

502 Palm Ave, Los Altos

650-823-4221



Los Altos Chinese School
P. O. Box 582
Los Altos, California 94023

Planning Commission
City of Los Altos
One North San Antonio Road
Los Altos, California 94022

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Sincerely

Dorothy and Terry Hayes
660 Orange Ave, Los Altos

Dorothy Hayes

Sean Gallegos

From: Brent Beagle <brent474@gmail.com>
Sent: Tuesday, November 12, 2019 9:07 PM
To: Sean Gallegos
Subject: Foothills Congregational Church Public Hearing Notice

Mr Sean Gallegos, Project Manager,

I have been a property owner on Orange Avenue since 1988. I chose this area for it's small town atmosphere and neighborhood appeal. I love my community and am an active participant.

I moved into my house with the knowledge that three churches existed in the neighborhood and Sunday services were part of the disclosure. Property values reflected this.

I did not accept the additional use of a PRIVATE school with ninety students and after-school care attending 8:30 AM -6 PM Monday through Friday across from my residence!

We have seen increased activity at the church throughout the years. We, as a neighborhood, have tried to live a symbiotic relationship with the church, but the last few years have been much more challenging.

I have noticed many more cars parked waiting for children(students) at peak evening hours. Parents will park anywhere they can find regardless of sidewalks and driveways. Many are standing in the street on their cell phones , with no regard to residents or through traffic.

As a community, we have watched Foothill Expressway evolve from an easy thoroughfare through our community to a stop and go congested freeway! Overflow traffic has increased significantly through Los Altos Hills(Burke Avenue) and University Avenue. I cannot fathom the idea of another potentially NINETY cars in this area during the most congested hours of the day!

There are numerous questions that must be addressed prior to granting a use permit for Foothills Congregational Church.

- 1.) Has the church been operating a private school on the premises without a use permit?(in addition to renting space for choirs and other activities?)
- 2.) What are the actual zoning restrictions on the property?
- 3.) What are the parking requirements for the PUBLIC and COMMUNITY FACILITY?
 (As a professional and business property owner in Los Altos, I am required to have a ratio of parking spaces per square footage)
 Churches must have not less than 1 parking space for every 3 1/2 seats in the main Sanctuary plus additional space for staff.
 If granting this use permit reclassifies this property into a mixed use facility, I understand that the parking requirements must reflect the sum total of all uses.
 There are three churches in addition to a public park. Are all of these parking requirements being met even before a school and choir facility?
- 4.)What are the demographics of the student population. Who is it benefiting?
- 5.)Lastly, What is the mission statement of the church other than LANDLORD?
 It appears to me the only benefit of the use permit is to the coffers of the church!!!

ATTACHMENT 3

I would appreciate any answers to these essential questions prior to the public hearing Thursday, November 21, at 7 pm so that I may better educate myself as to the legitimacy of this request.

Thanking you in advance for your knowledge, Brent Beagle

Sent from my iP

Sean Gallegos

From: JILL CURCIO <jill.curcio@sbcglobal.net>
Sent: Tuesday, November 12, 2019 5:11 PM
To: Sean Gallegos
Subject: Foothills Congregational Church Public Hearing Notice

Hi Mr. Gallegos,

My family has lived in the 400 block of Orange Avenue across the street from Foothills Congregational Church for 25 years. We've watched the non-church after-school activities grow over time so that during certain times of the year there is one group or another renting space almost every night of the week. Over the years, it has been an inconvenience at times but the addition of a 90 student private school simply would be too much for the neighborhood to absorb. It crosses the line.

I will be interested in understanding project plans and information because I would like to know why the church is even considering such a full-use rental of their facilities. With this move, FCC becomes more of a rental property than a church and in no way do we favor transitioning the property from church to school.

Other than attending the meeting on Nov. 21, how do we make sure that our voice and concerns are adequately addressed?

**Thank you for this consideration,
Jill Curcio**

Sean Gallegos

From: stacey walter <stacey.walter@att.net>
Sent: Monday, November 11, 2019 2:31 PM
To: Sean Gallegos
Subject: Los Altos Chinese School

Dear Mr. Gallegos,

My family lives directly across the street from Foothills Congregational Church. I was surprised to receive the Public Hearing Notice regarding a Use Permit, as from my own observations the Los Altos Chinese School occupied the space starting last spring. Were they provided a conditional use permit?

Foothills Congregational Church has always been a good neighbor and we enjoy the sounds of choir practice, church bells, boy scout meetings, piano recitals, wedding receptions, etc. (the FCC Parish Hall is currently rented to groups of up to 170 people). But all of that activity already brings a steady stream of cars to our neighborhood. Adding 200 cars/day (90 at school drop-off, 90 at pick-up + staff) would have a significant negative impact on our already affected neighborhood.

While I am not opposed to utilizing the space for a school, I believe 90 students is simply too much. I hope you will consider reducing the number of students allowed under the Use Permit and, if approved, specifically limiting drop-off and pick-up to Lincoln Avenue to avoid further disruption to the residential neighbors on Orange Avenue.

Stacey Walter
464 Orange Avenue

Sean Gallegos

From: Planning Division (FAX)
Sent: Thursday, November 21, 2019 7:41 AM
To: Sean Gallegos
Subject: FW: Automatic reply: Chinese School Use Permit

Importance: High

From: Dave Backs <dbacks@mindspring.com>
Sent: Wednesday, November 20, 2019 6:43 PM
To: Planning Service <planning@losaltosca.gov>
Subject: Fwd: Automatic reply: Chinese School Use Permit

Dear Los Altos Planning,

I am forwarding the following to you after an earlier email I sent to Sean Gallegos was returned, indicating he would be out of the office for the next several weeks.

Dear Mr. Gallegos,

I'm a Los Altos resident living in the 500 block of Orange Ave. Last week I was approached by Jean Golden, a neighbor and member of Foothills Congregational Church, and asked to sign a letter of support for the subject use permit.

I did sign that letter of support last week, however in the intervening days it's become clear that this issue is becoming a source of divisiveness in our community. With that in mind, and more importantly because I don't feel I've studied the issue sufficiently to make an informed decision, I've asked Charlie and Jean Golden to remove my name from any list of supporters of this use permit that they may be keeping and may forward to you, members of the Los Altos Planning Commission, or other Los Altos representatives or officials.

I'm sending this email to you to ask that you do the same and **remove my name as a supporter of this issue** on any documents you may be keeping or forwarding to other Los Altos Officials.

Thank you and Best Regards,

Dave Backs

Begin forwarded message:

From: Sean Gallegos <sgallegos@losaltosca.gov>
Subject: Automatic reply: Chinese School Use Permit
Date: November 20, 2019 at 6:10:04 PM PST
To: Dave Backs <dbacks@mindspring.com>

Hello,

I will be out of the office for a medical leave from Thursday, November 21, 2019 through Tuesday, December 3, 2019. I will return to the office on Wednesday, December 4, 2019.

If you need immediate assistance during my absence, please contact planning@losaltosca.gov

Sincerely,
Sean K. Gallegos, Associate Planner

As a reminder, City Hall will be closed from Wednesday, November 27 through Friday, November 29, 2019 for the Thanksgiving Holiday. .

Sean Gallegos

From: Planning Division (FAX)
Sent: Thursday, November 21, 2019 7:39 AM
To: Sean Gallegos
Subject: FW: 461 Orange - Church/School project

Importance: High

From: Robin Vasan <rvasan@gmail.com>
Sent: Wednesday, November 20, 2019 9:30 PM
To: Planning Service <planning@losaltosca.gov>
Subject: Fwd: 461 Orange - Church/School project

Robin

m: 650-868-8141

----- Forwarded message -----

From: Robin Vasan <rvasan@gmail.com>
Date: Nov 20, 2019, 9:20 PM -0800
To: sgallegos@losaltosca.gov
Subject: 461 Orange - Church/School project

Sean -

My name is Robin Vasan and I live on Burke Road with my wife and 3 little kids.

I was recently made aware of the project plan to turn the Foothills Church into a school. We are strongly opposed to having the additional traffic in the neighborhood. In particular, the corner of Burke, University and Foothill would face MASSIVE congestion. Since there is a stop sign from the Los Altos Hills side and the traffic coming off Foothill doesn't stop, this would mean that the traffic at that stop sign would back up considerably onto Burke as well as onto both sides of University. In addition, the street parking is already crowded and so the additional load of teachers and administrators would make this much more complicated.

We love the neighborhood and we constantly walk, ride bikes or scooters down Burke Road into downtown. I fear that the all additional activity would make these activities increasingly dangerous.

We also are frequent visitors to Shoup Park and I worry that the additional traffic and parking would significantly negatively impact that experience.

Overall, the Orange Ave, University Ave and Burke Road area is NOT AT ALL well suited for a new school. Please do not allow this project to proceed in our residential neighborhood.

Thank you,

Robin
m: 650-868-8141

Sean Gallegos

From: Dan Arra <arra.dan@gmail.com>
Sent: Wednesday, November 20, 2019 3:46 PM
To: Sean Gallegos
Subject: Use Permit 19-UP-02

Dear Los Altos Planning Commission,

Please do not approve the Use Permit 19-UP-02 to operate a private, for profit school at the Foothills Congregational Church. My concern is that the Planning Commission's **approval will create a dangerous environment** due to increased traffic and parking.

The [City of Los Altos 2015 Pedestrian Master Plan](#) has a goal to "improve pedestrian safety by reducing risk factors, such as vehicle speeds, crossing distance and conflict points". Why now is it a good idea to allow a for profit school that adds an estimated 224 daily pickup/drop off trips into our neighborhood?

My family has lived on Orange Avenue and now on University Avenue since 1994. During that time we have seen:

- speed humps added twice, on University Avenue to slow traffic
- a new, high visibility crosswalk on University Avenue
- the City of Los Altos purchase property behind Shoup Park and along Adobe Creek to [move traffic and parking off the streets to create a safer](#) environment for visitors to Shoup Park and for summer campers attending Redwood Grove Camp
- the Los Altos Community Center relocate to the Garden House at Shoup Park creating more unplanned traffic in our area
- eight (8) accidents involving passing and parking cars smashing our vehicles' mirrors, cars doors, and fenders on University Avenue in front of our house
- last month in October 2019, a drunk driver crash into a parked vehicle on University Avenue. The vehicle ended up on the sidewalk. This occurred at 6pm, during expected school drop off and pick up times.

Again, why now is it a good idea to allow a for profit school that adds an estimated 224 daily pickup/drop off trips into our neighborhood?

Commercial Use

El Monte Avenue between Foothill Expressway and 280 is considered an "Arterial" and University Avenue has become a "Local Collector". [Per this report from the City of Los Altos](#) a Local Collector " is not intended for use as a through street or link between higher capacity facilities such as collector or arterial roadways. Local collectors are fronted by residential uses and **do not typically serve commercial uses**". Adding a for profit, commercial use, 90 student school to the neighborhood will make a bad situation worse.

Requests:

1. Do not approve the church as a use for a for profit, 90 student school as it contradicts the intended purpose of our local neighborhood streets.

Sean Gallegos

From: Dave Backs <dbacks@mindspring.com>
Sent: Wednesday, November 20, 2019 6:10 PM
To: Sean Gallegos
Subject: Chinese School Use Permit

Dear Mr. Gallegos,

I'm a Los Altos resident living in the 500 block of Orange Ave. Last week I was approached by Jean Golden, a neighbor and member of Foothills Congregational Church, and asked to sign a letter of support for the subject use permit.

I did sign that letter of support last week, however in the intervening days it's become clear that this issue is becoming a source of divisiveness in our community. With that in mind, and more importantly because I don't feel I've studied the issue sufficiently to make an informed decision, I've asked Charlie and Jean Golden to remove my name from any list of supporters of this use permit that they may be keeping and may forward to you, members of the Los Altos Planning Commission, or other Los Altos representatives or officials.

I'm sending this email to you to ask that you do the same and **remove my name as a supporter of this issue** on any documents you may be keeping or forwarding to other Los Altos Officials.

Thank you and Best Regards,

Dave Backs

Sean Gallegos

From: Dr. David M. Nudell <dr.nudell@gmail.com>
Sent: Wednesday, November 20, 2019 5:55 PM
To: Sean Gallegos
Subject: Chinese immersion school proposal

Mr. Gallegos,

I am writing to you regarding the proposed use permit the city is considering to place a immersion school at the current Foothills Church in Old Los Altos. I may not be able to attend the council meeting tomorrow but wanted to express a few opinions.

There are innumerable reasons that this is a bad idea. Firstly, the Old Los Altos area streets are far from set up for this type of daily traffic. We have multiple streets with no stop signs at small intersections as well as an already terrible build up of traffic at the tight intersection at Burke and Foothill Blvd which abuts University and Burke where most of this traffic will have to egress. This will make it very difficult to get out of this area in this direction even for those coming down Burke from Los Altos Hills. Secondly, although I don't not have small children any longer, there are and have always been many children who walk and more importantly bike to Gardner Bullis or other established Los Altos schools who will be put in undue danger from the added traffic, especially since there are no dedicated bike lanes in this neighborhood and likely the streets are too narrow to support those. I am frankly afraid that we will have accidents and children will get hurt. Thirdly, I understand that the traffic impact study was done in the Thursday prior to Labor Day weekend which is likely a non-representative time to do such a study. Finally, I understand that this permit was filed for in January 2019 - I find it in very bad faith and frankly subversive that the school and/or the church did not reach out to the neighborhood and hoped to railroad this through the city council despite all of the above. The school's own web site states they have hopes to grow their school so I have very little faith that the numbers of students will stay the same either. Additionally, their claim that they plan to keep kids inside the entire day is ludicrous and likely illegal so I suspect they will be taking these kids across to Shoup Park!

For all of these reasons it is clear to me that this is not a good location for this school. If you do not plan to vote no on this I implore the City to at least address much of the above (safety, bike lanes, actual traffic issues, effect on Shoup Park, etc) and revisit this proposal at a later date when more realistic information is available.

I find it hard to believe having gone through the building process (single residential home) myself in Los Altos that this would even be considered in its current form. I found the city in that instance to be thorough and detail oriented. I don't see anything close to that here. I hope that this is not all about making money for the church and the city that would be sad.

Thanks for your time and thoughts

David Nudell
667 Orange Ave.

From: Jon Biggs
Sent: Wednesday, November 20, 2019 5:38 AM
To: Sean Gallegos
Subject: FW: Chinese school at Foothills Church on Lincoln.

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

From: Wendy Reynolds <xskyhag@aol.com>
Sent: Tuesday, November 19, 2019 9:49 PM
To: Jon Biggs <jbiggs@losaltosca.gov>
Subject: Chinese school at Foothills Church on Lincoln.

I signed a letter in favor of this school in my neighborhood before researching it. Please disregard my letter for approval.

Wendy Reynolds
536 Palm Ave
Sent from my iPad

Sean Gallegos

From: Jill Curcio <jillcurcio5@gmail.com>
Sent: Wednesday, November 20, 2019 5:31 PM
To: Jon Biggs
Cc: Sean Gallegos
Subject: 19-UP-02_ - Los Altos Chinese School - 461 Orange Avenue
Attachments: Petition to Deny Use Permit 19-UP-02.pdf

To: Los Altos Planning Commission" a reference it to tomorrow night's Discussion Item #3 19-UP-02_ - Los Altos Chinese School - 461 Orange Avenue

Please see attached petition of names gathered in favor of **denying** this Use Permit. We're up to 55 names and counting. Many neighbors are just learning about this week's Hearing. I may have fumbled by not realizing that the petition template I chose from an online search doesn't request a signature, just a name. If necessary, I will go back to these neighbors for signatures. We walked the neighborhood on Saturday and Sunday and no one even pointed it out until Sunday evening. At that point there was no turning back. Many have email-requested that their names are added. I will have printed copies of those emails on hand tomorrow night at the Hearing.

Most everyone on the petition is expressing concern about inviting more traffic through the neighborhood where it is well known problem already. Additional concerns include quality of life, safety, property values, etc.

Thank you for putting this in the hands of the Planning Commission.

Respectfully,
Jill Curcio

At Risk: Property Values, Increased Traffic & Neighborhood Character!

We the undersigned property owners in the Lincoln/Palm/Orange/University Avenue Neighborhood, call on the City of Los Altos to deny Use Permit 19-UP-02 New Chinese Immersion and After-School program at 461 Orange Avenue.

This Conditional Use Permit is for a new Chinese immersion and after-school program that proposes to occupy existing classrooms at Foothills Congregational Church at 461 Orange Avenue. The programs would include up to 90 students 10 employees, and operate between 8:30am and 6pm, Monday to Friday.

According to the Planning Commission Agenda Report:

1. "the private school is anticipated to generate 224 average daily trips" in and out of our neighborhood.
2. "The number of students (or children) is typically the most reliable independent variable when estimating the trips associated with educational institutions." According to the "Room Assignments", there will be 75 children picked up at 6pm. That means 75 cars at 6pm, Monday through Friday coming through the neighborhood in addition to the 452 cars (according to the TIA) already using University Avenue during PM Peak hours.

Homeowners in the 400 block of Orange Avenue, and the surrounding area, purchased their houses with knowledge of the churches, and Sunday services were part of the purchase disclosure. Property values reflected this. If Use Permit 19-UP-02 is granted, Sunday services plus the Monday - Friday school program will precipitate additional disclosure and negative impact to property values.

Please support our neighborhood by signing this petition to deny Use Permit 19-UP-02. Thank you!

Name:	Street Address	Zip Code
Michael SHARRAN	444 ORANGE AV	94022
W. SCOTT PRATER	585 ORANGE AVE	94022
Edm. Ruyark	672 Palm Ave	94022
Dan Arra	416 University Ave.	94022
Fathy Arra	416 University Ave.	94022
Michael Malcolm	490 Orange Ave	94022
Bruce W. Beck	691 Milverton Rd	94022
Joyce A. Beck	691 Milverton Rd	94022
Brent Beagle	474 Orange Avenue	94022
madeleine Beagle	474 Orange ave	94022
Tavin Beagle	474 orange ave	94022
Jason Curcio	482 Orange Ave.	94022
Jill Curcio	482 Orange Ave.	94022

Feel free to contact Jill Curcio at jillcurcio5@gmail.com for information regarding this petition.

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1. "the private school is anticipated to generate 224 average daily trips" in and out of our neighborhood.
2. "The number of students (or children) is typically the most reliable independent variable when estimating the trips associated with educational institutions." According to the "Room Assignments", there will be 75 children picked up at 6pm. That means 75 cars at 6pm, Monday through Friday coming through the neighborhood in addition to the 452 cars (according to the TIA) already using University Avenue during PM Peak hours.

Homeowners in the 400 block of Orange Avenue, and the surrounding area, purchased their houses with knowledge of the churches, and Sunday services were part of the purchase disclosure. Property values reflected this. If Use Permit 19-UP-02 is granted, Sunday services plus the Monday - Friday school program will precipitate additional disclosure and negative impact to property values.

Please support our neighborhood by signing this petition to deny Use Permit 19-UP-02. Thank you!

Name:	Street Address	Zip Code
Joe Nemeth	360 University Ave.	94022
Stacy Nemeth	360 University Ave.	94022
Jamie Wasson	718 Orange Ave.	94022
Richard Zazo	718 Orange Ave.	94022
Jane Wasson	718 Orange Ave.	94022
James Wasson	718 Orange Ave.	94022
Kate Curcio	482 Orange Ave.	94022
Stacey Walter	464 Orange Ave	94022
Steve Brown	464 Orange Ave.	94022
Emily Curcio	482 Orange Ave.	94022
John Curcio	482 Orange Ave.	94022
Kathy Bagby	470 University Ave.	94022
Mark Bagby	470 University Ave.	94022

Feel free to contact Jill Curcio at jillcurcio5@gmail.com for information regarding this petition.

Sean Gallegos

From: Joe Nemeth <joseph.j.nemeth@gmail.com>
Sent: Wednesday, November 20, 2019 6:04 PM
To: Sean Gallegos
Cc: Stacy Nemeth cell
Subject: Use Permit 19-UP-02

Dear Los Altos Planning Commission,

Please do not approve the Use Permit 19-UP-02 to operate a private, for profit school at the Foothills Congregational Church. My concern is that the Planning Commission's **approval will create a dangerous environment** due to increased traffic and parking.

The [City of Los Altos 2015 Pedestrian Master Plan](#) has a goal to "improve pedestrian safety by reducing risk factors, such as vehicle speeds, crossing distance and conflict points". Why now is it a good idea to allow a for profit school that adds an estimated 224 daily pickup/drop off trips into our neighborhood?

My family has lived on Orange Avenue and now on University Avenue since 1993. During that time we have seen:

- speed humps added twice, on University Avenue to slow traffic
- a new, high visibility crosswalk on University Avenue
- the City of Los Altos purchase property behind Shoup Park and along Adobe Creek to [move traffic and parking off the streets to create a safer](#) environment for visitors to Shoup Park and for summer campers attending Redwood Grove Camp
- the Los Altos Community Center relocate to the Garden House at Shoup Park creating more unplanned traffic in our area
- last month in October 2019, a drunk driver crash into a parked vehicle on University Avenue. The vehicle ended up on the sidewalk. This occurred at 6pm, during expected school drop off and pick up times.

Again, why now is it a good idea to allow a for profit school that adds an estimated 224 daily pickup/drop off trips into our neighborhood?

Commercial Use

El Monte Avenue between Foothill Expressway and 280 is considered "Arterial" and University Avenue has become a "Local Collector". [Per this report from the City of Los Altos](#) a Local Collector " is not intended for use as a through street or link between higher capacity facilities such as collector or arterial roadways. Local collectors are fronted by residential uses and **do not typically serve commercial uses**". Adding a for profit, commercial use, 90 student school to the neighborhood will make a bad situation worse.

Requests:

1. Do not approve the church as a use for a for profit, 90 student school as it contradicts the intended purpose of our local neighborhood streets.

Sean Gallegos

From: Robin Vasan <rvasan@gmail.com>
Sent: Wednesday, November 20, 2019 9:21 PM
To: Sean Gallegos
Subject: 461 Orange - Church/School project

Sean -

My name is Robin Vasan and I live on Burke Road with my wife and 3 little kids.

I was recently made aware of the project plan to turn the Foothills Church into a school. We are strongly opposed to having the additional traffic in the neighborhood. In particular, the corner of Burke, University and Foothill would face MASSIVE congestion. Since there is a stop sign from the Los Altos Hills side and the traffic coming off Foothill doesn't stop, this would mean that the traffic at that stop sign would back up considerably onto Burke as well as onto both sides of University. In addition, the street parking is already crowded and so the additional load of teachers and administrators would make this much more complicated.

We love the neighborhood and we constantly walk, ride bikes or scooters down Burke Road into downtown. I fear that the all additional activity would make these activities increasingly dangerous.

We also are frequent visitors to Shoup Park and I worry that the additional traffic and parking would significantly negatively impact that experience.

Overall, the Orange Ave, University Ave and Burke Road area is NOT AT ALL well suited for a new school. Please do not allow this project to proceed in our residential neighborhood.

Thank you,

Robin
m: 650-868-8141

Sean Gallegos

From: Jon Biggs
Sent: Wednesday, November 20, 2019 5:38 AM
To: Sean Gallegos
Subject: FW: Chinese school at Foothills Church on Lincoln.

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

From: Wendy Reynolds <xskyhag@aol.com>
Sent: Tuesday, November 19, 2019 9:49 PM
To: Jon Biggs <jbiggs@losaltosca.gov>
Subject: Chinese school at Foothills Church on Lincoln.

I signed a letter in favor of this school in my neighborhood before researching it. Please disregard my letter for approval.
Wendy Reynolds
536 Palm Ave
Sent from my iPad

Jon Biggs

From: Brent Beagle <brent474@gmail.com>
Sent: Thursday, November 21, 2019 6:36 AM
To: Sean Gallegos
Cc: Jon Biggs
Subject: Fwd: Chinese School plans

Mr Sean Gallegos, Project Planner

Please find below the emails from John Miller, Member, Executive Committee, Foothills Congregational Church, with his response regarding my questions about the Use Permit for Foothills Congregational Church. I initially had expressed my concerns to a church member to which he responded back to me through her.

On Fri, Nov 15, 2019 at 2:20 PM

Following is the response I received from John Miller regarding the questions raised in my email which can be found at the end of this email:

Per Foothills Congregational Church member John Miller:

The current application proposal is for the same group which was at our church from January to June. The use was terminated by the City which required a formal Use Permit Application to be approved before allowing the use. This is not an application for a school but for a small pre school care program serving a maximum of 15 kindergarten children who are enrolled in an afternoon session of kindergarten and a group of 15 kindergarten students who have morning kindergarten who need after school care, The rest of the program involves a maximum of 60 children enrolled in after school care. The arrival and departure is as follows:

!5 kindergarten children and 2 staff arrive at 8:30

!5 Kindergarten leave by two vans at about 11:30

15 Kindergarten children arrive in two vans at 12:15

30 Primary children arrive in vans at about 2:30

30 4rth to 6th grade children arrive in vans at 3:15

75 children leave between 4:30 and 6:00. There are several car pools covering and some who live nearby just walk home.

The arrivals and departures are all on the Lincoln Avenue side of the church. Out of doors activities are in Lincoln Park, or Shoup Park.

There is no parking problem. Our current use and that of St Nicholas is about 34 spaces out of the available 193 spaces. The City required a \$12,000.00 traffic impact study which determined that there would be no impact on traffic. The basic reason is that the trips generated by departing children are spread out over a 1 and 1/2 hour period and some head toward the El Monte intersection and some head toward Main Street and some live in Los Altos Hills. In addition 44 of the 70 families involved will car pool and may families have more than one child enrolled, so that there will not be 70 cars picking up students. We estimate 48 cars will depart in that 90 minute period

The children are all Los Altos public school students. The need was created by The City's decision to close Hillview Community Center for a major rebuild. That is where this operation was located. There is no room in the planned new facility for them. They are currently operating in temporary facilities at Grant and the Lutheran Church.

The second email below, dated Nov 16th is his response to the email that I sent directly to you (which is on record). You shared the 2nd email with Mr. Miller for comment.

Los Altos Chinese School / Foothills Congregational Church
November 16, 2019 at 1:36 PM

Sean Gallegos shared your message of concern and (member's name deleted) also called me. I include Dee Cunningham in her role on the Property Management Board. First of all I want to answer the questions you asked. The proposed use is for an after school day care program. A maximum of 15 kindergarten students will also have a before school day care program. The bulk of the students being cared for will arrive between 2:30 pm and 3:30 pm and leave between 4:30pm and 6:00 pm.

1. No the Church has not been operating or providing space for any private school on our premises. Specifically the Los Altos Chinese School students are not using our facilities. If the Use permit is granted, it will not permit students to be at the Church past 6:00 pm. To the extent you have been seeing parents in the evening hours, those parents would have been from Cantabile, a choir organization. I will speak to the director of that organization. The parents should not be using the Orange Avenue side of the Church facilities.

2. According to the City of Los Altos Planning Commission staff, "The Foothills Congregational Church is located at the corner of Lincoln Avenue and Orange Avenue. The site is designated as Public and Institutional in the General Plan and is zoned Public and Community facilities (PCF)." This zoning permits the operations contemplated in the USE Permit Application.

3. There are, according to the Planning commission staff report, 193 parking spaces available adjacent to the churches on Lincoln Ave. At peak use, a maximum of 18% of those spaces are utilized during week days (Monday through Friday). There is no possible parking issue created by the contemplated operation of the Los Altos Chinese School. There is plenty of parking for the churches and the parking spaces comply with the parking rules established by the City of Los Altos.

4. The children to be served by the Los Altos Chinese School are all Los Altos public school elementary students, kindergarten through sixth grade. These days in Los Altos, it is normal for both parents to have full time jobs outside the home and thus there is a great need for after school day care for the children. Many churches in Los Altos have either schools or after school day care program utilizing their facilities. The Los Altos Chinese School was previously located at the Hillview Community Center. They were forced out of that facility due to the City's decision to demolish and rebuild the Community center. There will be no place for them in the new facility as planned. They are now in temporary quarters at Grant Park with some overflow in the Lutheran Church.

5. If you are serious about wanting to know more about Foothills Congregational Church, please visit our website at foothills-church.org. We are an open and affirming congregation of the United Church of Christ (UCC). The UCC is a progressive denomination and a national leader in human rights issues. We have a strong commitment to outreach and favor as personal and relevant faith as expressed by our covenant and in our Bylaws: "We covenant with you, O God, and with one another, and do bind ourselves in your presence, to walk together in all your ways, according as you are pleased to reveal yourself to us." In 2018 we gave \$69,300.00 to 16 different local charities, including Ecumenical Hunger Program, Community Services Agency Community Health Awareness, and Child Advocates. 2018 was not an unusual year. Over the past few years our donations to local charities have exceeded \$1,000,000.00. In addition we provided funding to build a solar powered water delivery system, providing clean water for a village of 14,000.00 people in Kenya. Our members and our children regularly extend themselves to provide their physical labor for community organizations both here in our local area and in distant locations such as Indian reservations in Arizona and Northern California.

I am happy to meet with you personally prior to the Planning Commission hearing if you would like to discuss any aspect of our Church and/or the Use Permit Application. My telephone number is 650-917-1514. When I am out and about, you can normally reach me on my cell phone, 650-804-2421.

John E. Miller, Member, Executive Committee, Foothills Congregational Church

I am finding it hard to get the facts before the public hearing on November 21, 2019.

Sean, would you, not Mr. Miller, please clarify?

Thank you for your timely response.

Brent Beagle
474 Orange Avenue
Los Altos

Jon Biggs

From: J. Corrigan <jc2tc@aol.com>
Sent: Thursday, November 21, 2019 11:54 AM
To: Sean Gallegos; Jon Biggs
Subject: Use Permit 19-UP-02

Dear Los Altos Planning Commission,

Please do not approve the Use Permit 19-UP-02 to operate a private, for profit school at the Foothills Congregational Church.

Granting this permit will have a serious and permanent negative impact on our neighborhood. The permit should be denied.

And, at a minimum, any decision should be delayed because there has not been adequate notice to those of us who will be negatively impacted. I, for example, just learned of the general nature of this application 3 days ago.

Thank you for your consideration,

Janet Corrigan
591 University Avenue
650-947-4067

Jon Biggs

From: Michelle Galbraith <michellergalbraith@gmail.com>
Sent: Thursday, November 21, 2019 1:09 PM
To: Sean Gallegos; Jon Biggs
Subject: Use Permit 19-UP-02

Dear Los Altos Planning Commission,

Please do not approve the Use Permit 19-UP-02 to operate a private, for profit school at the Foothills Congregational Church.

I first learned of this proposal when a neighbor brought it to my attention about a week ago. A day or so later, I received a notice from the City that it was scheduled for review tonight. I'm unable to attend tonight's meeting, and am frankly surprised that such a dramatic change to our neighborhood (which has clearly been in the planning phase for months) could potentially occur on such limited notice.

My primary concern is that the Planning Commission's approval will create a dangerous environment due to increased traffic. I walk my dog through the University/Lincoln and University/Burke intersections most mornings around 8:00 a.m., and often drive through those intersections in the afternoons and evenings for school and sports pickups. I have seen firsthand the complicated pedestrian, bike, and vehicular traffic our neighborhood encounters with our current traffic load, and do not believe it can support further strain. Specific issues I've witnessed include:

- cars and bikes traveling east on Burke (from Los Altos Hills) failing to stop at the stop sign so they can make the light at Foothill. One of those cars hit my neighbor's son (riding his bike), and sped off without stopping;
- drivers confused by the University/Lincoln intersection, turning the wrong way onto the one-way portion of Lincoln Ave.;
- huge numbers of cars cutting through (and typically speeding down) University Ave. from Burke to El Monte at peak commute times to avoid the backed-up traffic on Foothill Expressway;
- speeding drivers passing slower cars on University, either while they're in transit or when they're stopped at the University/Burke intersection.

I fail to understand how the addition of an estimated 224 daily pickups/dropoffs will not further strain our neighborhood's traffic load; to the contrary, I fully expect it to lead to increases in these types of risky incidents.

At a minimum, our neighborhood is entitled to more time to review materials related to the proposal and evaluate alternatives. For example, University/Orange neighbors might feel more comfortable with the school site if the City:

- redesigned the intersections at University/Burke and/or University/Lincoln to improve pedestrian/cyclist safety;
- installed more speed bumps, "no through traffic" signs, or other traffic calming measures on University Ave. to balance the increased school traffic with a reduction in Foothill cut-through traffic;
- required the school to implement traffic-mitigating processes. The City could consider looking to Castilleja in Palo Alto as an example; that school offers several bus and shuttle services to reduce dropoffs, uniformed traffic monitors, "no left turn" requirements, and "no parking" signs around neighboring curbs.

Thank you for your consideration,
 Michelle Galbraith
 465 University Ave.

Jon Biggs

From: Connie Miller <cmiller1119@gmail.com>
Sent: Wednesday, November 20, 2019 1:27 PM
To: Jon Biggs
Subject: Preschool permit at the Foothill Church in Old Los Altos

Hello Mr. Biggs:

Please make sure all the Planning Commission Members receive this email prior to their meeting on the subject tomorrow evening. Thank you.

I am a resident of Los Altos for over 18 years, a realtor in our community and an advocate for the special characteristics that make Los Altos so special a place in which to live. When I consider the true 'gems' that differentiate our city from neighboring communities, one of the items I always bring up to homebuyers is the Old Los Altos neighborhood. It is so rich in history from the days of when Sarah Winchester asked for its establishment, when she sold the railroad barons her land, to the grand historic homes of Los Altos who are largely concentrated in that neighborhood that still stand today. It is the singular neighborhood rich in a variety of architecture and history about which our city can boast.

I see it as a neighborhood at or above capacity as it is, without adding to it the preschool being proposed at the Foothill Congregational church in that neighborhood. The neighborhood already gets its fair share of traffic to/from Shoup Park and Redwood Grove, but it also suffers as a cut through street thanks to commuters finding it via the Waze app. The streets are narrow and it is difficult to see with the slight bend in their streets with the parked cars that usually line all the streets of University, Orange and Palm. I'm not sure adding more children darting about to that neighborhood is prudent from a safety standpoint or a capacity standpoint (increased traffic, at capacity parking). Not to mention, it 'feels' like every few months there is an accident at the Main/Burke and University/Foothill Expressway intersections.

The more people we have in that neighborhood besides those who reside there, the less valuable those properties will become. The historic homes in that neighborhood are already at risk due to the reduced demand for that type of home as well as the real traffic problem that neighborhood gets during commute traffic. Reduce the demand for that neighborhood much more and those historic properties will not be worth owning for all their upkeep.

I urge a no vote to granting that permit in that neighborhood for a preschool there. At a minimum, I urge further study. I'm not sure why they are moving from the Lutheran Church at Cuesta and El Monte or why they can't use the building on the Covington Campus that formerly housed the Parent Preschool there. It seems a shame to throw this wrench into an already fragile neighborhood that is so beloved.

Thank you for your consideration.

Connie Miller
Private citizen and Realtor at Compass Real Estate Los Altos.
650-279-7074

Jon Biggs

From: john curcio <johncurcio1@gmail.com>
Sent: Wednesday, November 20, 2019 2:55 PM
To: Jon Biggs
Subject: Planning Commission Mtg 11/21/19 re Item #3 19-UP-02- Los Altos Chinese School - 461 Orange Avenue

To: Los Altos Planning Commission,

First, I would like to start by thanking the Planning Commission for your service in protecting the Los Altos community with the work you do each and every day. I have been a resident of Los Altos for 31 years and a property owner at 482 Orange Avenue for 29 years. I am a licensed Professional Engineer and very familiar with land development, entitlement, permitting, construction, compliance and real estate operations.

I am writing today to urge you **NOT to approve the Use Permit 19-UP-02** which would grant a permit to operate a private, for profit school at the Foothills Congregational Church located at 461 Orange Avenue. I oppose this proposed use for reasons I will outline below. These reasons include a **fundamental inappropriate use** and application of the facilities, **material inaccuracies** in the Planning Commission's report and draft Resolution, **noise, traffic and parking impact** and evidence of both the Church and the Los Altos Chinese School **acting in bad faith**.

In addition, it is also important to recognize that the proposed Use Permit represents, not simply a modification of an existing use, but rather a complete and indefinite change and a fundamental wholesale conversion of the facility from its historic and primary use as a church, with limited Sunday worship and Sunday school operation, to a full time for profit private school with a secondary and subservient use as a church. **Simply put, if the facility at 461 Orange Avenue was not zoned as a Church, i.e. Public and Community Facilities (PCF) there would be no practical way possible to utilize it to run a 90 student, 9.5 hour per day, 47.5 hour per week full time, for profit, private school out of this facility.** If the possibility of this proposed use permit is a loophole or inadequacy of the current zoning laws, then I would urge the Planning Commission and the City Council to review and consider this application in the larger context of the intent of the laws, rules and regulations of our City and decline this application.

I would ask that you consider the following in your deliberation:

Inappropriate Use:

1. The use of this facility as a full time school is simply inappropriate.
 - a. There is **no on-site parking** available at this facility.
 - b. At this facility, this private for profit school is only logistically feasible by utilizing **free City parking** provided by the City at no cost to the school which, in my opinion is a **misappropriation of city resources**. The school is directly profiting at the expense of the City and its residents.
 - c.. The **stated hours of operation are 8:30AM to 6:00PM**. From a traffic, parking and impact perspective to the immediate neighbors, when considering drop off and pick up and staff arrival/departure etc, the **actual operating hours are closer to 7:00AM to 7:00PM or 12 hours a day**, which is much greater than typical schools in Los Altos. This is an unfair burden to ask the neighborhood to endure.
 - d. From the Commission Report, "The school **does not permit the student out doors for activities or play periods** during the hours of operation" While this school was operating illegally earlier in the year, they did in fact conduct outdoor activities for the students. This is evidence of the need and desire to do so, and evidence that not having the facilities to allow it is a detriment to the students and speaks to why this facility is inappropriate as a full time school.
2. The report does not address or confirm that the facility meets all the requirements for a school at the proposed scale and type for operations in Santa Clara County and the State of California including appropriate fire alarm and

suppression systems, handicap accessibility, egress and access, notification systems and basic compliance with all current California Building Code requirements for Seismic, electrical and mechanical systems and any required emergency and back up systems.

Inaccuracies or Inadequacies in the Planning Commission Report

1. The report findings state that the use of the facility as a school "**will not be generating any significant new traffic or parking impacts**" This is **simply not true**. At 224 average daily trips with no ability to control, limit or monitor how the neighborhood is accessed and where the school's customers park, there will absolutely be significant and new traffic and parking impacts. **In the context of a quiet residential neighborhood, this impact is undeniable**. Neither the City, School or Church have the ability to require or enforce the parents to "drop" their children curbside as opposed to parking and walking their children into the school. If curbside drop off could even be required and enforced, it would certainly create an **unsafe condition** as we could have up to 30 or 40 cars lined up to pick up or drop off children, inevitably blocking intersections, double parking or creating other unsafe conditions.

2. The Report failed to address the fact that this **neighborhood has a total of three (3) churches immediately adjacent** to this site as well as **Shoup Park and the Redwood Grove** directly around the corner. The neighborhood is already significantly impacted and there is no question that this proposed use would make the situation worse. I believe that the Planning Commission has the responsibility to review this proposed use holistically and in the context of the neighborhood and all other known relevant conditions.

3. The Report also **failed to address a well known City recognized problem of University Avenue being used as a "cut through" street** for commuters frustrated by the long delays and traffic back ups that Foothill Expwy has become during commuting hours. The morning and afternoon pick up times of the proposed school will exacerbate this well known and documented problem that was not addressed in the traffic study provided and paid for by the school.

4. While it may or may not be true that the non-independent traffic study "checks the box" for the City requirements in filing for a use permit, the **study is deficient** in addressing the practical and real concerns of the actual people in our neighborhood that will be impacted. In addition, we have had the report available to us for less than one week, which is not ample time to conduct a review of the integrity of the report by a licensed engineer. **We request a minimum of one month to review the existing report or to conduct our own report and submit it as a part of the record prior to the commission making any recommendation to the City Council.**

5. The report also fails to address the **almost certain damage that local property owners may experience due to a decrease in resale value of their homes** as a direct result of close proximity to a school. As you are probably aware, any seller in the neighborhood that may be impacted by the proposed change in use and the additional traffic, noise and parking impacts related to the operation of a school, will be required by California law to disclose these conditions to any future buyer. Although it is difficult to assess the exact amount of financial damages that would be experienced, very experienced local real estate agents have provided us an estimate of somewhere **between 8-10% loss in value if the proposed use is changed to allow a school to operate at this location.**

Acting in Bad Faith or Poor Judgment

1. It is documented that both the **Church and School violated City laws by knowingly and illegally operating this school out of this facility at 461 Orange Avenue in the past**. This brings into question the integrity of the school, who has been operating in Los Altos at various other locations, and the competency of the church as a landlord and their ability to manage their tenant. This **breach of trust** is not a foundation on which to build an **indefinite** grant of a conditional use permit and will strain relationships indefinitely if the proposed use is approved. If the use permit was to be granted, it would **by default put the burden of the enforcement, of any of the proposed or other conditions of use, on the neighborhood**. **Neither the City, Church nor School have any inherent mechanism for monitoring and enforcement of the conditions of proposed use.**

2. It has been brought to my attention that the **Use permit was originally filed on January 29th 2019**. **Neither the Church nor the School acted in good faith by notifying the neighbors of their intentions**, especially to the home owners most directly impacted by the proposed use. This can only be an indication of a lack of sensitivity to the impact of their proposed use on the neighborhood, a disregard for the opinions or sensitivities of the neighborhood, an attempt to hide their intentions in the hopes that the 2 week notification process would not be enough time for neighbors to protest the

proposed use, or an ignorance or disregard to the overall context of the situation. **None of the scenarios are the foundation for trust that is needed in a neighborhood.**

3. Although I am sure that the City notification date to property owners of November 7th 2019 and making the Planning Commissions preliminary report available on November 14th meets all the statutory requirements for Notice, I do not believe this is adequate time for us to properly address our concerns. We respectfully request that we be treated fairly in this process and that an extension to any decision be granted in order for our neighborhood to properly have its individual and collective voice be heard. I think this is a fair request since the Church and the School have been planning this for at least 10 months, and likely considerably longer.

Thank you in advance for full and thoughtful consideration in this matter.

Best Regards,
John Curcio

Jon Biggs

From: Dan Arra <arra.dan@gmail.com>
Sent: Wednesday, November 20, 2019 3:59 PM
To: Jon Biggs
Subject: Fwd: Use Permit 19-UP-02

----- Forwarded message -----

From: Dan Arra <arra.dan@gmail.com>
Date: Wed, Nov 20, 2019 at 3:46 PM
Subject: Use Permit 19-UP-02
To: <sgallegos@losaltosca.gov>

Dear Los Altos Planning Commission,

Please do not approve the Use Permit 19-UP-02 to operate a private, for profit school at the Foothills Congregational Church. My concern is that the Planning Commission's **approval will create a dangerous environment** due to increased traffic and parking.

The [City of Los Altos 2015 Pedestrian Master Plan](#) has a goal to "improve pedestrian safety by reducing risk factors, such as vehicle speeds, crossing distance and conflict points". Why now is it a good idea to allow a for profit school that adds an estimated 224 daily pickup/drop off trips into our neighborhood?

My family has lived on Orange Avenue and now on University Avenue since 1994. During that time we have seen:

- speed humps added twice, on University Avenue to slow traffic
- a new, high visibility crosswalk on University Avenue
- the City of Los Altos purchase property behind Shoup Park and along Adobe Creek to [move traffic and parking off the streets to create a safer](#) environment for visitors to Shoup Park and for summer campers attending Redwood Grove Camp
- the Los Altos Community Center relocate to the Garden House at Shoup Park creating more unplanned traffic in our area
- eight (8) accidents involving passing and parking cars smashing our vehicles' mirrors, cars doors, and fenders on University Avenue in front of our house
- last month in October 2019, a drunk driver crash into a parked vehicle on University Avenue. The vehicle ended up on the sidewalk. This occurred at 6pm, during expected school drop off and pick up times.

Again, why now is it a good idea to allow a for profit school that adds an estimated 224 daily pickup/drop off trips into our neighborhood?

Commercial Use

ATTACHMENT 4

El Monte Avenue between Foothill Expressway and 280 is considered an "Arterial" and University Avenue has become a "Local Collector". [Per this report from the City of Los Altos](#) a Local Collector " is not intended for use as a through street or link between higher capacity facilities such as collector or arterial roadways. Local collectors are fronted by residential uses and **do not typically serve commercial uses**". Adding a for profit, commercial use, 90 student school to the neighborhood will make a bad situation worse.

Requests:

1. Do not approve the church as a use for a for profit, 90 student school as it contradicts the intended purpose of our local neighborhood streets.
2. If request 1 is not accepted, conduct another TIA (Traffic Impact Analysis) prior to issuing Use Permit. The Los Altos Planning committee should select and manage the vendor that conducts the TIA, rather than the for profit school. This would be reasonable and prudent.
3. If the Use Permit is granted, require that a follow-up TIA be conducted once per year at the expense of the for profit school. The Los Altos Planning committee should select and manage the vendor that conducts the TIA.
4. If any TIA determines traffic levels of service are outside acceptable limits, revoke the Use Permit.
5. Require as a condition of Use Permit that all drop off and pickup occur on the Lincoln Avenue side of the church by the parking spaces. If this condition is ignored, revoke the Use Permit.

Thank you,

--
Dan Arra
416 University Ave
650-218-4444

--
-Dan
650-218-4444

Jon Biggs

From: Dr. David M. Nudell <dr.nudell@gmail.com>
Sent: Wednesday, November 20, 2019 6:03 PM
To: Jon Biggs
Cc: Lynette Lee Eng; Jan Pepper; Jeannie Bruins; Anita Enander; Neysa Fligor
Subject: Proposed immersion school Old Los Altos

Dear Mr Biggs (and city council members)

I am writing to you regarding the proposed use permit the city is considering to place a immersion school at the current Foothills Church in Old Los Altos. I may not be able to attend the council meeting tomorrow but wanted to express a few opinions.

There are innumerable reasons that this is a bad idea. Firstly, the Old Los Altos area streets are far from set up for this type of daily traffic. We have multiple streets with no stop signs at small intersections as well as an already terrible build up of traffic at the tight intersection at Burke and Foothill Blvd which abuts University and Burke where most of this traffic will have to egress. This will make it very difficult to get out of this area in this direction even for those coming down Burke from Los Altos Hills. Secondly, although I don't not have small children any longer, there are and have always been many children who walk and more importantly bike to Gardner Bullis or other established Los Altos schools who will be put in undue danger from the added traffic, especially since there are no dedicated bike lanes in this neighborhood and likely the streets are too narrow to support those. I am frankly afraid that we will have accidents and children will get hurt. Thirdly, I understand that the traffic impact study was done in the Thursday prior to Labor Day weekend which is likely a non-representative time to do such a study. Finally, I understand that this permit was filed for in January 2019 - I find it in very bad faith and frankly subversive that the school and/or the church did not reach out to the neighborhood and hoped to railroad this through the city council despite all of the above. The school's own web site states they have hopes to grow their school so I have very little faith that the numbers of students will stay the same either. Additionally, their claim that they plan to keep kids inside the entire day is ludicrous and likely illegal so I suspect they will be taking these kids across to Shoup Park!

For all of these reasons it is clear to me that this is not a good location for this school. If you do not plan to vote no on this I implore the City to at least address much of the above (safety, bike lanes, actual traffic issues, effect on Shoup Park, etc) and revisit this proposal at a later date when more realistic information is available.

I find it hard to believe having gone through the building process (single residential home) myself in Los Altos that this would even be considered in its current form. I found the city in that instance to be thorough and detail oriented. I don't see anything close to that here. I hope that this is not all about making money for the church and the city that would be sad.

Thanks for your time and thoughts

David Nudell
667 Orange Ave.

Jon Biggs

From: Joe Nemeth <joseph.j.nemeth@gmail.com>
Sent: Wednesday, November 20, 2019 6:05 PM
To: Jon Biggs
Cc: Stacy Nemeth cell
Subject: Use Permit 19-UP-02

Dear Los Altos Planning Commission,

Please do not approve the Use Permit 19-UP-02 to operate a private, for profit school at the Foothills Congregational Church. My concern is that the Planning Commission's **approval will create a dangerous environment** due to increased traffic and parking.

The [City of Los Altos 2015 Pedestrian Master Plan](#) has a goal to "**improve pedestrian safety by reducing risk factors, such as vehicle speeds, crossing distance and conflict points**". Why now is it a good idea to allow a for profit school that adds an estimated 224 daily pickup/drop off trips into our neighborhood?

My family has lived on Orange Avenue and now on University Avenue since 1993. During that time we have seen:

- speed humps added twice, on University Avenue to slow traffic
- a new, high visibility crosswalk on University Avenue
- the City of Los Altos purchase property behind Shoup Park and along Adobe Creek to [move traffic and parking off the streets to create a safer](#) environment for visitors to Shoup Park and for summer campers attending Redwood Grove Camp
- the Los Altos Community Center relocate to the Garden House at Shoup Park creating more unplanned traffic in our area
- last month in October 2019, a drunk driver crash into a parked vehicle on University Avenue. The vehicle ended up on the sidewalk. This occurred at 6pm, during expected school drop off and pick up times.

Again, why now is it a good idea to allow a for profit school that adds an estimated 224 daily pickup/drop off trips into our neighborhood?

Commercial Use

El Monte Avenue between Foothill Expressway and 280 is considered "Arterial" and University Avenue has become a "Local Collector". [Per this report from the City of Los Altos](#) a Local Collector " is not intended for use as a through street or link between higher capacity facilities such as collector or arterial roadways. Local collectors are fronted by residential uses and **do not typically serve commercial uses**". Adding a for profit, commercial use, 90 student school to the neighborhood will make a bad situation worse.

Requests:

1. Do not approve the church as a use for a for profit, 90 student school as it contradicts the intended purpose of our local neighborhood streets.

ATTACHMENT 4

2. If request 1 is not accepted, conduct another TIA (Traffic Impact Analysis) prior to issuing Use Permit. The Los Altos Planning committee should select and manage the vendor that conducts the TIA, rather than the for profit school. This would be reasonable and prudent.
3. If the Use Permit is granted, require that a follow-up TIA be conducted once per year at the expense of the for profit school. The Los Altos Planning committee should select and manage the vendor that conducts the TIA.
4. If any TIA determines traffic levels of service are outside acceptable limits, revoke the Use Permit.
5. Require as a condition of Use Permit that all drop off and pickup occur on the Lincoln Avenue side of the church by the parking spaces. If this condition is ignored, revoke the Use Permit.

Thank you,
Joe and Stacy Nemeth
360 University Avenue
Los Altos, CA 94022

--

Joe Nemeth
m +1 408-421-1295

Jon Biggs

From: Dana Tasic <danaritchie@yahoo.com>
Sent: Wednesday, November 20, 2019 11:02 PM
To: Jon Biggs
Cc: Branimir
Subject: New Chinese Immersions and After School Program at 461 Orange Avenue

Dear Mr. Biggs,

We are writing about Agenda item 3:19-UP-02, set to be heard by the Planning Commission tomorrow evening at 7:00PM.

For the past 11 years, we have lived down the street from Foothills Congressional Church (FCC) located at 461 orange Avenue.

In 2008, after seeing hundreds of homes during our year-long search, we finally settled on the one we bought on Orange Avenue. At the time, our son was less than a year old, and our goal was to find a home in a safe neighborhood, with a good school district on a small, traffic-free street. We were so concerned about the traffic, that when we arrived at open houses and saw that they were built on busy streets, we just drove on and didn't even go inside. When we saw the house at 657 Orange Ave, we made an offer right away and were quickly in escrow. For us, it was all about the quiet neighborhood, small street, very little traffic, and neighborhood schools to which our son could walk and bike with other neighborhood kids.

Our son attended Gardner Bullis, and now attends Egan. He bikes to and from school with his friends who live on Orange Avenue, and they go by FCC every day.

On Tuesday of this week, we discovered that 11 months ago, FCC started seeking a use permit to allow the Chinese School to use FCC facilities for Chinese immersion and after-school programs. Despite a TIA that was commissioned by the School / Church, that looked at traffic data on one day, it is a no-brainer to any resident in our neighborhood, that adding drop-offs and pick-ups for 90 kids daily will greatly increase the traffic in our neighborhood. We already have bad traffic in the area, and this would only make things worse. Our kids are walking and riding their bikes, including to and from school when this additional traffic would be funneled into the neighborhood, and it is not a matter of IF, but WHEN, there will be an accident with a child on a bike.

No matter what conditions the Chinese school agrees to now, we have no guarantee that they will not ask for more in the future, such as to increase the number of students, change the hours of operation, etc. We should not be asked to endure more traffic, accidents, and delays in getting in and out of our neighborhood, and then to repeat having to oppose again in the Planning Commission and City Council when the numbers are increased by the Chinese School, as inevitably they will be. This School wants to benefit a certain demographic of the population, by burdening an entire neighborhood that is already over-burdened.

LASD schools have allowed these programs at their schools, so that, conveniently, kids who attend an LASD school, can walk over to the Chinese school on campus for after-school care. This does not add additional traffic. Immersion students can also be in these programs in the LASD schools that are already situated in areas that are equipped to deal with student traffic. The Chinese School needs to pursue the same accommodations at non-LASD schools, such as Bullis Charter and Pinewood, rather than trying to tax a small neighborhood with their additional students, when that neighborhood already has traffic problems.

ATTACHMENT 4

Additionally, there are two other churches on Orange Ave, right near FCC, and a precedence should not be set for them to set up schools as well.

In view of all of the above, we respectfully request that the Planning Commission not recommend to the City council approval of this permit.

Best,

Dana and Branimir Tasic
657 Orange Avenue
Los Altos, CA

Jon Biggs

From: Harry Guy <harrypguy@gmail.com>
Sent: Thursday, November 21, 2019 12:30 AM
To: Jon Biggs
Subject: Planning Commission Mtg 11/21/19 re Item #3 19-UP-02 at 461 Orange Avenue
Attachments: CalTrans CRS Map_road classifications near downtown Los Altos_20191119.pdf

To: Jon Biggs and Planning Commissioners

I am writing to you to urge you NOT to support the application for a conditional use permit for the Los Altos Chinese School at the Foothills Congregational Church (FCC).

My wife and I have lived in our home at 521 University Ave for 36 years. Our house is at the corner of Sherman St, about a block from the FCC. We purchased our home knowing about the nearby three churches and feel that despite periods of heavy traffic on Sundays and some other occasions, all the churches have been good neighbors...to this point. We did not purchase our home with any consideration that one of the churches might want to (or feel they need to) make money by leasing some of their facility to a private school to operate every weekday with attendance of up to 90 children and ten staff members.

I feel strongly that this facility and its location are completely inappropriate for the proposed conditional use as a private school, for the following reasons:

- The facility owns no parking; they rely solely on the city-owned public parking spaces along Lincoln and Orange, and although there may currently be sufficient unused public parking spaces, an approved conditional use permit decision would be forever, and since the private school staff would be the first to arrive in the morning, the result would be that the private school would receive the benefit of taxpayer-supported parking for its employees, permanently; this would not be in the strategic, long-term interest of our city
- The facility has no playground; to avoid creating a noise problem for nearby homes in the area and address the fact that the FCC facility has no playground, the school is agreeing to operate with the condition that it "will not permit students outdoors for activities or play periods during the hours of operation;" this seems either unrealistic or cruel; members of the church have indicated that the school intends to walk the kids to Shoup Park for recess; to get to Shoup, they would need to cross University Ave, a very busy and dangerous street despite being greatly improved by the cross-walk installed by the city a few years ago at Lincoln; it would also be tempting for the school to take recess with the children across Lincoln Ave to Lincoln Park, however this is a popular dog-walking area and could easily result in a dangerous encounter
- The proposed classroom area (first floor) does not appear to have adequate bathroom facilities for the proposed number of children and staff; on the first floor, there appears to be only one, single-stall women's bathroom and one, single-stall men's bathroom; I inquired of Planning if this was code compliant, and they referred the question to Building; after some discussion and review, the Building inspector's conclusion was that it didn't look adequate, but that it likely met existing code when the facility was built under E-occupancy, and according to Table 422.1 of the Plumbing Code, the two bathrooms were likely compliant for up to 100 persons; I would ask the Commission to consider requesting a re-evaluation of the bathroom code compliance question as well as a re-assessment of the building for fire and building code compliance for this kind of requested use
- There will be increased traffic congestion and increased hazards for children, older adults, AFN individuals and bicyclists who live in or travel through the neighborhood; the TIA estimates 224 additional daily trips into the neighborhood if the conditional use permit is approved as proposed; although the TIA concluded that there was no significant traffic impact from the proposed project, I believe that all of the factors associated with traffic movement were not considered; University Ave is a designated Suggested (Safe) Route to School (SR2S) and many neighborhood children walk and bike to and from school along

this route; in addition, University Ave is designated as a bicycle route, sharing the street with cars (street is marked with sharrows on the full length from Burke to El Monte); as the Commissioners know, University Ave has become heavily trafficked with cut-through traffic, especially during commute times when commuters are bailing off of I-280 to avoid backups, following WAZE instructions to a congested Foothill Expressway, and then diverting onto University Ave in an effort to travel faster, even though many are unfamiliar with the route; the complex factors and timing of these conditions, interacting with bicyclists and neighborhood pedestrians, is not addressed by the minimal algorithms and analysis conducted by Pinnacle for this project; although the TIA was reviewed by Los Altos traffic staff, neither the TIA or this project have been reviewed by the Complete Streets Commission, and I urge you to make that referral to the Complete Streets Commission for a review; the majority of the CSC members are very familiar with this traffic area and were closely involved for nearly three years to help obtain approval for the two flashing beacon, pedestrian-activated crosswalks added to this area; they should directly weigh in on this proposed new school permit

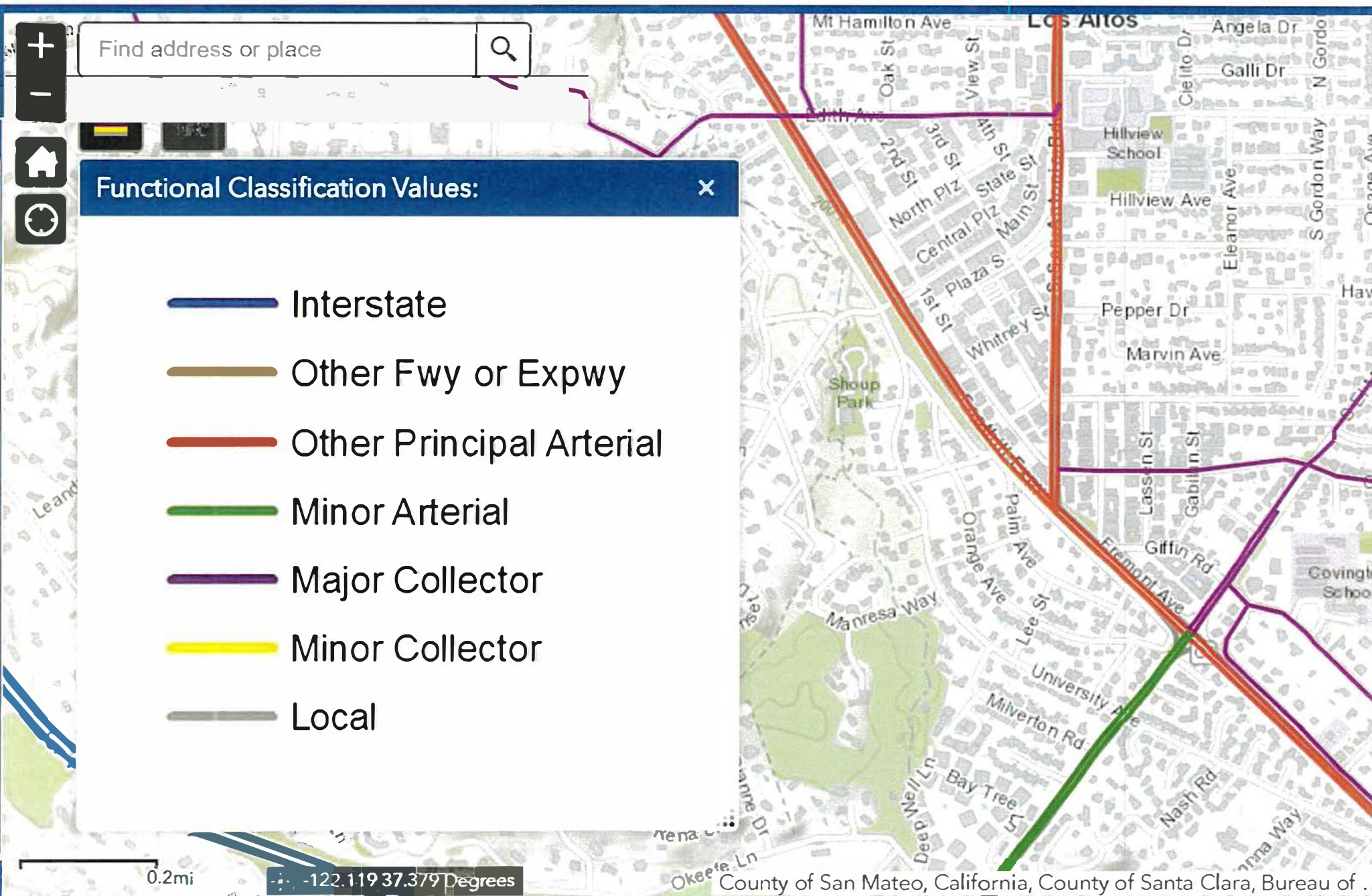
As a matter of record, I'd like to highlight an area of specific and important technical mistakes in the Pinnacle TIA report having to do with their stated descriptions and road classifications (Caltrans CRS) for several of the streets involved in their analysis. Pinnacle incorrectly identified in Section 2.0, pg 3 of the TIA, the road classifications for: Main St, Burke Rd, University Ave and El Monte Rd. They identified Main, Burke and University as "collector" streets, when they are actually "local" streets (a very important traffic engineering distinction), and they identified El Monte simply as an "arterial" when the correct classification is "major collector" for the section between Foothill Expressway and El Camino and "minor arterial" for the section between Foothill Expressway and I-280. Please see the attached pdf Caltrans CRS map for reference. This error is significant from a public records standpoint for the city and should be corrected by Pinnacle with a corrected report being documented in the public record. Interestingly, Pinnacle provided no description of the streets directly adjacent to the subject property: Lincoln Ave and Orange Ave, and this should be corrected, as well as any other findings from a review by the Complete Streets Commission.

For the above reasons, I urge the Commission to not support this conditional use permit application. I feel strongly that this facility and this site are not compatible with the proposed use. That said, if for some reason, the Commission decides to support approving the application to the City Council, then at a minimum, I believe that the following written conditions should be added to those already listed in the staff report:

- Install and maintain clear signage along Lincoln Ave designating the specific location for all drop-off and pick-up of school participants
- Stipulation that all drop-off and pick-up of school participants may only occur at the designated Lincoln Ave location; the Orange Ave side of the facility may not be accessed
- An annual compliance report, signed by the highest ranking officials for the property owner and the school must be submitted to the City of Los Altos by each anniversary date of the final approval of the conditional use permit; the report must provide the current student and staff counts following the same categories and format as the approved conditional use; the signatories must certify that the facility and the school are in full compliance with the conditions of the use permit

Thank you for your service to our community by contributing your expertise and considerable time and effort to participate as Planning Commissioners.

Best wishes,
Harry
Harry Guy – Los Altos Resident



Jon Biggs

From: Harry Guy <harrypguy@gmail.com>
Sent: Thursday, November 21, 2019 12:58 AM
To: Jon Biggs
Subject: Fwd: Delete support letters for conditional use permit application of Foothills Congregational Church

Jon,

I also wanted you to know that my wife and I had originally signed support letters for the Chinese School conditional use permit, based on information we were given by neighborhood friends who are long-time members of the Foothills Congregational Church. As soon as the cards from the City announcing the public hearing were hitting our mailboxes, church members were out asking friends and neighbors to sign the support letters. Unfortunately, Kelly and I both violated an important process rule, and because we trusted the friends giving us the information, we signed the letters.

We have since requested that our letters of support be removed and destroyed (see email exchange below). As you know from my previous email, having now reviewed the details of the project, the staff report and spent time with Sean this week to be sure I had all the details of the staff report and the proposal correct, it seems clear to us that this facility and location are not suitable for the proposed use by the Los Altos Chinese School.

Thank you,
 Harry
 Harry Guy

----- Forwarded message -----

From: Charlie Golden <cgolden@latd-llc.com>
Date: Wed, Nov 20, 2019 at 7:18 AM
Subject: Re: Delete support letters for conditional use permit application of Foothills Congregational Church
To: Harry Guy <harrypguy@gmail.com>
Cc: Charlie Golden <cgolden@latd-llc.com>, Kelly Guy <guyhp@aol.com>

Harry
 Yes. We will do so.
 -Charlie

On Nov 19, 2019, at 11:38 PM, Harry Guy <harrypguy@gmail.com> wrote:

Jean and Charlie,

Kelly and I request that you delete our previously signed support letters from your inventory for the City and to shred any copies you have retained. If you have submitted any copies of these letters, or a count that includes us to the City, we request that you notify the City in writing that we have requested to be removed from the count and ask that our previously signed letters be destroyed.

Sincerely,

Harry & Kelly Guy

Jon Biggs

From: Jill Curcio <jillcurcio5@gmail.com>
Sent: Wednesday, November 20, 2019 5:31 PM
To: Jon Biggs
Cc: Sean Gallegos
Subject: 19-UP-02_- Los Altos Chinese School - 461 Orange Avenue
Attachments: Petition to Deny Use Permit 19-UP-02.pdf

To: Los Altos Planning Commission" a reference it to tomorrow night's Discussion Item #3 19-UP-02_- Los Altos Chinese School - 461 Orange Avenue

Please see attached petition of names gathered in favor of **denying** this Use Permit. We're up to 55 names and counting. Many neighbors are just learning about this week's Hearing. I may have fumbled by not realizing that the petition template I chose from an online search doesn't request a signature, just a name. If necessary, I will go back to these neighbors for signatures. We walked the neighborhood on Saturday and Sunday and no one even pointed it out until Sunday evening. At that point there was no turning back. Many have email-requested that their names are added. I will have printed copies of those emails on hand tomorrow night at the Hearing.

Most everyone on the petition is expressing concern about inviting more traffic through the neighborhood where it is well known problem already. Additional concerns include quality of life, safety, property values, etc.

Thank you for putting this in the hands of the Planning Commission.

Respectfully,
Jill Curcio

At Risk: Property Values, Increased Traffic & Neighborhood Character!

We the undersigned property owners in the Lincoln/Palm/Orange/University Avenue Neighborhood, call on the City of Los Altos to deny Use Permit 19-UP-02 New Chinese Immersion and After-School program at 461 Orange Avenue.

This Conditional Use Permit is for a new Chinese immersion and after-school program that proposes to occupy existing classrooms at Foothills Congregational Church at 461 Orange Avenue. The programs would include up to 90 students 10 employees, and operate between 8:30am and 6pm, Monday to Friday.

According to the Planning Commission Agenda Report:

1. "the private school is anticipated to generate 224 average daily trips" in and out of our neighborhood.
2. "The number of students (or children) is typically the most reliable independent variable when estimating the trips associated with educational institutions." According to the "Room Assignments", there will be 75 children picked up at 6pm. That means 75 cars at 6pm, Monday through Friday coming through the neighborhood in addition to the 452 cars (according to the TIA) already using University Avenue during PM Peak hours.

Homeowners in the 400 block of Orange Avenue, and the surrounding area, purchased their houses with knowledge of the churches, and Sunday services were part of the purchase disclosure. Property values reflected this. If Use Permit 19-UP-02 is granted, Sunday services plus the Monday - Friday school program will precipitate additional disclosure and negative impact to property values.

Please support our neighborhood by signing this petition to deny Use Permit 19-UP-02. Thank you!

Name:	Street Address	Zip Code
Michael Shaffran	444 Orange Ave	94022
W. Scott Prater	585 Orange Ave	94022
Edm. Ruyark	672 Palm Ave	94022
Dan Arca	416 University Ave.	94022
Patty Arca	416 University Ave.	94022
Michael Malcolm	490 Orange Ave	94022
Bruce W. Beck	691 Milverton Rd	94022
Joyce A. Beck	691 Milverton Rd	94022
Brent Beck	474 Orange Avenue	94022
Madeleine Beagle	474 Orange Ave	94022
Tavin Beagle	474 Orange Ave	94022
Jason Curcio	482 Orange Ave.	94022
Jill Curcio	482 Orange Ave.	94022

Feel free to contact Jill Curcio at jillcurcio5@gmail.com for information regarding this petition.

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Name:	Street Address	Zip Code
Shannon Geary	454 Orange Ave	94022
Tabitha Jordan	484 Orange Ave	94022
Jesse [Signature]	435 University Ave.	94022
Michelle Galbraith	465 University Ave.	94022
Mitch Galbraith	465 University Ave	94022
Butt Stern	516 Orange	94022
[Signature]	511 Orange Ave	94022
Maki Imoto-Tar	511 Orange Avenue	94022
Krystina Beayre	474 Orange ave	94022
PARISA NASERALAVI	434 ORANGE AV	94022
MARK HOMAN	434 ORANGE AVE	94022
Deb Blackburn	424 Orange Ave	94022
Daryl Shafran	444 Orange Ave	94022

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Please support our neighborhood by signing this petition to deny Use Permit 19-UP-02. Thank you!

Name:	Street Address	Zip Code
Joe Nemeth	360 University Ave.	94022
Stacy Nemeth	360 University Ave.	94022
Jamie Wasson	718 Orange Ave.	94022
Richard Zazo	718 Orange Ave.	94022
Jane Wasson	718 Orange Ave.	94022
James Wasson	718 Orange Ave.	94022
Kate Curcio	482 Orange Ave.	94022
Stacey Walter	464 Orange Ave	94022
Steve Brown	464 Orange Ave.	94022
Emily Curcio	482 Orange Ave.	94022
John Curcio	482 Orange Ave.	94022
Kathy Bagby	470 University Ave.	94022
Mark Bagby	470 University Ave.	94022

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Name:	Street Address	Zip Code
Nicole Anra	416 University Avenue, Los Altos	94022
Jeanette LaCorte	461 Heather Ct., Los Altos, CA	94022
Ron Buckley	615 Orange Ave, Los Altos CA	94022
Patricia Anra	416 University Ave, Los Altos, CA	94022
Meg Burns	725 Orange Avenue	94022
Karen O'Connell	615 University Avenue	94022
Jim Burns	725 Orange Ave	94022
Sheela Pai	680 Orange Ave.	94022
Marcia Bieber	740 Orange Ave.	94022

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Name:	Street Address	Zip Code
Joy A. Prater	585 Orange Avenue, L.A. CA	94022
Travis Prater	585 Orange Avenue, Los Altos CA	94022
Shelly Potvin	577 Orange Ave, Los Altos	94022
MILISE SUTHER	577 ORANGE AVE, LOSALTOS	94022

Feel free to contact Jill Curcio at jillcurcio5@gmail.com for information regarding this petition.

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Name:	Street Address	Zip Code
Harry Guy Harry	521 University Ave	94022
Jillian Wasson	461 Orange Ave.	94022
Branimir Tasic	657 Orange Ave.	94022
Dana Tasic	657 Orange Ave.	94022

Feel free to contact Jill Curcio at jillcurcio5@gmail.com for information regarding this petition.

Los Altos Chinese School
P.O. Box 582
Los Altos, California 94023

March 16, 2020

Mr. Sean Gallegos, Associate Planner
City of Los Altos Community Development Department
One North San Antonio Road
Los Altos, California 94022

Re: 461 Orange Ave (Application No. 19-UP-02)

Dear Mr. Gallegos:

With this letter you will find the submittal document you requested which have been revised to add additional details and to reflect that we have deleted from the application the request for approval of a morning kindergarten session. It incorporates the recent requests from the Complete Streets Commission as well. We are actively considering and investigating measures for entry and exit for the courtyard and school safety as requested by the Complete Streets Commission. As a result the maximum number of students is reduced to 75 and the number of trips needed is also reduced.

I am also delivering a revised Traffic Impact Analysis which incorporates the reduction in the number of students and the elimination of the morning kindergarten session.

Sincerely



Jane Bai, Director



Los Altos Chinese School

Our Mission

To deliver the highest quality immersion Chinese program and after-school program in Silicon Valley. To provide children a supportive environment to learn Chinese speaking, listening, reading and writing with a focus on the practical application of the language for everyday life.

Our goals

- To deliver the highest quality Chinese immersion afterschool program in Los Altos.
- To promote children's successful Chinese learning through workbooks, audio-visuals, and interactive class sessions.
- To provide a pleasant and natural environment where students can learn Chinese language and enjoy the rich culture with teachers, students build their vocabulary and language capability in a fun environment.

Curriculum

- Chinese immersion classes at Los Altos Chinese School are taught in Mandarin and Han Yu Pinyin phonics by native Chinese speaking teachers
- Lessons Include Chinese language, literature, traditional and modern poetry, and calligraphy
- Children will build a solid Mandarin language foundation, which enables them to gradually and fully develop their Chinese listening, speaking, reading and writing skills.

Current Situation

LACS, a highly demanded and recommended Mandarin enrichment afterschool program, currently located at Los Altos Community Center, 97 Hillview Ave, Los Altos. Our after-school program ranges from kindergarten to 6th grade. **About 95+ % of our students are from Los Altos Community.** Because our excellent Mandarin immersion program, LACS enrolls students from diverse ethnic backgrounds, where more than 20% are non-Chinese Speaking families.

Los Altos Chinese School offers daily enrichment program that includes Chinese language immersion, Chinese Culture, Story Telling classes thought by native Chinese speaker teachers; However, Los Altos Community Center was approved for a tear-down renovation. Our afterschool program was asked to vacate. We are now using facilities at Grant Park.

To ensure no-interruption for our afterschool enrichment program, we plan to partner with Foothills Congregational Church, 461 Orange Avenue, Los Altos, a new location for our afterschool kinder – 6th grade students not far from the community center. This location will minimize drop-off and pick-up



driving for our families, continue to provide a safe, challenging and enrichment program to our existing Los Altos School students and serve our community, we feel strongly that the church will provide seamless transition for our afterschool program, where our school families can feel at ease attending classes and drop-off / pick up routine.

Description of Usage

- Number of Employees:
We anticipate about 10 teachers and teaching assistances for kindergartener to 6th grade student.
- Number of Students:
We have no more than 75 students from kindergarten to 6th grade.
- Hours of Operation:
Monday – Friday afternoons from 12:00 – 6pm. After school calendar will match Los Altos School District calendar.
- Pick up & Drop off:
Will be confined to the Lincoln Ave side of the church building (see attached Traffic Management Plan and diagram prepared by Pinnacle Traffic Engineering).
- Building Usage:
We plan to use the church building as classrooms for the language instruction and related enrichment classes for our students.
- Outside Play:
There is a courtyard for activities on the church grounds.
- Starting Date:
LACS hopes to move to Foothills Congregational Church in the Spring 2020.

For completeness we attach a chart showing Room Assignments of Foothills Congregational Church and times during which the students will be at the church. We also attach a copy of the revised Los Altos Chinese School Transportation Plan which shows the deletion of the previously proposed morning kindergarten sessions. We plan to deliver the afternoon kindergarten students to the church facilities between 12:00pm and 12:45pm, using up to four vans. All the afternoon kindergarten children and after school program students will be picked up at the church between 4:30pm and 6:00pm (depending on individual family schedules). The plan includes a chart showing a number of vans needed to deliver the students to the church and the times of arrival of students, a chart showing our estimation a number of children to be picked up a half increment between 4:00 pm and 6:00pm, a chart showing a number of cars need and times of arrival of our staff.

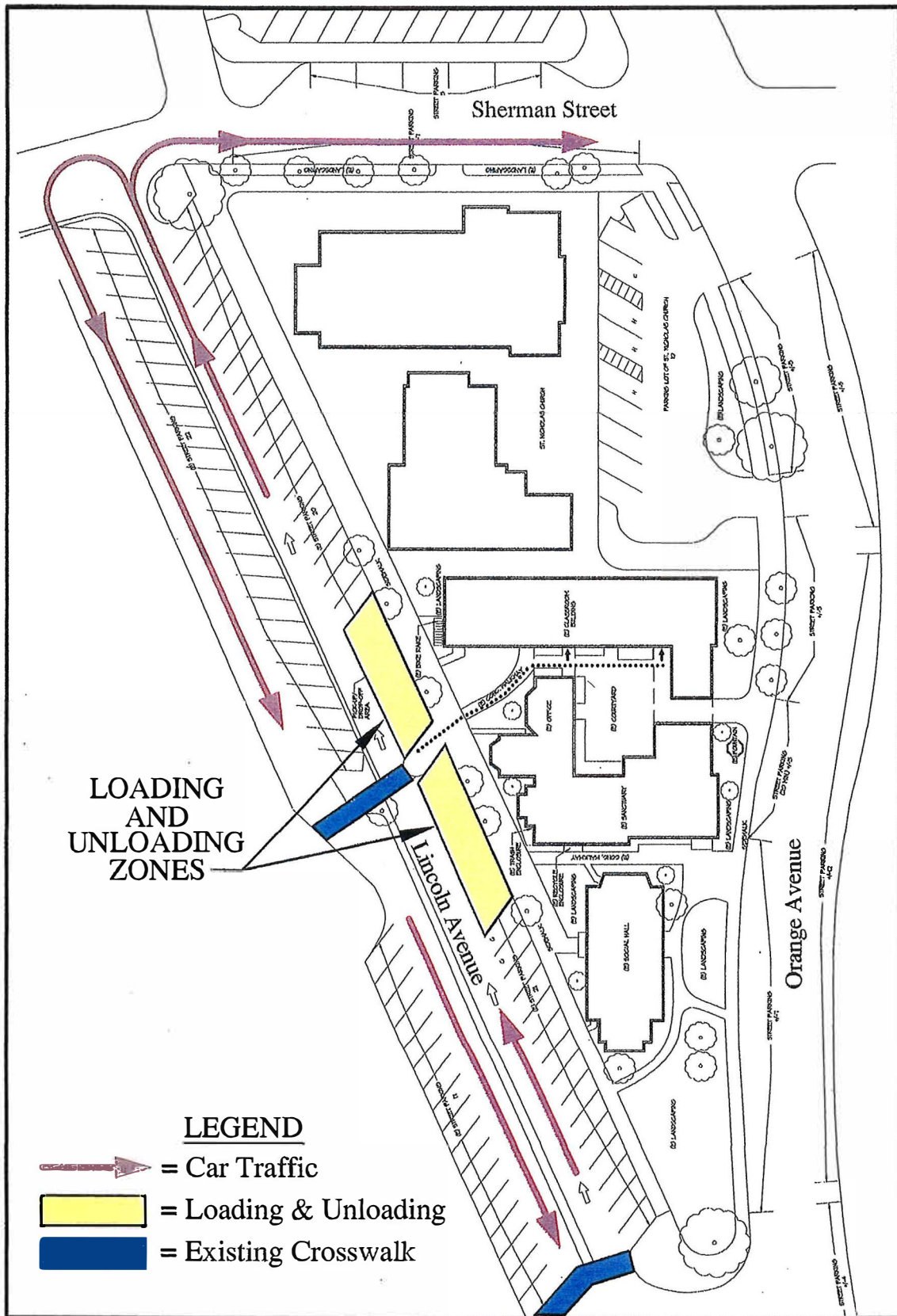
Date: March 14, 2020

Jane Bai, Director



Room Assignments at Foothills Congregational Church

Room Name	Grade	Time	Number Students
Room 117	K	12:00 - 6:00pm	20
Nursery Room	1st	3:00 - 6:00pm	14
Maple Room	2nd	3:00 - 6:00pm	12
Room 112	3rd	3:00 - 6:00pm	12
Room 113	4th & 5th & 6th	3:00 - 6:00pm	17



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Los Altos Chinese School
- Kindergarten & After School Program -

**TRAFFIC
MANAGEMENT
PLAN**

Los Altos Chinese School Transportation Plan

This document outlines Los Altos Chinese School's proposed traffic plan for student drop-off and pick-up.

Los Altos Chinese School (LACS) offers driver pick-up services from students' regular schools; drivers are assigned to pick up a set of students from designated schools and bring the students to LACS after school location at Foothills Congregational Church. This proposed traffic plan contains the following:

- * Traffic Management Plan and diagram (page 2-5)
- * Driver drop-off schedule (page 6)
- * Parent pick-up schedule (page 7)
- * LACS staff arrival schedule (page 8)

During the drop-off time, LACS will have staff standing by the church sidewalk entrance on Lincoln street side to assist the drivers with drop-off and ensure student safety. LACS will also have staff to assist parents in following traffic exit routes for the first two weeks of the school to ensure all parents understand and follow the proposed parking and traffic plan. It is LACS's goal to ensure all students safety and minimize disturbance to the nearby residents during student drop-off and pick-up time.

Date: March 16, 2020



Jane Bai, Director

Los Altos Chinese School Amended Traffic Management Plan

1. Traffic Management Plan. The Following is the traffic management plan that will be put in place for the LACS after-school Chinese Program.
 - a. Drop-off and pick-up will occur on the Lincoln Avenue side of FCC. The proposed preferred pickup and drop off areas are shown on the attached diagram. Page 8 of the Pinnacle Traffic and parking study shows that the highest parking usage occupies 34 of the 193 parking spaces near the Church. Therefore, because the current usage is so light during the weekdays, it is not contemplated that there is a need to provide marked spaces for delivering and picking up the students. If it is determined that this assumption is not correct, then temporary signage, installed and removed daily can be utilized.
 - b. Except for any students that live in the surrounding neighborhood, drop of and pick up will be done by vehicles that enter via Lincoln Avenue southbound and park as near to FCC as reasonably possible on Lincoln Avenue. Departing cars will leave FCC via Lincoln Avenue northbound, or by making a right turn onto Sherman Ave. The referred drop off and pick up areas and the direction of traffic flow are shown on the attached diagram.
 - c. No cars shall park on Orange Avenue (the only exception being if Lincoln Avenue is closed for an unforeseen reason).
2. Oversight of the Traffic Management Plan.
 - a. Parents enrolling their students with LACS at FCC will sign an enrollment agreement that stipulates their agreement to follow the traffic management plan, and their understanding of the penalties for noncompliance.

- b. LACS and FCC contract for use of the premises shall provide that LACS will have a staff member monitoring (the "Staff Monitor") the traffic Management from 4:30pm until 6pm every day the school is operating.
- c. The Staff Monitor will be at a position to reasonably ensure that parents or caregivers picking up students are following the Traffic Management Plan. In the unlikely event that it is necessary for a parent to park in an area that requires a student to cross Lincoln Ave, the monitor shall ensure that the student and parent cross using the marked pedestrian crosswalk. Those crosswalks are shown on the attached diagram.
- d. All parents must sign-out children with the Staff Monitor, which will then alert the appropriate teacher that the student is to be dismissed.
- e. The Staff Monitor when not signing out children will reasonably observe compliance with the traffic management plan.
- f. The Staff Monitor will report any violations of the Traffic Management Plan.
- g. The Staff Monitor will request any parents that park on Orange Ave, to immediately move their car to Lincoln Ave before signing out the student.
- h. Penalties will apply to those who do not follow the traffic management plan up to and including expulsion of the student from the program after four violations.
- i. LACS will keep a report of all violations and will reasonably update FCC on all violations through a summary report.
- j. FCC will also receive any reports of violations of the Traffic Management plan and alert LACS immediately. LACS shall then take reasonable

measures to determine the parents/caregiver responsible for the violation.

3. Signage.

- a. No promotional signage for LACS will be displayed fading Orange or Lincoln Avenues.
- b. Reasonably sized directional signage will be allowed.

4. Outside activities.

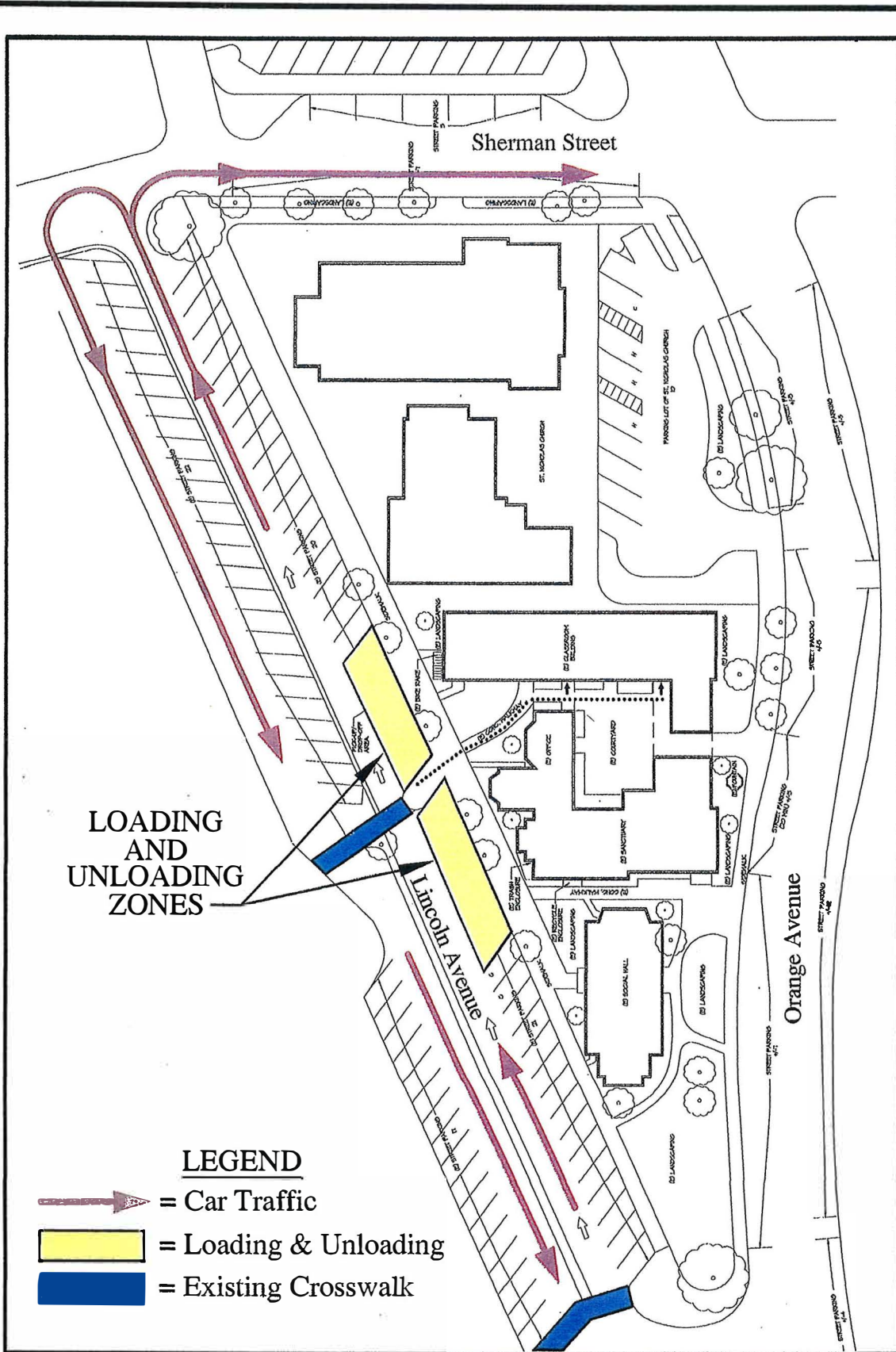
- a. The LACS after school program will typically include outdoor playtime. When movement activities are desired, LACS will supervise students in the FCC Parish Hall or courtyard area.
- b. When students are using the courtyard area, temporary barriers may be used to enclose the space.

5. Annual Compliance Report.

- a. FCC shall submit and keep on record an annual compliance report with the above conditions, including reasonable information necessary to ensure compliance with the above conditions. No private or confidential information shall be required to be submitted.
- b. The Annual compliance report shall be signed by the Moderator at FCC.
Dated March 16.2020.



Jane Bai, Director
Los Altos Chinese School



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Los Altos Chinese School Drivers Drop-off Schedule

	# of Students	# of Vans/cars for Drop-off by Drivers
12:00-12:45pm for Kindergarten	20	4
3:15-3:30pm for 1st & 2nd grade	26	5
3:30-3:50pm for 3rd grade and up	29	5

Los Altos Chinese School Parents Pick-up Schedule

	Total of Students Max Enrollment	(Monday to Friday) # of Students for Pick-up by Parents			
		4:00 - 4:30pm	4:30 - 5:00pm	5:00 - 5:30pm	5:30 - 6:00pm
Kindergartner	20	6	5	5	4
1st Grade	14	2	3	5	4
2nd Grade	12	2	3	3	4
3rd Grade	12	2	4	4	2
4th Grade	9	1	3	3	2
5th & 6th Grade	8	1	2	2	3
Total # of Students	75	14	20	22	19

Los Altos Chinese School Staff Arrival Schedule

	# of Staff	# of Cars
9:30-10:30am	3	3
11:50-12:00pm	2	2
1:50-2:00pm	5	5

**LOS ALTOS CHINESE SCHOOL
AFTER SCHOOL PROGRAM**
City of Los Altos, California

**- REVISED -
FINAL TRAFFIC IMPACT ANALYSIS**

Prepared for:
MR. JOHN MILLER
27462 Sunrise Farm Road
Los Altos Hills, CA 94022



Larry D. Hail, CE, TE
PINNACLE TRAFFIC ENGINEERING
831 C Street
Hollister, California 95023
(831) 638-9260 • PinnacleTE.com

December 30, 2020

EXECUTIVE SUMMARY

The “Revised” Final Traffic Impact Analysis (TIA) presents an evaluation of the potential impacts associated with the proposed After School Program. The Los Altos Chinese School has submitted a Use Permit application for an After School Program at the Foothills Congregational Church (461 Orange Avenue). Access to the church is provided via University Avenue, Lincoln Avenue, Orange Avenue and Sherman Street. On-street parking along Lincoln Avenue (University Avenue to Sherman Street) is available for 139 vehicles, which includes 78 stalls adjacent to the Foothills Congregational Church and Saint Nicholas Catholic Church.

The initial phase of the Project TIA included preparing a detailed project trip generation analysis. The Project Trip Generation Analysis (Aug. 12, 2019) presents a description of the operations and quantified the potential number of vehicle trips associated with the After School Program. The church will have an Afternoon School Program for kindergarten children (12) and 1st through 6th grade students (46), Monday through Friday from 12:00 PM to 6:00 PM. The initial enrollment includes a total of 58 children / students. The Los Altos Chinese School anticipates a potential modest growth for a maximum up to 75 children / students.

A private shuttle van service operated by the Los Altos Chinese School will be used to transport the kindergarten children and 1st through 6th grade students to the church. The After School Program is estimated to generate 47 trips during the PM peak hour (based on ITE “private” school trip rates). It’s noted that the ITE trip generation rates significantly over-estimate the number of daily trips since the proposed After School Program will use a shuttle van service to transport the children and students to the church, many families will carpool and the program will not function as a new stand-alone private school. Therefore, the analysis in the Final TIA presents a worse case scenario. Based on the City’s Ordinance, the After School Program will require at least 6 parking spaces. Using the ITE Parking Generation rates (average) the project would require 27 parking spaces. No on-street parking spaces will be dedicated or reserved for the church use or proposed school operations.

The Project TIA scope was defined in consultation with City staff. The evaluation of potential project impacts focuses on the analysis of traffic operations during the afternoon (PM) commuter peak hour at eight (8) study intersections. The evaluation of existing conditions was based on new traffic count data collected at the study intersections on Aug. 29, 2019; and analysis methodologies consistent with the City of Los Altos and Santa Clara County Valley Transportation Authority (VTA) guidelines. The study intersections currently operate within acceptable limits during the PM peak hour, as defined by the City of Los Altos (LOS D or better). The analysis of existing plus project conditions demonstrates the study intersections will continue to operate within acceptable limits during the PM peak hour (no change in the LOS). Therefore, the project will not significantly impact operations on the local street system based on the City’s “level of significance” criteria.

On-street parking is available along Lincoln Avenue, Orange Avenue and Sherman Street. A parking survey was conducted of the on-street and surface lots in the vicinity of the Foothills Congregational Church on Aug. 29, 2019 (2:30-6:30 PM). The parking survey identified the existing peak demand period on Lincoln Avenue at 5:00 PM (only 12% occupied). The parking survey area adjacent to the Foothills Congregational Church was only 29% occupied during the same period (27 spaces unoccupied). This demonstrates that there is sufficient on-street parking available on Lincoln Avenue to accommodate the parking demands associated with the proposed Los Altos Chinese School After School Program. Therefore, the project will not significantly impact parking on the local street system.

The “Revised” Final TIA also presents an evaluation of the potential project Vehicle Miles Traveled (VMT) impacts per the City’s “Interim Department Policy for VMT & LOS Project Review.” The policy indicates that if a project’s VMT is 15% below the regional average the project is considered to not have a significant environmental impact. A VMT analysis is intended to determine if a project will have a significant environmental impact and if any TDM measures should be considered to reduce a project’s VMT. The VMT analysis concluded the trips associated with picking up a child or student from the After School Program will have a negligible environmental VMT impact. The project analysis estimated the VMT for the ten (10) new teachers associated with the After School Program based on their actual home locations. The project VMT is estimated at 11.40 per teacher (employee), which is 25.64% below the 9-County regional average (15.33 VMT per job). Therefore, the project will not have a significant environmental VMT impact.

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APPENDIX MATERIAL

- Study Intersection Traffic Count Data (August 29, 2019) - NDS
- Level of Service (LOS) LOS Descriptions
- TRAFFIC “Level of Service” (LOS) Worksheets (Existing & Existing Plus Project)
- Parking Survey Exhibit and Data (August 29, 2019) - NDS
- Los Altos Chinese School After School Program, Project VMT Evaluation Spreadsheet

1.0 INTRODUCTION

The “Revised” Final Traffic Impact Analysis (TIA) presents an evaluation of the potential impacts associated with the proposed After School Program. The Los Altos Chinese School has submitted a Use Permit application for an After School Program at the Foothills Congregational Church (461 Orange Avenue). The Foothills Congregational Church is located within the residential neighborhood west of Foothill Expressway, south of Main Street - Burke Road, and north of El Monte Avenue. Access to the existing church is provided via University Avenue, Lincoln Avenue, Orange Avenue and Sherman Street. On-street parking along Lincoln Avenue (University Avenue to Sherman Street) is available for 139 vehicles, which includes 78 stalls adjacent to the Foothills Congregational Church and Saint Nicholas Catholic Church. On-street parking is also available along Orange Avenue (+/-14 stalls on the east side adjacent to the churches). The general location of the project site (Foothills Congregational Church) is illustrated on Figure 1 (Project Location Map).

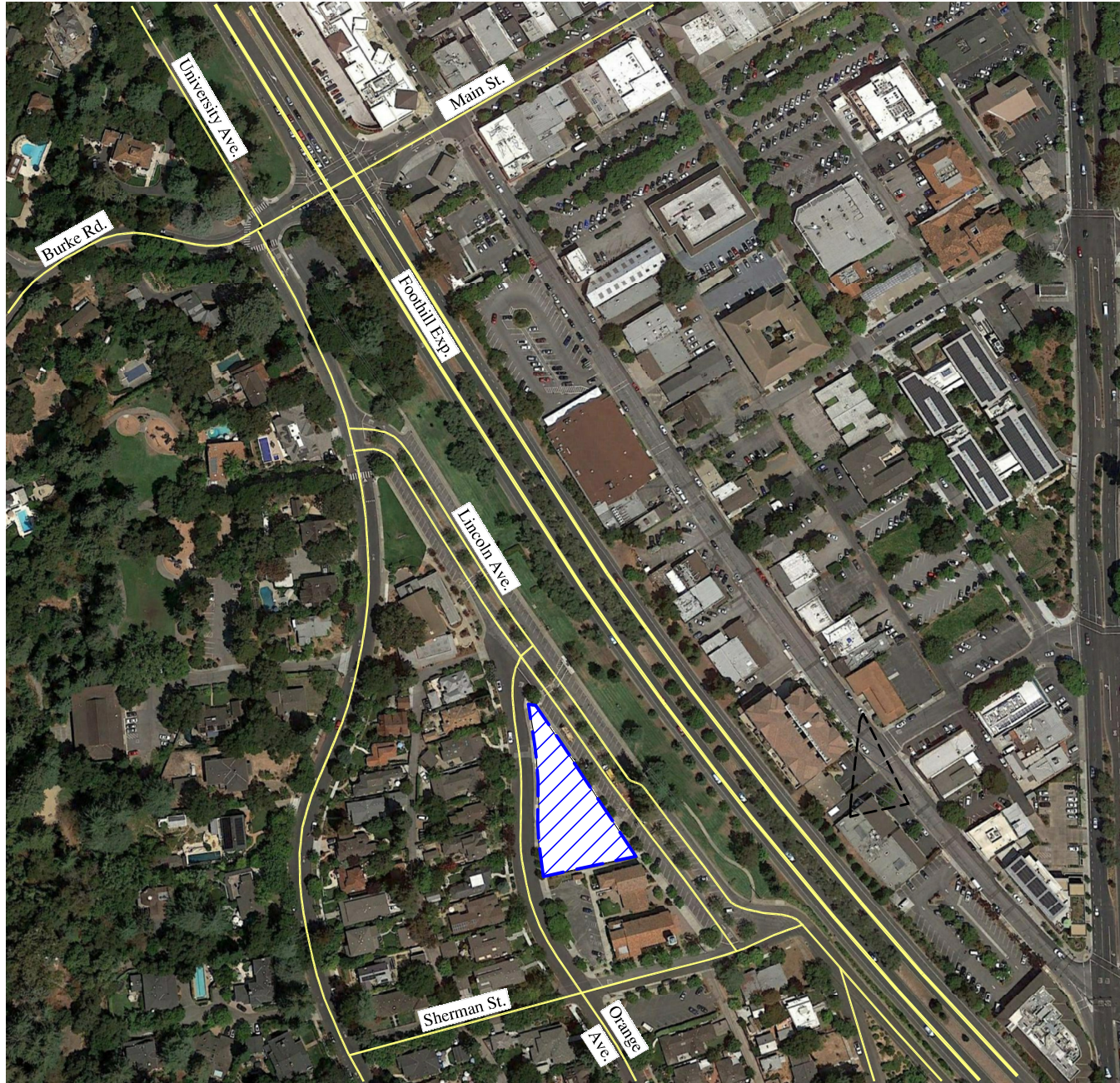
Scope of Project TIA

The Project TIA scope was defined in consultation with City staff. The initial phase included a detailed trip generation analysis. The Project Trip Generation Analysis (Aug. 12, 2019) provided a description of the proposed operations and quantified the potential number of the vehicle trips associated with the Use Permit (After School Program). The project trips were assigned to the local street system and the required parking was estimated. As requested by City staff, the Project Trip Generation Analysis included a discussion regarding weekday activities at the local Saint Nicholas Catholic Church (473 Lincoln Avenue) and First Church of Christ Scientist (401 University Avenue). The Project TIA includes a summary of the data presented in the Project Trip Generation Analysis.

Per the City’s TIA scope, the evaluation of potential project impacts focuses on the analysis of traffic operations during the afternoon (PM) commuter peak hour at the following study intersections:

- Foothill Expressway / Main Street
- University Avenue / Lincoln Avenue
- Lincoln Avenue / Sherman Street
- University Avenue / Sherman Street
- Main Street - Burke Road / University Avenue
- Lincoln Avenue / Orange Avenue
- Orange Avenue / Sherman Street
- El Monte Avenue / University Avenue

The evaluation of potential impacts focuses on the “existing” and “existing plus project” scenarios (as agreed by City staff). The Project TIA also presents an evaluation of on-street and surface lot parking in the general vicinity of the project site (Foothills Congregational Church). The “Revised” Final TIA is an update to the Project Final TIA (March 16, 2020). As requested by City staff, the “Revised” Final TIA includes an evaluation of the potential Vehicle Miles Traveled (VMT) impacts per the City’s “Interim Department Policy for VMT & LOS Project Review” (Aug. 3, 2020). It’s noted the project evaluated in the original TIA included a morning kindergarten class, which has been eliminated.



LEGEND

 = Project Site



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Los Altos Chinese School
- After School Program -

**FIGURE 1
PROJECT
LOCATION MAP**

2.0 EXISTING CONDITIONS

The local roadway network serving the project site includes Foothill Expressway, El Monte Avenue, Main Street, Burke Road, University Avenue, Lincoln Avenue, Orange Avenue and Sherman Street. The following is a description of the local network and an evaluation of existing traffic operations.

Network Description

Foothill Expressway is a north-south regional facility that parallels I-280 through the City of Los Altos. In the vicinity of the project site, Foothill Expressway has two (2) travel lanes in each direction, Class II bike lanes and a posted speed limit of 45 miles-per-hour (mph). Foothill Expressway is signalized at Edith Avenue, Main Street, San Antonio Road and El Monte Avenue.

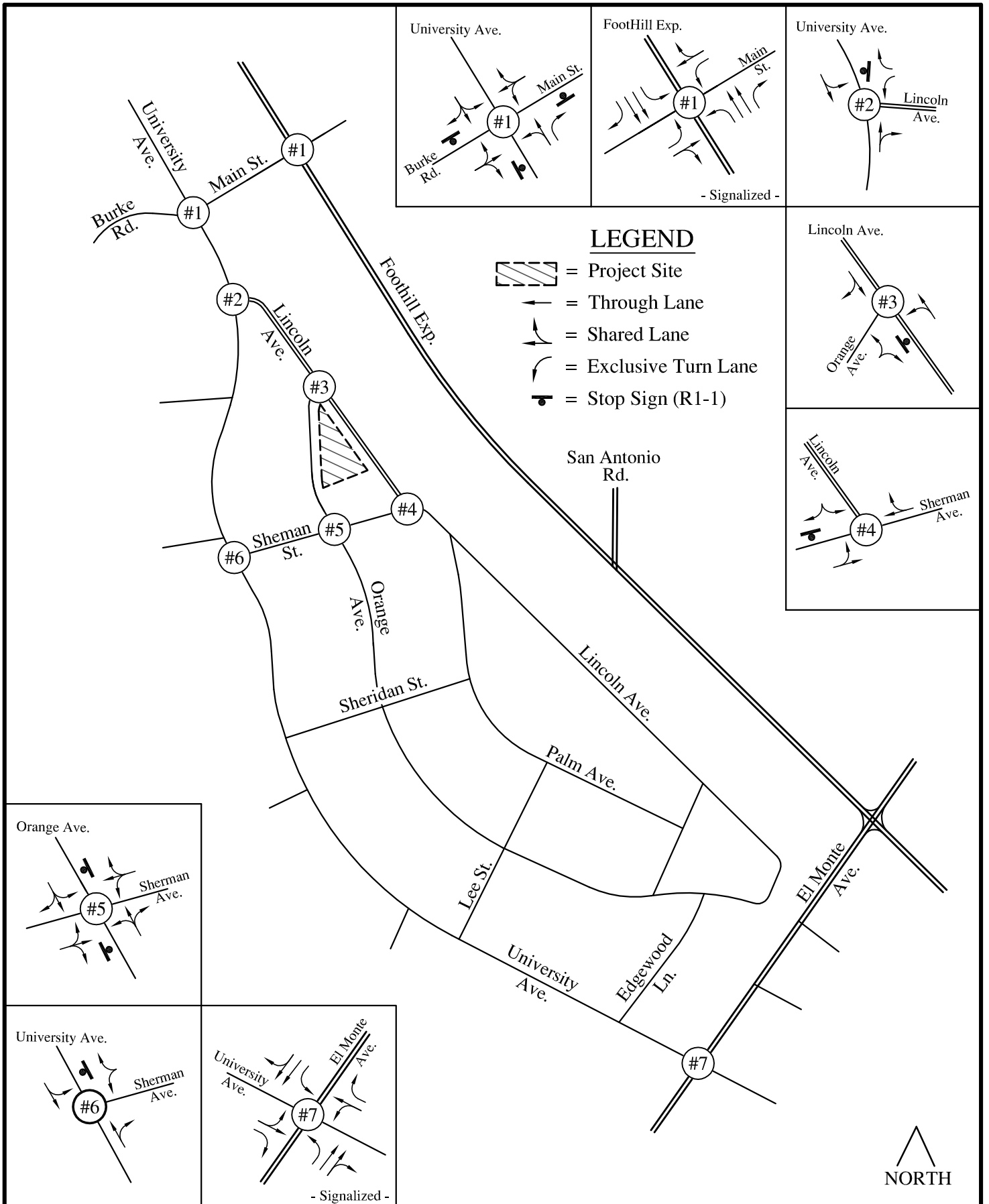
El Monte Avenue is an east-west arterial through the City of Los Altos. In the vicinity of the project site, El Monte Avenue has two (2) travel lanes in each direction, Class II bike lanes and a posted speed limit of 30 mph. El Monte Avenue is signalized at Foothill Expressway, University Avenue and Summerhill Avenue.

Main Street is an east-west collector street that extends east from Burke Road (at University Avenue) through the downtown area to San Antonia Road. Main Street has a single travel lane in each direction with on-street parking (angled) in the downtown area (west of Foothill Expressway). The westbound approach on Main Street at the Burke Road / University Avenue intersection is free-flowing, while the other three (3) legs of the intersection are stop sign controlled. Main Street is signalized at Foothill Expressway and 1st Street.

Burke Road is a local residential collector street that extends west from Main Street (at University Avenue). Burke Road has a single travel lane in each direction. Burke Road is stop sign controlled at the University Avenue intersection.

University Avenue is a local residential collector street that extends south from Edith Avenue to Anita Avenue (south of El Monte Avenue). University Avenue has a single travel lane in each direction with a posted 25 mph speed limit. There is a raised crosswalk on University Avenue south of Lincoln Avenue, and speed humps west of Milverton Road, east of Lee Street and west of Edgewood Lane. University Avenue is stop sign controlled at Edith Avenue and Main Street - Burke Road. University Avenue is signalized at El Monte Avenue.

The existing traffic control and approach lane geometrics at the study intersections are graphically illustrated on Figure 2A.



Traffic Volumes

New traffic count data was collected at the study intersections to document existing conditions during the afternoon commuter period (4:00-6:00 PM) on Aug. 29, 2019. The existing PM peak hour traffic volumes are illustrated on Figure 2B. It’s noted that the traffic count data also includes the number of bikes and pedestrians. Copies of the new traffic count data are included with the Appendix Material.

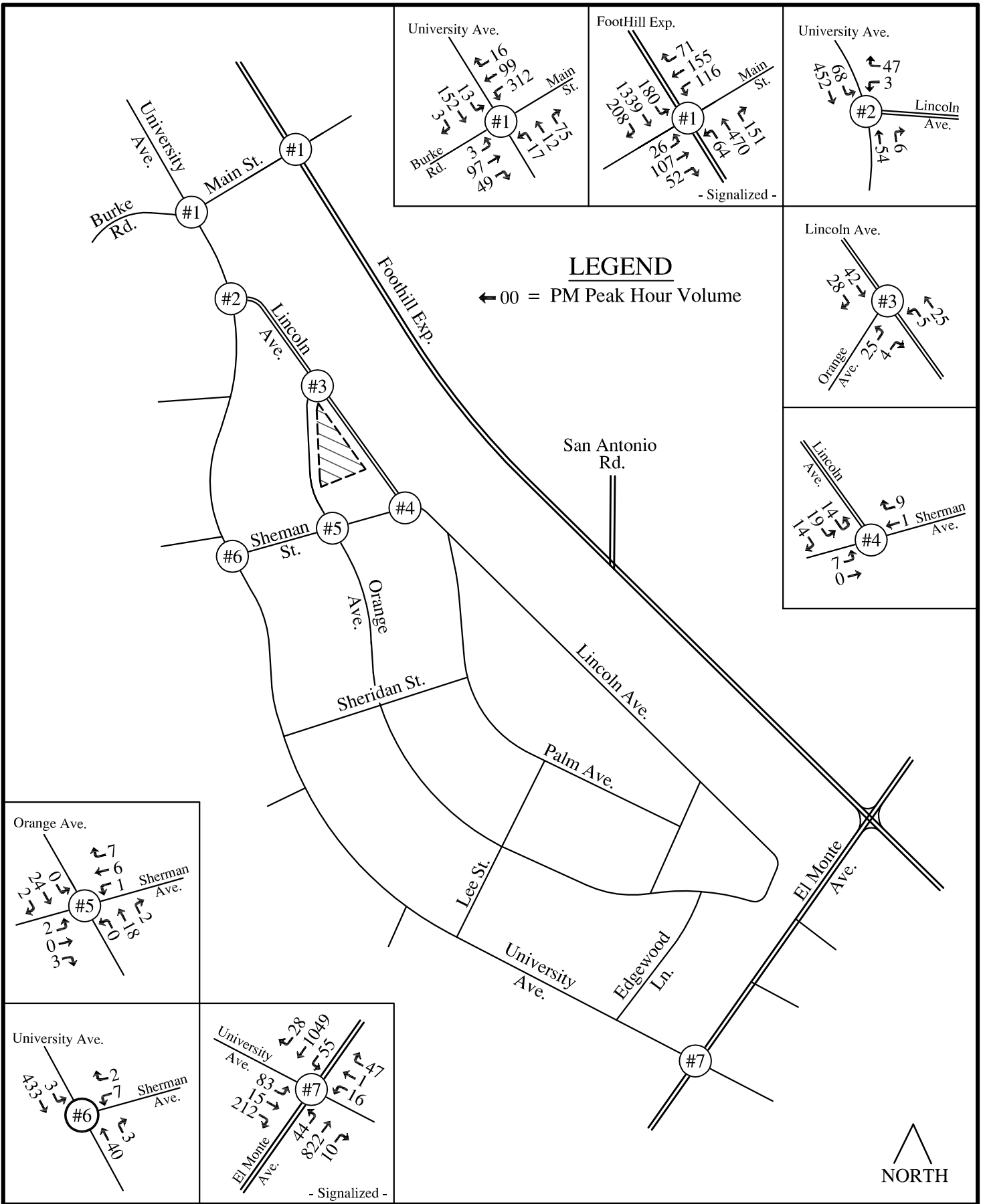
Intersection Analysis Methodology

Various “level of service” (LOS) methodologies are used to evaluate traffic operations. Operating conditions range from LOS “A” (free-flowing) to LOS “F” (forced-flow). The City of Los Altos has adopted the LOS D threshold as the lower limit for acceptable peak hour intersection operations. A brief description of the LOS values is included in the Appendix Material.

Vehicle delays at signalized intersections are evaluated for the overall peak hour as an “average.” The LOS analysis for un-signalized intersections also reports average delay and delay for the “critical” movements (e.g. stop sign controlled approaches & main line left turn). The Santa Clara County Valley Transportation Authority (VTA) has guidelines for preparing traffic analyses (Transportation Impact Analysis Guidelines, Oct. 2014) and performing LOS analyses (Traffic Level of Service Analysis Guidelines, June 2003). Per the City’s and VTA requirements, the evaluation of “peak hour” operations was conducted using the Traffix software (2000 HCM). The LOS analysis assumes the County’s Congestion Management Program (CMP) default parameters for the signalized intersections (e.g. saturation flow rates). Table 1 presents the LOS and average delay criterion for signalized and un-signalized intersections.

Table 1 - LOS and Delay Criterion

LOS Value	Signalized	Two-Way & All-Way Stop Control
	Average Delay (seconds/vehicle)	
A	< or = 10.0	< or = 10.0
B+	10.1 - 12.0	10.1 - 15.0
B	12.1 - 18.0	
B-	18.1 - 20.0	
C+	20.1 - 23.0	15.1 - 25.0
C	23.1 - 32.0	
C-	32.1 - 35.0	
D+	35.1 - 39.0	25.1 - 35.0
D	39.1 - 51.0	
D-	51.1 - 55.0	
E+	55.1 - 60.0	35.1 - 50.0
E	60.1 - 75.0	
E-	75.1 - 80.0	
F	> 80.0	> 50.0



Existing Intersection Level of Service Analysis

The LOS analysis for the study intersections was performed using the actual signal timing observed in the field and “peak hour factor” (PHF) data obtained from the new traffic count data. The existing bike and pedestrian volume data were also included in the LOS calculations. As previously described, the westbound approach on Main Street at the Burke Road / University Avenue intersection is free-flowing, while the other three (3) legs are stop sign controlled. Limitations of the Traffix software doesn’t allow the coding of stop sign control on three (3) legs of an intersection and free-flowing traffic on the 4th leg. Therefore, the Main Street - Burke Road / University Avenue intersection was analyzed with “all-way” stop control. The results of the existing PM peak hour LOS analysis are presented in Table 2, with copies of the Traffix worksheets included with the Appendix Material. It’s noted that the highest delay of the stop sign controlled approaches is reported in parenthesis for the unsignalized study intersections.

Table 2 - Existing PM Peak Hour Intersection LOS Analysis

Study Intersection	Traffic Control	Count Date	Avg. Delay (Sec.)	LOS Value
Foothill Exp. / Main St.	Signal	8/29/19	18.6	B-
<u>Main St.-Burke Rd. / University Ave.</u> Stop Controlled Approach (a) -	Stop Control	8/29/19	7.5 (14.3)	A (B)
<u>University Ave. / Lincoln Ave.</u> Stop Controlled Approach (a) -	Stop Control	8/29/19	1.5 (9.2)	A (A)
<u>Lincoln Ave. / Orange Ave.</u> Stop Controlled Approach (a) -	Stop Control	8/29/19	2.4 (9.3)	A (A)
<u>Lincoln Ave. / Sherman St.</u> Stop Controlled Approach (a) -	Stop Control	8/29/19	7.3 (8.8)	A (A)
<u>Orange Ave. / Sherman St.</u> Stop Controlled Approach (a) -	Stop Control	8/29/19	2.6 (9.0)	A (A)
<u>University Ave. / Sherman St.</u> Stop Controlled Approach (a) -	Stop Control	8/29/19	0.3 (11.3)	A (B)
El Monte Ave. / University Ave.	Signal	8/29/19	23.7	C

(a) Highest stop-sign controlled approach delay reported in parenthesis

The data in Table 2 indicates that the study intersections currently operate within acceptable limits during the PM peak hour, as defined by the City of Los Altos (LOS D or better). Delays on the stop sign controlled approaches at the unsignalized study intersections are within the LOS A-B range. Observations of actual operations did not notice any significant operational issues during the PM peak hour. The majority of vehicle queues at the signalized study intersections cleared every cycle.

Parking Survey Data

As previously stated, the Project TIA includes an evaluation of parking in the general vicinity of the project site (Foothills Congregational Church). To document the current availability of parking for the proposed project a detailed parking survey was conducted on August 29, 2019. The parking survey recorded the total number of existing on-street and surface lot parking spaces with access on Lincoln Avenue, Orange Avenue and Sherman Street. The parking survey areas are illustrated on Figure 3. It’s noted that the surface lot on the south side of Sherman Street (Area #5) and west side of the Saint Nicholas Catholic Church (Area #7) are reserved for church parking.

The parking survey recorded the actual number of parked vehicles in each area between 2:30 and 6:30 PM (Aug. 29, 2019). The survey was conducted every 15 minutes to identify the peak demand period and any patterns related to parking space turn-over rates. A summary of the parking survey data is displayed in Table 3. Copies of the parking survey area exhibit and detailed survey data are included in the Appendix Material.

Table 3 - Project Parking Survey Data Summary

Survey Times	Parking Survey Area								Total	Percent Occupied
	1	2	3	4	5	6	7	8		
Capacity	44	17	38	40	19	12	9	14	193	
2:30 PM	4	1	2	5	1	5	2	8	28	15%
2:45 PM	4	1	1	5	1	4	3	8	27	14%
3:00 PM	4	1	1	5	1	4	2	6	24	12%
3:15 PM	4	1	1	5	1	4	3	6	25	13%
3:30 PM	3	2	1	6	1	4	3	6	26	13%
3:45 PM	2	1	2	6	1	4	3	8	27	14%
4:00 PM	3	1	2	6	1	4	3	8	28	15%
4:15 PM	3	1	4	3	2	4	3	7	27	14%
4:30 PM	3	1	5	3	2	3	3	7	27	14%
4:45 PM	3	1	6	3	2	3	4	7	29	15%
5:00 PM	3	1	11	2	2	3	4	8	34	18%
5:15 PM	3	1	7	2	2	3	4	8	30	16%
5:30 PM	2	1	6	1	2	3	3	7	25	13%
5:45 PM	2	1	6	1	2	3	3	7	25	13%
6:00 PM	3	0	6	3	2	3	2	6	25	13%
6:15 PM	3	0	7	1	2	3	1	6	23	12%
6:30 PM	3	0	6	0	2	3	1	6	21	11%



LEGEND

#X = Survey Area



The parking survey data in Table 3 indicates that the peak demand period was documented at 5:00 PM (34 of the 193 spaces occupied, 18%). It's noted that the peak demand period for the on-street parking along Lincoln Avenue (Areas 1-4) was also at 5:00 PM (17 of the 139 spaces occupied, 12%). Field observations noticed that 3 of the vehicles parked in Area 1 appeared to be related to “parking and ride” activities for local residences (vehicles did not move throughout the survey period). The turn-over of parking spaces along Lincoln Avenue was approximately 15-30 minutes.

3.0 PROJECT CONDITIONS

The following is a brief description of the proposed project operations, an estimate of the project trip generation quantities, an assignment of project trips to the local street system, and an evaluation of the potential impacts on existing operations.

Operations Description

As stated in the Introduction (Section 1.0), the Project Trip Generation Analysis presents a description of the operations associated with the Los Altos Chinese School After School Program at the Foothills Congregational Church. The church will have an Afternoon School Program for kindergarten children (12) and 1st through 6th grade students (46), Monday through Friday from 12:00 PM to 6:00 PM. The initial enrollment includes a total of 58 children / students. There will be ten (10) teachers and teaching assistance for the after school program. The Los Altos Chinese School anticipates a potential modest growth for a maximum up to 75 children / students for the After School Program (kindergarten - 6th grade). A layout of the existing Foothills Congregational Church is provided on Figure 4A (Project Site Plan).

The drop-off and pickup of children / students will occur on Lincoln Avenue adjacent to the existing classroom building, as space is available. The “general” location of the drop-off and pickup area is shown on Figure 4B (hatched area). Refer to the project plans for additional details. There is no plan or need for a dedicated drop-off or pickup area since peak weekday (Monday through Friday) parking demands along Lincoln Avenue (Parking Survey Areas 1-4) only occupy 12% of the available parking spaces. No signs will be used to designate a specific area for drop-off and/or pickup activities.

The kindergarten children will arrive at the church between 12:10 and 12:45 PM. The kindergarten children will be transported to the church using 4-5 shuttle vans (depending on the number of daily children) operated by the Los Altos Chinese School. The 1st and 2nd grade students will be dropped off around 3:15 PM (4-5 shuttle vans), while the 3rd through 6th grade students will arrive at about 3:30 PM (4-5 shuttle vans). All After School Program children and students will be picked up at the church between 4:00 and 6:00 PM (depending on individual family schedules). It’s noted that based on current enrollment there will be 16 families with 2 children / students (32) and 4 families with 3 children / students (12) attending the After School Program. This demonstrates that approximately 76% of the children / students will essentially carpool (44/58). It’s anticipated that many more families will eventually carpool.



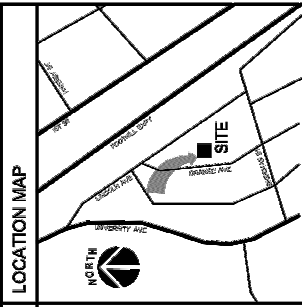
**MARCH
DESIGN**
ARCHITECTURE | INTERIOR | PLANNING
10000 UNIVERSITY AVENUE, SUITE 200
LOS ALTOS, CA 94022
TEL: 650.949.8888
WWW.MARCHDESIGN.COM

CONDITIONAL USE PERMIT for
LOS ALTOS CHINESE SCHOOL CC
461 ORANGE AVENUE
LOS ALTOS, CA 94022
APN: 175-15-080

DATE: 06/17/15
C-CHECKED: SM
DRAWN: SM
APP. BY:

TITLE SHEET & SITE PLAN
A1.0

PROJECT SUMMARY
DATE: 3/18/2015
DRAWING NO.: 175-15-080-01
PROJECT NO.: 175-15-080-01
PROJECT NAME: LOS ALTOS CHINESE SCHOOL CC
PROJECT ADDRESS: 461 ORANGE AVENUE, LOS ALTOS, CA 94022
PROJECT APN: 175-15-080
PROJECT OWNER: LOS ALTOS CHINESE SCHOOL CC
PROJECT ARCHITECT: MARCH DESIGN
PROJECT ENGINEER: SM
PROJECT CHECKER: SM
PROJECT DRAWN: SM
PROJECT APPR. BY: SM
PROJECT DATE: 3/18/2015

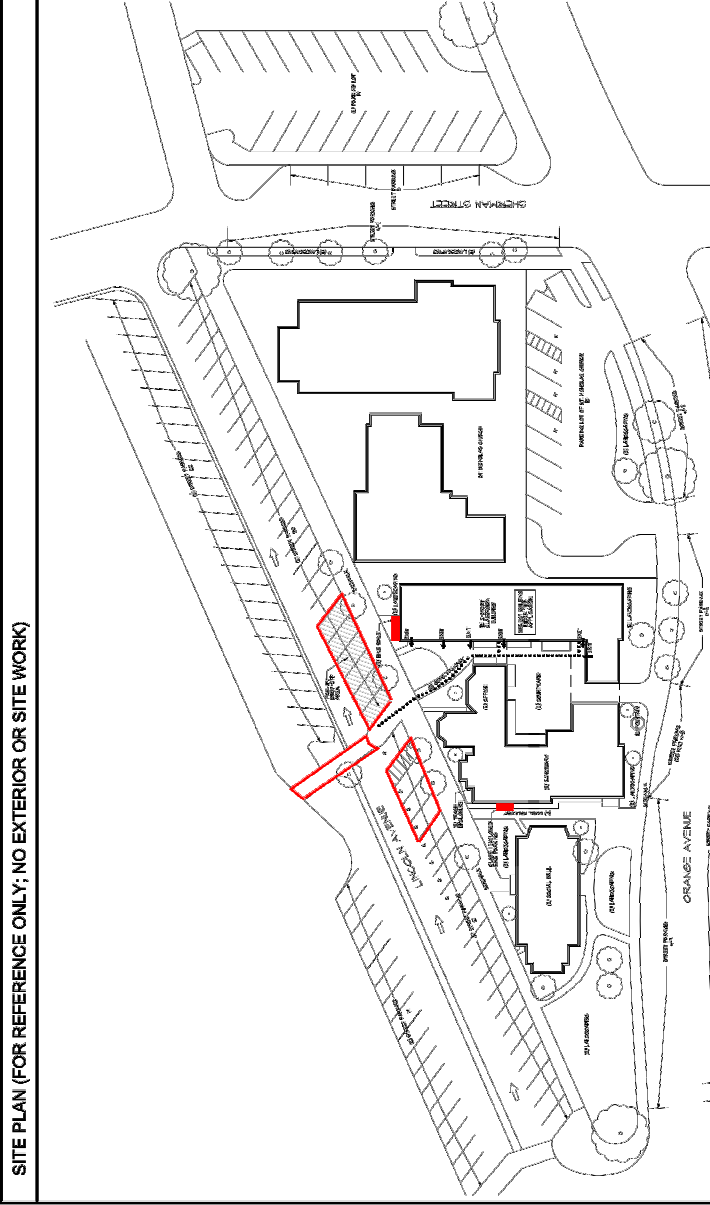


PROJECT CONTACT
FOOTHILL CONGREGATIONAL CHURCH
461 ORANGE AVENUE
LOS ALTOS, CA 94022
CONTACT: JIMMY WU
PHONE: 650.949.8888
ARCHITECT: MARCH DESIGN
ARCHITECT ADDRESS: 10000 UNIVERSITY AVENUE, SUITE 200, LOS ALTOS, CA 94022
ARCHITECT PHONE: 650.949.8888
ARCHITECT FAX: 650.949.8888
ARCHITECT EMAIL: info@marchdesign.com

APPLICABLE CODES
2009 LOS ANGELES UNIFIED DEVELOPMENT CODE (LADC) CITY OF LOS ANGELES
2014 CALIFORNIA BUILDING CODE (CBC)
2014 CALIFORNIA ELECTRICAL CODE (CEC)
2014 CALIFORNIA MECHANICAL CODE (CMC)
2014 CALIFORNIA PLUMBING CODE (CPC)
2014 CALIFORNIA FIRE CODE (FC)
2014 CALIFORNIA SAFETY CODE (SC)
2014 CALIFORNIA WELFARE AND HUMAN SERVICES CODE (WHSC)
2014 CALIFORNIA WOOD PRESERVATION CODE (WPC)
2014 CALIFORNIA WOOD PRESERVATION CODE (WPC)

PROJECT SCOPE
CONVERT EXISTING CHURCH INTO A SCHOOL FOR AFTER SCHOOL PROGRAMS
NO EXTERIOR OR SITE WORK

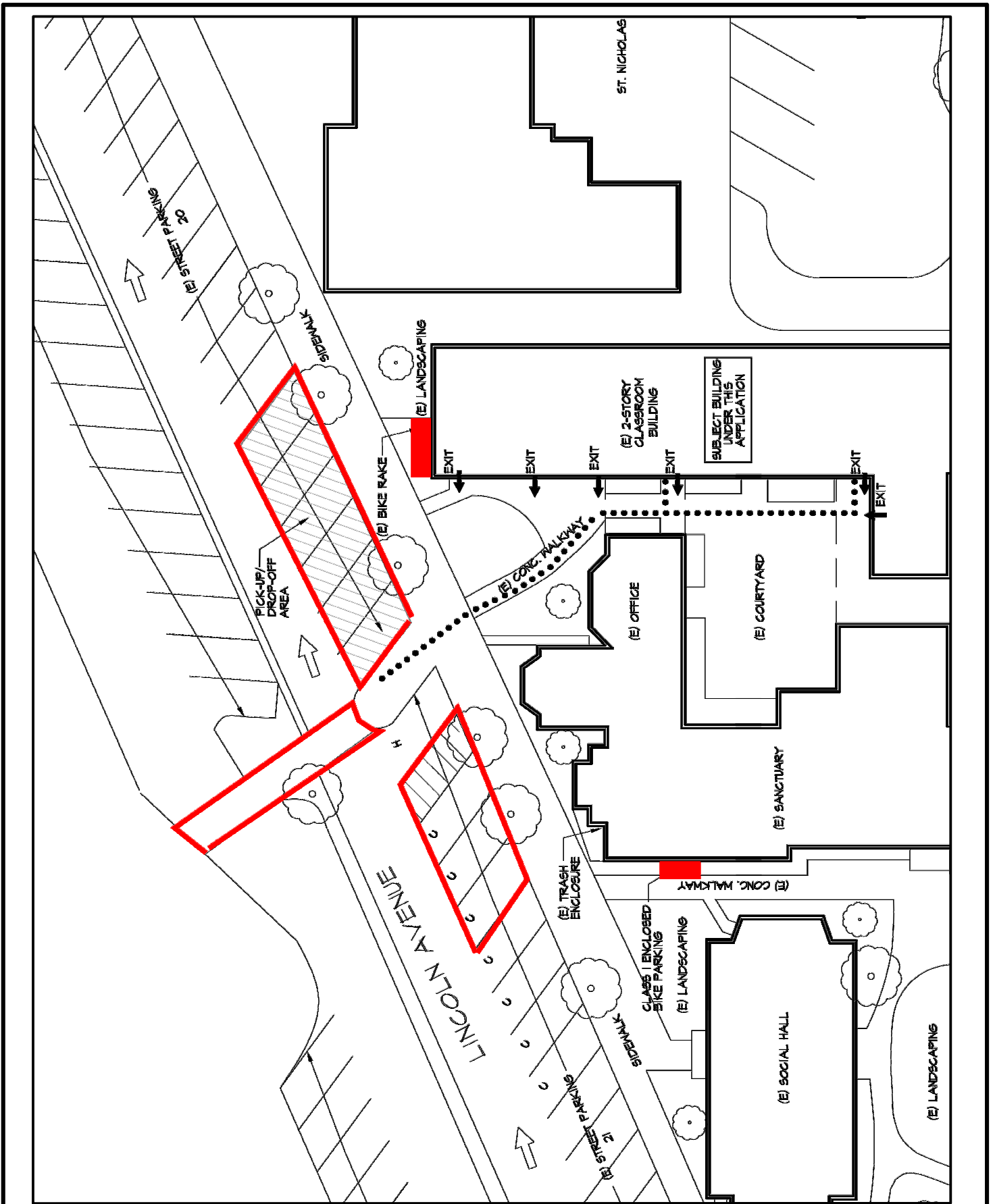
CONDITIONAL USE PERMIT for
LOS ALTOS CHINESE SCHOOL CC
at FOOTHILL CONGREGATIONAL CHURCH
461 ORANGE AVENUE
LOS ALTOS CA 94022
APN: 175-15-080



PARKING

TYPE	NUMBER	STATUS
STREET	20	AVAILABLE
OFF-STREET	20	AVAILABLE
TOTAL	40	AVAILABLE

SITE PLAN (FOR REFERENCE ONLY; NO EXTERIOR OR SITE WORK)



Project Trip Generation Estimates and Volumes

The number of new vehicle trips associated with the Los Altos Chinese School After School Program have been estimated using data in the ITE Trip Generation Manual (10th Edition). The ITE Trip Generation Manual includes various related land use categories (e.g. public schools, private schools, charter schools). Based on a review of the various trip generation rates, the “private school” category was selected for the project trip generation purposes. It’s noted that the “PM peak hour of the generator” rates reflect the highest hour of trip generation during the afternoon period after classes have ended. A detailed discussion regarding the ITE trip generation rates and project trip generation estimates are included in the Project Trip Generation Analysis. The ITE trip generation rates and project trip generation estimates are provided in Table 4.

Table 4 - Project Trip Generation Rates and Estimates

Ultimate Enrollment	Number of Vehicle Trips		
	Afternoon Peak Hour (a & b)		Daily (c)
	In	Out	
ITE Trip Generation Rates (Private School)	(0.29)	(0.33)	(2.48)
After School Program (75 Students)	22	25	186

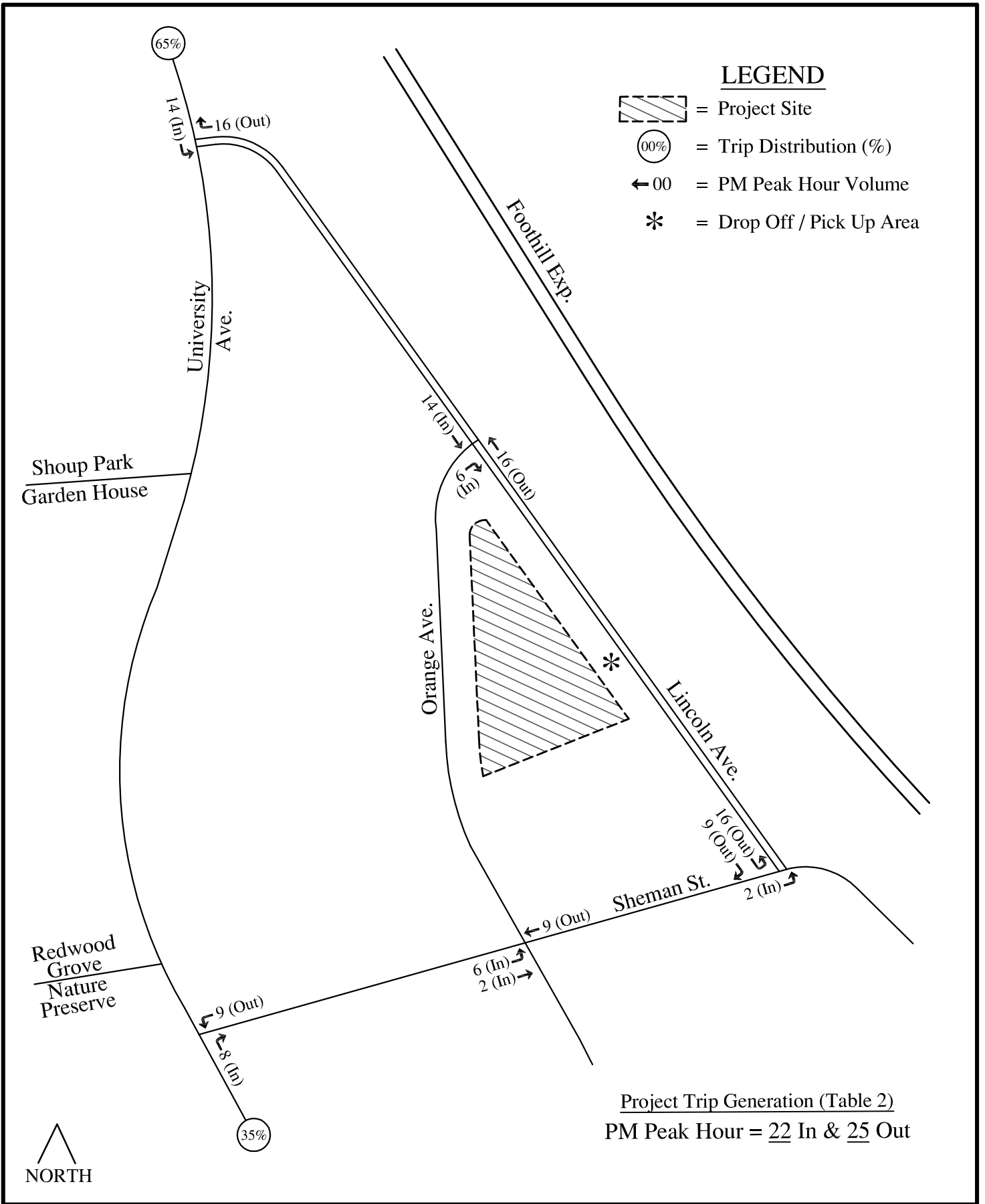
(a) Peak hour trips based on private school (K-8) rates, ITE LU #534

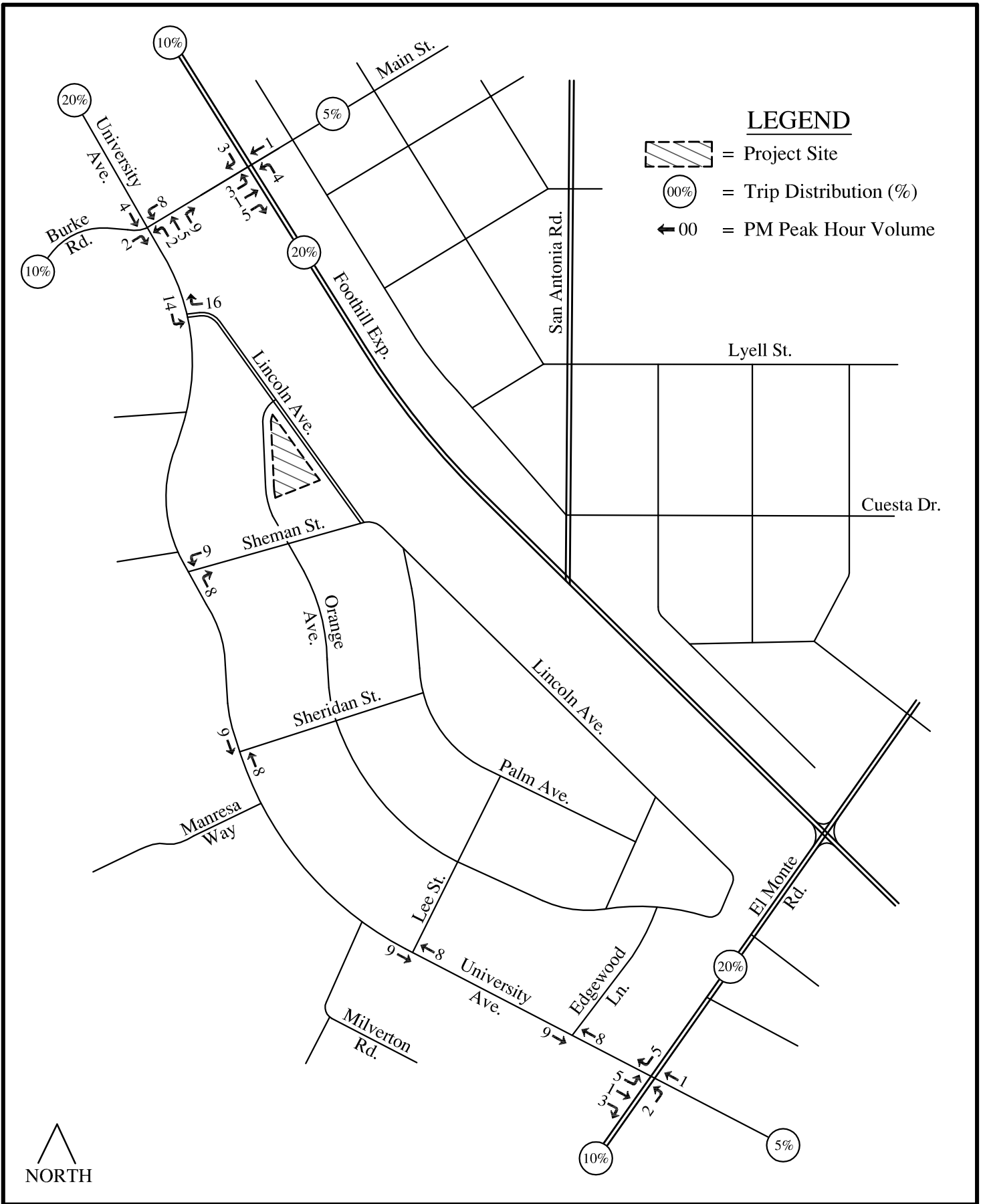
(b) Represents afternoon PM peak hour of the “generator”

(c) Daily trips based on private school (K-12) rates, ITE LU #536 (total of 75 students)

The data in Table 4 indicates that the afternoon school program will generate approximately 47 trips during the PM peak hour (22 in & 25 out). The after school program is estimated to generate a total of approximately 186 daily trips (two-way trip ends). ***It’s noted that the ITE rates significantly over-estimate the number of daily trips since the proposed After School Program will use a shuttle van service to transport the children and students to the church, many families will carpool and the program will not function as a new stand-alone private school.***

The afternoon peak hour trips associated with the After School Program were assigned to the local street system based the student population distribution in the City of Los Altos. It’s again noted that there are speed humps along University Avenue (south of Sherman Street), which somewhat limits the number of trips assigned to the El Monte Avenue / University Avenue intersection. The trip assignment percentages and afternoon (PM) peak hour traffic volumes associated with the project are illustrated on Figures 5A and 5B.





Transportation Demand Management (TDM)

As previously stated, a shuttle van service operated by the Los Altos Chinese School will be used to transport the kindergarten children and 1st through 6th grade students to the church. Also, many families will have more than 1 child / student attending classes at the After School Program (up to approximately 76% of the children / students will essentially carpool). It’s anticipated that many more families will eventually carpool. Therefore, it’s reasonable to conclude the trip generation estimates in Table 4 significantly over-estimate the number of daily trips associated with the After School Program.

Project Parking Generation Estimates

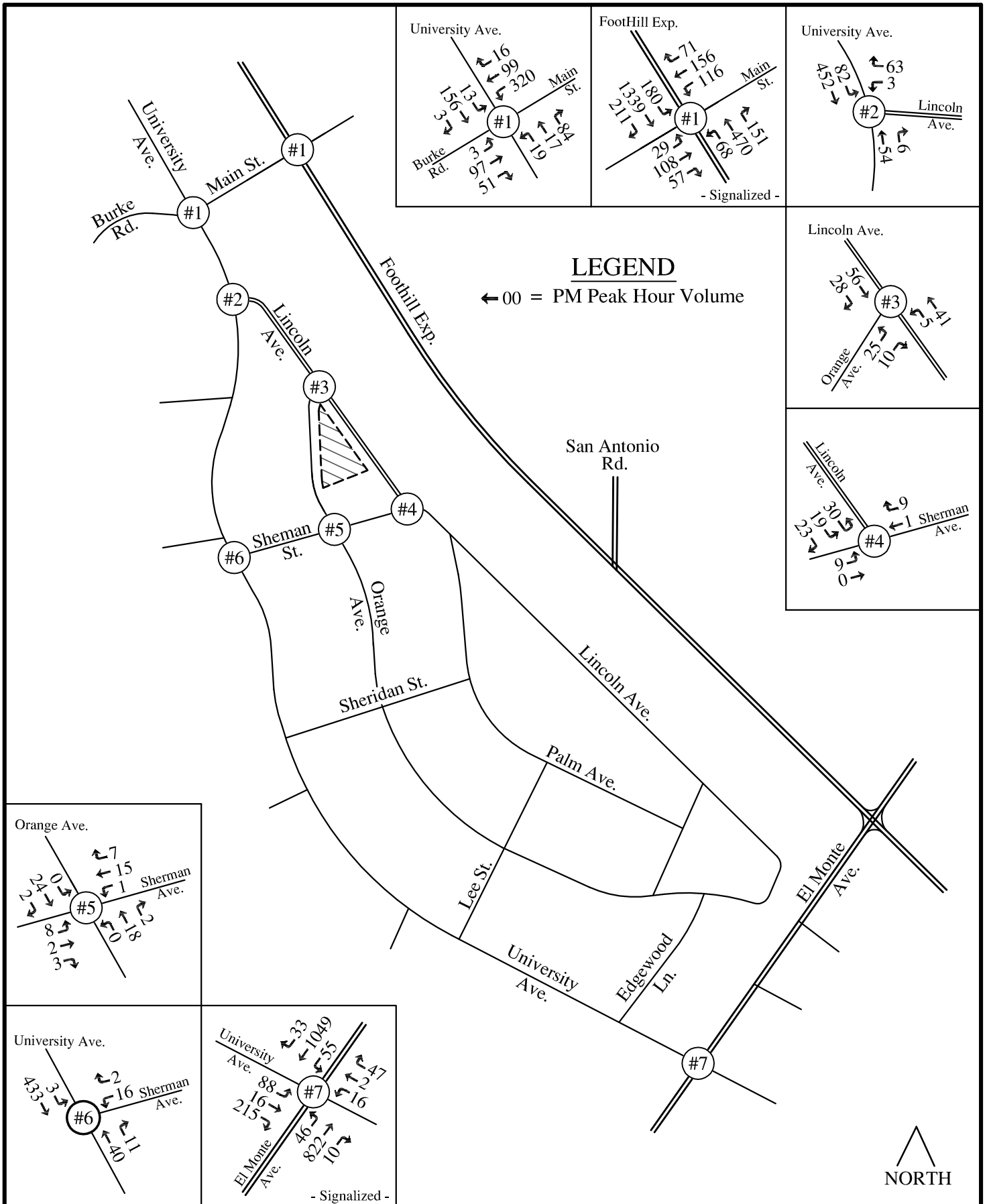
The project parking generation estimates are included in the Project Trip Generation Analysis (copy in Appendix Material). The weekday parking demands associated with the proposed After School Program have been estimated using the City’s Ordinance and data in the ITE Parking Generation Manual (5th Edition). The City’s Ordinance (12.74.120.A) indicates a private school should provide one space for every two (2) employees (teacher & administrators). The project description indicates there will be two (2) teachers for the kindergarten classes and eight (8) teachers for the after school program. There will also be one (1) administrator for the activities associated with the After School Program. Therefore, the After School Program will require at least 6 parking spaces (11/2). Though the City’s Ordinance (12.74.120.D) for churches focuses on the peak demands for the Sunday worship services, it does require weekday parking for employees (1 space for each church official resident and 1 space for every 2 employees). There are three (3) employees on weekdays at the church (2 parking spaces required). However, it’s noted that typically if there is sufficient parking for the Sunday worship services there is more than adequate parking for any anticipated weekday activities. The ITE Parking Generation Manual indicates the average peak parking demand for a private school (K-12) is 0.35 spaces per student, which is one (1) space for every 2.86 students (no data available for private school, K-8). Therefore, the After School Program (75 afternoon children / students) would require 27 parking spaces (75 / 2.86). No on-street parking spaces will be dedicated or reserved for the existing church use or proposed school operations.

Existing Plus Project Traffic Volumes

The existing traffic volumes on Figures 2B were combined with the project traffic volumes on Figures 5A and 5B to derive the existing plus project traffic volumes. The existing plus project traffic volumes are illustrated on Figure 6.

City of Los Altos Level of Significance Criterion

The evaluation of potential project impacts is based on applicable “level of significance” criterion defined by the City of Los Altos. The following criteria was used to identify potentially significant impacts at the study intersections associated with the project traffic:



- The level of service at the intersection drops below its respective level of service standard (LOS D or better for local intersections) when project traffic is added, or
- An intersection that operates below its LOS standard under no-project conditions experiences an increase in critical-movement delay of four (4) or more seconds, and the volume-to-capacity ratio (v/c) is increased by one percent (0.01) or more when project traffic is added

For unsignalized intersections, a potentially significant impact may be attributable to a project if the intersection volumes exceed the minimum “peak hour” volume traffic signal warrant criteria in the California Manual on Uniform Traffic Control Devices (MUTCD, Warrant #3).

Existing Plus Project Intersection Level of Service Analysis

Similar to the existing conditions LOS analysis, the existing plus project traffic volumes at the study intersections (Figure 6) were evaluated using the Traffix software. The results of the existing plus project intersection LOS analysis are presented in Table 5. The existing LOS data is also provided for comparison purposes. Copies of the Traffix worksheets are included with the Appendix Material.

Table 5 - Existing Plus Project PM Peak Hour Intersection LOS Analysis

Study Intersection	Traffic Control	Existing		Exist. Plus Project		Project Impact
		Avg. Delay (Sec.)	LOS Value	Avg. Delay (Sec.)	LOS Value	
Foothill Exp. / Main St.	Signal	18.6	B-	18.8	B-	No
<u>Main St.-Burke Rd. / University Ave.</u> Stop Controlled Approach (a) -	Stop Control	7.5 (14.3)	A (B)	7.8 (14.6)	A (B)	No
<u>University Ave. / Lincoln Ave.</u> Stop Controlled Approach (a) -	Stop Control	1.5 (9.2)	A (A)	1.9 (9.2)	A (A)	No
<u>Lincoln Ave. / Orange Ave.</u> Stop Controlled Approach (a) -	Stop Control	2.4 (9.3)	A (A)	2.4 (9.5)	A (A)	No
<u>Lincoln Ave. / Sherman St.</u> Stop Controlled Approach (a) -	Stop Control	7.3 (8.8)	A (A)	7.9 (9.0)	A (A)	No
<u>Orange Ave. / Sherman St.</u> Stop Controlled Approach (a) -	Stop Control	2.6 (9.0)	A (A)	4.0 (9.2)	A (A)	No
<u>University Ave. / Sherman St.</u> Stop Controlled Approach (a) -	Stop Control	0.3 (11.3)	A (B)	0.5 (11.9)	A (B)	No
El Monte Ave. / University Ave.	Signal	23.7	C	24.1	C	No

(a) Highest stop-sign controlled approach delay reported in parenthesis

The data in Table 5 indicates that the study intersections will continue to operate within acceptable limits during the PM peak hour, as defined by the City of Los Altos (LOS D or better). Delays on the stop sign controlled approaches at the unsignalized intersections will remain within the LOS A-B

range (no change in LOS). It’s noted that the existing plus project PM peak hour traffic volumes at the unsignalized intersections will remain well below the California MUTCD minimum “peak hour” volume signal warrant criteria. Therefore, it’s concluded the project will not impact peak hour traffic operations at the local study intersections.

Existing Plus Project Parking Demands

The parking survey data (Table 3, Page 8) indicates that the existing peak demand period on Lincoln Avenue (Areas 1-4) was documented at 5:00 PM, with only 12% (17) of the 139 parking spaces being occupied. The parking survey area adjacent to the Foothills Congregational Church (Area 3) was only 29% occupied during the same period (11 of 38 spaces), with 27 parking spaces unoccupied. This demonstrates that there is sufficient on-street parking available on Lincoln Avenue to accommodate the project parking demands associated with the proposed After School Program. The shuttle vans operated by the Los Altos Chinese School will not stay in the parking stalls on Lincoln Avenue. Therefore, it’s concluded the project will not impact parking on the local street system.

Project Site Access and Circulation

As previously noted, access to the Foothills Congregational Church is provided via University Avenue, Lincoln Avenue, Orange Avenue and Sherman Street. A review of the existing plus project PM peak hour volumes at the study intersections adjacent to the project site (#3, #4 & #5) demonstrates the individual movements are less than 60 vehicles per hour (vph) in all cases. In addition, the LOS data in Table 5 indicates that vehicles delays at these study intersections are in the LOS A range under the existing plus project scenario. Therefore, it’s concluded the project traffic will not impact circulation on the local street system.

Project VMT Evaluation

As noted in the Introduction (Scope of Project TIA), the “Revised” Final TIA includes an evaluation of the potential project VMT impacts per the City’s “Interim Department Policy for VMT & LOS Project Review.” The policy indicates that if a project’s VMT is 15% below the regional average the project is considered to not have a significant environmental impact. The 9-County regional VMT per “capita” for residential uses is 13.95 and the 9-County regional VMT per “job” for employment base uses is 15.33. A VMT analysis is intended to determine if a project will have a potentially significant environmental impact and if any TDM measures should be considered to reduce a project’s VMT.

The initial VMT analysis screening process identifies typical projects that are presumed to have a less than significant VMT impact. These include small “local-serving” retail projects, affordable housing projects, infill projects, mixed-use project, etc. In most cases, neighborhood schools are also among the typical projects that are considered “local-serving” and have a less than significant VMT impact. The VMT calculator models that include school related uses convert the student population to an employment base (number of jobs). Then the number of jobs is used to perform the VMT analysis.

As previously described, the After School Program children / students will be picked up from local schools (Canterbury Christian School, Bullis Charter Schools & Pinewood School) using shuttle vans and transported to the church during the early and mid-afternoon. The local schools are located within 1.5-to-3.0 miles of the church. The children / students will then be picked up by their parents or guardians between 4:00 and 6:00 PM. All families live within the City of Los Altos or Los Altos Hills (within 2-3 miles of the church). Again, it’s noted that based on current enrollment about 76% of the children / students will carpool (families with more than 1 child / student). In addition, the trips associated with picking up a child or student from the After School Program are already on the local street system, and therefore, will have a negligible environmental VMT impact.

Based on the church employment data, the project includes ten (10) new teachers for the After School Program. Information regarding the teacher locations was provided by the project applicant. The project VMT was then calculated based on the distance to and from the project site (church) for each teacher (2 commute trips per teacher per day). The estimated project VMT is 11.40 per teacher (employee), which is 25.64% below the regional average (15.33 VMT per job). Therefore, it’s concluded the proposed project will not have a significant environmental impact. The Project VMT Evaluation spreadsheet is included with the Appendix Material.

Other Local Church Activities

City staff requested information regarding the weekday activities at the St. Nicholas Catholic Church (473 Lincoln Avenue) and First Church of Christ Scientist (401 University Avenue). A discussion of the weekday activities at these churches is included in the Project Trip Generation Analysis (copy in Appendix Material). Essentially, weekday activities at both churches are limited.

4.0 CONCLUSIONS

The “Revised” Final TIA presents an evaluation of the potential impacts associated with the proposed Los Altos Chinese School After School Program at the Foothills Congregational Church (461 Orange Avenue). The church will have an after school program for kindergarten children and 1st through 6th grade students (Monday-Friday, 12:00 PM to 6:00 PM), with an ultimate enrollment of 75 children / students. A shuttle van service operated by the Los Altos Chinese School will be used to transport children and students to the church. The After School Program is estimated to generate 47 trips during the PM peak hour. It’s noted that the ITE trip generation rates significantly over-estimate the number of daily trips since the proposed After School Program will use a shuttle van service to transport the children and students to the church, many families will carpool and the program will not function as a new stand-alone private school. Based on the City’s Ordinance, the After School Program will require at least 6 parking spaces. Using the ITE Parking Generation rates (average) the project would require 27 parking spaces. It’s noted that typically if there is sufficient parking for the Sunday worship services at a church there is more than adequate parking for weekday activities. No on-street parking spaces will be dedicated or reserved for the existing church use or proposed school operations.

Access to the existing church is provided via University Avenue, Lincoln Avenue, Orange Avenue and Sherman Street. An evaluation of existing conditions at the selected study intersections indicates that vehicles delays are within acceptable limits during the PM peak hour, as defined by the City of Los Altos (LOS D or better). The analysis of existing plus project traffic conditions demonstrates that the study intersections will continue to operate within acceptable limits during the PM peak hour (no change in the LOS). Therefore, the project will not significantly impact operations on the local street system based on the City’s “level of significance” criteria.

On-street parking is available along Lincoln Avenue, Orange Avenue and Sherman Street. A parking survey was conducted of the on-street and surface lots in the vicinity of the Foothills Congregational Church (2:30-6:30 PM). The survey identified the existing peak demand period on Lincoln Avenue at 5:00 PM (only 12% occupied). The survey area adjacent to the Foothills Congregational Church was only 29% occupied during the same period (27 parking spaces unoccupied). This demonstrates that there is sufficient on-street parking available on Lincoln Avenue to accommodate the project parking demands associated with the proposed After School Program. Therefore, the project will not significantly impact parking on the local street system.

The “Revised” Final TIA presents an evaluation of the potential project VMT impacts per the City’s “Interim Department Policy for VMT & LOS Project Review.” The project VMT was estimated based on the locations of the new teachers (10). The project VMT is 11.40 per teacher (employee), which is 25.64% below the regional average (15.33 VMT per job). Therefore, the project will not have a significant environmental VMT impact.

END

APPENDIX MATERIAL CONTENTS

- Study Intersection Traffic Count Data (August 29, 2019) - NDS
- Level of Service (LOS) LOS Descriptions
- TRAFFIC “Level of Service” (LOS) Worksheets (Existing & Existing Plus Project)
- Parking Survey Exhibit and Data (August 29, 2019) - NDS
- Los Altos Chinese School After School Program, Project VMT Evaluation Spreadsheet

National Data & Surveying Services

Intersection Turning Movement Count

Location: Foothill Expy & Main St
 City: Los Altos
 Control: Signalized

Project ID: 19-08413-001
 Date: 2019-08-29

Total

NS/EW Streets:	Foothill Expy				Foothill Expy				Main St				Main St				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	1	2	1	0	1	2	1	0	1	0.5	0.5	0	1	0.5	0.5	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	10	82	46	0	53	292	54	0	8	31	4	0	19	31	18	0	648
4:15 PM	19	134	43	0	38	364	33	0	3	26	10	0	31	31	26	0	758
4:30 PM	10	101	22	1	37	302	56	0	9	25	15	0	29	29	13	0	649
4:45 PM	18	143	43	2	51	351	59	0	6	29	14	0	24	42	16	0	798
5:00 PM	10	92	43	0	54	322	47	0	7	23	11	0	32	44	16	0	701
5:15 PM	5	100	39	1	40	326	55	0	3	37	12	0	17	50	29	0	714
5:30 PM	11	97	23	0	45	318	52	0	7	30	7	0	22	39	24	0	675
5:45 PM	26	120	42	0	43	319	44	0	4	33	13	0	22	28	14	0	708
TOTAL VOLUMES:	109	869	301	4	361	2594	400	0	47	234	86	0	196	294	156	0	TOTAL 5651
APPROACH %'s:	8.50%	67.73%	23.46%	0.31%	10.76%	77.32%	11.92%	0.00%	12.81%	63.76%	23.43%	0.00%	30.34%	45.51%	24.15%	0.00%	
PEAK HR:	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL:	57	470	151	3	180	1339	195	0	25	103	50	0	116	146	71	0	TOTAL 2906
PEAK HR FACTOR:	0.750	0.822	0.878	0.375	0.833	0.920	0.826	0.000	0.694	0.888	0.833	0.000	0.906	0.830	0.683	0.000	0.910
	0.826				0.930				0.908				0.905				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Foothill Expy & Main St
City: Los Altos
Control: Signalized

Project ID: 19-08413-001
Date: 2019-08-29

Bikes

NS/EW Streets:	Foothill Expy				Foothill Expy				Main St				Main St				TOTAL
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	0.5	0.5	0	1	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	2	0	0	0	3	1	0	0	0	0	0	0	0	0	0	6
4:15 PM	0	2	2	0	0	2	2	0	0	4	0	0	0	1	1	0	14
4:30 PM	0	4	0	0	0	4	0	0	1	0	0	0	0	2	0	0	11
4:45 PM	0	4	0	0	2	1	0	0	0	0	0	0	1	1	0	0	9
5:00 PM	1	4	0	0	0	7	0	0	0	1	0	0	0	1	0	0	14
5:15 PM	0	3	0	0	0	15	1	0	0	2	2	0	0	1	0	0	24
5:30 PM	0	2	0	0	1	10	1	0	0	0	1	0	0	0	0	0	15
5:45 PM	2	8	0	0	0	8	2	0	0	2	3	0	1	3	0	0	29
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	3	29	2	0	3	50	7	0	1	9	6	0	2	9	1	0	122
	8.82%	85.29%	5.88%	0.00%	5.00%	83.33%	11.67%	0.00%	6.25%	56.25%	37.50%	0.00%	16.67%	75.00%	8.33%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	1	14	2	0	2	14	2	0	1	5	0	0	1	5	1	0	48
PEAK HR FACTOR :	0.25	0.875	0.250	0.000	0.250	0.500	0.250	0.000	0.250	0.313	0.000	0.000	0.250	0.625	0.250	0.000	0.857
	0.850				0.643				0.375				0.875				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Foothill Expy & Main St
City: Los Altos

Project ID: 19-08413-001
Date: 2019-08-29

Pedestrians (Crosswalks)

NS/EW Streets:	Foothill Expy		Foothill Expy		Main St		Main St		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	2	0	1	1	0	0	0	4
4:15 PM	0	3	5	0	0	0	0	1	9
4:30 PM	4	1	4	1	0	0	0	0	10
4:45 PM	2	1	11	2	0	0	0	0	16
5:00 PM	5	3	3	1	0	0	3	0	15
5:15 PM	3	4	1	1	0	0	3	1	13
5:30 PM	0	4	0	3	0	1	0	2	10
5:45 PM	3	5	3	6	0	0	0	3	20
TOTAL VOLUMES :	EB 17	WB 23	EB 27	WB 15	NB 1	SB 1	NB 6	SB 7	TOTAL 97
APPROACH %'s :	42.50%	57.50%	64.29%	35.71%	50.00%	50.00%	46.15%	53.85%	
PEAK HR :	04:15 PM - 05:15 PM								TOTAL
PEAK HR VOL :	11	8	23	4	0	0	3	1	50
PEAK HR FACTOR :	0.550	0.667	0.523	0.500			0.250	0.250	0.781
	0.594		0.519				0.333		

National Data & Surveying Services

Intersection Turning Movement Count

Location: University Ave & Burke Rd
City: Los Altos
Control: 3-Way Stop (NB/SB/EB)

Project ID: 19-08413-002
Date: 2019-08-29

Total

NS/EW Streets:	University Ave				University Ave				Burke Rd				Burke Rd				TOTAL				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
PM	0.5	0.5	1	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	TOTAL
4:00 PM	3	4	19	0	6	32	1	0	1	19	5	0	59	23	7	0	179				
4:15 PM	5	4	14	0	8	29	0	0	0	21	8	0	63	21	2	0	175				
4:30 PM	1	2	12	0	2	31	2	0	1	27	12	0	77	27	3	0	197				
4:45 PM	7	1	30	0	2	45	1	0	0	18	13	0	79	22	2	0	220				
5:00 PM	3	4	16	0	3	32	1	0	0	25	12	0	83	29	2	0	210				
5:15 PM	3	2	15	0	5	37	0	0	2	26	6	0	83	22	3	0	204				
5:30 PM	4	5	14	0	3	38	1	0	1	28	18	0	67	26	9	0	214				
5:45 PM	4	6	14	0	13	37	1	0	0	23	8	0	52	35	8	0	201				
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL				
APPROACH %'s:	30	28	134	0	42	281	7	0	5	187	82	0	563	205	36	0	1600				
	15.63%	14.58%	69.79%	0.00%	12.73%	85.15%	2.12%	0.00%	1.82%	68.25%	29.93%	0.00%	70.02%	25.50%	4.48%	0.00%					
PEAK HR:	04:45 PM - 05:45 PM																TOTAL				
PEAK HR VOL:	17	12	75	0	13	152	3	0	3	97	49	0	312	99	16	0	848				
PEAK HR FACTOR:	0.607	0.600	0.625	0.000	0.650	0.844	0.750	0.000	0.375	0.866	0.681	0.000	0.940	0.853	0.444	0.000	0.964				
	0.684				0.875				0.793				0.936								

National Data & Surveying Services

Intersection Turning Movement Count

Location: University Ave & Burke Rd
City: Los Altos
Control: 3-Way Stop (NB/SB/EB)

Project ID: 19-08413-002
Date: 2019-08-29

Bikes

NS/EW Streets:	University Ave				University Ave				Burke Rd				Burke Rd				TOTAL
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0.5 NL	0.5 NT	1 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
4:00 PM	0	0	2	0	0	0	0	0	0	1	0	0	3	0	0	0	6
4:15 PM	1	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	4
4:30 PM	0	2	0	0	0	0	0	0	0	0	1	0	2	0	0	0	5
4:45 PM	1	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	4
5:00 PM	2	0	2	0	0	0	0	0	0	0	0	0	2	1	0	0	7
5:15 PM	1	0	0	0	0	1	0	0	0	3	0	0	1	0	0	0	6
5:30 PM	0	0	0	0	1	2	0	0	0	1	1	0	1	0	0	0	6
5:45 PM	0	0	3	0	0	2	0	0	0	1	0	0	4	1	2	0	13
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	33.33%	20.00%	46.67%	0.00%	16.67%	83.33%	0.00%	0.00%	0.00%	72.73%	27.27%	0.00%	73.68%	15.79%	10.53%	0.00%	51
PEAK HR :	04:45 PM - 05:45 PM																
PEAK HR VOL :	4	1	2	0	1	3	0	0	0	5	1	0	4	2	0	0	23
PEAK HR FACTOR :	0.50	0.250	0.250	0.000	0.250	0.375	0.000	0.000	0.000	0.417	0.250	0.000	0.500	0.500	0.000	0.000	0.821
	0.438				0.333				0.500				0.500				

National Data & Surveying Services

Intersection Turning Movement Count

Location: University Ave & Burke Rd
City: Los Altos

Project ID: 19-08413-002
Date: 2019-08-29

Pedestrians (Crosswalks)

NS/EW Streets:	University Ave		University Ave		Burke Rd		Burke Rd		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	1	2	0	0	0	0	0	0	3
4:15 PM	3	1	1	0	0	0	1	1	7
4:30 PM	13	0	0	1	0	0	1	1	16
4:45 PM	9	1	3	0	0	0	1	5	19
5:00 PM	1	2	3	1	0	0	0	1	8
5:15 PM	1	5	0	0	1	0	1	1	9
5:30 PM	0	2	1	4	0	0	2	2	11
5:45 PM	5	1	0	3	0	0	3	1	13
TOTAL VOLUMES :	EB 33	WB 14	EB 8	WB 9	NB 1	SB 0	NB 9	SB 12	TOTAL 86
APPROACH %'s :	70.21%	29.79%	47.06%	52.94%	100.00%	0.00%	42.86%	57.14%	
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	11	10	7	5	1	0	4	9	47
PEAK HR FACTOR :	0.306	0.500	0.583	0.313	0.250		0.500	0.450	0.618
	0.525		0.600		0.250		0.542		

National Data & Surveying Services

Intersection Turning Movement Count

Location: University Ave & Lincoln Ave
City: Los Altos
Control: 1-Way Stop (WB)

Project ID: 19-08413-003
Date: 2019-08-29

Total

NS/EW Streets:	University Ave				University Ave				Lincoln Ave				Lincoln Ave				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	1	0	1	0	125
4:15 PM	0	17	0	0	10	93	0	0	0	0	0	0	0	0	8	0	128
4:30 PM	0	8	0	0	9	98	0	0	0	0	0	0	1	0	8	0	124
4:45 PM	0	20	4	0	28	123	0	0	0	0	0	0	0	0	13	0	188
5:00 PM	0	10	2	0	20	98	0	0	0	0	0	0	1	0	16	0	147
5:15 PM	0	11	0	0	10	105	0	0	0	0	0	0	0	0	9	0	135
5:30 PM	0	13	0	0	10	126	0	0	0	0	0	0	2	0	9	0	160
5:45 PM	0	16	0	0	13	88	0	0	0	0	0	0	0	0	7	0	124
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	0	114	6	0	105	820	0	0	1	0	0	0	6	0	79	0	1131
	0.00%	95.00%	5.00%	0.00%	11.35%	88.65%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	7.06%	0.00%	92.94%	0.00%	
PEAK HR:	04:45 PM - 05:45 PM																
PEAK HR VOL:	0	54	6	0	68	452	0	0	0	0	0	0	3	0	47	0	630
PEAK HR FACTOR:	0.000	0.675	0.375	0.000	0.607	0.897	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.734	0.000	0.838
		0.625				0.861								0.735			

National Data & Surveying Services

Intersection Turning Movement Count

Location: University Ave & Lincoln Ave
City: Los Altos
Control: 1-Way Stop (WB)

Project ID: 19-08413-003
Date: 2019-08-29

Bikes

NS/EW Streets:	University Ave				University Ave				Lincoln Ave				Lincoln Ave				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4
4:15 PM	0	3	0	0	2	1	0	0	0	0	0	0	0	0	1	0	7
4:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:15 PM	0	2	0	0	1	2	0	0	0	0	0	0	0	0	0	0	5
5:30 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	3
5:45 PM	0	3	0	0	0	6	0	0	0	0	0	0	0	0	0	0	9
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	13	0	0	6	16	0	0	0	0	0	0	0	0	2	0	37
	0.00%	100.00%	0.00%	0.00%	27.27%	72.73%	0.00%	0.00%	0	0	0	0	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	6	0	0	2	6	0	0	0	0	0	0	0	0	1	0	15
PEAK HR FACTOR :	0.00	0.375	0.000	0.000	0.500	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.750
	0.375				0.667								0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: University Ave & Lincoln Ave
City: Los Altos

Project ID: 19-08413-003
Date: 2019-08-29

Pedestrians (Crosswalks)

NS/EW Streets:	University Ave		University Ave		Lincoln Ave		Lincoln Ave		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	1	2	0	0	0	3
4:15 PM	0	0	0	2	0	0	0	0	2
4:30 PM	0	0	0	0	3	0	0	0	3
4:45 PM	0	0	0	0	3	2	0	0	5
5:00 PM	0	0	4	1	3	0	0	0	8
5:15 PM	0	0	2	2	0	0	0	0	4
5:30 PM	0	0	1	0	3	1	0	0	5
5:45 PM	0	0	0	0	0	4	0	0	4
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	7	6	14	7	0	0	34
			53.85%	46.15%	66.67%	33.33%			
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	0	7	3	9	3	0	0	22
PEAK HR FACTOR :			0.438	0.375	0.750	0.375			0.688
			0.500		0.600				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Lincoln Ave & Orange Ave
City: Los Altos
Control: 1-Way Stop (EB)

Project ID: 19-08413-004
Date: 2019-08-29

Total

NS/EW Streets:	Lincoln Ave				Lincoln Ave				Orange Ave				Orange Ave				TOTAL			
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND							
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL			
4:00 PM	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	16			
4:15 PM	0	4	0	0	0	7	4	1	3	0	0	1	0	0	0	0	20			
4:30 PM	0	5	0	0	0	4	5	0	5	0	0	0	0	0	0	0	19			
4:45 PM	1	7	0	0	0	17	11	0	9	0	3	0	0	0	0	0	48			
5:00 PM	2	11	0	0	0	16	6	0	5	0	1	0	0	0	0	0	41			
5:15 PM	1	2	0	1	0	4	6	1	6	0	0	0	0	0	0	0	21			
5:30 PM	1	3	0	0	0	6	4	0	5	0	0	0	0	0	0	0	19			
5:45 PM	1	2	0	0	0	6	6	0	3	0	0	0	0	0	0	0	18			
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL			
APPROACH %'s:	6	39	0	1	0	60	46	3	41	0	5	1	0	0	0	0	202			
	13.04%	84.78%	0.00%	2.17%	0.00%	55.05%	42.20%	2.75%	87.23%	0.00%	10.64%	2.13%								
PEAK HR:	04:30 PM - 05:30 PM																			
PEAK HR VOL:	4	25	0	1	0	41	28	1	25	0	4	0	0	0	0	0	129			
PEAK HR FACTOR:	0.500	0.568	0.000	0.250	0.000	0.603	0.636	0.250	0.694	0.000	0.333	0.000	0.000	0.000	0.000	0.000	0.672			
	0.577				0.625				0.604											

National Data & Surveying Services

Intersection Turning Movement Count

Location: Lincoln Ave & Orange Ave
City: Los Altos
Control: 1-Way Stop (EB)

Project ID: 19-08413-004
Date: 2019-08-29

Bikes

NS/EW Streets:	Lincoln Ave				Lincoln Ave				Orange Ave				Orange Ave				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	TOTAL
4:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	2	0	0	0	2	3	0	0	0	0	0	0	0	0	0	7
	0.00%	100.00%	0.00%	0.00%	0.00%	40.00%	60.00%	0.00%									
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0

National Data & Surveying Services

Intersection Turning Movement Count

Location: Lincoln Ave & Orange Ave
City: Los Altos

Project ID: 19-08413-004
Date: 2019-08-29

Pedestrians (Crosswalks)

NS/EW Streets:	Lincoln Ave		Lincoln Ave		Orange Ave		Orange Ave		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	2	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	1	0	0	0	0	1
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	3	1	0	0	0	0	4
			75.00%	25.00%					
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	0	3	0	0	0	0	0	3
PEAK HR FACTOR :			0.375	0.375					0.375

National Data & Surveying Services

Intersection Turning Movement Count

Location: Lincoln Ave & Sherman St
City: Los Altos
Control: 1-Way Stop (SB)

Project ID: 19-08413-005
Date: 2019-08-29

Total

NS/EW Streets:	Lincoln Ave				Lincoln Ave				Sherman St				Sherman St				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	2	0	0	0	0	1	1	2	0	0	0	0	0	0	0	6
4:15 PM	0	4	0	0	0	6	1	0	1	0	0	0	0	0	0	0	12
4:30 PM	0	3	0	0	0	2	2	0	1	0	0	0	0	0	0	0	8
4:45 PM	0	2	0	0	0	2	6	5	2	0	0	0	0	0	0	0	17
5:00 PM	1	1	0	0	0	8	5	8	2	0	0	0	0	0	0	0	25
5:15 PM	0	2	0	0	0	5	1	1	1	0	0	0	0	0	0	0	10
5:30 PM	0	4	0	0	0	4	2	0	2	0	0	0	0	0	0	0	12
5:45 PM	0	2	0	0	0	3	1	1	2	0	0	0	0	0	0	0	9
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	1	20	0	0	0	30	19	16	13	0	0	0	0	0	0	0	99
	4.76%	95.24%	0.00%	0.00%	0.00%	46.15%	29.23%	24.62%	100.00%	0.00%	0.00%	0.00%					
PEAK HR:	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL:	1	9	0	0	0	19	14	14	7	0	0	0	0	0	0	0	64
PEAK HR FACTOR:	0.250	0.563	0.000	0.000	0.000	0.594	0.583	0.438	0.875	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.640
	0.625				0.560				0.875								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Lincoln Ave & Sherman St
City: Los Altos
Control: 1-Way Stop (SB)

Project ID: 19-08413-005
Date: 2019-08-29

Bikes

NS/EW Streets:	Lincoln Ave				Lincoln Ave				Sherman St				Sherman St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	33.33%	0.00%	66.67%	0.00%	0	0	0	0	7
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3
PEAK HR FACTOR :	0.00	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.750
	0.500								0.250								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Lincoln Ave & Sherman St
City: Los Altos

Project ID: 19-08413-005
Date: 2019-08-29

Pedestrians (Crosswalks)

NS/EW Streets:	Lincoln Ave		Lincoln Ave		Sherman St		Sherman St		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	2	0	0	0	0	2
4:15 PM	0	0	3	1	0	0	0	0	4
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	0	0	0	0	1
5:00 PM	0	1	3	0	0	0	0	0	4
5:15 PM	0	0	0	1	0	0	0	0	1
5:30 PM	0	0	0	1	0	0	0	0	1
5:45 PM	0	0	0	1	0	0	0	0	1
TOTAL VOLUMES :	EB 0	WB 1	EB 7	WB 6	NB 0	SB 0	NB 0	SB 0	TOTAL 14
APPROACH %'s :	0.00%	100.00%	53.85%	46.15%					
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	1	4	2	0	0	0	0	7
PEAK HR FACTOR :		0.250	0.333	0.500					0.438

National Data & Surveying Services

Intersection Turning Movement Count

Location: Orange Ave & Sherman St
 City: Los Altos
 Control: 2-Way Stop (NB/SB)

Project ID: 19-08413-006
 Date: 2019-08-29

Total

NS/EW Streets:	Orange Ave				Orange Ave				Sherman St				Sherman St				TOTAL	
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
4:00 PM	0	3	0	0	0	4	1	0	2	1	0	0	0	0	1	0	0	12
4:15 PM	0	3	0	0	0	5	0	0	0	0	1	0	1	1	1	0	0	12
4:30 PM	0	4	0	0	0	4	0	0	1	0	0	0	0	0	1	0	0	10
4:45 PM	0	8	1	0	0	8	2	0	1	0	1	0	0	2	2	0	0	25
5:00 PM	0	3	1	0	0	7	0	0	0	0	1	0	0	3	3	0	0	18
5:15 PM	0	2	0	0	0	5	0	1	2	0	0	0	0	0	1	0	0	11
5:30 PM	0	2	0	0	0	5	0	0	1	1	0	0	0	1	0	0	0	10
5:45 PM	1	4	0	0	0	10	0	0	0	0	0	0	0	1	0	0	0	16
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s:	1	29	2	0	0	48	3	1	7	2	3	0	1	8	9	0	114	
	3.13%	90.63%	6.25%	0.00%	0.00%	92.31%	5.77%	1.92%	58.33%	16.67%	25.00%	0.00%	5.56%	44.44%	50.00%	0.00%		
PEAK HR:	04:15 PM - 05:15 PM																	
PEAK HR VOL:	0	18	2	0	0	24	2	0	2	0	3	0	1	6	7	0	65	
PEAK HR FACTOR:	0.000	0.563	0.500	0.000	0.000	0.750	0.250	0.000	0.500	0.000	0.750	0.000	0.250	0.500	0.583	0.000	0.650	
	0.556				0.650				0.625				0.583					

National Data & Surveying Services

Intersection Turning Movement Count

Location: Orange Ave & Sherman St
City: Los Altos

Project ID: 19-08413-006
Date: 2019-08-29

Pedestrians (Crosswalks)

NS/EW Streets:	Orange Ave		Orange Ave		Sherman St		Sherman St		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	1	0	0	2	0	3
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	1	0	1
5:00 PM	0	1	0	1	0	0	2	1	5
5:15 PM	0	0	0	0	2	1	0	0	3
5:30 PM	0	0	0	1	0	0	0	0	1
5:45 PM	0	0	0	1	2	0	0	0	3
TOTAL VOLUMES :	EB 0	WB 1	EB 0	WB 4	NB 4	SB 1	NB 5	SB 1	TOTAL 16
APPROACH %'s :	0.00%	100.00%	0.00%	100.00%	80.00%	20.00%	83.33%	16.67%	
PEAK HR :	04:15 PM - 05:15 PM								TOTAL
PEAK HR VOL :	0	1	0	1	0	0	3	1	6
PEAK HR FACTOR :	0.250		0.250				0.375 0.250		0.300
	0.250		0.250				0.333		

National Data & Surveying Services

Intersection Turning Movement Count

Location: University Ave & Sherman St
 City: Los Altos
 Control: 1-Way Stop (WB)

Project ID: 19-08413-007
 Date: 2019-08-29

Total

NS/EW Streets:	University Ave				University Ave				Sherman St				Sherman St				TOTAL	
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
4:00 PM	0	16	0	0	5	85	0	0	0	0	0	0	0	0	1	0	107	
4:15 PM	0	15	0	0	3	74	0	0	0	0	0	0	0	0	1	0	93	
4:30 PM	0	8	0	0	2	94	0	0	0	0	0	0	0	0	1	0	105	
4:45 PM	0	12	1	0	1	108	0	0	0	0	0	0	3	0	1	0	126	
5:00 PM	0	8	0	0	0	96	0	0	0	0	0	0	3	0	0	0	107	
5:15 PM	0	6	1	0	1	114	0	0	0	0	0	0	0	0	0	0	122	
5:30 PM	0	14	1	0	1	115	0	0	0	0	0	0	1	0	1	0	133	
5:45 PM	0	11	0	0	0	87	0	0	0	0	0	0	1	0	2	0	101	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	0	90	3	0	13	773	0	0	0	0	0	0	8	0	7	0	894	
	0.00%	96.77%	3.23%	0.00%	1.65%	98.35%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	53.33%	0.00%	46.67%	0.00%		
PEAK HR :	04:45 PM - 05:45 PM																	TOTAL
PEAK HR VOL :	0	40	3	0	3	433	0	0	0	0	0	0	7	0	2	0	488	
PEAK HR FACTOR :	0.000	0.714	0.750	0.000	0.750	0.941	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.500	0.000	0.917	
		0.717				0.940								0.563				

National Data & Surveying Services

Intersection Turning Movement Count

Location: University Ave & Sherman St
City: Los Altos
Control: 1-Way Stop (WB)

Project ID: 19-08413-007
Date: 2019-08-29

Bikes

NS/EW Streets:	University Ave				University Ave				Sherman St				Sherman St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
4:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	8	0	0	1	10	0	0	0	0	0	0	0	0	0	0	19
	0.00%	100.00%	0.00%	0.00%	9.09%	90.91%	0.00%	0.00%									
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	8
PEAK HR FACTOR :	0.00	0.250	0.000	0.000	0.000	0.333	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
		0.250				0.333											

National Data & Surveying Services

Intersection Turning Movement Count

Location: University Ave & Sherman St
City: Los Altos

Project ID: 19-08413-007
Date: 2019-08-29

Pedestrians (Crosswalks)

NS/EW Streets:	University Ave		University Ave		Sherman St		Sherman St		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	2	0	0	0	2
4:15 PM	0	0	0	0	4	0	0	0	4
4:30 PM	0	0	0	0	2	0	0	0	2
4:45 PM	0	0	0	0	2	2	0	0	4
5:00 PM	0	1	0	0	2	0	0	0	3
5:15 PM	0	1	0	0	1	0	0	0	2
5:30 PM	0	0	0	0	3	0	0	0	3
5:45 PM	0	0	0	0	0	1	0	0	1
TOTAL VOLUMES :	EB 0	WB 2	EB 0	WB 0	NB 16	SB 3	NB 0	SB 0	TOTAL 21
APPROACH %'s :	0.00%	100.00%			84.21%	15.79%			
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	2	0	0	8	2	0	0	12
PEAK HR FACTOR :	0.500				0.625				0.750

National Data & Surveying Services

Intersection Turning Movement Count

Location: University Ave & S El Monte Ave
 City: Los Altos
 Control: Signalized

Project ID: 19-08413-008
 Date: 2019-08-29

Total

NS/EW Streets:	University Ave				University Ave				S El Monte Ave				S El Monte Ave				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	4	1	12	0	14	3	52	0	9	235	2	3	11	291	14	0	651
4:15 PM	3	0	7	0	13	4	43	0	7	201	2	1	9	259	1	0	550
4:30 PM	4	0	11	0	25	4	49	0	10	209	4	0	18	228	7	1	570
4:45 PM	5	0	17	0	31	4	68	0	13	177	2	1	14	271	6	2	611
5:00 PM	2	1	12	0	31	7	44	0	6	186	3	0	10	253	1	0	556
5:15 PM	1	0	13	0	18	3	56	0	9	164	1	0	10	263	5	1	544
5:30 PM	3	0	13	0	20	11	69	0	10	193	4	1	22	262	5	0	613
5:45 PM	7	2	16	0	9	4	46	0	11	200	7	1	31	297	7	0	638
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	29	4	101	0	161	40	427	0	75	1565	25	7	125	2124	46	4	4733
	21.64%	2.99%	75.37%	0.00%	25.64%	6.37%	67.99%	0.00%	4.49%	93.60%	1.50%	0.42%	5.44%	92.39%	2.00%	0.17%	
PEAK HR:	04:00 PM - 05:00 PM																
PEAK HR VOL:	16	1	47	0	83	15	212	0	39	822	10	5	52	1049	28	3	2382
PEAK HR FACTOR:	0.800	0.250	0.691	0.000	0.669	0.938	0.779	0.000	0.750	0.874	0.625	0.417	0.722	0.901	0.500	0.375	0.915
	0.727				0.752				0.880				0.896				

National Data & Surveying Services

Intersection Turning Movement Count

Location: University Ave & S El Monte Ave
City: Los Altos
Control: Signalized

Project ID: 19-08413-008
Date: 2019-08-29

Bikes

NS/EW Streets:	University Ave				University Ave				S El Monte Ave				S El Monte Ave				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0.5 NL	0.5 NT	1 NR	0 NU	1 SL	1 ST	0 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	1	1	0	0	0	1	0	0	3	0	0	0	6
4:15 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	1	1	0	5
4:30 PM	0	1	0	0	1	0	0	0	0	1	0	0	0	1	0	0	4
4:45 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2
5:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	1	1	0	4
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	6	1	0	4	2	1	0	0	3	0	0	5	4	3	0	29
	0.00%	85.71%	14.29%	0.00%	57.14%	28.57%	14.29%	0.00%	0.00%	100.00%	0.00%	0.00%	41.67%	33.33%	25.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	3	0	0	2	2	1	0	0	3	0	0	3	2	1	0	17
PEAK HR FACTOR :	0.00	0.375	0.000	0.000	0.500	0.500	0.250	0.000	0.000	0.750	0.000	0.000	0.250	0.500	0.250	0.000	0.708
		0.375				0.625				0.750				0.500			

National Data & Surveying Services

Intersection Turning Movement Count

Location: University Ave & S El Monte Ave
City: Los Altos

Project ID: 19-08413-008
Date: 2019-08-29

Pedestrians (Crosswalks)

NS/EW Streets:	University Ave		University Ave		S El Monte Ave		S El Monte Ave		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	1	1	2
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	1	2
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	2	1	0	0	3
5:15 PM	1	1	0	0	0	0	0	1	3
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	1	0	0	0	0	1
TOTAL VOLUMES :	EB 1	WB 2	EB 0	WB 1	NB 2	SB 1	NB 1	SB 3	TOTAL 11
APPROACH %'s :	33.33%	66.67%	0.00%	100.00%	66.67%	33.33%	25.00%	75.00%	
PEAK HR :	04:00 PM - 05:00 PM								TOTAL
PEAK HR VOL :	0	1	0	0	0	0	1	2	4
PEAK HR FACTOR :	0.250						0.250 0.500		0.500
	0.250						0.375		

The ability of a highway system to carry traffic is expressed in terms of its "Service Level" at critical locations, usually intersections. Service levels are defined as follows:

- "LOS A" Conditions primarily describe free-flowing operations. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at the boundary intersections is minimal. The travel speed exceeds 85% of the base free-flow speed.
- "LOS B" Conditions describe reasonably unimpeded operations. The ability to maneuver within the traffic stream is only slightly restricted and control delay at the boundary intersections is not significant. The travel speed is between 67% and 85% of the base free-flow speed.
- "LOS C" Conditions describe stable operations. The ability to maneuver and change lanes at mid-segment locations may be more restricted than at LOS B. Longer queues at the boundary intersections may contribute to lower travel speeds. The travel speed is between 50% and 67% of the base free-flow speed.
- "LOS D" Conditions describe less stable operations in which small increases in flow may cause substantial increases in delay and decreases in travel speed. This operation may be due to adverse signal progression, high volume, or inappropriate signal timing at the boundary intersections. The travel speed is between 40% and 50% of the base free-flow speed.
- "LOS E" Conditions describe unstable operations and significant delay. Such operations may be due to some combination of adverse progression, high volume, and inappropriate signal timing at the boundary intersections. The travel speed is between 30% and 40% of the base free-flow speed.
- "LOS F" Conditions describe flow at extreme low speed. Congestion is likely occurring at the boundary intersections, as indicated by high delay and extensive queuing. The travel speed is 30% or less of the base free-flow speed. Also, LOS F is assigned to the subject direction of travel if the through movement at one or more boundary intersections has a volume-to-capacity (V/C) ratio greater than 1.0.

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Foothill Expressway & Main Street

Cycle (sec): 95 Critical Vol./Cap.(X): 0.598
Loss Time (sec): 12 Average Delay (sec/veh): 18.6
Optimal Cycle: 80 Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include Foothill Exp. and Main St. with various movement and control details.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume. Includes data for Count Date: 29 Aug 2019.

Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. for Saturation Flow Module.

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncremntDel, InitQueueDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ for Capacity Analysis Module.

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

Level Of Service Computation Report

1994 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #0 University Ave. & Burke St. - Main St.

Cycle (sec): 1 Critical Vol./Cap.(X): 0.700
Loss Time (sec): 0 Average Delay (sec/veh): 7.5
Optimal Cycle: 0 Level Of Service: B

Street Name: Universtiy Ave. Burke Rd. - Main St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 1 0 0 1 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module: >> Count Date: 29 Aug 2019 << PM Peak
Base Vol: 17 12 75 13 152 3 3 97 49 312 99 16
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 17 12 75 13 152 3 3 97 49 312 99 16
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 18 12 78 13 158 3 3 101 51 324 103 17
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 18 12 78 13 158 3 3 101 51 324 103 17
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 18 12 78 13 158 3 3 101 51 324 103 17

Saturation Flow Module:
Sat/Lane: 206 206 206 249 249 249 469 469 469 839 839 839
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.59 0.41 1.00 0.08 0.90 0.02 0.02 0.65 0.33 0.73 0.23 0.04
Final Sat.: 121 85 206 19 225 4 9 305 154 613 195 31

Capacity Analysis Module:
Vol/Sat: 0.15 0.15 0.38 0.70 0.70 0.70 0.33 0.33 0.33 0.53 0.53 0.53
Crit Moves: ****
ApproachV/S: 0.26 0.70 0.33 0.53
Delay/Veh: 1.7 1.7 4.2 14.3 14.3 14.3 3.5 3.5 3.5 7.4 7.4 7.4
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 1.7 1.7 4.2 14.3 14.3 14.3 3.5 3.5 3.5 7.4 7.4 7.4
LOS by Move: A A A C C C A A A B B B
ApproachDel: 2.7 14.3 3.5 7.4
Delay Adj: 1.00 1.00 1.00
ApprAdjDel: 2.7 14.3 3.5 7.4
LOS by Appr: A C A B

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 University Ave. & Lincoln Ave.

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: A[9.2]

Street Name: University Ave. Lincoln Ave.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 0 1 0 0 1 0 0 0 0 0 1 0 0 0 1

Volume Module: >> Count Date: 29 Aug 2019 <<
Base Vol: 0 54 6 68 452 0 0 0 0 3 0 47
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 54 6 68 452 0 0 0 0 3 0 47
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84
PHF Volume: 0 64 7 81 539 0 0 0 0 4 0 56
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 64 7 81 539 0 0 0 0 4 0 56

Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 4.1 xxxx xxxxx xxxxx xxxx xxxxx 6.4 xxxx 6.2
FollowUpTim:xxxxx xxxx xxxxx 2.2 xxxx xxxxx xxxxx xxxx xxxxx 3.5 xxxx 3.3

Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx 72 xxxx xxxxx xxxx xxxx xxxxx 770 xxxx 68
Potent Cap.: xxxx xxxx xxxxx 1541 xxxx xxxxx xxxx xxxx xxxxx 372 xxxx 1001
Move Cap.: xxxx xxxx xxxxx 1541 xxxx xxxxx xxxx xxxx xxxxx 356 xxxx 1001
Volume/Cap: xxxx xxxx xxxx 0.05 xxxx xxxx xxxx xxxx xxxx 0.01 xxxx 0.06

Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx 0.2 xxxx xxxxx xxxx xxxx xxxxx 0.0 xxxx 0.2
Control Del:xxxxx xxxx xxxxx 7.5 xxxx xxxxx xxxxx xxxx xxxxx 15.2 xxxx 8.8
LOS by Move: * * * A * * * * * C * A
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx 0.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx 7.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * A * * * * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx 9.2
ApproachLOS: * * * A

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

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Lincoln Ave. & Orange Ave.

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: A[9.3]

Street Name: Lincoln Ave. Orange Ave.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 1 0 0 0 0 0 0 1 0 0 0 0 1! 0 0 0 0 0 0 0 0

Volume Module: >> Count Date: 29 Aug 2019 <<
Base Vol: 5 25 0 0 42 28 25 0 4 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 25 0 0 42 28 25 0 4 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.67 0.67 0.67 0.67 0.67 0.67 0.67 0.67 0.67 0.67 0.67 0.67
PHF Volume: 7 37 0 0 62 42 37 0 6 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 7 37 0 0 62 42 37 0 6 0 0 0

Critical Gap Module:
Critical Gp: 4.1 xxxx xxxxx xxxxx xxxx xxxxx 6.4 6.5 6.2 xxxxx xxxx xxxxx
FollowUpTim: 2.2 xxxx xxxxx xxxxx xxxx xxxxx 3.5 4.0 3.3 xxxxx xxxx xxxxx

Capacity Module:
Cnflct Vol: 104 xxxx xxxxx xxxx xxxx xxxxx 135 135 83 xxxx xxxx xxxxx
Potent Cap.: 1500 xxxx xxxxx xxxx xxxx xxxxx 863 759 982 xxxx xxxx xxxxx
Move Cap.: 1500 xxxx xxxxx xxxx xxxx xxxxx 860 755 982 xxxx xxxx xxxxx
Volume/Cap: 0.00 xxxx xxxx xxxx xxxx xxxxx 0.04 0.00 0.01 xxxx xxxx xxxxx

Level Of Service Module:
2Way95thQ: 0.0 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del: 7.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: A * * * * * * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 875 xxxxx xxxx xxxx xxxxx
SharedQueue: 0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.2 xxxxx xxxxx xxxx xxxxx
Shrd ConDel: 7.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 9.3 xxxxx xxxxx xxxx xxxxx
Shared LOS: A * * * * * * * A * * * *
ApproachDel: xxxxxx xxxxxx 9.3 xxxxxx
ApproachLOS: * * A *

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

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Lincoln Ave. & Sheman St.

Average Delay (sec/veh): 7.3 Worst Case Level Of Service: A[8.8]

Street Name: Lincoln Ave. Sherman St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 0 0 1! 0 0 1 0 0 0 0 0 0 0 0 1 0

Volume Module: >> Count Date: 29 Aug 2019 <<
Base Vol: 0 0 0 33 0 14 7 0 0 0 1 9
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 33 0 14 7 0 0 0 1 9
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.64 0.64 0.64 0.64 0.64 0.64 0.64 0.64 0.64 0.64 0.64 0.64
PHF Volume: 0 0 0 52 0 22 11 0 0 0 2 14
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 52 0 22 11 0 0 0 2 14

Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 6.4 6.5 6.2 4.1 xxxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx 3.5 4.0 3.3 2.2 xxxxx xxxxx xxxxx xxxx xxxxx

Capacity Module:
Cnflct Vol: xxxxx xxxxx xxxxx 30 30 9 16 xxxxx xxxxx xxxxx xxxx xxxxx
Potent Cap.: xxxxx xxxxx xxxxx 989 866 1079 1615 xxxxx xxxxx xxxxx xxxx xxxxx
Move Cap.: xxxxx xxxxx xxxxx 984 860 1079 1615 xxxxx xxxxx xxxxx xxxx xxxxx
Volume/Cap: xxxxx xxxxx xxxxx 0.05 0.00 0.02 0.01 xxxxx xxxxx xxxxx xxxx xxxxx

Level Of Service Module:
2Way95thQ: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 7.2 xxxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx 1010 xxxxx xxxxx xxxxx xxxxx xxxx xxxxx
SharedQueue:xxxxx xxxxx xxxxx xxxxx 0.2 xxxxx xxxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxxx xxxxx xxxxx 8.8 xxxxx xxxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * A * * * * *
ApproachDel: xxxxxx 8.8 xxxxxx xxxxxx
ApproachLOS: * A * *

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

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Orange Ave. & Sherman St.

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: A[9.0]

Street Name: Orange Ave. Sherman St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 0 1 0 0 0 0 1 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module: >> Count Date: 29 Aug 2019 <<
Base Vol: 0 18 2 0 24 2 2 0 3 1 6 7
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 18 2 0 24 2 2 0 3 1 6 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.65 0.65 0.65 0.65 0.65 0.65 0.65 0.65 0.65 0.65 0.65 0.65
PHF Volume: 0 28 3 0 37 3 3 0 5 2 9 11
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 28 3 0 37 3 3 0 5 2 9 11

Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx xxxx xxxx xxxxx 78 69 38 70 69 29
Potent Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx 916 825 1039 927 825 1051
Move Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx 899 825 1039 923 825 1051
Volume/Cap: xxxx xxxx xxxxx xxxx xxxx xxxxx 0.00 0.00 0.00 0.00 0.01 0.01

Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 978 xxxxx xxxx 933 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.0 xxxxx xxxxx 0.1 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 8.7 xxxxx xxxxx 9.0 xxxxx
Shared LOS: *
ApproachDel: xxxxxx xxxxxx 8.7 9.0
ApproachLOS: * * A A

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

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 University Ave. & Sherman St.

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[11.3]

Street Name: University Ave. Sherman St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 0 1 0 0 1 0 0 0 0 0 0 0 0 0 0 1! 0 0

Volume Module: >> Count Date: 29 Aug 2018 <<
Base Vol: 0 40 3 3 433 0 0 0 0 7 0 2
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 40 3 3 433 0 0 0 0 7 0 2
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 0 44 3 3 472 0 0 0 0 8 0 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 44 3 3 472 0 0 0 0 8 0 2

Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 4.1 xxxx xxxxx xxxxx xxxx xxxxx 6.4 6.5 6.2
FollowUpTim:xxxxx xxxx xxxxx 2.2 xxxx xxxxx xxxxx xxxx xxxxx 3.5 4.0 3.3

Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx 47 xxxx xxxxx xxxx xxxx xxxxx 524 524 45
Potent Cap.: xxxx xxxx xxxxx 1574 xxxx xxxxx xxxx xxxx xxxxx 517 461 1030
Move Cap.: xxxx xxxx xxxxx 1574 xxxx xxxxx xxxx xxxx xxxxx 516 460 1030
Volume/Cap: xxxx xxxx xxxxx 0.00 xxxx xxxxx xxxx xxxx xxxxx 0.01 0.00 0.00

Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx 0.0 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx 7.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * A * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 581 xxxxx
SharedQueue:xxxxx xxxx xxxxx 0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.1 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx 7.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 11.3 xxxxx
Shared LOS: * * * A * * * * * * * * * * B *
ApproachDel: xxxxxx xxxxxx xxxxxx 11.3
ApproachLOS: * * * B

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

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 El Monte Ave. & University Ave.

Cycle (sec): 75 Critical Vol./Cap.(X): 0.904
Loss Time (sec): 12 Average Delay (sec/veh): 23.7
Optimal Cycle: 90 Level Of Service: C

Street Name: University Ave. El Monte Ave.

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 1 0 0 1 1 0 0 1 0 1 0 1 1 0

Volume Module: >> Count Date: 29 Aug 2018 <<
Base Vol: 16 1 47 83 15 212 44 822 10 55 1049 28
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 16 1 47 83 15 212 44 822 10 55 1049 28
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 17 1 51 91 16 232 48 898 11 60 1146 31
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 17 1 51 91 16 232 48 898 11 60 1146 31
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 17 1 51 91 16 232 48 898 11 60 1146 31

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.51 0.51 0.84 0.75 0.86 0.85 0.95 0.95 0.95 0.95 0.95 0.95
Lanes: 0.94 0.06 1.00 1.00 0.07 0.93 1.00 1.97 0.03 1.00 1.95 0.05
Final Sat.: 1800 1800 1750 1750 1800 1800 1750 1900 1800 1750 1900 1800

Capacity Analysis Module:
Vol/Sat: 0.01 0.00 0.03 0.05 0.01 0.13 0.03 0.47 0.01 0.03 0.60 0.02
Crit Moves: ****
Green/Cycle: 0.14 0.14 0.14 0.14 0.14 0.14 0.03 0.65 0.65 0.05 0.67 0.67
Volume/Cap: 0.07 0.00 0.21 0.36 0.06 0.90 0.90 0.73 0.01 0.73 0.90 0.03
Uniform Del: 27.9 27.6 28.4 29.1 27.8 31.7 36.3 8.7 4.6 35.3 10.5 4.2
IncrcmntDel: 0.1 0.0 0.4 0.9 0.0 30.7 88.6 2.2 0.0 27.4 9.1 0.0
InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Delay/Veh: 28.0 27.6 28.8 30.0 27.8 62.3 124.8 10.9 4.6 62.6 19.6 4.2
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 28.0 27.6 28.8 30.0 27.8 62.3 124.8 10.9 4.6 62.6 19.6 4.2
LOS by Move: C C C C C E F B A E B A
HCM2kAvgQ: 0 0 1 2 5 9 2 8 3 2 14 4

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

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Foothill Expressway & Main Street

Cycle (sec): 95 Critical Vol./Cap.(X): 0.601
Loss Time (sec): 12 Average Delay (sec/veh): 18.8
Optimal Cycle: 80 Level Of Service: B

Street Name: Foothill Exp. Main St.

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted
Rights: Ovl Ovl Ovl Include
Min. Green: 7 10 10 7 10 10 10 10 10 10 10 10
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 0 1 0 1 0 0 1 0

Volume Module: >> Count Date: 29 Aug 2019 <<

Base Vol: 68 470 151 180 1339 211 29 108 57 116 156 71
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 68 470 151 180 1339 211 29 108 57 116 156 71
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume: 75 516 166 198 1471 232 32 119 63 127 171 78
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 75 516 166 198 1471 232 32 119 63 127 171 78
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 75 516 166 198 1471 232 32 119 63 127 171 78

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.79 0.95 0.95 0.81 0.27 0.95 0.94 0.43 0.95 0.95
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 0.65 0.35 1.00 0.69 0.31
Final Sat.: 1750 3800 1750 1750 3800 1750 1750 1800 1800 1750 1800 1800

Capacity Analysis Module:

Vol/Sat: 0.04 0.14 0.09 0.11 0.39 0.13 0.02 0.07 0.03 0.07 0.10 0.04
Crit Moves: ****
Green/Cycle: 0.07 0.39 0.39 0.32 0.64 0.64 0.16 0.16 0.23 0.16 0.16 0.16
Volume/Cap: 0.58 0.35 0.24 0.35 0.60 0.21 0.12 0.42 0.15 0.46 0.60 0.27
Uniform Del: 42.6 20.4 19.5 24.4 9.9 7.0 34.3 36.1 29.1 36.3 37.2 35.2
IncrcmntDel: 6.5 0.1 0.2 0.4 0.4 0.1 0.2 0.7 0.1 1.2 2.5 0.2
InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Delay/Veh: 49.0 20.5 19.7 24.8 10.4 7.1 34.5 36.7 29.1 37.5 39.7 35.4
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 49.0 20.5 19.7 24.8 10.4 7.1 34.5 36.7 29.1 37.5 39.7 35.4
LOS by Move: D C B C B A C D C D D D
HCM2kAvgQ: 2 5 3 4 13 3 1 5 4 4 8 6

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

Level Of Service Computation Report

1994 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #0 University Ave. & Burke St. - Main St.

Cycle (sec): 1 Critical Vol./Cap.(X): 0.705

Loss Time (sec): 0 Average Delay (sec/veh): 7.8

Optimal Cycle: 0 Level Of Service: B

Street Name: Universtiy Ave. Burke Rd. - Main St.

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Stop Sign Stop Sign

Rights: Include Include Include Include

Lanes: 0 1 0 0 1 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

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Volume Module: >> Count Date: 29 Aug 2019 << PM Peak

Base Vol: 19 17 84 13 156 3 3 97 51 320 99 16

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 19 17 84 13 156 3 3 97 51 320 99 16

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96

PHF Volume: 20 18 87 13 162 3 3 101 53 332 103 17

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 20 18 87 13 162 3 3 101 53 332 103 17

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 20 18 87 13 162 3 3 101 53 332 103 17

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Saturation Flow Module:

Sat/Lane: 212 212 212 253 253 253 462 462 462 834 834 834

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.53 0.47 1.00 0.07 0.91 0.02 0.02 0.64 0.34 0.73 0.23 0.04

Final Sat.: 112 100 212 19 229 4 9 297 156 614 190 31

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Capacity Analysis Module:

Vol/Sat: 0.18 0.18 0.41 0.71 0.71 0.71 0.34 0.34 0.34 0.54 0.54 0.54

Crit Moves: **** **** **** ****

ApproachV/S: 0.29 0.71 0.34 0.54

Delay/Veh: 2.0 2.0 4.8 14.6 14.6 14.6 3.6 3.6 3.6 7.8 7.8 7.8

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 2.0 2.0 4.8 14.6 14.6 14.6 3.6 3.6 3.6 7.8 7.8 7.8

LOS by Move: A A A C C C A A A B B B

ApproachDel: 3.1 14.6 3.6 7.8

Delay Adj: 1.00 1.00 1.00 1.00

ApprAdjDel: 3.1 14.6 3.6 7.8

LOS by Appr: A C A B

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 University Ave. & Lincoln Ave.

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: A[9.2]

Street Name: University Ave. Lincoln Ave.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 0 1 0 0 1 0 0 0 0 0 0 0 0 1 0 0 0 1

Volume Module: >> Count Date: 29 Aug 2019 <<
Base Vol: 0 54 6 82 452 0 0 0 0 3 0 63
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 54 6 82 452 0 0 0 0 3 0 63
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84
PHF Volume: 0 64 7 98 539 0 0 0 0 4 0 75
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 64 7 98 539 0 0 0 0 4 0 75

Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 4.1 xxxx xxxxxx xxxxx xxxx xxxxx 6.4 xxxx 6.2
FollowUpTim:xxxxx xxxx xxxxx 2.2 xxxx xxxxxx xxxxx xxxx xxxxx 3.5 xxxx 3.3

Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx 72 xxxx xxxxxx xxxx xxxx xxxxxx 803 xxxx 68
Potent Cap.: xxxx xxxx xxxxx 1541 xxxx xxxxxx xxxx xxxx xxxxxx 355 xxxx 1001
Move Cap.: xxxx xxxx xxxxx 1541 xxxx xxxxxx xxxx xxxx xxxxxx 337 xxxx 1001
Volume/Cap: xxxx xxxx xxxxx 0.06 xxxx xxxxx xxxx xxxx xxxxx 0.01 xxxx 0.08

Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx 0.2 xxxx xxxxxx xxxx xxxx xxxxxx 0.0 xxxx 0.2
Control Del:xxxxx xxxx xxxxx 7.5 xxxx xxxxxx xxxxx xxxx xxxxxx 15.8 xxxx 8.9
LOS by Move: * * * A * * * * * C * A
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx
SharedQueue:xxxxx xxxx xxxxx 0.2 xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
Shrd ConDel:xxxxx xxxx xxxxx 7.5 xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
Shared LOS: * * * A * * * * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx 9.2
ApproachLOS: * * * A

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

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Lincoln Ave. & Orange Ave.

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: A[9.5]

Street Name: Lincoln Ave. Orange Ave.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 1 0 0 0 0 0 0 1 0 0 0 0 1! 0 0 0 0 0 0 0 0

Volume Module: >> Count Date: 29 Aug 2019 <<
Base Vol: 5 41 0 0 56 28 25 0 10 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 41 0 0 56 28 25 0 10 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.67 0.67 0.67 0.67 0.67 0.67 0.67 0.67 0.67 0.67 0.67 0.67
PHF Volume: 7 61 0 0 83 42 37 0 15 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 7 61 0 0 83 42 37 0 15 0 0 0

Critical Gap Module:
Critical Gp: 4.1 xxxx xxxxx xxxxx xxxx xxxxx 6.4 6.5 6.2 xxxxx xxxx xxxxx
FollowUpTim: 2.2 xxxx xxxxx xxxxx xxxx xxxxx 3.5 4.0 3.3 xxxxx xxxx xxxxx

Capacity Module:
Cnflct Vol: 125 xxxx xxxxx xxxx xxxx xxxxx 180 180 104 xxxx xxxx xxxxx
Potent Cap.: 1474 xxxx xxxxx xxxx xxxx xxxxx 814 717 956 xxxx xxxx xxxxx
Move Cap.: 1474 xxxx xxxxx xxxx xxxx xxxxx 811 714 956 xxxx xxxx xxxxx
Volume/Cap: 0.01 xxxx xxxx xxxx xxxx xxxxx 0.05 0.00 0.02 xxxx xxxx xxxxx

Level Of Service Module:
2Way95thQ: 0.0 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del: 7.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: A * * * * * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 848 xxxxx xxxx xxxx xxxxx
SharedQueue: 0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.2 xxxxx xxxxx xxxx xxxxx
Shrd ConDel: 7.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 9.5 xxxxx xxxxx xxxx xxxxx
Shared LOS: A * * * * * * * A * * * *
ApproachDel: xxxxxx xxxxxx 9.5 xxxxxx
ApproachLOS: * * A *

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

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Lincoln Ave. & Sheman St.

Average Delay (sec/veh): 7.9 Worst Case Level Of Service: A[9.0]

Street Name: Lincoln Ave. Sherman St.

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|-----|

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled

Rights: Include Include Include Include

Lanes: 0 0 0 0 0 0 0 1! 0 0 1 0 0 0 0 0 0 0 0 1 0

-----|-----|-----|-----|-----|

Volume Module: >> Count Date: 29 Aug 2019 <<

Base Vol: 0 0 0 49 0 23 9 0 0 0 1 9

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 0 0 49 0 23 9 0 0 0 1 9

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.64 0.64 0.64 0.64 0.64 0.64 0.64 0.64 0.64 0.64 0.64 0.64

PHF Volume: 0 0 0 77 0 36 14 0 0 0 2 14

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

FinalVolume: 0 0 0 77 0 36 14 0 0 0 2 14

-----|-----|-----|-----|-----|

Critical Gap Module:

Critical Gp:xxxxx xxxx xxxxx 6.4 6.5 6.2 4.1 xxxx xxxxx xxxxx xxxx xxxxx

FollowUpTim:xxxxx xxxx xxxxx 3.5 4.0 3.3 2.2 xxxx xxxxx xxxxx xxxx xxxxx

-----|-----|-----|-----|-----|

Capacity Module:

Cnflct Vol: xxxx xxxx xxxxx 37 37 9 16 xxxx xxxxx xxxx xxxx xxxxx

Potent Cap.: xxxx xxxx xxxxx 981 860 1079 1615 xxxx xxxxx xxxx xxxx xxxxx

Move Cap.: xxxx xxxx xxxxx 974 852 1079 1615 xxxx xxxxx xxxx xxxx xxxxx

Volume/Cap: xxxx xxxx xxxx 0.08 0.00 0.03 0.01 xxxx xxxx xxxx xxxx xxxx

-----|-----|-----|-----|-----|

Level Of Service Module:

2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx 0.0 xxxx xxxxx xxxx xxxx xxxxx

Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 7.2 xxxx xxxxx xxxxx xxxx xxxxx

LOS by Move: * * * * * A * * * * *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxxx xxxx xxxxx xxxx 1006 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx

SharedQueue:xxxxx xxxx xxxxx xxxxx 0.4 xxxxx xxxxx xxxxx xxxxx xxxx xxxxx

Shrd ConDel:xxxxx xxxx xxxxx xxxxx 9.0 xxxxx xxxxx xxxxx xxxxx xxxx xxxxx

Shared LOS: * * * * * A * * * * *

ApproachDel: xxxxxx 9.0 xxxxxx xxxxxx

ApproachLOS: * A * *

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

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Orange Ave. & Sherman St.

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: A[9.2]

Street Name: Orange Ave. Sherman St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 0 1 0 0 0 0 1 0 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module: >> Count Date: 29 Aug 2019 <<
Base Vol: 0 18 2 0 24 2 8 2 3 1 15 7
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 18 2 0 24 2 8 2 3 1 15 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.65 0.65 0.65 0.65 0.65 0.65 0.65 0.65 0.65 0.65 0.65 0.65
PHF Volume: 0 28 3 0 37 3 12 3 5 2 23 11
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 28 3 0 37 3 12 3 5 2 23 11

Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx xxxx xxxx xxxxx 85 69 38 72 69 29
Potent Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx 907 825 1039 925 825 1051
Move Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx 878 825 1039 918 825 1051
Volume/Cap: xxxx xxxx xxxxx xxxx xxxx xxxxx 0.01 0.00 0.00 0.00 0.03 0.01

Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 902 xxxxx xxxx 887 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.1 xxxxx xxxxx 0.1 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 9.1 xxxxx xxxxx 9.2 xxxxx
Shared LOS: *
ApproachDel: xxxxxx xxxxxx 9.1 9.2
ApproachLOS: * * A A

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

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 University Ave. & Sherman St.

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[11.9]

Street Name: University Ave. Sherman St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 0 1 0 0 1 0 0 0 0 0 0 0 0 0 0 0 1! 0 0

Volume Module: >> Count Date: 29 Aug 2018 <<
Base Vol: 0 40 11 3 433 0 0 0 0 16 0 2
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 40 11 3 433 0 0 0 0 16 0 2
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 0 44 12 3 472 0 0 0 0 17 0 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 44 12 3 472 0 0 0 0 17 0 2

Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 4.1 xxxx xxxxx xxxxx xxxx xxxxx 6.4 6.5 6.2
FollowUpTim:xxxxx xxxx xxxxx 2.2 xxxx xxxxx xxxxx xxxx xxxxx 3.5 4.0 3.3

Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx 56 xxxx xxxxx xxxx xxxx xxxxx 528 528 50
Potent Cap.: xxxx xxxx xxxxx 1562 xxxx xxxxx xxxx xxxx xxxxx 514 458 1025
Move Cap.: xxxx xxxx xxxxx 1562 xxxx xxxxx xxxx xxxx xxxxx 513 457 1025
Volume/Cap: xxxx xxxx xxxxx 0.00 xxxx xxxxx xxxx xxxx xxxxx 0.03 0.00 0.00

Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx 0.0 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx 7.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * A * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 543 xxxxx
SharedQueue:xxxxx xxxx xxxxx 0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.1 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx 7.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 11.9 xxxxx
Shared LOS: * * * A * * * * * * * * * * B *
ApproachDel: xxxxxx xxxxxx xxxxxx 11.9
ApproachLOS: * * * B

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

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #7 El Monte Ave. & University Ave.

Cycle (sec): 75 Critical Vol./Cap.(X): 0.908
 Loss Time (sec): 12 Average Delay (sec/veh): 24.1
 Optimal Cycle: 96 Level Of Service: C

Street Name: University Ave.				El Monte Ave.				
Approach: North Bound		South Bound		East Bound		West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	
Control:	Permitted		Permitted		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	
Lanes:	0 1 0 0 1	1 0 0 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0	

Volume Module: >> Count Date: 29 Aug 2018 <<

Base Vol:	16	2	47	88	16	215	46	822	10	55	1049	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	2	47	88	16	215	46	822	10	55	1049	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	17	2	51	96	17	235	50	898	11	60	1146	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	2	51	96	17	235	50	898	11	60	1146	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	2	51	96	17	235	50	898	11	60	1146	36

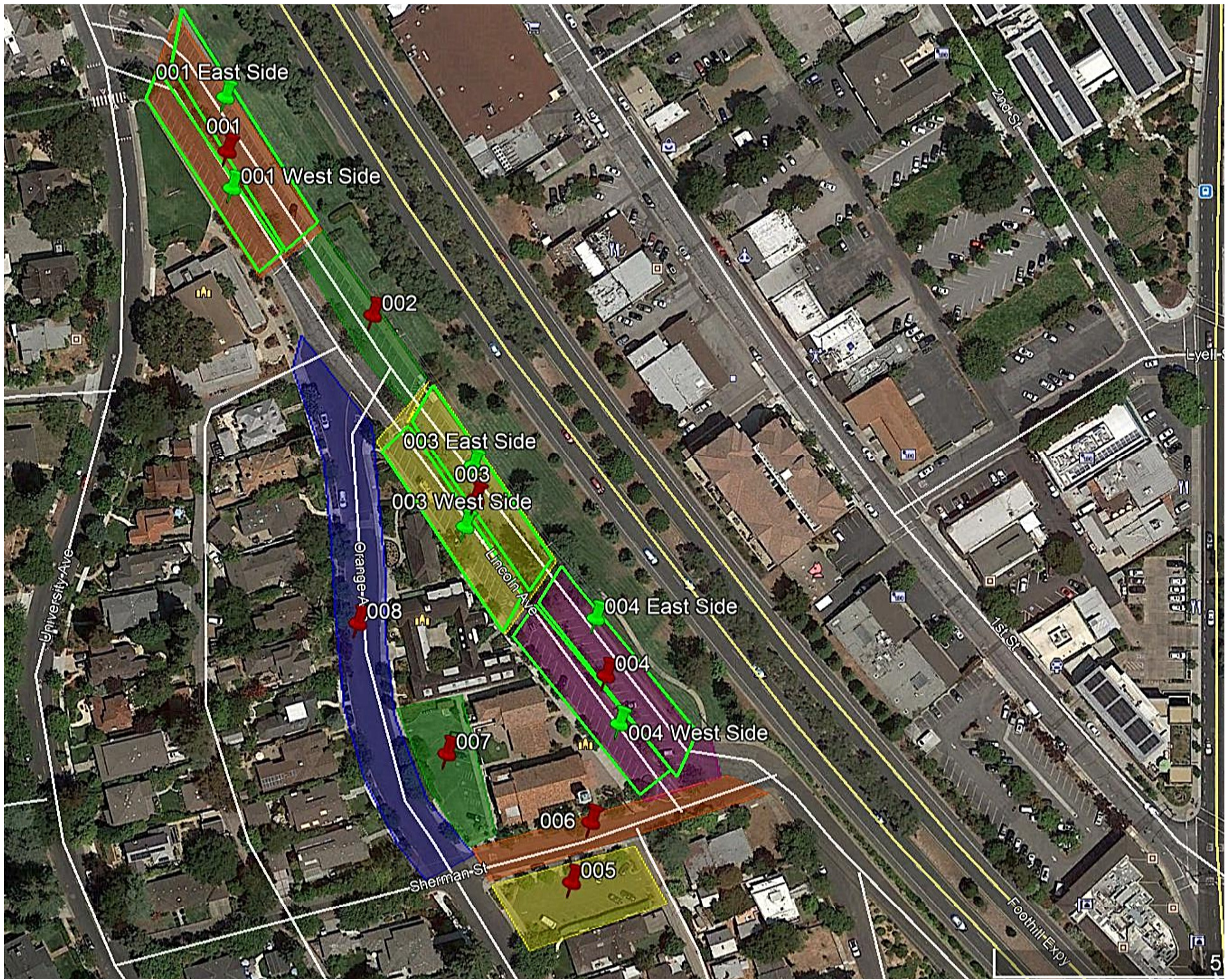
Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.51	0.52	0.84	0.75	0.86	0.85	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.89	0.11	1.00	1.00	0.07	0.93	1.00	1.97	0.03	1.00	1.94	0.06
Final Sat.:	1800	1800	1750	1750	1800	1800	1750	1900	1800	1750	1900	1800

Capacity Analysis Module:

Vol/Sat:	0.01	0.00	0.03	0.05	0.01	0.13	0.03	0.47	0.01	0.03	0.60	0.02
Crit Moves:						****	****				****	
Green/Cycle:	0.14	0.14	0.14	0.14	0.14	0.14	0.03	0.65	0.65	0.05	0.66	0.66
Volume/Cap:	0.07	0.01	0.20	0.38	0.07	0.91	0.91	0.73	0.01	0.73	0.91	0.03
Uniform Del:	27.8	27.5	28.3	29.1	27.8	31.6	36.2	8.8	4.6	35.3	10.6	4.3
IncrcmntDel:	0.1	0.0	0.4	1.0	0.0	31.1	87.7	2.2	0.0	27.7	9.5	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	27.9	27.5	28.7	30.1	27.8	62.7	123.9	11.0	4.6	62.9	20.1	4.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.9	27.5	28.7	30.1	27.8	62.7	123.9	11.0	4.6	62.9	20.1	4.3
LOS by Move:	C	C	C	C	C	E	F	B	A	E	C	A
HCM2kAvgQ:	0	0	1	2	5	9	2	8	3	2	14	4

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



Parking Study

Los Altos Chinese School - Kindergarten & After School Project

Location: Multiple Areas
City: Los Altos, CA

Date: 8/29/2019
Day: Thursday

Area	Type	Side	Inventory	2:30 PM	2:45 PM	3:00 PM	3:15 PM	3:30 PM	3:45 PM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM
1	Reg		44	4	4	4	4	3	2	3	3									
	Reg	East	24									2	2	2	2	2	2	2	2	2
	Reg	West	20									1	1	1	1	0	0	1	1	1
2	Reg		17	1	1	1	1	2	1	1	1	1	1	1	1	1	1	0	0	0
3	Reg		30	1	1	1	1	0	1	1	1									
	Compact		7	1	0	0	0	1	1	1	3									
	HC		1	0	0	0	0	0	0	0	0									
	Reg	East	17									1	1	2	1	1	1	2	2	1
	Reg	West	13									1	2	5	5	4	4	3	4	4
	Compact	West	7									3	3	4	1	1	1	1	1	1
	HC	West	1								0	0	0	0	0	0	0	0	0	0
4	Reg		40	5	5	5	5	6	6	6	3									
	Reg	East	20									1	1	0	0	0	0	0	0	0
	Reg	West	20									2	2	2	2	1	1	3	1	0
5	Reserved (Church Parking Only)		19	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2
6	Reg	North	7	2	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0
	Reg	South	5	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
7	Reg		4	2	3	2	3	3	3	3	3	3	4	4	4	3	3	2	1	1
	HC		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Compact		3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	Reg	East	11	8	8	6	6	6	7	7	7	7	7	8	8	7	7	6	6	6
	20 Min	East	3	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
	Reg	West	23	5	4	5	6	7	7	7	5	5	5	6	7	7	7	8	9	9

Note: East/West separation of lots 1,3, and 4 began at 4:30PM.

		33																		
Areas 1-4	139	12	11	11	11	11	12	11	12	11	12	13	17	13	10	10	12	11	9	
Areas 1-4 Percent Occupied (%):		9%	8%	8%	8%	9%	8%	9%	8%	9%	9%	9%	12%	9%	7%	7%	9%	8%	6%	
Total (Areas 1-8, east side of Orange):	193	28	27	24	25	26	27	28	27	27	29	34	30	25	25	25	23	21		
Total Percent Occupied (%):		15%	14%	12%	13%	13%	14%	15%	14%	14%	15%	18%	16%	13%	13%	13%	12%	11%		

PINNACLE TRAFFIC ENGINEERING

831 C Street • Hollister, CA 95023 • (831) 638-9260

PinnacleTE.com

Los Altos Chinese School After School Program (19-UP-02); City of Los Altos, CA - Project Vehicle Miles Traveled (VMT) Analysis (#342C) -

<u>Teacher #</u>	<u>Distance Btwn. Home & Church (Miles)</u>
#1	2.80
#2	2.80
#3	2.80
#4	3.20
#5	3.20
#6	5.30
#7	2.80
#8	22.50
#9	5.20
#10	6.40
Total:	57.00
Average Trip to and from Work per Teacher (Miles):	5.70
Vehicle Miles Traveled (VMT) per Teacher (Miles):	<u>11.40</u>
Nine (9) County Region Average VMT per Job:	15.33
Project VMT Below Region VMT per Job:	<u>25.64%</u>

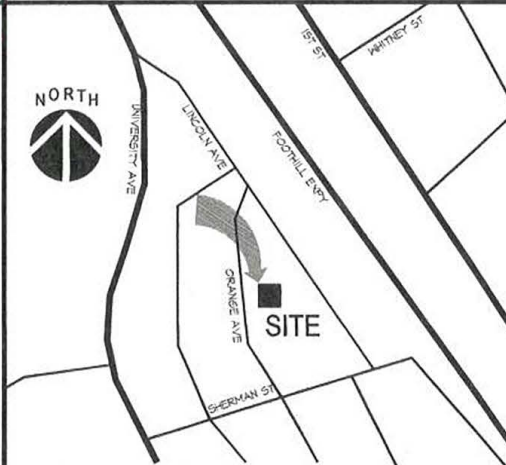
CONDITIONAL USE PERMIT for LOS ALTOS CHINESE SCHOOL CC at FOOTHILL CONGREGATIONAL CHURCH

461 ORANGE AVENUE
LOS ALTOS CA 94022
APN: 175-15-060



PROJECT SUMMARY	
APN:	175-15-060
ZONING DISTRICT:	P.C.F. (PUBLIC & COMMUNITY FACILITIES)
EXISTING USE: (APPROVED BY ORIGINAL PERMIT)	CLASSROOM
PROPOSED USE:	CLASSROOM
CONSTRUCTION TYPE:	V- B (FULLY SPRINKLERED)
OCCUPANCY GROUP: (APPROVED BY ORIGINAL PERMIT)	A-3
SIZE OF LOT:	4-14564 SF.
EXISTING CLASSROOM BUILDING FLOOR AREA:	4-521 SF.
(B) GROUND FLOOR AREA:	4-181 SF.
(B) 2ND FLOOR AREA:	4-340 SF.
TOTAL EXISTING CLASSROOM BUILDING:	4-521 SF.
EXISTING CLASSROOM BUILDING IS EQUIPPED WITH BOTH FIRE ALARM AND FIRE SPRINKLER SYSTEMS.	

LOCATION MAP



PROJECT CONTACT

OWNER
FOOTHILLS CONGREGATIONAL CHURCH
461 ORANGE AVENUE
LOS ALTOS, CA 94022
CONTACT: KATY HAUGH
(408) 412-8545
EMAIL: kathy@foothills.com

ARCHITECT
MARCH DESIGN
111 MAIN STREET, SUITE .B
LOS ALTOS, CA 94022
(650) 302-1987
(650) 618-3866 FAX
EMAIL: mmc@archdesign.com

APPLICABLE CODES

2018 CBC, CFG, CPG, CHC, CEG, CALIFORNIA ENERGY CODE AND CITY OF LOS ALTOS ORDINANCES
2016 CALIFORNIA BUILDING CODE (CBC)
2016 CALIFORNIA FIRE CODE (FC)
2016 CALIFORNIA PLUMBING CODE (CPC)
2016 CALIFORNIA MECHANICAL CODE (CMC)
2016 CALIFORNIA ELECTRICAL CODE (CEC)
2016 CALIFORNIA ENERGY EFFICIENCY STANDARDS (CEES)
2016 CALIFORNIA GREEN BUILDING STANDARDS (CGS)

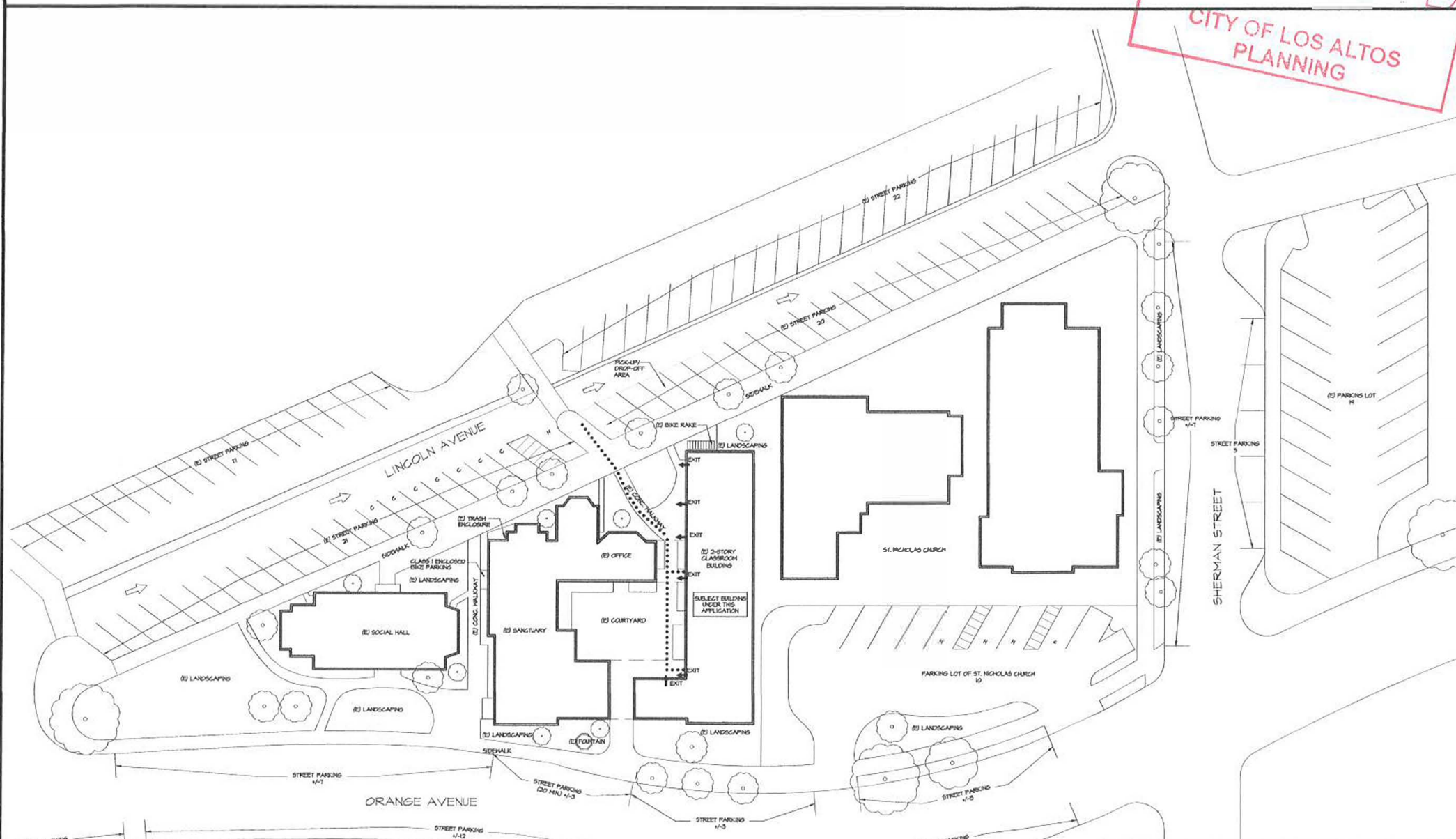
PROJECT SCOPE

CONDITIONAL USE PERMIT FOR AFTER SCHOOL CHINESE SCHOOL BY USING THE EXISTING CLASSROOMS ON GROUND FLOOR ONLY.

DRAWING INDEX

ARCHITECTURAL	
A1.0	TITLE SHEET & SITE PLAN
A2.1	EXISTING CLASSROOM BUILDING FLOOR PLANS

SITE PLAN (FOR REFERENCE ONLY; NO EXTERIOR OR SITE WORK)



PARKING

	PARKING NEEDED	PARKING AVAILABLE
PARKINGS NEEDED (STAFF)	8 STALLS	
STREET PARKING LINCOLN AVE		80 STALLS
STREET PARKING ORANGE AVE		31 STALLS
STREET PARKING SHERMAN STREET		12 STALLS
PARKING LOTS ST. NICHOLAS CHURCH		24 STALLS



REVISIONS

CONDITIONAL USE PERMIT for
LOS ALTOS CHINESE SCHOOL CC
 461 ORANGE AVENUE
 LOS ALTOS, CA 94022
 APN: 175-15-060

CLIENT

DATE 08/13/19

CHECKED

DRAWN MM

JOB NO.

TITLE SHEET & SITE PLAN

A1.0



REVISIONS

CONDITIONAL USE PERMIT for
LOS ALTOS CHINESE SCHOOL CC
 461 ORANGE AVENUE
 LOS ALTOS, CA 94022
 APN: 175-15-060



CLIENT

DATE 05/13/19

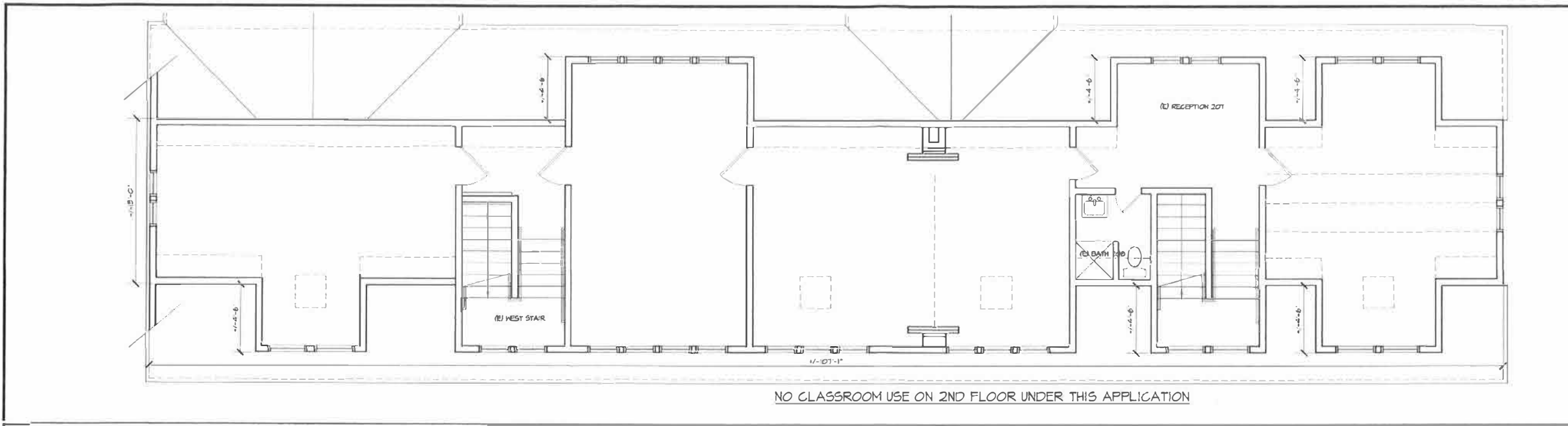
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DRAWN MM

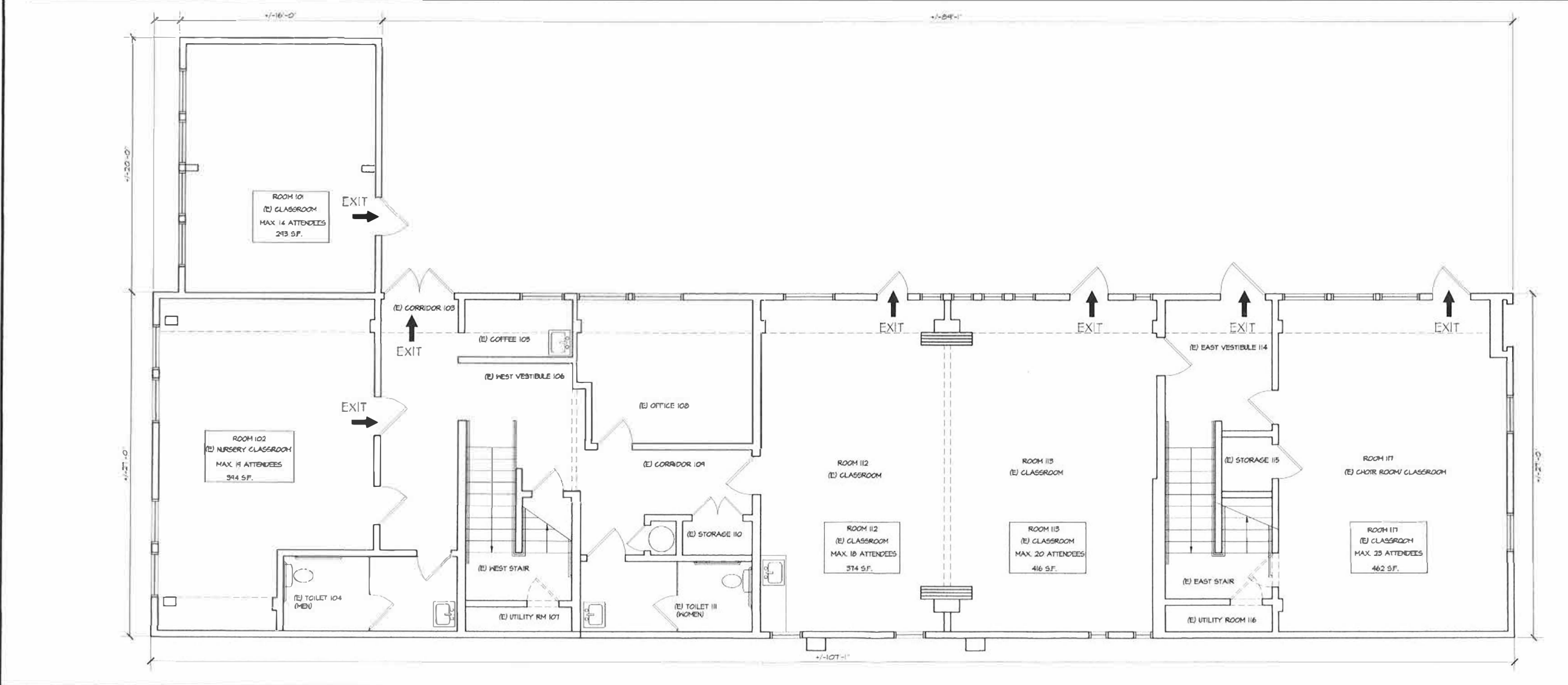
JOB NO.

EXISTING CLASSROOM FLOOR PLANS

A2.1



1 EXISTING CLASSROOM BUILDING 2ND FLOOR PLAN (NO INTENDED USE; FOR REFERENCE ONLY) 1/4" = 1'-0"



2 EXISTING CLASSROOM BUILDING GROUND FLOOR PLAN 1/4" = 1'-0"