

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

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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.

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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

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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

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:
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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).

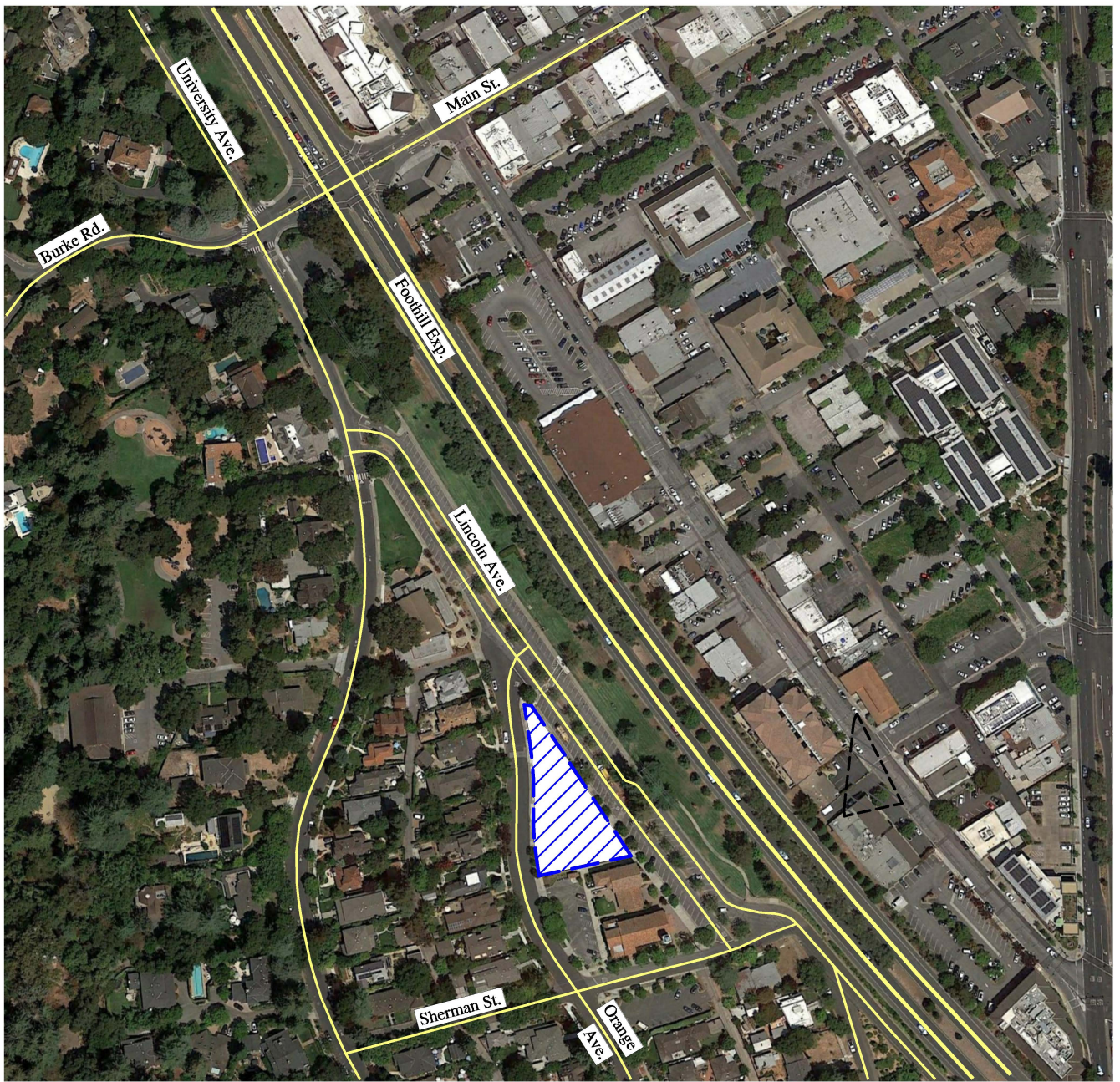
Scope of Project TIA

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.

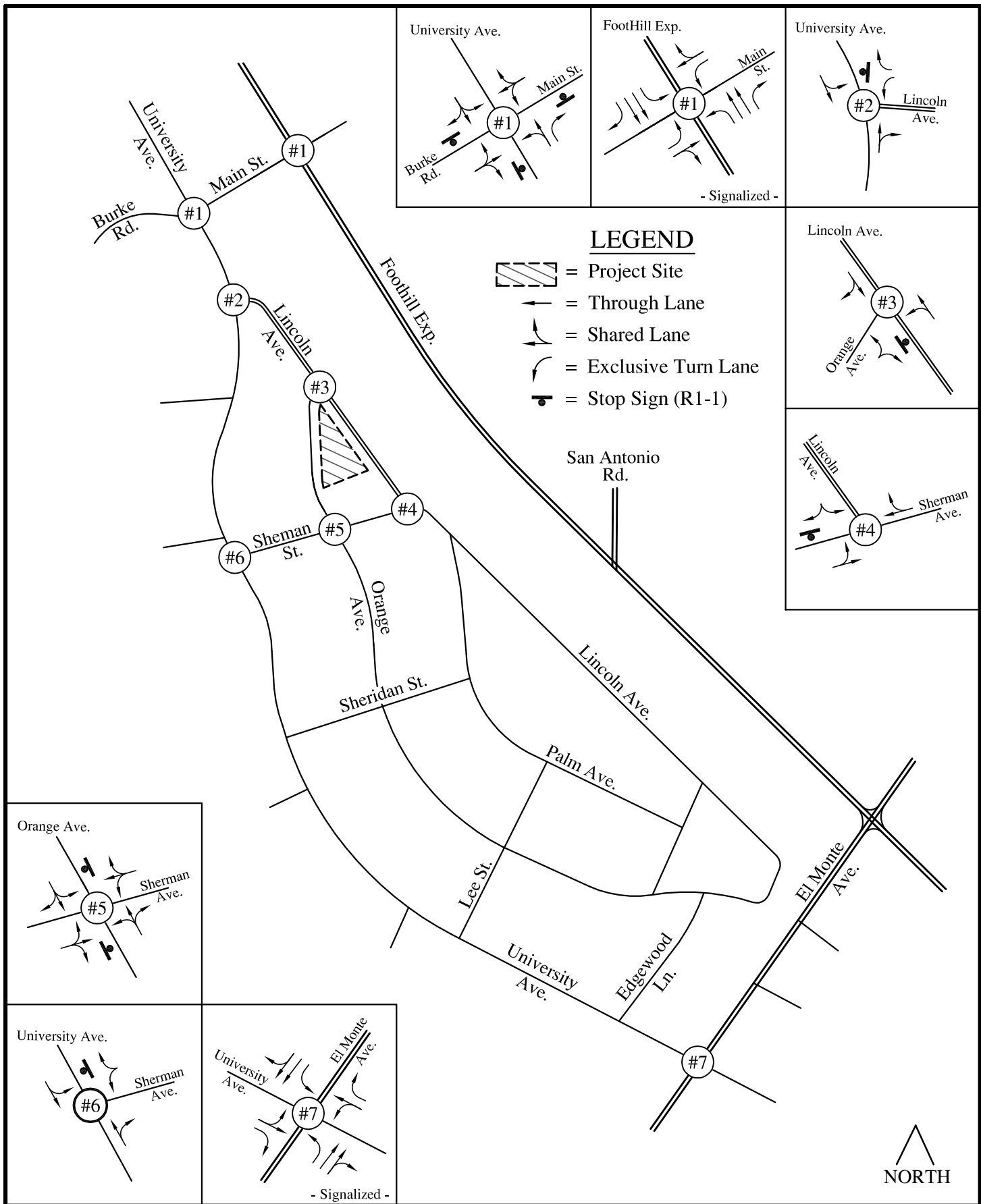
El Monte Avenue is an east-west arterial through the City of Los Altos. In the vicinity of the project site, El Monte Avenue has two (2) travel lanes in each direction, Class II bike lanes and a posted speed limit of 30 mph. El Monte Avenue is signalized at Foothill Expressway, University Avenue and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

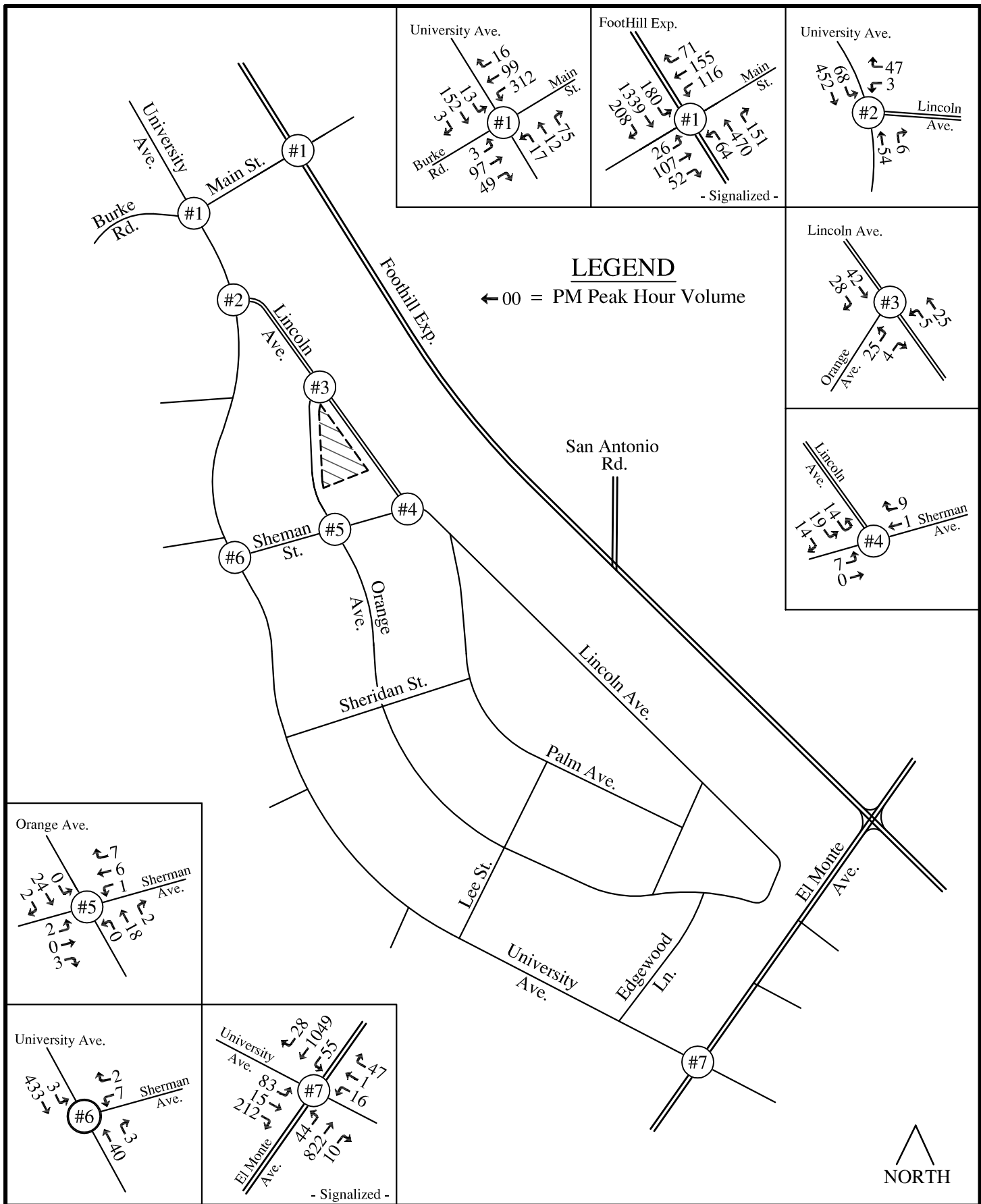
Intersection Analysis Methodology

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

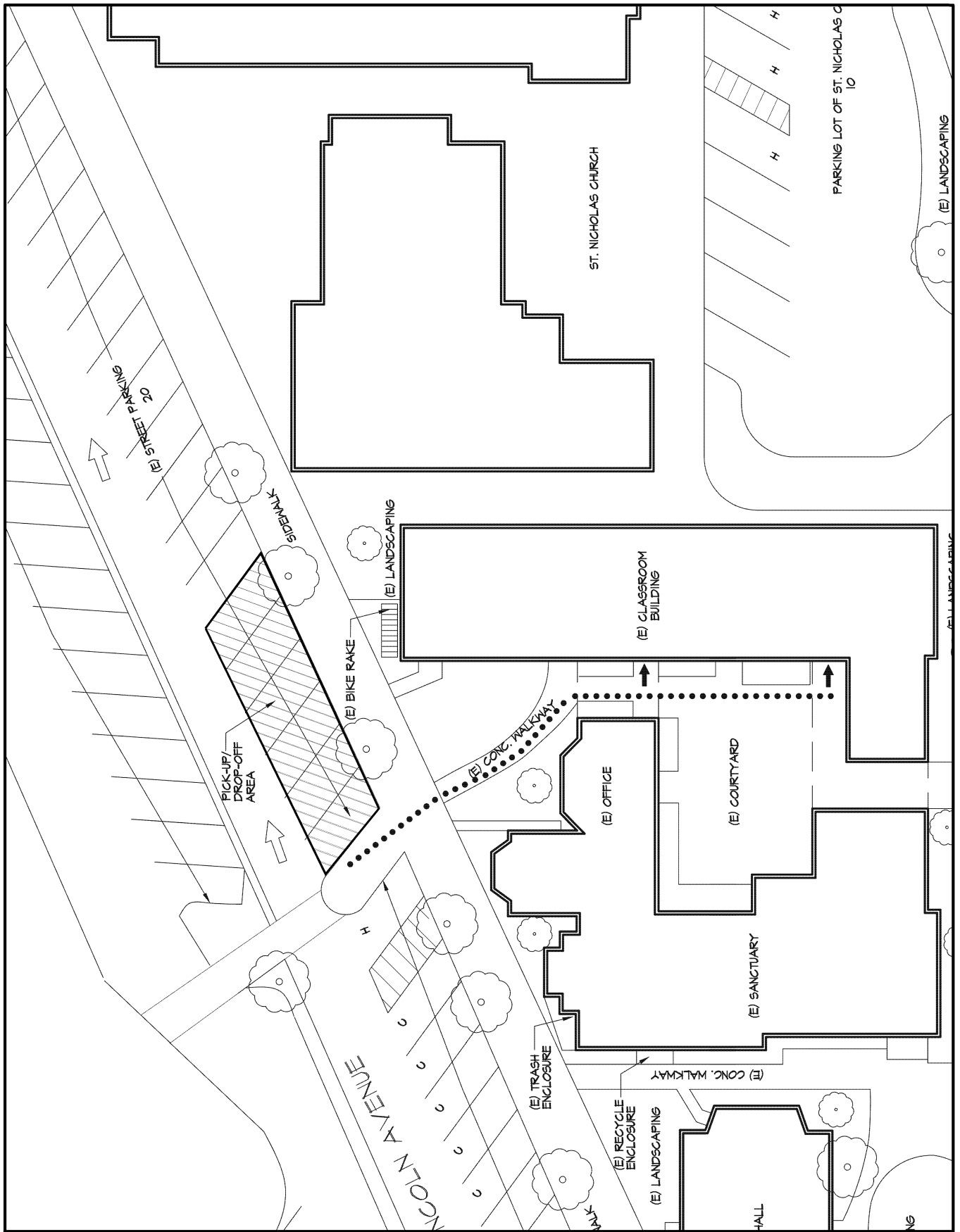
The following is a brief description of the proposed project operations, an estimate of the project trip generation quantities, an assignment of project trips to the local street system, and an evaluation of the potential impacts on existing operations.

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.



**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.

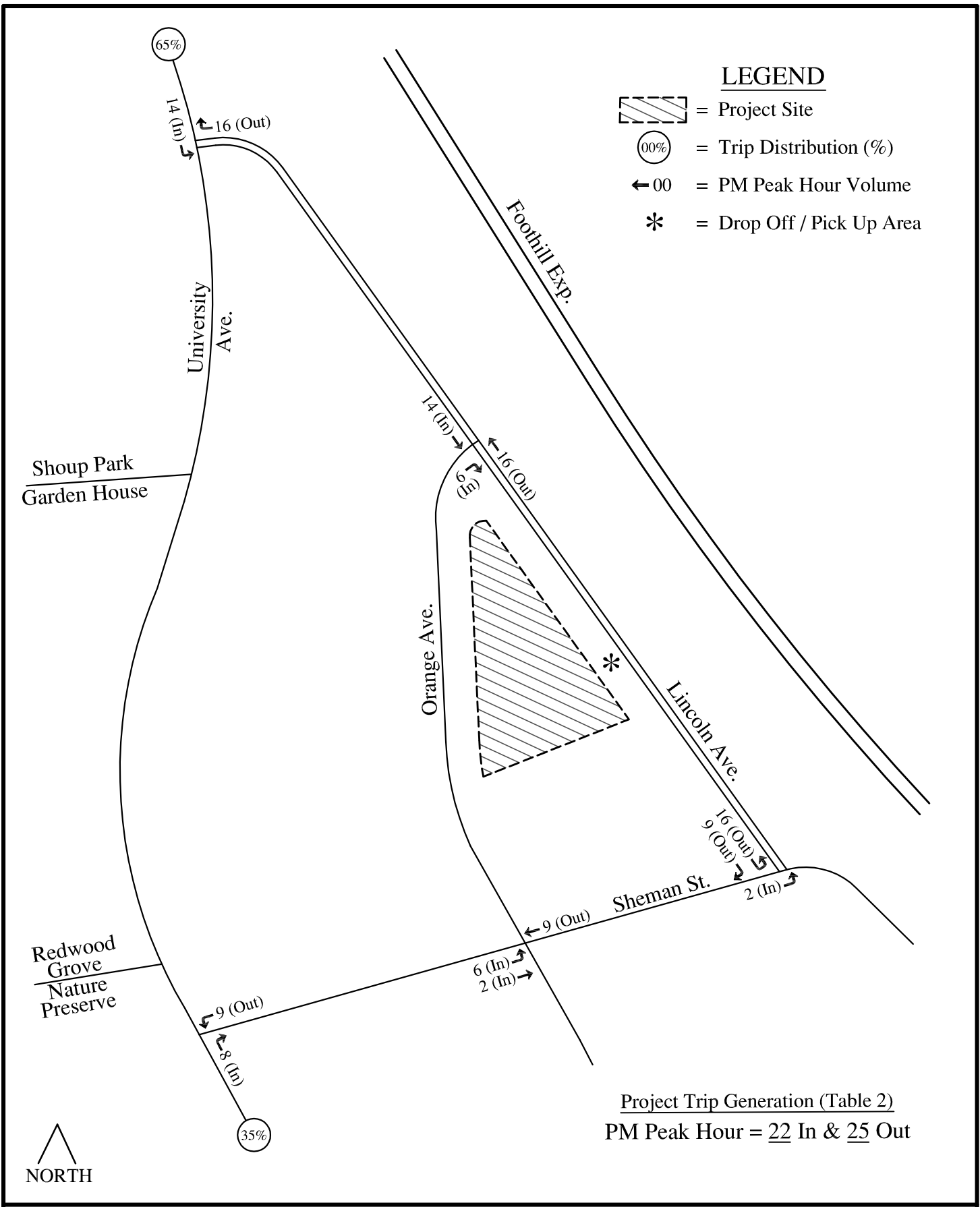
Table 4 - Project Trip Generation Rates and Estimates

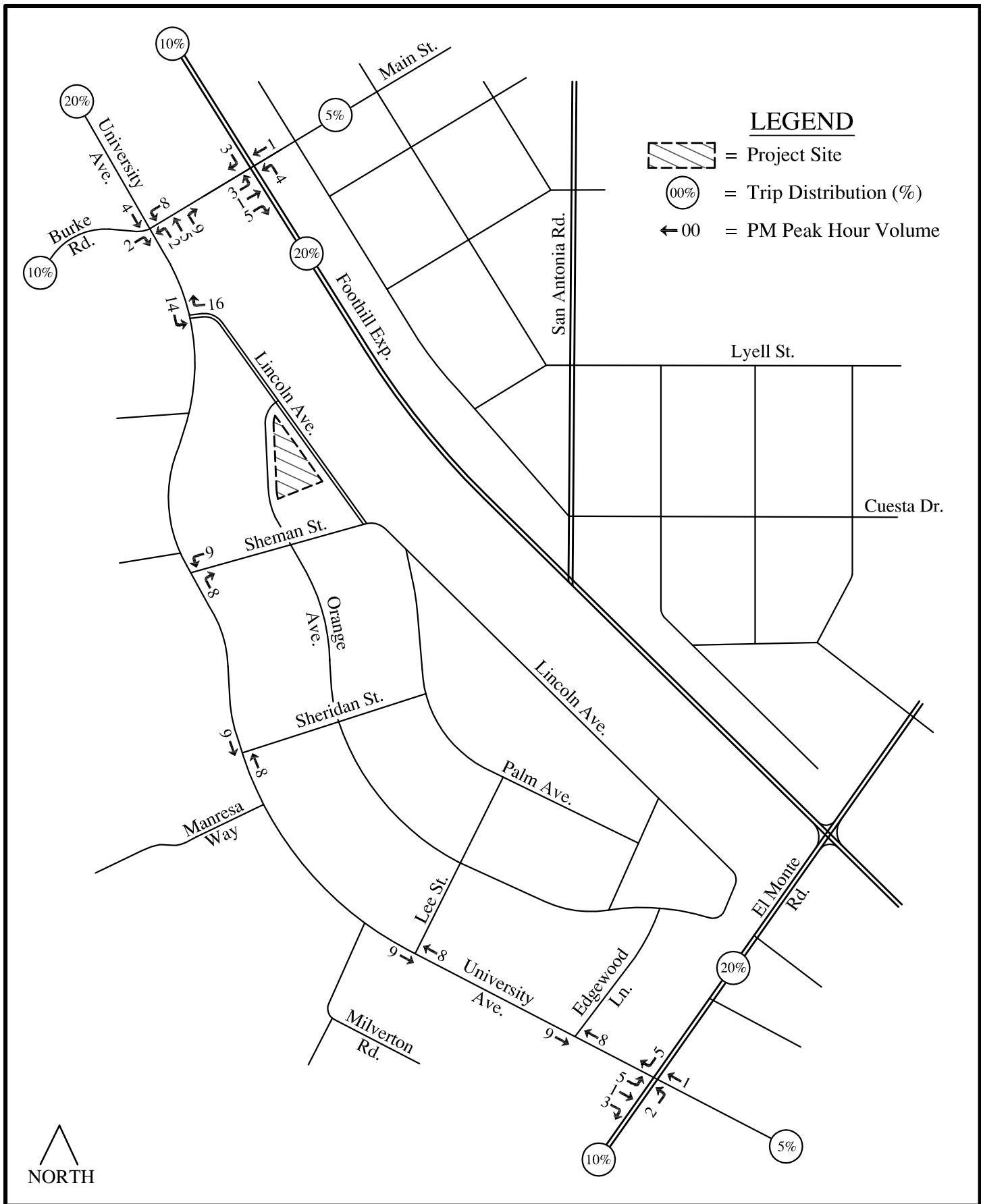
Ultimate Enrollment	Number of Vehicle Trips				Daily (d)
	Morning Peak Hour (a & b)		Afternoon Peak Hour (a & c)		
	In	Out	In	Out	
ITE Trip Generation Rates (Private School)	(0.50)	(0.41)	(0.29)	(0.33)	(2.48)
Morning Kindergarten Classes (15 Children)	8	6	0	0	224
After School Program (75 Students)	0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

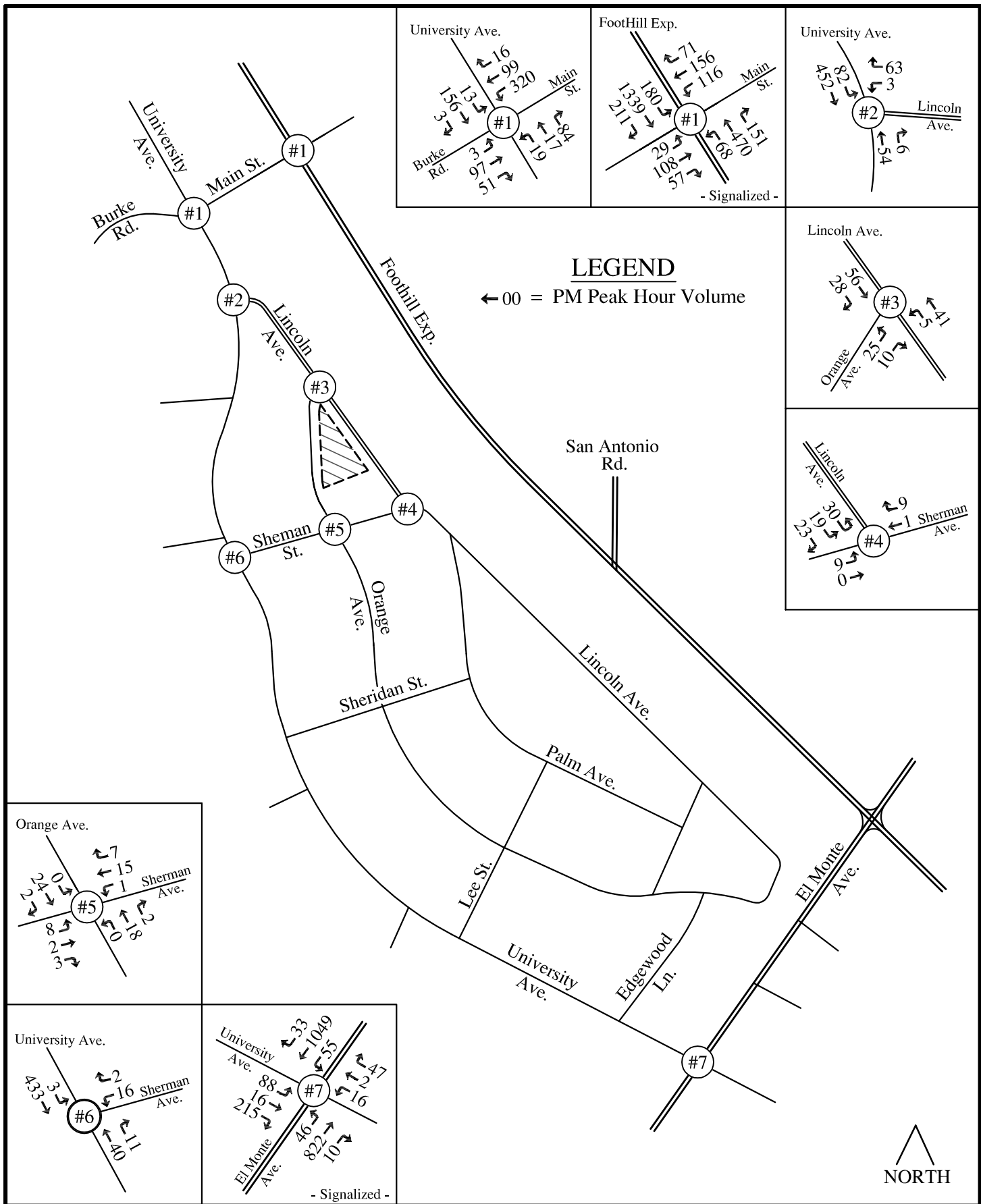
The project parking generation estimates are included in the Project Trip Generation Analysis (copy in Appendix Material). The weekday parking demands associated with the proposed Kindergarten & After School Program have been estimated using the City's Ordinance and data contained in the ITE Parking 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:



PINNACLE
TRAFFIC
ENGINEERING

Los Altos Chinese School
 - Kindergarten & After School Program -

FIGURE 6
EXISTING
PLUS PROJECT
TRAFFIC VOLUMES

- 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	
	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	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	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	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	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	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	1600				
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	1600				
APPROACH %'s:	30	28	134	0	42	281	7	0	5	187	82	0	563	205	36	0	1600				
APPROACH %'s:	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%	1600				
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	TOTAL 47
PEAK HR FACTOR :	0.306	0.500	0.583	0.313	0.250	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																TOTAL
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	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	1	0	0	0	1	0	0	0	1	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	2	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	2	0	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	0
4:45 PM	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
5:15 PM	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	1	0	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	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				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				
4:15 PM	0	0	0	0	0	2	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				
4:45 PM	0	1	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				
5:15 PM	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				
5:45 PM	0	0	0	0	0	0	0	0	1	0	1	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				
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				
	0.500								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		
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 :	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								
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 :	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								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		TOTAL
	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 :	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

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: 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.

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 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]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include University Ave. and Lincoln Ave. with details on North, South, East, and West bounds.

Volume Module: >> Count Date: 29 Aug 2019 <<
Table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module:
Table with columns for Critical Gp, FollowUpTim, and various performance metrics.

Capacity Module:
Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:
Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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 *
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 xxxxx 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 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 xxxx 0.00 xxxx xxxx xxxx xxxx xxxx 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

-----|-----|-----|-----|

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

Table with 13 columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume. Rows include various traffic volume and adjustment factors.

-----|-----|-----|-----|

Saturation Flow Module:

Table with 13 columns: Sat/Lane, Adjustment, Lanes, Final Sat. Values range from 112 to 834.

-----|-----|-----|-----|

Capacity Analysis Module:

Table with 13 columns: Vol/Sat, Crit Moves, ApproachV/S, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr. Values range from 0.18 to 14.6.

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 xxxx 0.06 xxxx xxxx xxxx xxxx xxxx 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.

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 <<

Table with 12 columns for traffic volume metrics: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume. Rows include values for Lincoln Ave and Sherman St.

Critical Gap Module:

Table with 12 columns for critical gap metrics: Critical Gp, FollowUpTim. Rows show values for Lincoln Ave and Sherman St.

Capacity Module:

Table with 12 columns for capacity metrics: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap. Rows show values for Lincoln Ave and Sherman St.

Level Of Service Module:

Table with 12 columns for level of service metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS. Rows show values for Lincoln Ave and Sherman St.

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]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include University Ave. and Sherman St. with details on North, South, East, and West bounds.

Volume Module: >> Count Date: 29 Aug 2018 <<
Table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module:
Table with columns for Critical Gp, FollowUpTim, and values for University Ave. and Sherman St.

Capacity Module:
Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:
Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

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 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

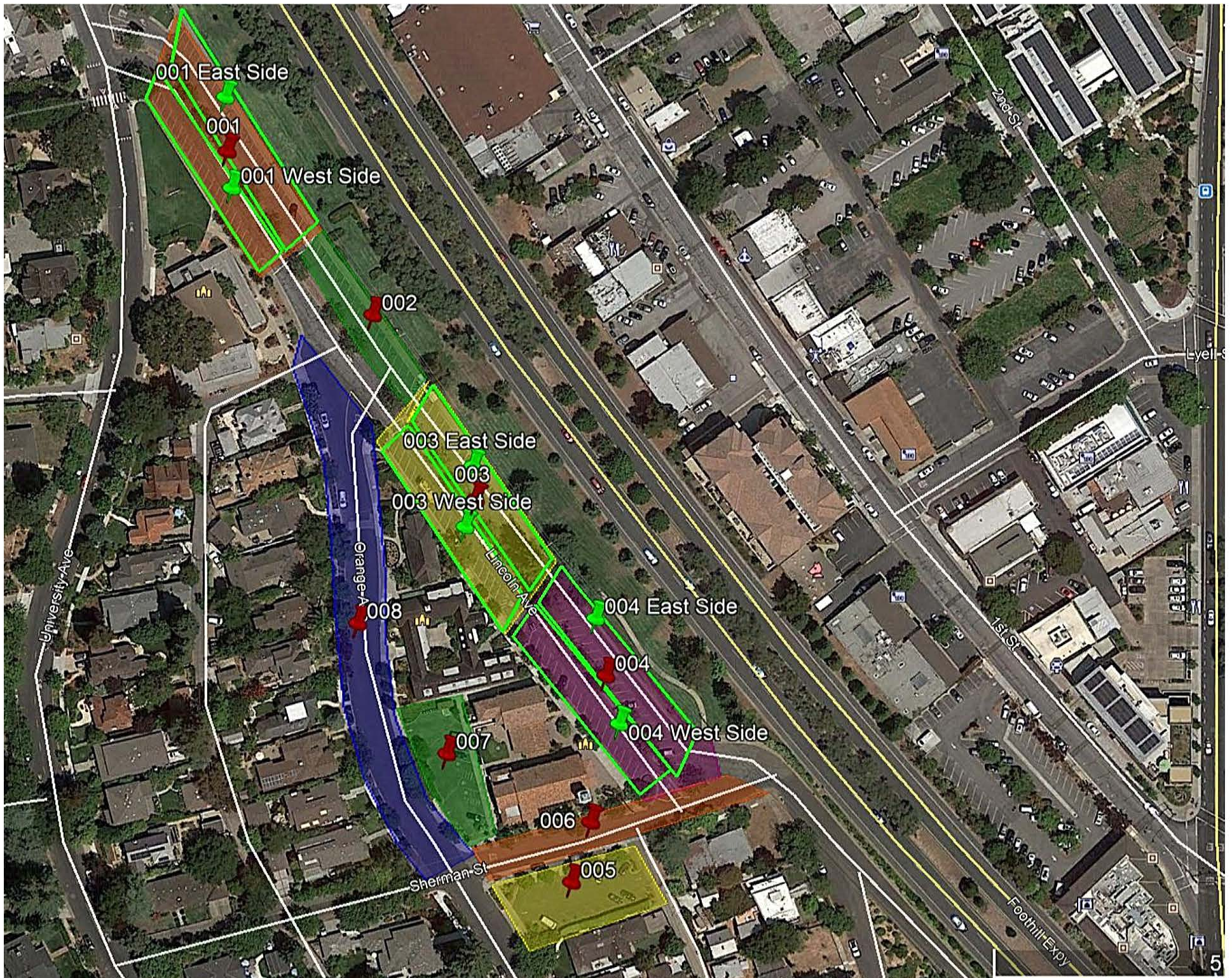
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

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	
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

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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

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

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

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

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

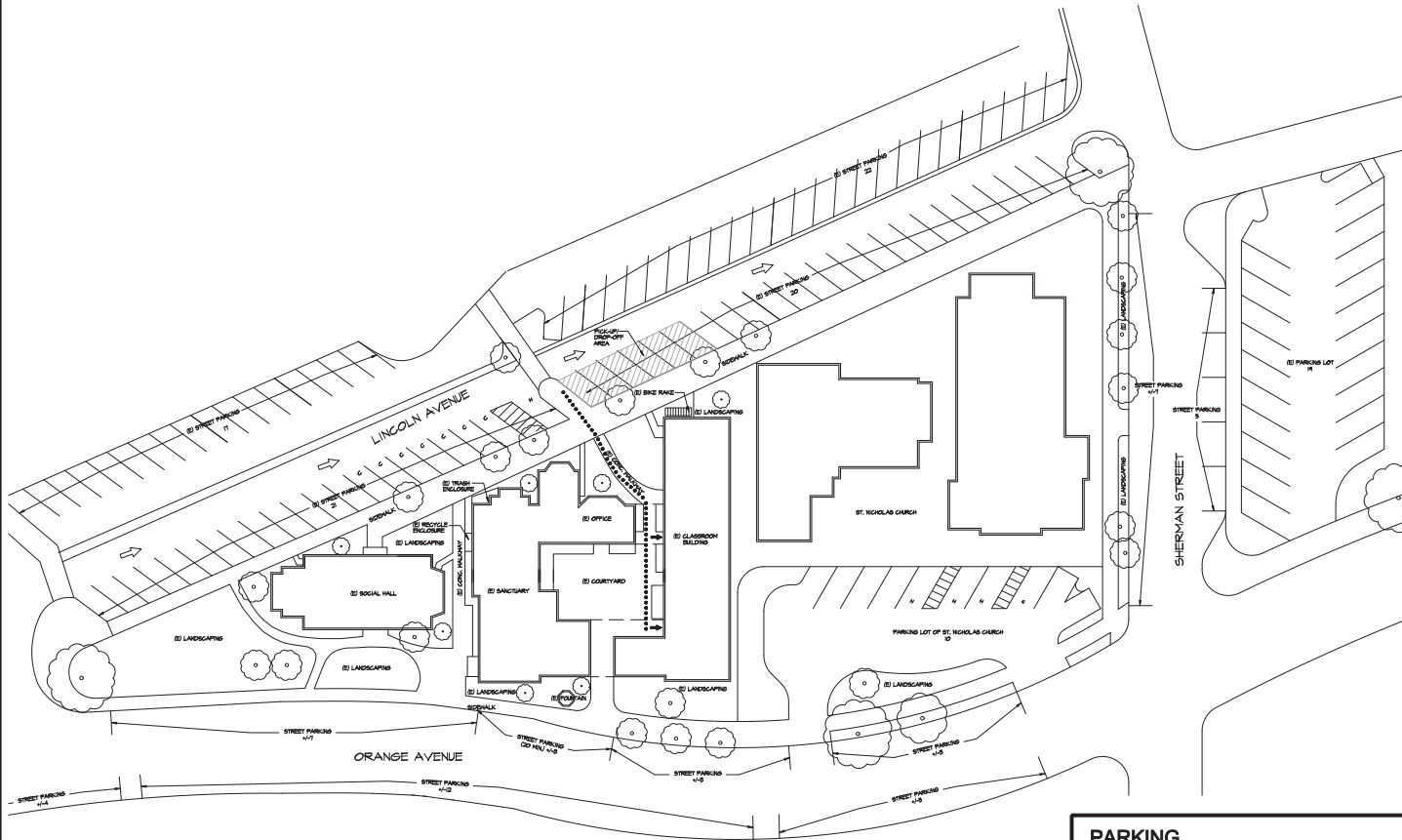
PROJECT SUMMARY

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:	1/4-1/1664 S.F.
EXISTING CLASSROOM BUILDING FLOOR AREA:	1/4-1/231 S.F.
EXISTING GROUND FLOOR AREA:	1/4-1/491 S.F.
EXISTING 2ND FLOOR AREA:	1/4-1/491 S.F.
TOTAL EXISTING CLASSROOM BUILDING:	1/4-1/818 S.F.

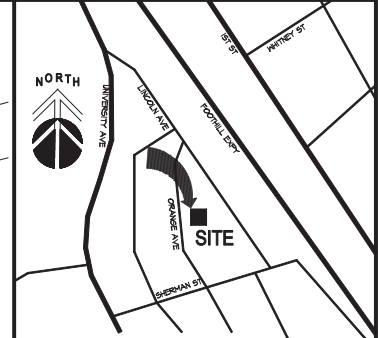


REVISIONS

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) 302-1801
(650) 848-2906 FAX
EMAIL: mmc@mc@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
A10	TITLE SHEET # SITE PLAN
A21	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	2nd 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

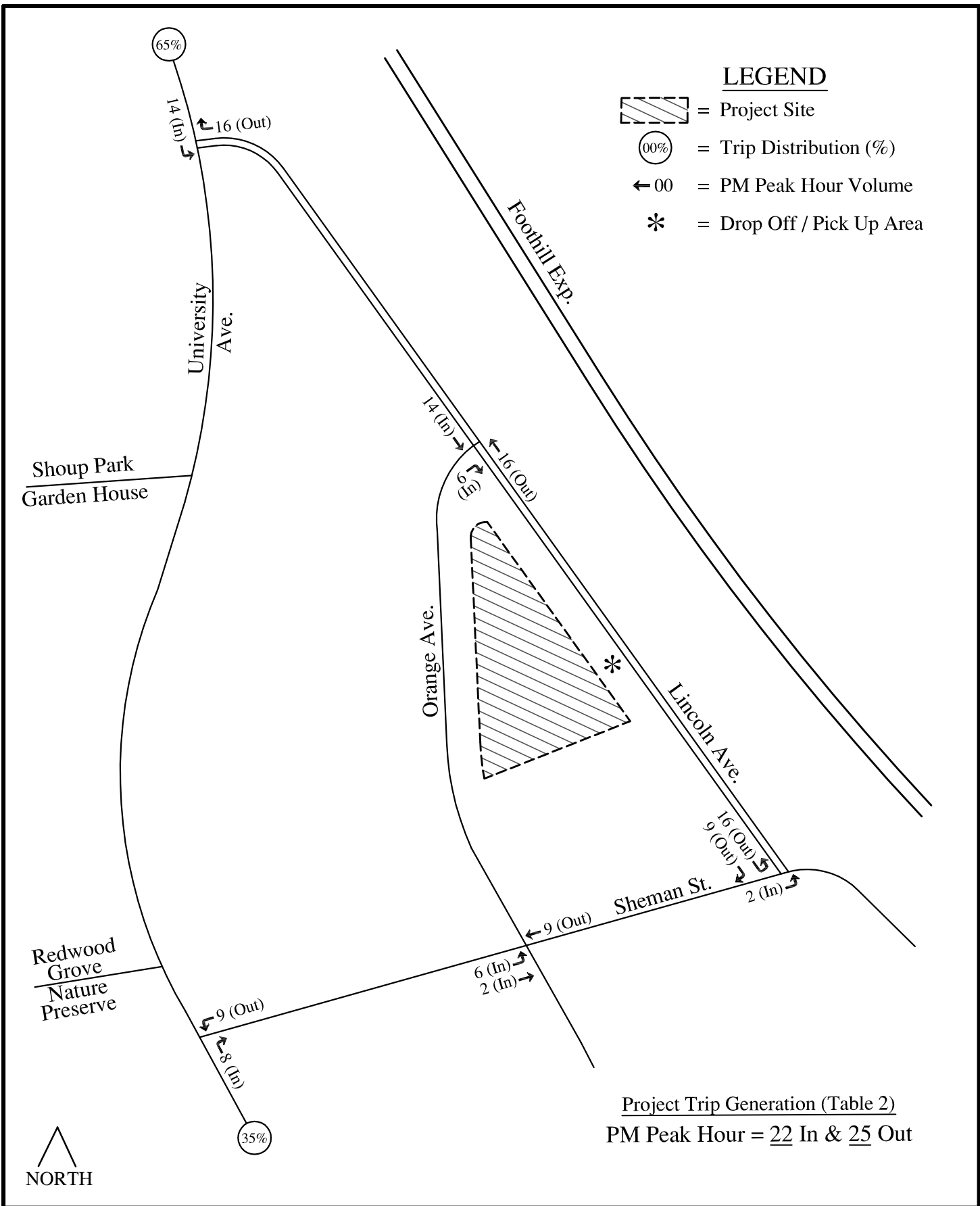
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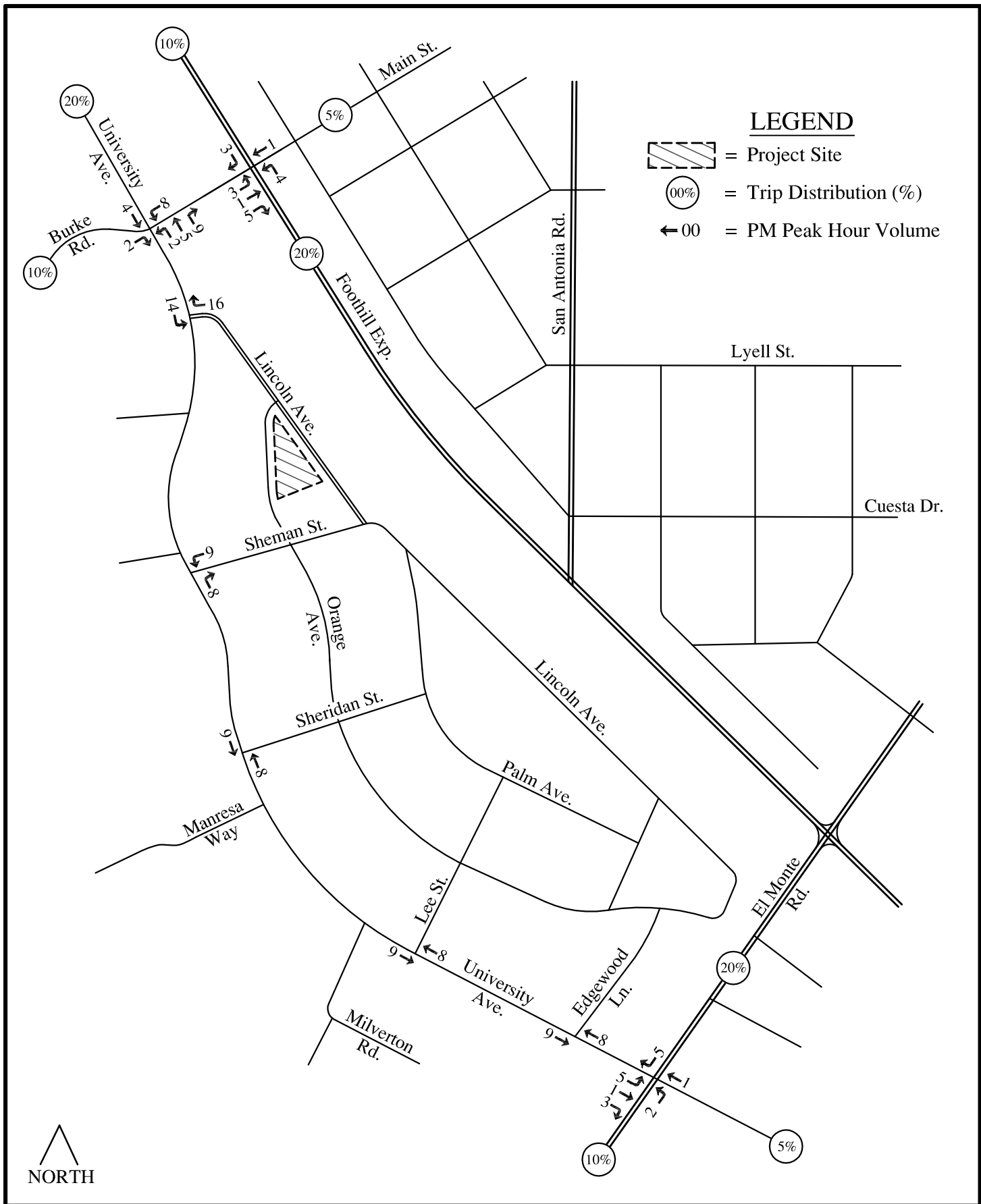
Room reserved for FCC Church use

Room reserved for current community program use

Proposed Room reservation for future Los Altos Chinese School use

DRAFT





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

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

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29 <b style="color: green;">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

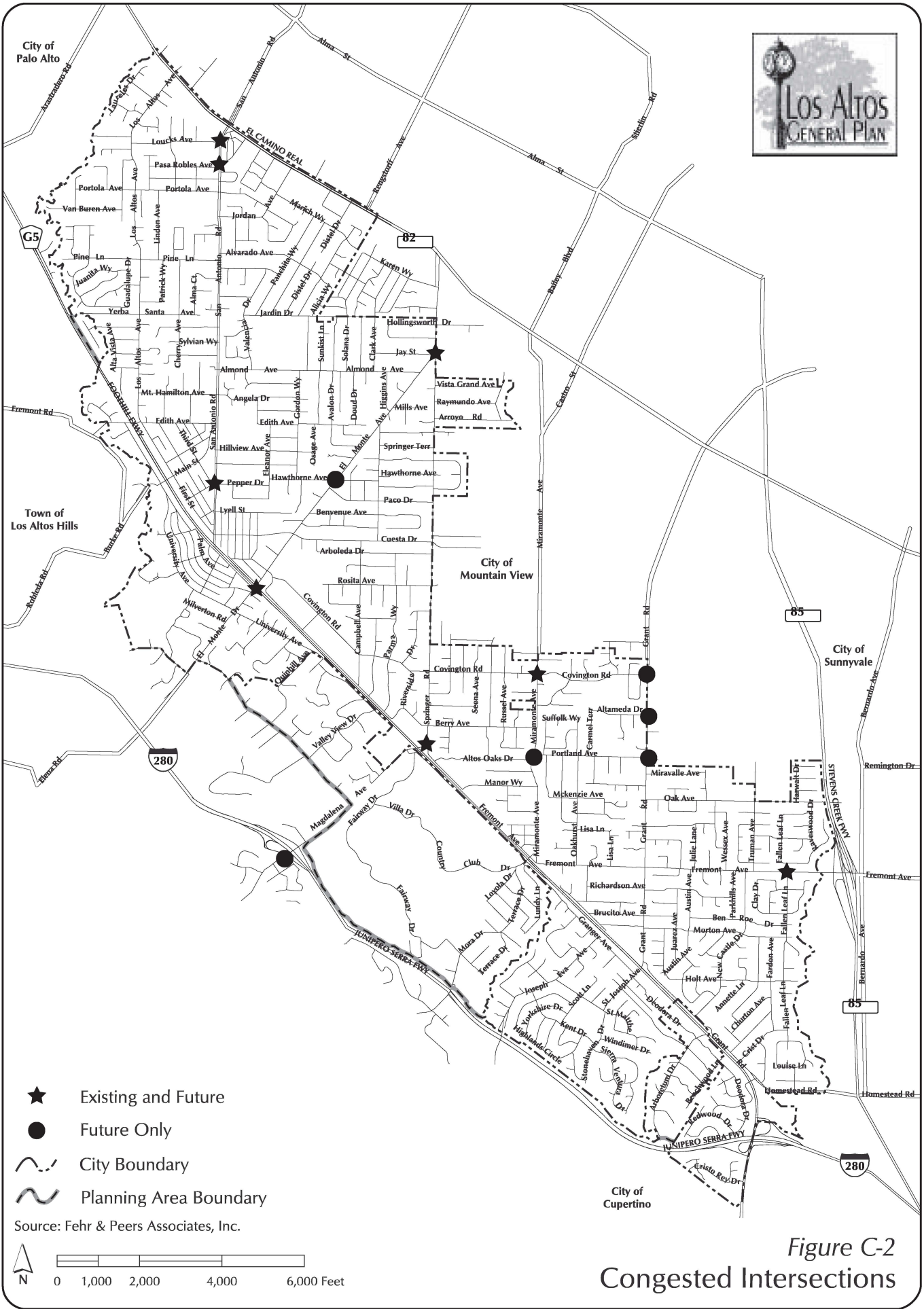


Figure C-2
Congested Intersections

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

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One North San Antonio Road
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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

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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

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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!!!

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

