COUNTY OF SAN MATEO
PLANNING AND BUILDING DEPARTMENT

DATE: February 12, 2014

TO: Planning Commission

FROM: Planning Staff

SUBJECT: EXECUTIVE SUMMARY: Consideration of a Use Permit pursuant to Section 6500 of the San Mateo County Zoning Regulations, to allow operation of a 24-child day care center in an existing single-family residence in the unincorporated West Menlo Park area of San Mateo County.

County File Number: PLN 2013-00191 (Toddle)

PROPOSAL

The applicant is requesting approval of a Use Permit to allow operation of a day care center (Center) in an existing single-family residence in the unincorporated West Menlo Park area of San Mateo County. The proposed maximum allocation will be for 24 preschool children. The child care center will be atypical of the standard facility in that the operations will be based on a business model that targets clientele needing short-term child care services, typically on short notice. Examples include, but are not limited to, stay-at-home parents who do not adhere to a standard nine to five work schedule, home business owners and part-time working professionals. A reservations system will control operations, scheduling drop-offs and pick-ups during the course of the day, starting from 8:30 a.m. until 6:00 p.m., and limited to a maximum of forty (40) drop-offs allowed daily. The use of this system also enables the operators to stagger drop-off and pick-up schedules, thereby alleviating potential issues associated with traffic and parking. Four existing on-site parking spaces are available (two in the garage and two on the driveway), with a fifth space to be added with the widening of the driveway by 0.5 ft., while three on-street spaces (non-designated) are located along Alameda de las Pulgas to facilitate drop-offs and pick-ups. Also, one ADA parking space and loading zone will be provided east of the site accessed via Alameda de las Pulgas. The interior of the residence will be reconfigured to include play areas, administration and office areas, bathrooms, and entryway. Only minor exterior upgrades are proposed for the project: (1) new stair and landing area at the front elevation, (2) removal of an existing deck at the left side elevation to accommodate new exit stairs and ramp, and (3) new exit door and exterior windows also at the left side elevation.

RECOMMENDATION

That the Planning Commission approve the Use Permit, County File Number PLN 2013-00191, based on and subject to the required findings and conditions of approval listed in Attachment A.

SUMMARY

Pursuant to Zoning Regulations Section 6161(k)1, schools are allowed in the R-1(One-Family Residential) Zone subject to the approval of a Use Permit. Although a day care center is not specifically included in this section, the Center is considered a school since it includes an educational component as part of its business model that offers learning activities designed for preschoolers.

In addition, the County's long standing policy is to treat day care centers as schools with regard to zoning, as reflected in the approval of another day care center located at 2060 Avy Avenue in West Menlo Park.

The parking requirement for a school is one per classroom (Section 6119). The Center's interior modifications include two such classroom/play areas. Two existing parking spaces are available in the garage for employees, two in the driveway, while a third will be added with the widening of the driveway by 0.5 ft. The total number of spaces available for drop-offs/pick-ups will be seven (three designated on the driveway, three non-designated on-street, plus one on-site ADA parking space/loading zone).

The establishment of a day care center in this residential area may result in the increase of traffic to a significant level that would negatively impact the neighborhood. A Traffic Study (Study), prepared by the applicant's consultant, provides findings that the traffic impact generated by the Center will only increase to a less than significant level, subject to the implementation of the recommended mitigation measures, including a maximum of forty (40) drop-offs per day and a maximum of ten (10) drop-offs/pick-ups per hour, to ensure that parking will always be available, taken even at the most conservative scenario.

The source of child-related noise generated by the day care facility will be from the outdoor monitored playtime activities scheduled thrice daily. Since the ages of the children range from two to six years old, the anticipated noise from these activities would be considered minimal. The operators have opted to schedule the outdoor activities to coincide when most residents are at work.

Staff is recommending approval of the use permit, finding that the potential impacts to traffic and parking have been determined to be less than significant subject to the recommended conditions of approval.

With regard to noise, the outdoor play activities have been scheduled to coincide when most residents are at work, minimizing noise impacts.

With regard to visual impacts, only minor exterior modifications are proposed for the facility such that the residential appearance of the structure is not compromised and will not deviate from the residential character of the neighborhood.

Finally, with regard to essential neighborhood services, the day care center offers a flexible program that addresses the needs of families that require short-term child care services without the mandatory long-term enrollment commitment.

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RECOMMENDATION

That the Planning Commission approve the Use Permit, County File Number PLN 2013-00191, based on and subject to the required findings and conditions of approval listed in Attachment A.

BACKGROUND

Report Prepared By: Dennis P. Aguirre, Project Planner, Telephone 650/363-1867

Report Reviewed By: Lisa Aozasa, Planning Manager, Telephone 650/363-4852

Applicant/Owner: Toddle LLC/3131 Alameda LLC

Location: 3131 Alameda de las Pulgas, Menlo Park (unincorporated San Mateo County)

APN: 074-025-270

Parcel Size: 6,175 sq. ft.

Parcel Legality: Developed Parcel

Existing Zoning: R-1/S-72 ((Single-Family Residential District/S-72 Combining District with 5,000 sq. ft. minimum parcel size)

General Plan Designation: Single-Family Residential

Sphere-of-Influence: City of Menlo Park

Existing Land Use: Medium Density Residential

Water Supply: California Water Service Company

Sewage Disposal: West Bay Sanitary District

Flood Zone: Zone X, Areas of Minimal Flooding

Environmental Evaluation: Negative Declaration published with a review period of January 22, 2014 to February 10, 2014.

Setting: The site is located in a residential neighborhood in the unincorporated West Menlo Park area, on the corner of Alameda de las Pulgas, which is designated as an Arterial Collector Street, and Manzanita Avenue. The site is fairly flat in topography. Trees line the streets throughout this neighborhood area.

DISCUSSION

A. KEY ISSUES

1. Conformance with the County General Plan

Upon review of the applicable provisions of the General Plan, staff has determined that the project complies with all applicable General Plan Policies, including the following:

Visual Quality Policy 4.14(a) requires development to promote and enhance good design, site relationships, and other aesthetic considerations. The proposed day care center will be operated in an existing single-family residence. Only minor exterior upgrades are proposed for the project, such as a new stair and landing area at the front elevation, the removal of an existing deck at the left side elevation to accommodate new exit stairs and ramp, and a new exit door and exterior windows also at the left side elevation. The interior will be reconfigured to include play areas, administration and office areas, bathrooms and entryway. Also, the existing driveway will be widened to accommodate an additional parking space. The existing views from the neighboring residences will not be adversely impacted by this project.

Urban Land Use Policy 8.3a (*Land Use Objectives for Urban Neighborhoods*) calls for planning Urban Neighborhoods to be primarily, though not exclusively, single-family residential areas which appear and function as residential neighborhoods of contiguous cities.

The project site is located in West Menlo Park, which is designated as an Urban Neighborhood (*Land Use* Policy 8.9). Although this neighborhood area is predominantly a residential community, other institutional uses, such as day care centers and schools, are located in the area to serve the needs of the community.

Urban Land Use Policy 8.34 (*Uses*) allows uses in zoning districts that are consistent with the overall land use designation. The approval of a Use Permit will allow the operation of the day care center in this residential zone, consistent with the allowed institutional uses in residential areas.

Urban Land Use Policy 8.39 (*Parking Requirements*) regulates minimum on-site parking requirements and parking development standards in order to: (1) accommodate the parking needs of development, (2) provide convenient and safe access, (3) prevent congestion of public streets, and (4) establish orderly development patterns. The parking regulations require one parking space per classroom in a school. There are two designated parking spaces on the driveway to accommodate the two interior classroom/play areas in the Center.

2. Conformance with Zoning Regulations

Permitted/Conditional Uses

Pursuant to Zoning Regulations Section 6161(k)1, schools are allowed in the R-1(One-Family Residential) Zone subject to the approval of a Use Permit. Although a day care center is not specifically included in this section, the Center is considered a school since it includes an educational component as part of its business model that offers learning activities designed for preschoolers. Under the care and tutelage of two Early Childhood educators, both holding degrees in Early Childhood Education, and certified in pediatric CPR and First Aid, the children will explore music,

art, movement, words and numbers with the aid of creative materials. According to the California Community Care Licensing Division (Division), child care facilities should provide activities to help preschool children grow mentally, physically, socially, and emotionally. The Division's Manual of Policies and Procedures defines a Child Care Center to mean any child care facility of any capacity, other than a family child care home, in which less than 24-hour per day nonmedical care and supervision are provided to children in a group setting. The County's long standing policy that treats day care centers as schools with regard to zoning is reflected in the approval of another day care center located in close proximity to this project. The University Heights Montessori, located at 2060 Avy Avenue in West Menlo Park, was approved on November 7, 1991 for a Use Permit (PLN 1999-0088) to operate a 30-child preschool/day care facility located in the same R-1/S-72 Residential Zoning District as the Center, with subsequent Use Permit renewals also having been approved.

Development Standards

The following table summarizes the existing single-family dwelling's conformity with the development standards of the R-1/S-72 Zoning District. As previously mentioned, the proposed upgrades are minor in scope that do not alter the existing conditions of the residence relative to compliance with zoning standards.

Development Regulations	Required	Existing	Proposed
Building Site Area	5,000 sq. ft.	6,175 sq. ft.	No Change
Minimum Front Yard Setback	20 ft.	20 ft.	No Change
Minimum Rear Yard Setback	20 ft.	18 ft.	No Change
Minimum Right Side Setback	10 ft.	10 ft.	No Change
Minimum Left Side Setback	5 ft.	5 ft.	No Change
Maximum Height	28 ft.	18 ft.	No Change
Maximum Lot Coverage	50%	34%	35%
Maximum Floor Area Ratio	3,105 sq. ft.	2,118 sq. ft.	No Change

3. Conformance with Parking Regulations

As previously discussed in Section 1, the required parking space is one per classroom. The Center's interior modifications include two such classroom/play areas. Two existing parking spaces are available in the driveway, while a third will be added with the widening of the driveway by 0.5 ft. The total number of spaces available for drop-offs/pick-ups will be 7 (3 designated on the driveway, 3 non-designated on-street, plus one on-site ADA parking space/loading zone).

4. Performance Issues

a. Traffic

The choice of a corner location is optimal since parking is available on two streets and access is immediate from a main thoroughfare, which in this case is Alameda de las Pulgas, thereby eliminating the need to drive further down Manzanita Avenue. As previously mentioned, the child care center will be atypical of the standard facility in that the operations will be based on a business model that targets clientele needing short-term child care services, typically on short notice. A reservations system will be used to schedule drop-offs and pick-ups starting from 8:30 a.m. until 6:00 p.m. The daily operation will allow only a maximum of forty (40) drop-offs daily, with no more than 24 children being cared for at any one time. The use of the reservations system will be used to stagger drop-off and pick-up schedules, in order to alleviate potential traffic and parking issues. Two options, the Penguin Playgroup and the Open Play schedules, govern the daily operation of the Center. Drop-off is from 8:30 a.m. to 10:00 a.m., while pick-up is from 12:30 p.m. to 2:00 p.m. for the Penguin Playgroup program. The Open Play program provides for the more flexible option wherein drop-offs and pick-ups may be scheduled at any time within any maximum four-hour day care service. Pre-prepared food is offered during meal times (snack/lunch). Outdoor activities are scheduled thrice daily. The morning sessions are from 9:30 a.m. to 10:00 a.m. (optional), and 11:00 a.m. to 11:30 a.m., while the afternoon session is from 2:00 p.m. to 2:45 p.m., coinciding when neighbors are least likely to be home.

The establishment of a day care center in this residential area may result in the increase of traffic to a significant level that would negatively impact the neighborhood. A Traffic Study (Study) (see Attachment D, as part of the Negative Declaration) prepared by the applicant's consultant, Kimley-Horn and Associates, Inc., provides findings that the traffic impact generated by the Center will only increase to a less than significant level, subject to the implementation of the recommended mitigation measures. Although the Study was conducted when schools were not in session, the data was adjusted upward to reflect traffic patterns when school would be in session. The Study was referred to the Department of Public Works for review and comment. The Department of Public Works concurs with the analysis and recommended mitigation measures.

Based on the Study, the operations will generate an anticipated total number of 164 daily trips, operationally adjusted to 160 (less 4 off-peak trips attributed to staff). Compared to the 106 daily trips generated by a standard day care center allocating the same number of 24 preschool children, as referenced in the International Transportation Engineers (ITE) Manual, the project will generate a higher number of daily trips. Despite this difference, the project has

lowered the number of peak hour trips based on its ability to regulate and stagger drop-offs and pick-ups using the reservations system. Critical to the maintaining the less than significant level of traffic impact associated with the daily operation of the Center is the daily allowance of only a maximum of ten (10) drop-offs/pick-ups per hour, to ensure that parking will always be available, taken even at the most conservative scenario. To illustrate this scenario, if all scheduled drop-offs within a scheduled 30-minute time period arrived at the same time (5 drop-offs), 7 parking spaces would be available to accommodate these activities (three on the driveway, three on-street non-designated spaces and one on-site ADA parking space/loading zone), thereby alleviating potential traffic issues. Controlling the drop-off/pick-up activities also translates to a minimal level of potential cut-through scenarios, since parking will be available to clients, thereby removing the need to circle around the neighborhood streets for a secondary attempt at drop-offs or pick-ups. Also, clients will be accepted subject to the execution of a client contract agreement with the Center (See Condition No. 11).

The current Level of Service (LOS) for the intersection at Manzanita Avenue and Alameda de las Pulgas is at level D or better, except for the northbound approach, which operates at an unacceptable LOS E level during peak a.m. hours. According to the San Mateo County significance criteria for intersections, a project impact occurs if the volume-to-capacity (V/C) ratio at this LOS E intersection increases by 0.02 or more with the addition of the project. The Study has determined that the V/C ratio increases by only 0.01 with the addition of the project, thereby concluding that no significant impact occurs with the added traffic volume at this intersection.

b. Noise

The source of child-related noise generated by the day care facility will be from the outdoor monitored playtime activities scheduled thrice daily. Since the ages of the children range from 2 to 6 years old, the anticipated noise from these activities would be considered minimal. The operators have opted to schedule the outdoor activities to coincide when most residents are at work. Since the day care center will only operate during weekdays, no noise impacts will occur during evenings and weekends. Also, temporary noise from construction would also occur only during work on the minor upgrades to the residence. Condition No. 20 has been added to address the issue of construction noise.

5. Conformance with Use Permit Findings

As previously mentioned in Section 2, schools are allowed in the R-1 (One-Family Residential) Zone subject to the approval of a Use Permit, pursuant to Zoning Regulations Section 6161(k)1. Day care

centers/preschools are considered to be the equivalent to schools within the context of the County's Zoning Regulations.

Section 6503 of the San Mateo County Zoning Regulations requires that the following finding be made in order to approve a use permit: "That the establishment, maintenance and/or conducting of the use will not, under the circumstances of the particular case, be detrimental to the public welfare or injurious to property or improvements in said neighborhood."

In order to support this finding, staff has determined the following:

a. The potential impacts to traffic and parking have been determined to be less than significant subject to the implementation of the following mitigation measures:

    1) The two parking spaces required for the two classrooms associated with the operation of the Center comply with the parking requirements pursuant to Section 6119 of the San Mateo County Zoning Regulations (Parking Spaces Required). In addition, the driveway will be widened to accommodate a third designated parking space for drop-offs and pick-ups. In all, the three designated on-site parking spaces and the three non-designated parking areas along Alameda de las Pulgas, plus the ADA space, provide the parking spaces required for drop-offs/pick-ups, during the course of the Center's daily operation to maintain a less than significant parking impact in the neighborhood.

    2) By allowing only a maximum of ten (10) drop-offs/pick-ups per hour, up to a maximum of forty (40) drop-offs daily, parking will always be available at most times, even if all scheduled drop-offs within a scheduled 30-minute time period arrived at the same time (5 drop-offs), 7 parking spaces would be available to accommodate these activities.

    3) The staggered system of drop-offs/pick-ups will also maintain a minimal level of potential cut-through scenarios, since parking will be available most of the time to clients, thereby removing the need to circle around the neighborhood streets for a secondary attempt at drop-offs or pick-ups.

    4) The corner location of the Center provides for three off-site (non-designated) drop-off/pick-up areas directly in front of the facility, along Alameda de las Pulgas, such that street crossings to reach the Center do not occur.

b. With regard to noise, the outdoor play activities have been scheduled to coincide when most residents are at work. No noise from outdoor activities will occur during the weekends, since the Center will only offer weekday child care services. Also, temporary noise from

construction would also occur only during work on the minor upgrades to the residence. Condition No. 20 has been added to address this issue of construction noise.

c. With regard to visual impacts, only minor exterior modifications are proposed for the facility such that the residential appearance of the structure is not compromised and will not deviate from the residential character of the neighborhood.

d. With regard to essential neighborhood services, the availability of a day care center that offers a flexible program addresses the needs of families that only require short-term child care services without the mandatory long-term enrollment commitment.

B. ENVIRONMENTAL REVIEW

Due to potential traffic impacts associated with the project, a negative declaration has been prepared for the project, pursuant to the California Environmental Quality Act (CEQA). The negative declaration (Attachment D) was published on January 22, 2014, with a review period ending on February 10, 2014. As of the writing of this report, no comments have been received. Any comments received will be addressed at the public hearing. In order to reduce traffic impacts to a less than significant level, mitigation measures have been included as part of the conditions for approval (see Attachment A), to include the widening of the driveway by 0.5 ft. in order to accommodate a third parking space to be used for drop-offs/pick-ups; keeping the height of shrubs/foliage to a maximum of 30 inches, and keeping tree branches trimmed, in order that sight lines are maintained at the northeast corner of the Alameda de las Pulgas/Manzanita Avenue intersection; and the allowance of a maximum of ten (10) drop-offs/pick-ups per hour. In addition, client contracts will include language requiring that the child care center parents/guardians/caregivers park for less than 10 minutes when signing in or out of the Center; that users park in the designated areas, or on-street parking spaces, to avoid blocking or turning around in neighbor driveways.

C. OTHER REVIEWING AGENCIES

Building Inspection Section
Department of Public Works
Menlo Fire Protection District
West Bay Sanitary District

ATTACHMENTS

A. Recommended Findings and Conditions of Approval
B. Vicinity Map
C. Project Plans
D. Negative Declaration
E. Site Photos

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Attachment A

County of San Mateo
Planning and Building Department

RECOMMENDED FINDINGS AND CONDITIONS OF APPROVAL

Permit or Project File Number: PLN 2013-00191 Hearing Date: February 12, 2014

Prepared By: Dennis P. Aguirre
Project Planner

For Adoption By: Planning Commission

RECOMMENDED FINDINGS

Regarding the Environmental Review, Find:

1. That the Mitigated Negative Declaration is complete, correct and adequate, and prepared in accordance with the California Environmental Quality Act and applicable State and County Guidelines.

2. That, on the basis of the Initial Study and comments hereto, there is no evidence that the project, subject to the mitigation measures contained in the Mitigated Negative Declaration, will have a significant effect on the environment.

3. That the Mitigated Negative Declaration reflects the independent judgment of San Mateo County.

4. That the mitigation measures identified in the Mitigated Negative Declaration, agreed to by the applicant, placed as conditions on the project, and identified as part of this public hearing, have been incorporated into the Mitigation and Reporting Plan in conformance with California Public Resources Code Section 21081.6.

Regarding the Use Permit, Find:

5. That the establishment, maintenance and/or conducting of the use will not, under the circumstances of the particular case, be detrimental to the public welfare or injurious to property or improvements in said neighborhood based on the following:

    a. The potential impacts to traffic and parking have been determined to be less than significant subject the implementation of the following mitigation measures:

        1) The two parking spaces required for the two classrooms associated with the operation of the Center complies with the parking requirements pursuant to Section 6119 of the San Mateo County

Zoning Regulations (Parking Spaces Required). In addition, the driveway will be widened to accommodate a third designated parking space for drop-offs and pick-ups. In all, the three designated on-site parking spaces and the three non-designated parking areas along Alameda de las Pulgas, plus the ADA space, provide the parking spaces required for drop-offs/pick-ups, during the course of the Center's daily operation to maintain a less than significant parking impact in the neighborhood.

2) By allowing only a maximum of ten (10) drop-offs/pick-ups per hour, up to a maximum of forty (40) drop-offs daily, parking will always be available at most times, even if all scheduled drop-offs within a scheduled 30-minute time period arrived at the same time (5 drop-offs), 7 parking spaces would be available to accommodate these activities.

3) The staggered system of drop-offs/pick-ups will also maintain a minimal level of potential cut-through scenarios, since parking will be available most of the time to clients, thereby removing the need to circle around the neighborhood streets for a secondary attempt at drop-offs or pick-ups.

4) The corner location of the Center provides for three off-site (non-designated) drop-off/pick-up areas directly in front of the facility, along Alameda de las Pulgas, such that street crossings to reach the Center do not occur.

b. With regard to noise, the outdoor play activities have been scheduled to coincide when most residents are at work. No noise from outdoor activities will occur during the weekends, since the Center will only offer weekday child care services. Also, temporary noise from construction would also occur only during work on the minor upgrades to the residence. Condition No. 20 has been added to address this issue of construction noise.

c. With regard to visual impacts, only minor exterior modifications are proposed for the facility such that the residential appearance of the structure is not compromised and will not deviate from the residential character of the neighborhood.

d. With regard to essential neighborhood services, the availability of a day care center that offers a flexible program, addresses the needs of families that only require short-term child care services without the mandatory long-term enrollment commitment.

RECOMMENDED CONDITIONS OF APPROVAL

Current Planning Section

1. The project shall be constructed in compliance with the plans approved by the Planning Commission on February 12, 2014. Minor adjustments to the project

may be approved by the Community Development Director if they are consistent with the intent of and are in substantial conformance with this approval.

2. The use permit shall be valid for five (5) years from the date of final approval.

3. The applicant shall apply for a use permit renewal with the applicable fees six (6) months prior to the expiration of the use permit. On each anniversary date of the approval, an administrative review shall be conducted to evaluate traffic and other conditions associated with the operation of the Center.

4. The applicant shall obtain and submit proof of a license from the State of California for the operation of the Center.

5. The hours of operation of the Center shall be from 8:30 a.m. to 6:00 p.m., Monday through Friday.

6. Children shall remain indoors, except during outdoor play in the morning scheduled from 9:30 a.m. to 10:00 a.m. (optional), and 11:00 a.m. to 11:30 a.m., and in the afternoon from 2:00 p.m. until 2:45 p.m.

7. No more than forty (40) drop-offs shall be allowed daily.

8. No more than twenty-four (24) children shall be in the Center at any one time.

9. Drop-off and pick-up activities shall occur only in the four designated on-site parking spaces, and three non-designated parking spaces along Alameda de las Pulgas.

10. The operator of the Center shall closely monitor all drop-offs and pick-ups to ensure that vehicles do not block neighbors' driveways or double park during these activities.

11. The operator of the Center shall submit for review to the Planning and Building Department, a client contract agreement to include language requiring that the child care center parents/guardians/caregivers park for less than 10 minutes when signing in or out of the Center; that users park in the designated areas, or on-street parking spaces, to avoid blocking or turning around in neighbor driveways; and that access to the Center shall be via Alameda de las Pulgas and Manzanita Avenue.

12. During project construction, the applicant shall, pursuant to Chapter 4.100 of the San Mateo County Ordinance Code, minimize the transport and discharge of stormwater runoff from the construction site into storm drain systems and water bodies by:

    a. Using filtration materials on storm drain covers to remove sediment from dewatering effluent.

    b. Stabilizing all denuded areas and maintaining erosion control measures continuously between October 1 and April 30.

c. Removing spoils promptly, and avoiding stockpiling of fill materials, when rain is forecast. If rain threatens, stockpiled soils and other materials shall be covered with a tarp or other waterproof material.

d. Storing, handling, and disposing of construction materials and wastes so as to avoid their entry to the storm drain system or water body.

e. Avoiding cleaning, fueling or maintaining vehicles on-site, except in an area designated to contain and treat runoff.

f. Limiting and timing applications of pesticides and fertilizers to avoid polluting runoff.

13. The applicant shall include an erosion and sediment control plan on the plans submitted for the building permit. This plan shall identify the type and location of erosion control devices to be installed upon the commencement of construction in order to maintain the stability of the site and prevent erosion and sedimentation off-site.

14. The applicant shall apply for a building permit and shall adhere to all requirements from the Building Inspection Section, the Department of Public Works and the respective Fire Authority.

15. No site disturbance shall occur, including any grading or tree removal, until a building permit has been issued, and then only those trees approved for removal shall be removed.

16. To reduce the impact of construction activities on neighboring properties, comply with the following:

    a. All debris shall be contained on-site; a dumpster or trash bin shall be provided on-site during construction to prevent debris from blowing onto adjacent properties. The applicant shall monitor the site to ensure that trash is picked up and appropriately disposed of daily.

    b. The applicant shall remove all construction equipment from the site upon completion of the use and/or need of each piece of equipment which shall include but not be limited to tractors, back hoes, cement mixers, etc.

    c. The applicant shall ensure that no construction-related vehicles shall impede through traffic along the rights-of-way on Alameda de las Pulgas and Manzanita Avenue. All construction vehicles shall be parked on-site outside the public rights-of-way or in locations which do not impede safe access on Alameda de las Pulgas and Manzanita Avenue. There shall be no storage of construction vehicles in the public rights-of-way.

17. **Mitigation Measure 1:** Ensure that the third on-site parking space is provided by implementing the planned driveway improvements to widen the existing pad from 26.5 feet to 27 feet in width. This would provide sufficient width to accommodate three (3) standard 9-foot by 20-foot parking stalls. The driveway modifications

could be implemented through minor improvements, including removal of the existing temporary fenced trash receptacle enclosure, and widening of the existing driveway pad by 0.5 feet with additional concrete paving, or installation of grasscrete (or other permeable pavers).

18. **Mitigation Measure 2 (as modified from the Negative Declaration):** The owners/managers of the child care facility shall follow the County's request to allow no more than ten (10) drop-offs/pick-ups per hour. In addition, client contracts will include language requiring that the child care center parents/guardians/caregivers park for less than 10 minutes when signing in or out of the Center; that users park in the designated areas, or on-street parking spaces, to avoid blocking or turning around in neighbor driveways; and that access to the Center shall be via Alameda de las Pulgas and Manzanita Avenue.

19. **Mitigation Measure 3:** The owners/managers of the child care facility shall ensure that sight lines are maintained at the northeast corner of the Alameda de las Pulgas/Manzanita Avenue intersection by keeping tree branches trimmed and shrubs/foliage trimmed to a maximum height of 30 inches (2.5 feet).

20. Noise levels produced by the proposed construction activity shall not exceed the 80-dBA level at any one moment. Construction activities shall be limited to the hours from 7:00 a.m. to 6:00 p.m., Monday through Friday, and 9:00 a.m. to 5:00 p.m. on Saturday. Construction operations shall be prohibited on Sunday and any national holiday.

Building Inspection Section

21. Prior to pouring any concrete for foundations, written verification from a licensed surveyor will be required confirming that the setbacks, as shown on the approved plans, have been maintained.

22. An automatic fire sprinkler system will be required. This permit must be issued prior to or in conjunction with the building permit.

23. If a water main extension, upgrade or hydrant is required, this work must be completed prior to the issuance of the building permit or the applicant must submit a copy of an agreement and contract with the water purveyor that will ensure the work will be completed prior to finalizing the permit.

24. A site drainage plan will be required that will demonstrate how roof drainage and site runoff will be directed to an approved disposal area.

25. Sediment and erosion control measures must be installed prior to beginning any site work and maintained throughout the term of the permit. Failure to install or maintain these measures will result in stoppage of construction until the corrections have been made and fees paid for staff enforcement time.

26. All drawings must be drawn to scale and clearly define the whole project and its scope.

27. Please call out the right codes on the code summary: The design and/or drawings shall be done according to the 2013 Edition of the California Building Standards Code, Title 24; the 2013 California Plumbing Code (Part 5); the 2013 California Mechanical Code (Part 4); and the 2013 California Electrical Code (Part 3).

28. Provide cross-sections of an accessible restroom. If you have playground equipment, please provide drawings showing this equipment is accessible (ADA compliant) as well.

29. This is an I-4 Use Day Care Center.

Menlo Park Fire Protection District

30. The new facility will require automatic fire sprinkler protection and an automatic fire alarm system, including manual fire alarm system.

31. After Planning approval, building plans shall be submitted to the Menlo Park Fire Protection District for California Fire Code review.

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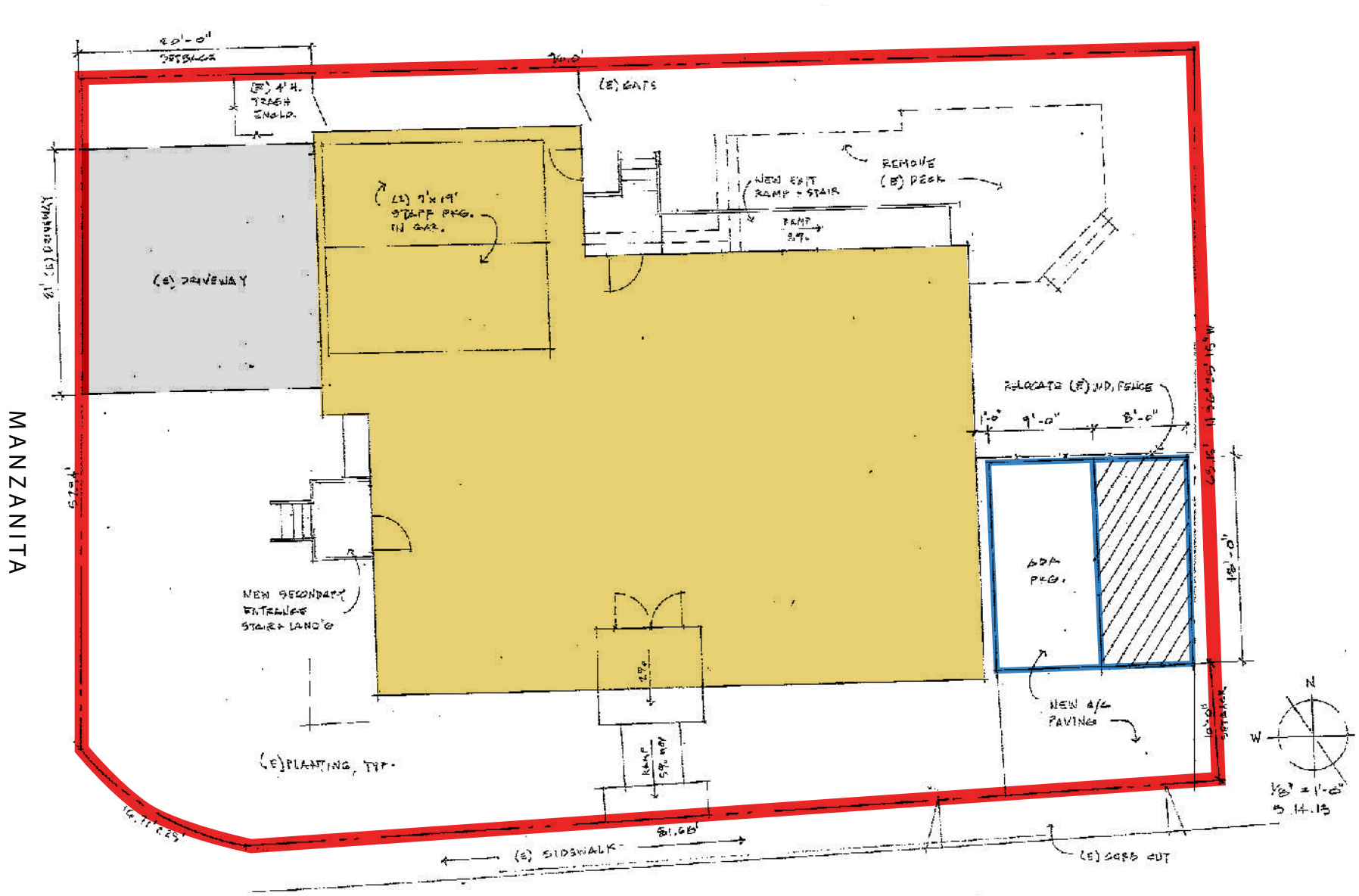
San Mateo County Planning Commission Meeting

Owner/Applicant: 3131 Alameda LLC/Toddle LLC Attachment: B

File Numbers: PLN2013-00191



HENRY L. RIGGS, A.I.A.
47 Cellie Lane, Menlo Park, CA 94025-1701 / 650-327-6188

TODDLE REMODEL
3131 ALAMEDA DE LAS PULGAS

SITE PLAN

2

SITE PLAN

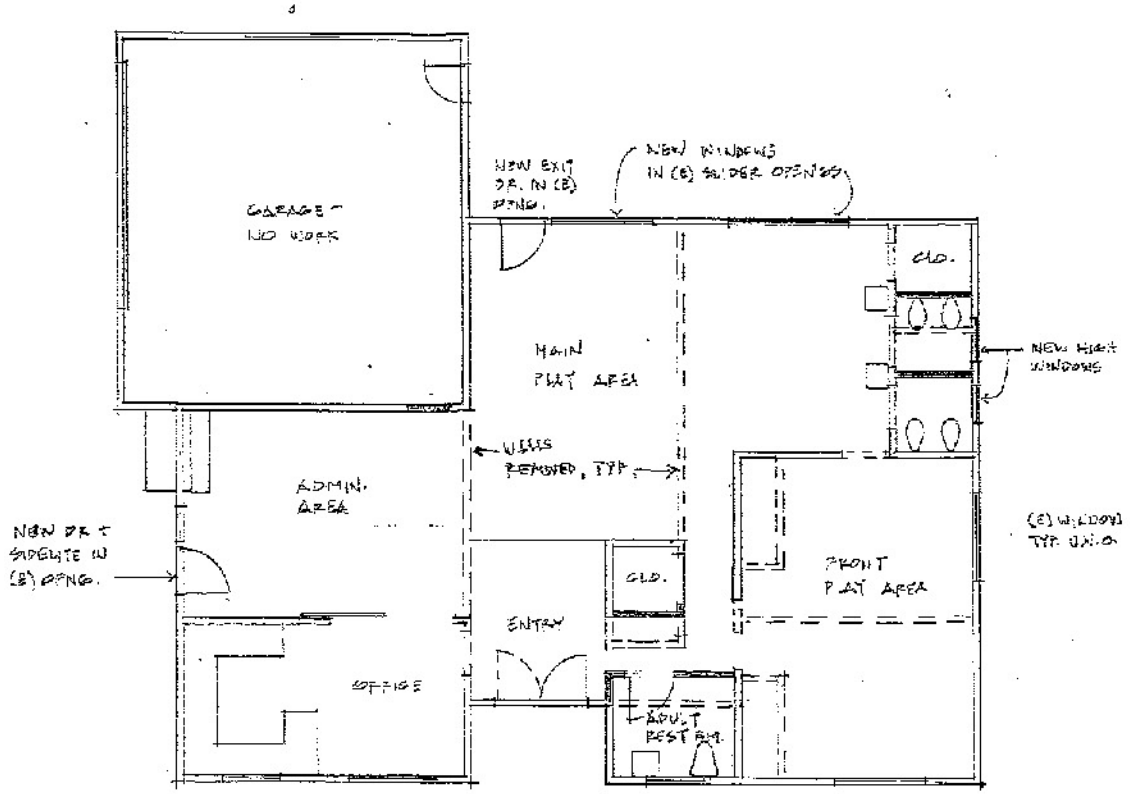
ALAMEDA DE LAS PULGAS

San Mateo County Planning Commission Meeting

Owner/Applicant: 3131 Alameda LLC/Toddle LLC

Attachment: C

File Numbers: PLN2013-00191



FLOOR PLAN
1/8" = 1'-0"

HENRY L. RIGGS, A.I.A.
17 Callie Lane, Menlo Park, CA 94025-1701 / 650-327-6168

TODDLE REMODEL
3131 ALAMEDA DE LAS PULGAS

FLOOR PLAN

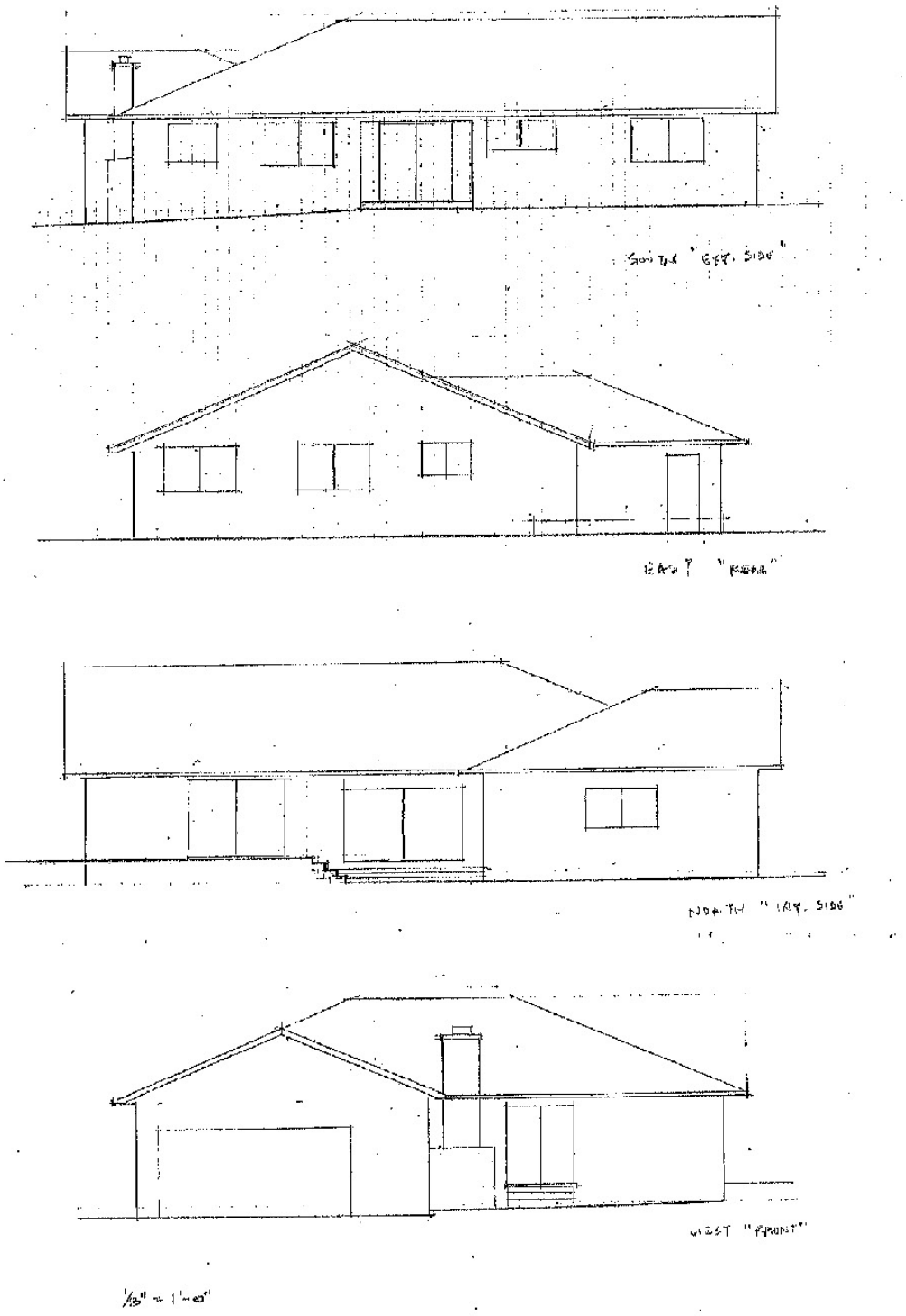
3

FLOOR PLAN

San Mateo County Planning Commission Meeting

Owner/Applicant: 3131 Alameda LLC/Toddle LLC Attachment: C

File Numbers: PLN2013-00191



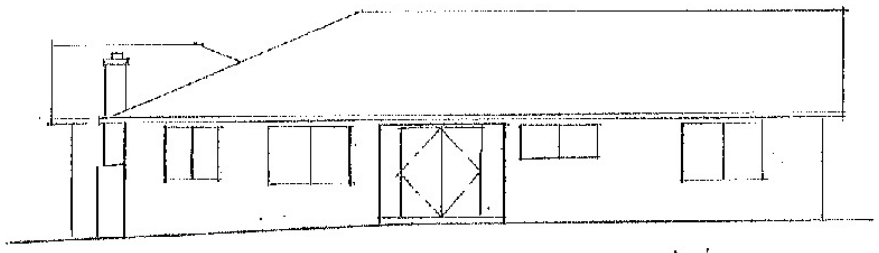
(E) EXTERIOR ELEVATIONS

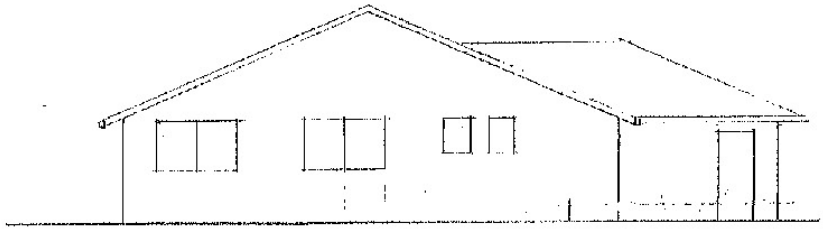
	TODDLE REMODEL 3131 ALAMEDA DE LAS PULGAS	HENRY L. RIGGS, A.I.A. 47 Callie Lane, Menlo Park, CA 94025-1701 / 650-327-8198
	EXISTING BLDG ELEVATIONS	

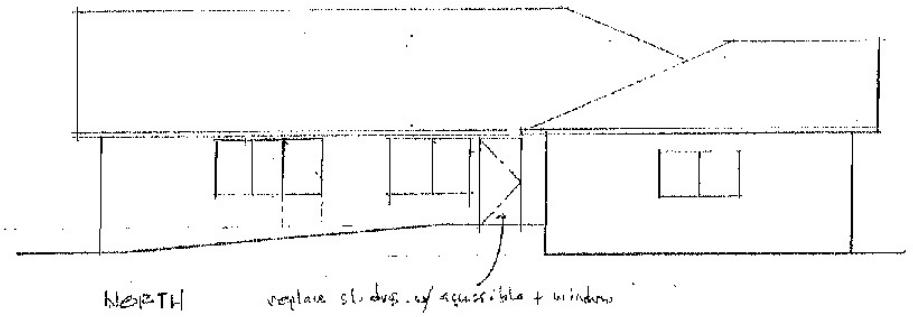
San Mateo County Planning Commission Meeting

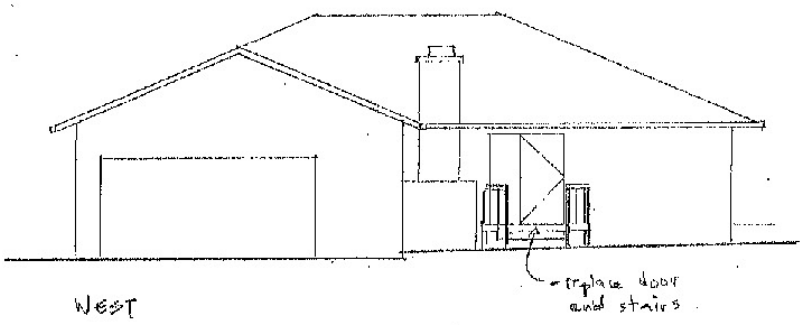
Owner/Applicant: 3131 Alameda LLC/Toddle LLC Attachment: C

File Numbers: PLN2013-00191









(P) EXTERIOR ELEVATIONS

	U1	TODDLE REMODEL 3131 ALAMEDA DE LAS PULGAS	HENRY L. RIGGS, A.I.A. 47 Callle Lane, Menlo Park, CA 94025-1701 / 650-327-6198
		NEW BLDG ELEVATIONS	

County of San Mateo
Planning and Building Department

INITIAL STUDY
ENVIRONMENTAL EVALUATION CHECKLIST
(To Be Completed by Planning Department)

1. **Project Title:** Toddle LLC Day Care Center

2. **County File Number:** PLN 2013-00191

3. **Lead Agency Name and Address:** County of San Mateo Planning and Building Department, 455 County Center, Second Floor, Redwood City, CA 94063

4. **Contact Person and Phone Number:** Dennis P. Aguirre, Project Planner, 650/363-1867

5. **Project Location:** 3131 Alameda de las Pulgas, Menlo Park

6. **Assessor's Parcel Number and Size of Parcel:** 074-025-270; 6,175 sq. ft.

7. **Project Sponsor's Name and Address:** Toddle LLC, 361 Camino Al Lago, Menlo Park, CA 94027

8. **General Plan Designation:** Residential

9. **Zoning:** R-1/S-72 (Single-Family Residential/S-72 Combining District)

10. **Description of the Project:** The applicant is requesting approval of a Use Permit to allow operation of a day care center in an existing single-family residence in the unincorporated West Menlo Park area of San Mateo County. The proposed maximum allocation will be for 24 pre-school children. The child care center will be atypical of the standard facility in that the operations will be based on a business model that targets clientele needing short-term child care services, typically on short notice. Examples include, but are not limited to, stay-at-home parents who do not adhere to a standard nine to five work schedule, home business owners and part-time working professionals. A reservations system will be the control center of operations, scheduling drop-offs and pick-ups during the course of the day, starting from 8:30 a.m. until 6:00 p.m., and limited to a maximum of forty (40) drop-offs allowed daily. The use of this system also enables the operators to stagger drop-off and pick-up schedules, thereby alleviating potential issues associated with traffic and parking. Four existing on-site parking spaces are available (two in the garage and two on the driveway), while three on-street spaces (non-designated) are located along Alameda de las Pulgas to facilitate drop-offs and pick-ups. Also, one ADA parking space and loading zone will be provided east of the site accessed via Alameda de las Pulgas. The interior of the residence will be reconfigured to include play areas, administration and office areas, bathrooms, and entryway. Only minor exterior upgrades are proposed for the project: (1) new stair and landing area at the front elevation, (2) removal of an existing deck at the left side elevation to accommodate new exit stairs and ramp, and (3) new exit door and exterior windows also at the left side elevation.

11. **Surrounding Land Uses and Setting:** The site is located in a residential neighborhood in the unincorporated West Menlo Park area, on the corner of Alameda de las Pulgas, which is

designated as an Arterial Collector Street, and Manzanita Avenue. The site is fairly flat in topography. Trees line the streets throughout this neighborhood area.

12. **Other Public Agencies Whose Approval is Required:** None

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or "Significant Unless Mitigated" as indicated by the checklist on the following pages.

X	Aesthetics	X	Climate Change		Population/Housing
	Agricultural and Forest Resources	X	Hazards and Hazardous Materials		Public Services
X	Air Quality	X	Hydrology/Water Quality		Recreation
X	Biological Resources	X	Land Use/Planning	X	Transportation/Traffic
	Cultural Resources		Mineral Resources	X	Utilities/Service Systems
X	Geology/Soils	X	Noise	X	Mandatory Findings of Significance

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Negative Declaration: Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in 5. below, may be cross-referenced).

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (Section 15063(c)(3)(D)). In this case, a brief discussion should identify the following:

   a. Earlier Analysis Used. Identify and state where they are available for review.

   b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c. Mitigation Measures. For effects that are "Less Than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources. Sources used or individuals contacted should be cited in the discussion.

1. AESTHETICS. Would the project:				
	Potentially Significant Impacts	***Significant Unless Mitigated***	***Less Than Significant Impact***	***No Impact***
1.a. Have a significant adverse effect on a scenic vista, views from existing residential areas, public lands, water bodies, or roads?			X	
Discussion: The proposed day care center will be operated in an existing single-family residence. Only minor exterior upgrades are proposed for the project, such as a new stair and landing area at the front elevation, the removal of an existing deck at the left side elevation to accommodate new exit stairs and ramp, and a new exit door and exterior windows also at the left side elevation. The interior will be reconfigured to include play areas, administration and office areas, bathrooms and entryway. Also, the existing driveway will be widened to accommodate an additional parking space. The existing views from the neighboring residences will not be adversely impacted by this project. **Source:** Project Plans; Field Observation and County GIS Resource Maps.				
1.b. Significantly damage or destroy scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X

Discussion: The project is not located within a State Scenic Highway. Reference response to Section 1.a. above. **Source:** Project Plans; Field Observation and County GIS Resource Maps.					
1.c.	Significantly degrade the existing visual character or quality of the site and its surroundings, including significant change in topography or ground surface relief features, and/or development on a ridgeline?			X	
Discussion: Reference response to Section 1.a. above. **Source:** Project Plans and Field Observation.					
1.d.	Create a new source of significant light or glare that would adversely affect day or nighttime views in the area?			X	
Discussion: No new sources of light are proposed for this project. Reference response to Section 1.a. above. **Source:** Project Plans and Field Observation.					
1.e.	Be adjacent to a designated Scenic Highway or within a State or County Scenic Corridor?				X
Discussion: N/A; the site is not located adjacent to a Scenic Highway or within a State or County Scenic Corridor. Reference response to Section 1.a. above. **Source:** Project Plans and Field Observation.					
1.f.	If within a Design Review District, conflict with applicable General Plan or Zoning Ordinance provisions?				X
Discussion: N/A; the project site is not located within any Design Review District. Reference response to Section 1.a. above. **Source:** Project Plans and Field Observation.					
1.g.	Visually intrude into an area having natural scenic qualities?			X	
Discussion: No areas that have natural scenic qualities are located within this developed urban residential area. Reference response to Section 1.a. above. **Source:** Project Plans and Field Observation.					

2.	**AGRICULTURAL AND FOREST RESOURCES.** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forestland, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
		Potentially Significant Impacts	***Significant Unless Mitigated***	***Less Than Significant Impact***	***No Impact***
2.a.	For lands outside the Coastal Zone, convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
Discussion: N/A; the project site is not located in an Agricultural Zoning District. The parcel is located in an urban residential zone and is not intended for agricultural use or production. **Source:** Project Plans and Field Observation.					
2.b.	Conflict with existing zoning for agricultural use, an existing Open Space Easement, or a Williamson Act contract?				X
Discussion: Reference response to Section 2.a. above. **Source:** Project Plans and Field Observation.					
2.c.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forestland to non-forest use?				X
Discussion: Reference response to Section 2.a. above. **Source:** Project Plans and Field Observation.					
2.d.	For lands within the Coastal Zone, convert or divide lands identified as Class I or Class II Agriculture Soils and Class III Soils rated good or very good for artichokes or Brussels sprouts?				X

Discussion: The project site is not located in the Coastal Zone. Reference response to Section 2.a. above.

Source: Project Plans and Field Observation.

2.e.	Result in damage to soil capability or loss of agricultural land?				X

Discussion: Reference response to Section 2.a. above.

Source: Project Plans and Field Observation.

2.f.	Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? *Note to reader: This question seeks to address the economic impact of converting forestland to a non-timber harvesting use.*				X

Discussion: N/A; the project site is not located in a forestland/timberland area.

Source: Project Plans and Field Observation.

3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

		Potentially Significant Impacts	*Significant Unless Mitigated*	*Less Than Significant Impact*	*No Impact*
3.a.	Conflict with or obstruct implementation of the applicable air quality plan?			X	

Discussion: The operations of the day care center may result in temporary generation of pollutants related to the slight increase in motor vehicle emissions resulting from the drop-off and pick-up activities related to the day care center's operations. However, the project would not result in the generation of a significant level of pollutants. Section 2-1-113.1.3 (*Exemption, Sources and Operations, Any Vehicle*) of the General Requirements of the Bay Area Air Quality Management District exempts sources of air pollution associated with the operation of vehicles. No additional mitigation measures are necessary.

Source: Bay Area Air Quality Management District (BAAQMD) Regulation 2, Rule1: General Requirements.

3.b.	Violate any air quality standard or contribute significantly to an existing or projected air quality violation?			X	
Discussion: Reference response to Section 3.a. above. **Source:** BAAQMD Regulation 2, Rule1: General Requirements.					
3.c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
Discussion: Reference response to Section 3.a., above. **Source:** BAAQMD Regulation 2, Rule 1: General Requirements.					
3.d.	Expose sensitive receptors to significant pollutant concentrations, as defined by BAAQMD?			X	
Discussion: Reference response to Section 3.a., above. **Source:** BAAQMD Regulation 2, Rule1: General Requirements.					
3.e.	Create objectionable odors affecting a significant number of people?			X	
Discussion: While project construction for the minor residential upgrade to accommodate the day care center may create temporary construction-related odors, the project would not result in any permanent odors, nor would temporary odors affect a significant number of people as the project is located on private property within a single-family residential neighborhood. **Source:** Project Application/Plans.					
3.f.	Generate pollutants (hydrocarbon, thermal odor, dust or smoke particulates, radiation, etc.) that will violate existing standards of air quality on-site or in the surrounding area?			X	
Discussion: Reference response to Section 3.a. above. **Source:** BAAQMD Regulation 2, Rule1: General Requirements.					

4.	**BIOLOGICAL RESOURCES**. Would the project:	*Potentially Significant Impacts*	*Significant Unless Mitigated*	*Less Than Significant Impact*	*No Impact*
4.a.	Have a significant adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X
Discussion: N/A; the project site is not located within any riparian/sensitive habitat areas and will not modify the habitat of any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. **Source:** San Mateo County, General Plan Sensitive Habitats and GIS Resource Maps.					
4.b.	Have a significant adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X
Discussion: Reference response to Section 4.a. above. **Source:** San Mateo County, General Plan Sensitive Habitats and GIS Resource Maps.					
4.c.	Have a significant adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
Discussion: Reference response to Section 4.a. above. **Source:** San Mateo County, General Plan Sensitive Habitats and GIS Resource Maps.					
4.d.	Interfere significantly with the movement of any native resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X

Discussion: Reference response to Section 4.a. above. **Source:** San Mateo County, General Plan Sensitive Habitats and GIS Resource Maps.					
4.e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (including the County Heritage and Significant Tree Ordinances)?			X	
Discussion: Although not a part of this project, a tree removal permit was approved on May 20, 2013 to remove a Mexican ash tree that was causing damage to the subject property as evidenced by the partial root protrusion and cracks on the driveway and sidewalk areas of the site. Replacement planting of one tree using at least one 15-gallon size stock is required, as conditioned by this approved tree permit. **Source:** Tree Permit Application/Decision Letter (PLN 2013-00168).					
4.f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, other approved local, regional, or State habitat conservation plan?				X
Discussion: Reference response to Section 4.a. above. **Source:** San Mateo County, General Plan Sensitive Habitats and GIS Resource Maps.					
4.g.	Be located inside or within 200 feet of a marine or wildlife reserve?				X
Discussion: Reference response to Section 4.a. above. **Source:** San Mateo County, General Plan Sensitive Habitats and GIS Resource Maps.					
4.h.	Result in loss of oak woodlands or other non-timber woodlands?				X
Discussion: Reference response to Section 4.a. above. **Source:** San Mateo County, General Plan Sensitive Habitats and GIS Resource Maps.					

5.	**CULTURAL RESOURCES**. Would the project:	*Potentially Significant Impacts*	*Significant Unless Mitigated*	*Less Than Significant Impact*	*No Impact*
5.a.	Cause a significant adverse change in the significance of a historical resource as defined in CEQA Section 15064.5?				X

Discussion: N/A; the project site is not located within any historical resource area. The residence was constructed in 1973 and is not considered historic. Only minor exterior modifications are proposed. **Source:** Project Application/Plans, San Mateo County General Plan.					
5.b.	Cause a significant adverse change in the significance of an archaeological resource pursuant to CEQA Section 15064.5?				X
Discussion: N/A; the project site is not located within an archeological resource area. No excavation is proposed as part of the project. **Source:** Project Application/Plans, San Mateo County General Plan.					
5.c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
Discussion: Reference response to Section 5.b. above. **Source:** Project Application/Plans, San Mateo County General Plan.					
5.d.	Disturb any human remains, including those interred outside of formal cemeteries?				X
Discussion: Reference response to Section 5.b. above. **Source:** Project Application/Plans, San Mateo County General Plan.					

6. **GEOLOGY AND SOILS**. Would the project:				
	Potentially Significant Impacts	***Significant Unless Mitigated***	***Less Than Significant Impact***	***No Impact***
6.a. Expose people or structures to potential significant adverse effects, including the risk of loss, injury, or death involving the following, or create a situation that results in:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other significant evidence of a known fault? *Note: Refer to Division of Mines and Geology Special Publication 42 and the County Geotechnical Hazards Synthesis Map.*			X	
Discussion: The project site is not located on or adjacent to a known earthquake fault. The Geotechnical Section will review the proposal when an application for the required building permit is submitted to verify that there are no geotechnical issues. **Source:** San Mateo County Geotechnical Hazards Synthesis Map; California Geological Survey - Alquist-Priolo Earthquake Fault Zones.				
ii. Strong seismic ground shaking?			X	
Discussion: Reference response to Section 6.a. above. **Source:** San Mateo County Geotechnical Hazards Synthesis Map; California Geological Survey - Alquist-Priolo Earthquake Fault Zones.				
iii. Seismic-related ground failure, including liquefaction and differential settling?			X	
Discussion: Reference response to Section 6.a. above. **Source:** San Mateo County Geotechnical Hazards Synthesis Map; California Geological Survey - Alquist-Priolo Earthquake Fault Zones.				
iv. Landslides?			X	
Discussion: The project is not located in an area susceptible to landslides. The topography of the site is flat; no excavation is proposed. **Source:** State of California Seismic Hazard Zone Map/San Mateo County Landslide Susceptibility Map.				

v. Coastal cliff/bluff instability or erosion? *Note to reader: This question is looking at instability under current conditions. Future, potential instability is looked at in Section 7 (Climate Change).*				X
Discussion: N/A; the site is not located in the Coastal Zone. **Source:** County GIS Resource Map.				
6.b. Result in significant soil erosion or the loss of topsoil?			X	
Discussion: The project will not result in soil erosion or loss of topsoil. Reference response to Section 6.a.iv, above. **Source:** Project Application/Plans.				
6.c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, severe erosion, liquefaction or collapse?			X	
Discussion: Reference response to Section 6.a.i, above. **Source:** San Mateo County Geotechnical Hazards Synthesis Map; California Geological Survey - Alquist-Priolo Earthquake Fault Zones; State of California Seismic Hazard Zone Map/San Mateo County Landslide Susceptibility Map.				
6.d. Be located on expansive soil, as noted in the 2010 California Building Code, creating significant risks to life or property?			X	
Discussion: Reference response to Section 6.a.i, above. **Source:** Project Application/Plans.				
6.e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
Discussion: The project site is not reliant on a septic tank system for wastewater disposal since the project area is already serviced by a sewer provider. **Source:** Project Application /Plans, San Mateo County GIS Resource Maps.				

7. **CLIMATE CHANGE**. Would the project:				
	Potentially Significant Impacts	***Significant Unless Mitigated***	***Less Than Significant Impact***	***No Impact***
7.a. Generate greenhouse gas (GHG) emissions (including methane), either directly or indirectly, that may have a significant impact on the environment?			X	
Discussion: To ensure new development projects are compliant with the County's Energy Efficiency Climate Action Plan (EECAP), the County provides the EECAP Development Checklist. Planning staff has reviewed the proposal with the criteria of the checklist and found that there are no criteria that are applicable for the project. No mitigation measures required. Also, reference response to Section 3.a., above. **Source:** San Mateo County Energy Efficiency Climate Action Plan (EECAP); BAAQMD Regulation 2, Rule1: General Requirements.				
7.b. Conflict with an applicable plan (including a local climate action plan), policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	
Discussion: Reference response to Section 3.a. above. **Source:** BAAQMD Regulation 2, Rule 1: General Requirements.				
7.c. Result in the loss of forestland or conversion of forestland to non-forest use, such that it would release significant amounts of GHG emissions, or significantly reduce GHG sequestering?				X
Discussion: No loss or conversion of forestland. **Source:** Project Application/Plans.				
7.d. Expose new or existing structures and/or infrastructure (e.g., leach fields) to accelerated coastal cliff/bluff erosion due to rising sea levels?				X
Discussion: The project site is not located in the Coastal Zone. **Source:** San Mateo County GIS Resource Maps.				
7.e. Expose people or structures to a significant risk of loss, injury or death involving sea level rise?				X

Discussion: N/A; the project site is not located in a Coastal Zone. **Source:** San Mateo County GIS Resource Maps.					
7.f.	Place structures within an anticipated 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?			X	
Discussion: The project site is located in Flood Zone X designated as minimal risk areas outside the 1-percent and .2-percent-annual-chance floodplains. **Source:** FEMA Flood Insurance Rate Map.					
7.g.	Place within an anticipated 100-year flood hazard area structures that would impede or redirect flood flows?			X	
Discussion: Reference response to Section 7.f. above. **Source:** Flood Insurance Rate Map.					

8.	**HAZARDS AND HAZARDOUS MATERIALS.** Would the project:				
		Potentially Significant Impacts	***Significant Unless Mitigated***	***Less Than Significant Impact***	***No Impact***
8.a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (e.g., pesticides, herbicides, other toxic substances, or radioactive material)?				X
Discussion: N/A; the project does not involve the transport, use or disposal of hazardous materials. **Source:** Project Application/Plans.					
8.b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X
Discussion: Reference response to Section 8.a. above. **Source:** Project Application/Plans.					
8.c.	Emit hazardous emissions or handle hazardous or acutely hazardous				X

	materials, substances, or waste within one-quarter mile of an existing or proposed school?				
Discussion: Reference response to Section 8.a. above. **Source:** Project Application/Plans.					
8.d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
Discussion: The project parcel is not considered hazardous material sites, according to the latest Hazardous Waste and Substances Site List posted by the California Department of Toxic Substances Control (mandated by Government Code Section 65962.5). **Source:** California Department of Toxic Substances Control, Hazardous Waste and Substances Site List.					
8.e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area?				X
Discussion: The project site is not located within close proximity to any airport. **Source:** Project Application/Plans; San Mateo County GIS Resource Maps.					
8.f.	For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area?				X
Discussion: Reference response to Section 8.e. above. **Source:** Project Application/Plans; San Mateo County GIS Resource Maps.					
8.g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
Discussion: The project will not physically interfere with an adopted emergency plan. The project site is located in a developed residential area with available access to emergency response agencies such as the Menlo Park Fire District and the Menlo Park Police. **Source:** Project Application/Plans; San Mateo County GIS Resource Maps.					
8.h.	Expose people or structures to a signifi-cant risk of loss, injury or death involving				X

	wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				
Discussion: The project site is not located within any wildland area. **Source:** Project Application/Plans; San Mateo County GIS Resource Maps.					
8.i.	Place housing within an existing 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?			X	
Discussion: Reference response to Section 7.f. above. **Source:** FEMA Flood Insurance Rate Map.					
8.j.	Place within an existing 100-year flood hazard area structures that would impede or redirect flood flows?			X	
Discussion: Reference response to Section 7.f. above. **Source:** FEMA Flood Insurance Rate Map.					
8.k.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X	
Discussion: Reference response to Section 7.f. above. **Source:** FEMA Flood Insurance Rate Map.					
8.l.	Inundation by seiche, tsunami, or mudflow?				X
Discussion: The project site is not located in the Coastal Zone. **Source:** San Mateo County GIS Resource Maps.					

9. HYDROLOGY AND WATER QUALITY. Would the project:					
		Potentially Significant Impacts	***Significant Unless Mitigated***	***Less Than Significant Impact***	***No Impact***
9.a.	Violate any water quality standards or waste discharge requirements (consider water quality parameters such as temperature, dissolved oxygen,				X

	turbidity and other typical stormwater pollutants (e.g., heavy metals, pathogens, petroleum derivatives, synthetic organics, sediment, nutrients, oxygen-demanding substances, and trash))?				
Discussion: The project site is located in a developed residential zone already serviced by water and sewer providers. **Source:** Project Application/Plans.					
9.b.	Significantly deplete groundwater supplies or interfere significantly with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X
Discussion: The day care center is not reliant on groundwater access for its domestic water source since the project site is located in a developed residential zone already serviced by a water provider. **Source:** Project Application/Plans.					
9.c.	Significantly alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in significant erosion or siltation on- or off-site?				X
Discussion: The project site is located in a developed residential zone already serviced by water and sewer providers. **Source:** Project Application/Plans.					
9.d.	Significantly alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or significantly increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?			X	
Discussion: The project involves only minor construction that would not impact the drainage pattern of the area. Also, see response to Section 9.e., below. **Source:** Project Application/Plans.					
9.e.	Create or contribute runoff water that would exceed the capacity of existing or			X	

	planned stormwater drainage systems or provide significant additional sources of polluted runoff?				
Discussion: At the time of submittal for a Building Permit, the project will be subject to review for compliance with all County drainage policies and the County's Municipal Stormwater Regional Permit. **Source:** Project Application/Plans, San Mateo County Drainage Policy.					
9.f.	Significantly degrade surface or ground-water water quality?				X
Discussion: Reference response to Section 9.e., above. **Source:** Project Application/Plans.					
9.g.	Result in increased impervious surfaces and associated increased runoff?				X
Discussion: The project includes a proposal to widen the existing driveway by 0.5 feet, as part of the mitigation measures recommended that would add a third parking space on-site, subject to review for compliance with all County drainage policies and the County's Municipal Stormwater Regional Permit, at the time of submittal for a Building Permit. **Source:** Project Application/Plans.					

10.	**LAND USE AND PLANNING**. Would the project:				
		Potentially Significant Impacts	***Significant Unless Mitigated***	***Less Than Significant Impact***	***No Impact***
10.a.	Physically divide an established community?				X
Discussion: N/A; the project will not divide an established community. **Source:** Project Application/Plans.					
10.b.	Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X	

Discussion: The project is subject to the approval of a Use Permit pursuant to Section 6161(k)1 of the San Mateo County Zoning Regulations. **Source:** San Mateo County General Plan; San Mateo Zoning Regulations.				
10.c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				X
Discussion: N/A; the project site is not located within any habitat/conservation areas. **Source:** California Department of Fish and Wildlife, Habitat Conservation Planning.				
10.d. Result in the congregating of more than 50 people on a regular basis?				X
Discussion: The project does not involve the congregation of more than 50 people since the day care center will only accommodate a maximum of twenty-four (24) children. Two teachers will be on-site during the course of all daily operations. Also, drop off/pick-up activities will add to the occupancy level of the day care center, fluctuating at various times of the day as determined by the reservations schedule. **Source:** Project Application/Plans.				
10.e. Result in the introduction of activities not currently found within the community?			X	
Discussion: Five similar facilities are located within a one-mile radius of the project site as identified in Attachment C below. **Source:** Project Application; Map of Other Day Care Centers within the Community.				
10.f. Serve to encourage off-site development of presently undeveloped areas or increase development intensity of already developed areas (examples include the introduction of new or expanded public utilities, new industry, commercial facilities or recreation activities)?				X
Discussion: No increase in development intensity will occur since the area is already a fully developed community. **Source:** Project Plans; San Mateo County GIS Resource Maps.				
10.g. Create a significant new demand for housing?				X
Discussion: No new demand for housing will be created since the site is already in a developed residential area. **Source:** Project Plans; San Mateo County GIS Resource Maps.				

11. **MINERAL RESOURCES**. Would the project:				
	Potentially Significant Impacts	***Significant Unless Mitigated***	***Less Than Significant Impact***	***No Impact***
11.a. Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?				X
Discussion: The project site is not located in an area known for mineral resources. **Source:** Project Plans; San Mateo County GIS Resource Maps.				
11.b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X
Discussion: Reference response to Section 11.a. above. **Source:** Project Plans; San Mateo County GIS Resource Maps.				

12. **NOISE**. Would the project result in:				
	Potentially Significant Impacts	***Significant Unless Mitigated***	***Less Than Significant Impact***	***No Impact***
12.a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
Discussion: The source of child-related noise generated by the day care facility will be from the outdoor monitored playtime activities scheduled twice daily. Since the ages of the children range from 2 - 6 years old, the anticipated noise from these activities would be considered minimal. The operators have opted to schedule the outdoor activities to coincide when most residents are at work. Also, since the day care center will only operate during the weekdays, no noise impacts will occur during the weekends. **Source:** Project Application/Plans; Field Observation.				
12.b. Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?			X	
Discussion: While this project will not generate noise levels in excess of appropriate levels once implemented, during construction activities, increased noise levels may occur. However, noise				

sources associated with demolition and construction of any real property are exempt from the County Noise Ordinance provided these activities occur during designated timeframes. **Source:** Project Application/Plans; San Mateo County Noise Ordinance.				
12.c. A significant permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
Discussion: Reference response to Section 12.b. above. **Source:** Project Application/Plans; San Mateo County Noise Ordinance.				
12.d. A significant temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		X		
Discussion: Reference response to Section 12.a., above. **Source:** Project Application/Plans; San Mateo County Noise Ordinance.				
12.e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, exposure to people residing or working in the project area to excessive noise levels?				X
Discussion: The project site is not located within any airport area. **Source:** Project Application/Plans; San Mateo County Noise Ordinance.				
12.f. For a project within the vicinity of a private airstrip, exposure to people residing or working in the project area to excessive noise levels?				X
Discussion: Reference response to Section 12.e., above. **Source:** Project Application/Plans; San Mateo County Noise Ordinance.				

13. POPULATION AND HOUSING. Would the project:				
	Potentially Significant Impacts	*Significant Unless Mitigated*	*Less Than Significant Impact*	*No Impact*
13.a. Induce significant population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
Discussion: The project is not associated with new development that would trigger new population growth in the area. **Source:** Project Application/Plans.				
13.b. Displace existing housing **(including low- or moderate-income housing)**, in an area that is substantially deficient in housing, necessitating the construction of replacement housing elsewhere?				X
Discussion: The subject site is located in a developed residential area. One single-family residence will be converted to use as a day care center. This is not a significant displacement or loss of housing in this developed urban area. If or when the day care center ceases operation, the structure can easily revert back to residential use with only minor alterations. **Source:** Project Application/Plans.				

14. PUBLIC SERVICES. Would the project result in significant adverse physical impacts associated with the provision of new or physically altered government facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
	Potentially Significant Impacts	*Significant Unless Mitigated*	*Less Than Significant Impact*	*No Impact*
14.a. Fire protection?				X
14.b. Police protection?				X
14.c. Schools?				X
14.d. Parks?				X
14.e. Other public facilities or utilities (e.g., hospitals, or electrical/natural gas supply systems)?				X

Discussion: The level of public services will not be affected by this new activity in the neighborhood.

Source: Project Application/Plans.

15. RECREATION. Would the project:				
	Potentially Significant Impacts	***Significant Unless Mitigated***	***Less Than Significant Impact***	***No Impact***
15.a. Increase the use of existing neighborhood or regional parks or other recreational facilities such that significant physical deterioration of the facility would occur or be accelerated?				X
Discussion: The day care center will not generate an increase in the use of existing neighborhood parks. **Source:** Project Application/Plans.				
15.b. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X
Discussion: New recreational facilities will not be required by this facility. **Source:** Project Application/Plans.				

16. TRANSPORTATION/TRAFFIC. Would the project:				
	Potentially Significant Impacts	***Significant Unless Mitigated***	***Less Than Significant Impact***	***No Impact***
16.a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?		X		

Discussion: The day care center is allowed to operate in a residential zone subject to the issuance of a Use Permit. Based on the Traffic and Parking Study (Study) prepared by Kimley-Horn and Associates, Inc., the operations will generate an anticipated total number of 164 daily trips, operationally adjusted to 160 (less 4 off-peak trips attributed to staff). Compared to the 106 daily trips generated by a standard day care center allocating the same number of 24 pre-school children, as referenced in the International Transportation Engineers (ITE) Manual, the project will generate a higher number of daily trips. Despite this difference, the project has lowered the number of peak hour trips based on its ability to regulate and stagger drop-offs and pick-ups using the reservations system. Controlling the drop-off/pick-up activities also translates to a minimal level of potential cut-through scenarios, since parking will be available most of the time to clients, thereby removing the need to circle around the neighborhood streets for a secondary attempt at drop-offs or pick-ups (See Table 2 of Study). The following mitigation measures are recommended to ensure that potential adverse traffic impacts to the neighborhood are avoided during peak hours of operation:

Mitigation Measure 1: Ensure that the third on-site parking space is provided by implementing the planned driveway improvements to widen the existing pad from 26.5 feet to 27 feet in width. This would provide sufficient width to accommodate three (3) standard 9-foot by 20-foot parking stalls. The driveway modifications could be implemented through minor improvements, including removal of the existing temporary fenced trash receptacle enclosure, and widening of the existing driveway pad by 0.5 feet with additional concrete paving, or installation of grasscrete (or other permeable pavers).

Mitigation Measure 2: The owners/managers of the childcare facility shall follow the County's request to allow no more than two (2) drop-offs/pickups during any 12-minute period and should endeavor to ensure that the childcare center parents/guardians/caregivers park for less than 10 minutes when signing in or out of the center. Owners/managers should also continue to communicate the request that users park in designated areas, such as the driveway and ADA parking zone, to avoid blocking or turning around in neighbor driveways.

Mitigation Measure 3: The owners/managers of the childcare facility should ensure that sight lines are maintained at the northeast corner of the Alameda de las Pulgas/Manzanita Avenue intersection by keeping tree branches trimmed and shrubs/foliage trimmed to a maximum height of 30 inches (2.5 feet).

Source: Traffic Study prepared by Kimley-Horn and Associates, Inc.; Department of Public Works Project Review Comments; ITE Trip Generation Manual; Project Plans and Field Observation.

16.b.	Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the County congestion management agency for designated roads or highways?			X	

Discussion: Based on the Study, the current Level of Service (LOS) for the intersection at Manzanita Avenue and Alameda de las Pulgas is at level D or better, except for the northbound approach, which operates at an unacceptable LOS E level during peak a.m. hours. According to the San Mateo County significance criteria for intersections, a project impact occurs if the volume-to-capacity (V/C) ratio at this LOS E intersection increases by 0.02 or more with the addition of the project. The Study has determined that the V/C ratio increases by only 0.01 with the addition of the traffic, thereby concluding that no significant impact occurs with the added traffic volume at this intersection. No mitigation measures are recommended.

Source: Traffic Study prepared by Kimley-Horn and Associates, Inc.

16.c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in significant safety risks?				X

Discussion: The project site is not located within the vicinity of an airport.

Source: Project Application/Plans; San Mateo County GIS Resource Maps.

16.d. Significantly increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	

Discussion: Reference response to Section 16.a., above.

Source: Traffic Study prepared by Kimley-Horn and Associates, Inc.; Project Plans and Field Observation.

16.e. Result in inadequate emergency access?			X	

Discussion: The project will not impact existing emergency access to the site.

Source: Project Plans and Field Observation.

16.f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			X	

Discussion: Reference response to Section 16.g., below.

Source: Traffic Study prepared by Kimley-Horn and Associates, Inc.; Department of Public Works Project Review Comments; ITE Trip Generation Manual; Project Plans and Field Observation.

16.g. Cause noticeable increase in pedestrian traffic or a change in pedestrian patterns?			X	

Discussion: Pedestrian traffic is expected to increase only minimally since the majority of drop-offs/pick-ups will involve vehicles. **Source:** Traffic Study prepared by Kimley-Horn and Associates, Inc.; Project Plans and Field Observation.				
16.h. Result in inadequate parking capacity?		X		
Discussion: Reference response to Section 16.a. above. **Source:** Traffic Study prepared by Kimley-Horn and Associates, Inc.; Department of Public Works Project Review Comments; ITE Trip Generation Manual; Project Plans and Field Observation.				

17. UTILITIES AND SERVICE SYSTEMS. Would the project:	*Potentially Significant Impacts*	*Significant Unless Mitigated*	*Less Than Significant Impact*	*No Impact*
17.a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
Discussion: The project site is already serviced by a sewer/water provider. The demand from the day care center is considered similar to that of a single-family residence since the use is domestic in nature. Also, the water consumption for the day care center will only occur during the weekday hours of operation. **Source:** Project Application/Plans.				
17.b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
Discussion: Reference response to Section 17.a. above. **Source:** Project Application/Plans.				
17.c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
Discussion: Drainage impacts, which will be minor since only very limited exterior construction is proposed, will be evaluated in connection with required building permits and compliance with the San Mateo County Drainage policy. **Source:** Project Application/Plans.				

17.d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				X
Discussion: Reference response to Section 17.a., above. **Source:** Project Application/Plans.					
17.e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
Discussion: Reference response to Section 17.a., above. **Source:** Project Application/Plans.					
17.f.	Be served by a landfill with insufficient permitted capacity to accommodate the project's needs?				X
Discussion: The project site is located in a developed residential area already adequately serviced by a solid waste disposal provider. **Source:** Project Application/Plans.					
17.g.	Comply with Federal, State, and local statutes and regulations related to solid waste?				X
Discussion: Reference response to Section 17.f., above. **Source:** Project Application/Plans.					
17.h.	Be sited, oriented, and/or designed to minimize energy consumption, including transportation energy; incorporate water conservation and solid waste reduction measures; and incorporate solar or other alternative energy sources?			X	
Discussion: Only minor interior and exterior alterations are proposed for this existing single-family residence to which standard energy savings, practices and measures can be applied. **Source:** Project Application/Plans.					

17.i.	Generate any demands that will cause a public facility or utility to reach or exceed its capacity?			X	
Discussion: Reference response to Section 17.a., above. **Source:** Project Application/Plans.					

18. MANDATORY FINDINGS OF SIGNIFICANCE.					
		Potentially Significant Impacts	***Significant Unless Mitigated***	***Less Than Significant Impact***	***No Impact***
18.a.	Does the project have the potential to degrade the quality of the environment, significantly reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				X
Discussion: Reference response to Section 4.a. above. **Source:** San Mateo County, General Plan Sensitive Habitats Map.					
18.b.	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)				X
Discussion: No cumulative effects are associated with this project. **Source:** Project Application/Plans.					

18.c. Does the project have environmental effects which will cause significant adverse effects on human beings, either directly or indirectly?		X		

Discussion: Reference response to Section 16.a. above.

Source: Traffic Study prepared by Kimley-Horn and Associates, Inc.; Department of Public Works Project Review Comments; ITE Trip Generation Manual; Project Plans and Field Observation.

RESPONSIBLE AGENCIES. Check what agency has permit authority or other approval for the project.

AGENCY	YES	NO	TYPE OF APPROVAL
U.S. Army Corps of Engineers (CE)		X	
State Water Resources Control Board		X	
Regional Water Quality Control Board		X	
State Department of Public Health		X	
San Francisco Bay Conservation and Development Commission (BCDC)		X	
U.S. Environmental Protection Agency (EPA)		X	
County Airport Land Use Commission (ALUC)		X	
CalTrans		X	
Bay Area Air Quality Management District		X	
U.S. Fish and Wildlife Service		X	
Coastal Commission		X	
City		X	
Sewer/Water District:		X	
Other:			

MITIGATION MEASURES		
	Yes	No
Mitigation measures have been proposed in project application.	X	
Other mitigation measures are needed.		X

The following measures are included in the project plans or proposals pursuant to Section 15070(b)(1) of the State CEQA Guidelines:

Mitigation Measure 1: Ensure that the third on-site parking space is provided by implementing the planned driveway improvements to widen the existing pad from 26.5 feet to 27 feet in width. This would provide sufficient width to accommodate three (3) standard 9-foot by 20-foot parking stalls. The driveway modifications could be implemented through minor improvements, including removal of the existing temporary fenced trash receptacle enclosure, and widening of the existing driveway pad by 0.5 feet with additional concrete paving, or installation of grasscrete (or other permeable pavers).

Mitigation Measure 2: The owners/managers of the childcare facility shall follow the County's request to allow no more than two (2) drop-offs/pickups during any 12-minute period and should endeavor to ensure that the childcare center parents/guardians/caregivers park for less than 10 minutes when signing in or out of the center. Owners/managers should also continue to communicate the request that users park in designated areas, such as the driveway and ADA parking zone, to avoid blocking or turning around in neighbor driveways.

Mitigation Measure 3: The owners/managers of the childcare facility should ensure that sight lines are maintained at the northeast corner of the Alameda de las Pulgas/Manzanita Avenue intersection by keeping tree branches trimmed and shrubs/foliage trimmed to a maximum height of 30 inches (2.5 feet).

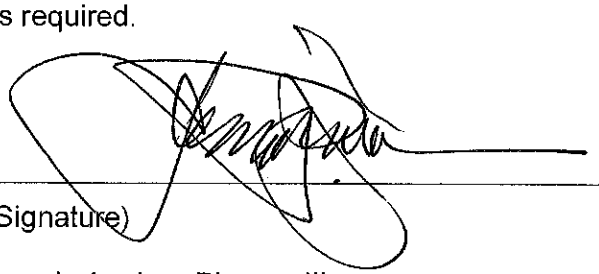
DETERMINATION (to be completed by the Lead Agency).

On the basis of this initial evaluation:

____ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Planning Department.

_X_ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because of the mitigation measures in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

____ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.



(Signature)

January 22, 2014 — Date

Dennis Aguirre, Planner III — Name, Title

ATTACHMENTS:

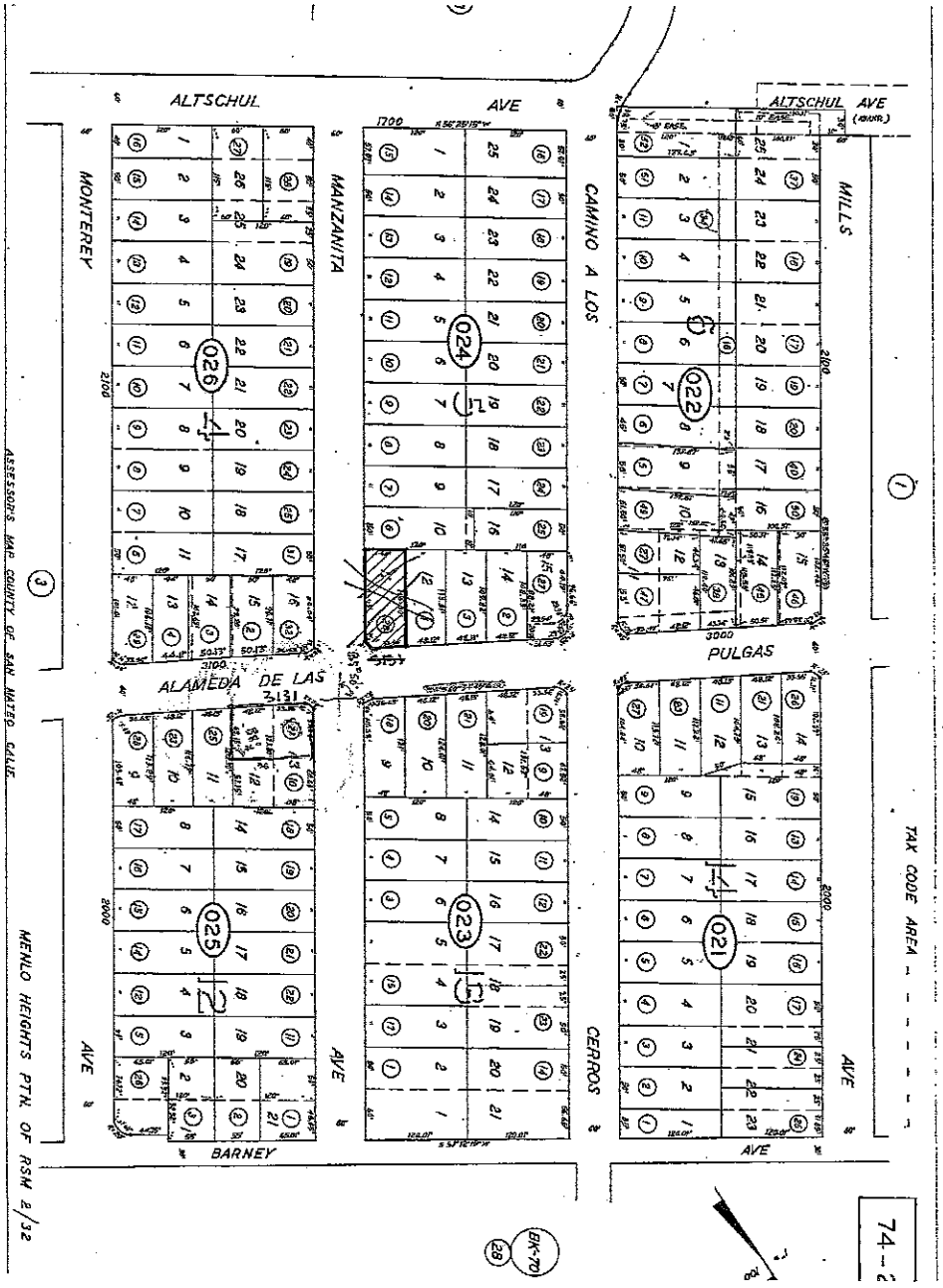
A. Project Plans

B. Traffic Study prepared on October 8, 2013 by Kimley-Horn and Associates, Inc.

C. Map of Other Childcare Facilities within One-Mile Radius of Project Site

DPA:jlh – DPAX0854_WJH.DOCX

Initial Study Checklist 10.17.2013.docx



CODE INFORMATION

Project scope:	Interior remodel, accessibility and entries
Zoning:	R-1 S-72
Occupancy:	E
Use:	Child Care
Construction:	Type 5-N wood frame, framed floor, pitched roof
Sprinklered	No
Building Code:	2010 CBC
Building Area:	1445 s.f.
Remodel Area:	s.f.
Parking:	2 covered, 1 uncovered; 2 drop-off in driveway

DRAWINGS INDEX

A1 Cover Sheet
A2 Site Plan
A3 Floor Plan
A4 Existing Exterior Elevations
A5 New Exterior Elevations

MANDATED WORK

New accessible entry access from public way and from accessible parking; accessible rest room; accessible doors; removal of floor elevation changes.

HENRY L. RIGGS, A.I.A.
47 Callie Lane, Menlo Park, CA 94025-1701 / 650-327-6198

TODDLE REMODEL
3131 ALAMEDA DE LAS PULGAS

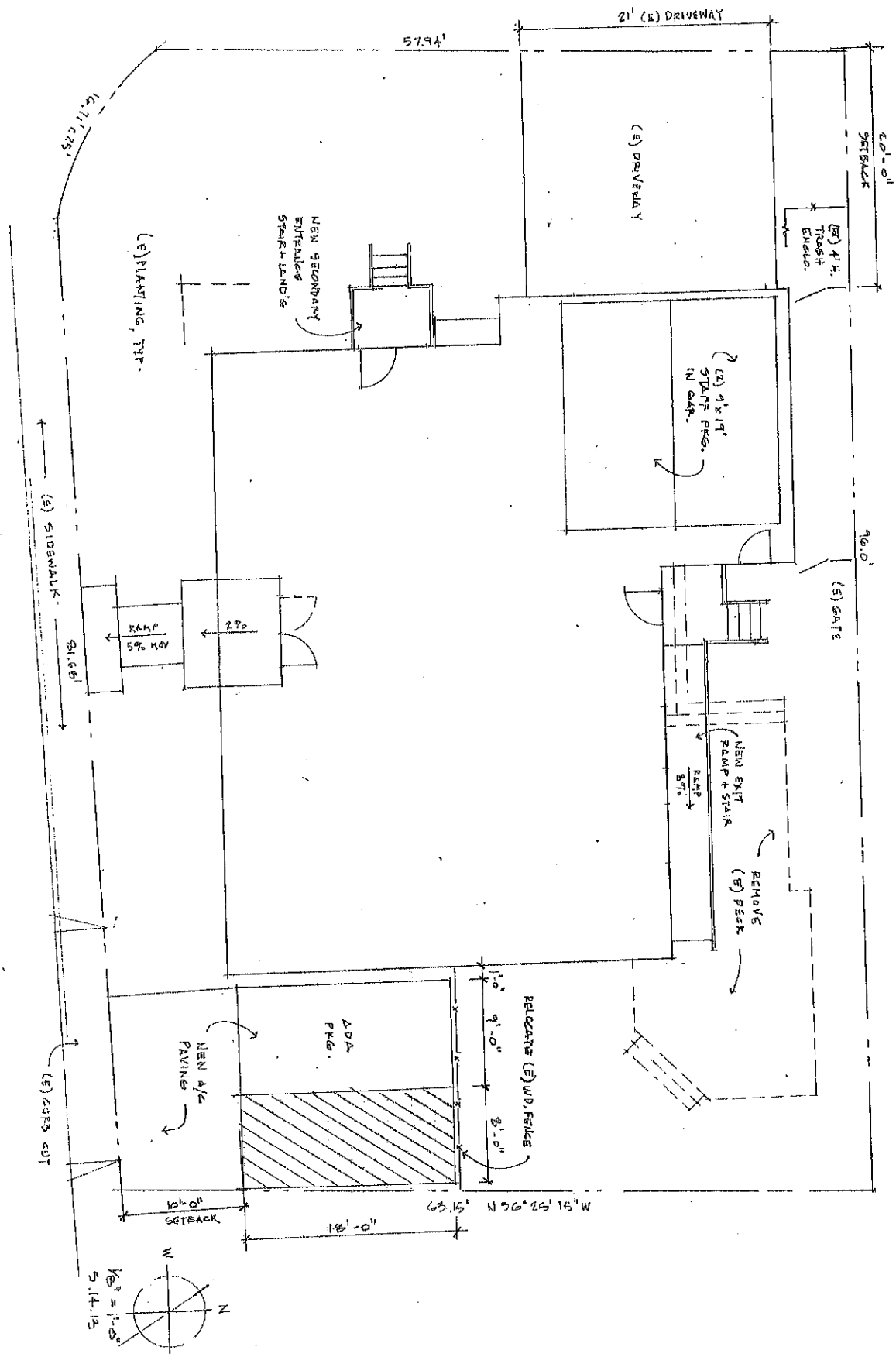
PROJECT INFORMATION

1

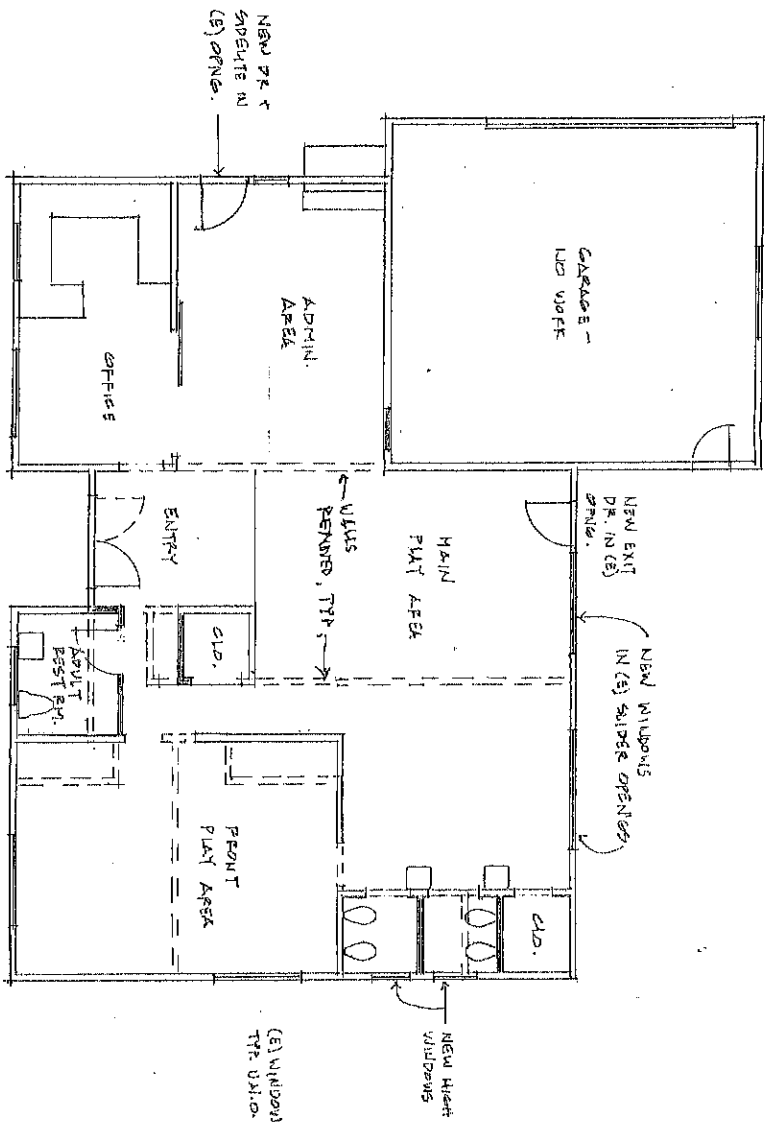
PLN 2013-00191

4.9.13

ATTACHMENT A

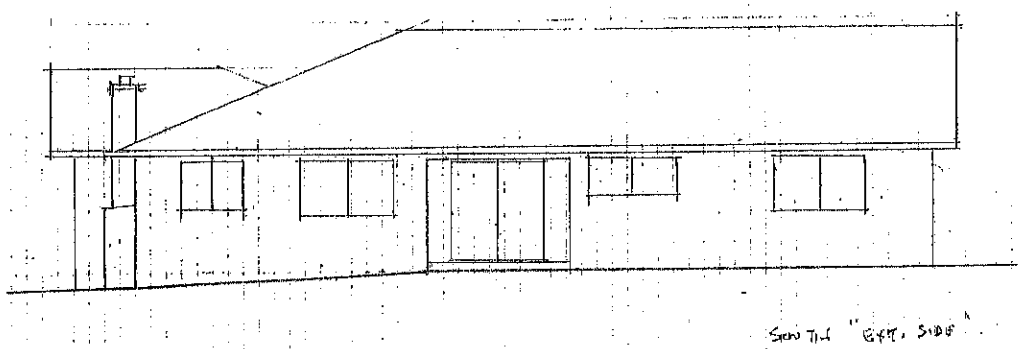


	2	TODDLE REMODEL 3131 ALAMEDA DE LAS PULGAS	HENRY L. RIGGS, A.I.A. 47 Callie Lane, Menlo Park, CA 94025-1701 / 650-327-6198
		SITE PLAN	

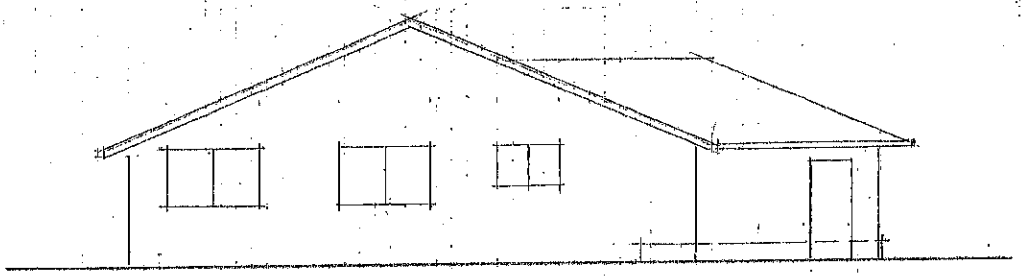


FLOOR PLAN
1/8" = 1'-0"

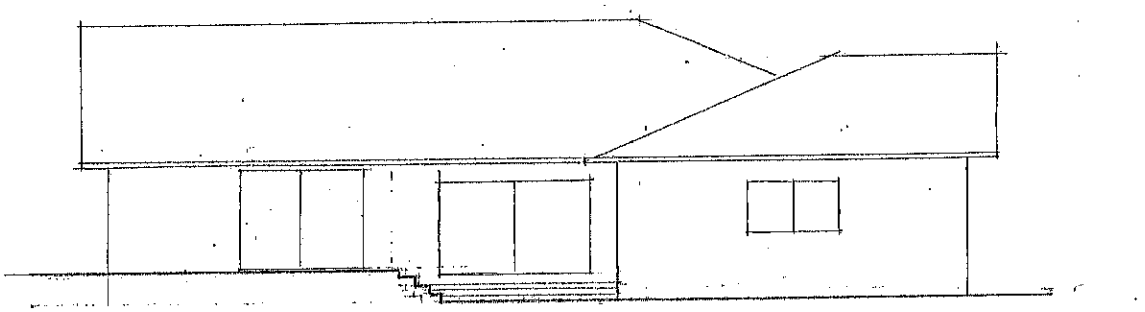
3	TODDLE REMODEL 3131 ALAMEDA DE LAS PULGAS	HENRY L. RIGGS, A.I.A. 47 Callie Lane, Menlo Park, CA 94025-1701 / 650-327-6198
	FLOOR PLAN	



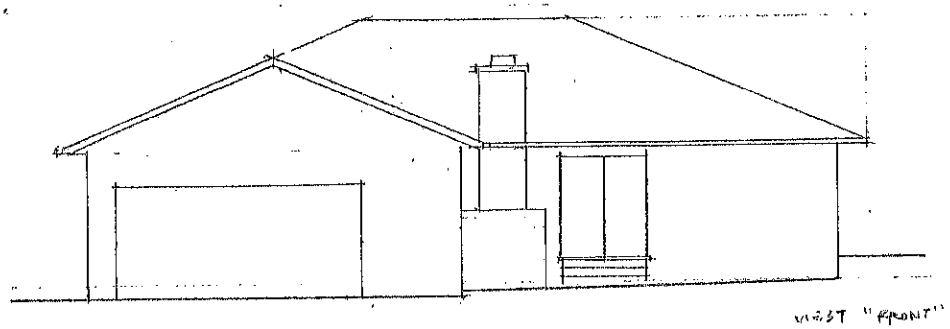
SOUTH "LEFT SIDE"



EAST "REAR"



NORTH "INT. SIDE"

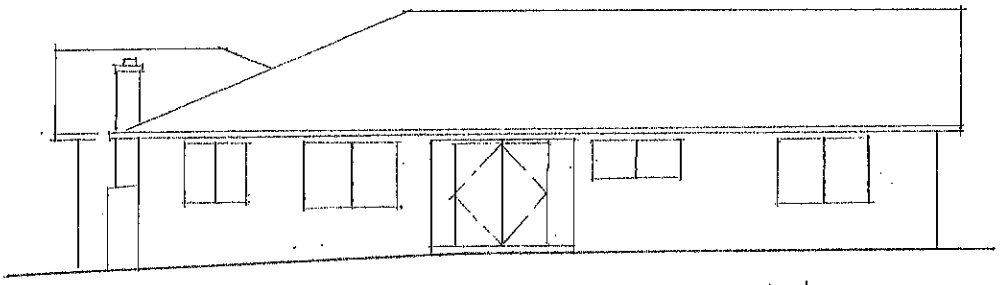


WEST "FRONT"

1/8" = 1'-0"

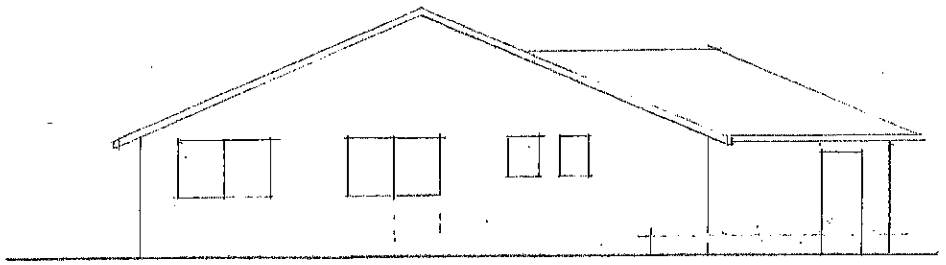
EXISTING EXTERIOR ELEV'S

	4	TODDLE REMODEL 3131 ALAMEDA DE LAS PULGAS	HENRY L. RIGGS, A.I.A. 47 Callie Lane, Menlo Park, CA 94025-1701 / 650-327-6198
		EXISTING BLDG ELEVATIONS	



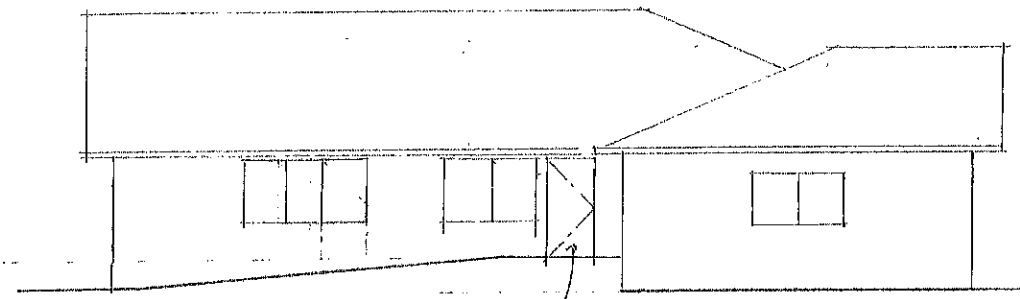
no chg's

SOUTH



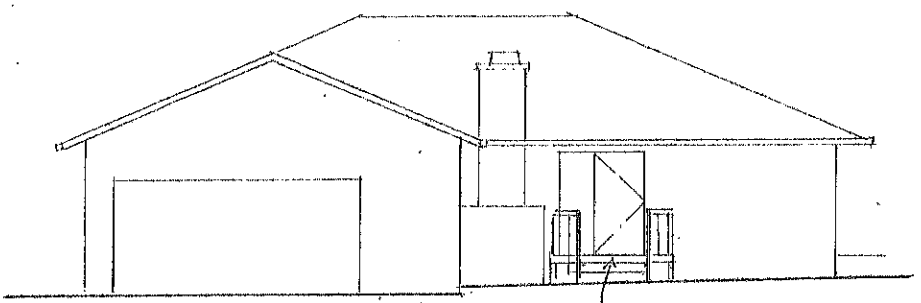
EAST

revise bath window



NORTH

replace sl. drs. w/ accessible + window



replace door and stairs

WEST

5	TODDLE REMODEL 3131 ALAMEDA DE LAS PULGAS	HENRY L. RIGGS, A.I.A. 47 Callie Lane, Menlo Park, CA 94025-1701 / 650-327-6198	
	NEW BLDG ELEVATIONS		

Kimley-Horn
and Associates, Inc.

Suite 250
100 W. San Fernando Street
San Jose, California
95113

TECHNICAL MEMORANDUM

To: Ms. Heather Hopkins
Toddle, LLC

From: Adam Dankberg, PE
Luke Schwartz, PE
Kimley-Horn and Associates, Inc.

Date: October 8, 2013

Subject: Final Traffic and Parking Study
3131 Alameda de las Pulgas Childcare Center
San Mateo County, California

This memorandum summarizes the traffic and parking study prepared for the proposed childcare center (the "proposed project") to be located at 3131 Alameda de las Pulgas within unincorporated Menlo Park, California. The focus of this study is to evaluate the ingress and egress of pick-up and drop-off traffic at the project site and to assess the ability of the available parking supply to accommodate the parking demand associated with the project. This evaluation was performed in accordance with the scope of work dated June 27, 2013, the amended scope of work dated July 16, 2013, as well as subsequent correspondence with the applicant and San Mateo County staff.

PROJECT DESCRIPTION

The proposed project includes a small childcare center to be located in what is an existing residential home at 3131 Alameda de las Pulgas, at the corner of Manzanita Avenue in the unincorporated portion of Menlo Park, California. The site is located in the middle of what is generally a single-family residential neighborhood. Access to the site is located via the property driveway on Manzanita Avenue and via a closed gate on Alameda de las Pulgas. The childcare center will have a maximum capacity of 24 children and will be open between 8:30 AM and 6:00 PM on weekdays.

The proposed childcare center differs from a traditional day care or preschool in that it is intended for families that need short-term (up to four hours) flexible childcare, primarily to supplement existing preschool and babysitting schedules. The service caters to stay-at-home and part-time working parents with variable schedules untied to typical work hours. The childcare center will operate using a reservation-based system

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ATTACHMENT B

that allows the facilitators to ensure a staggered, distributed schedule that provides the benefit of controlling the number of parents arriving at any one time.

The project applicant proposes the following pick-up/drop-off schedule for the childcare center, which can be regulated via the facility's reservation system:

- 8:30 AM – 9:00 AM: Maximum of five reservations allowed for drop-offs
- 9:00 AM – 4:00 PM: Staggered drop-offs and pick-ups scheduled with a maximum of two drop-offs/pickups within 12-minute increments
- 4:00 PM – 6:00 PM: Maximum of five pickups allowed

It is estimated that the childcare center would reach its maximum capacity of 24 students around 11:00 a.m. to 11:30 a.m., with the majority of drop-offs occurring between 9:00 a.m. and 10:30 a.m. and the majority of pick-ups occurring between 12:00 p.m. and 3:00 p.m. The project applicant estimates that a total of 40 total drop-offs would be the maximum anticipated demand for a given day, with the capacity never to exceed 24 children at any point in time. It should be noted that while the proposed parking supply would likely accommodate a greater number of drop-off/pickups during peak business hours, per direction from the County, the applicant has agreed to allow no more than two (2) drop-offs/pickups within any 12-minute period and no more than 10 drop-offs/pickups within any given hour.

The proposed project site will include two parking spaces in the garage of the facility for two staff and three parking spaces in the driveway. There are three on-street parking spaces along Alameda de las Pulgas directly fronting the property and one van-accessible ADA parking space and loading zone will be provided on the south side of the property with access from Alameda de las Pulgas.

The project vicinity and proposed parking locations are shown in **Attachment A**.

DATA COLLECTION AND SITE REVIEW

An in-person field visit was conducted to observe general traffic and parking conditions within the vicinity of the project site. Existing weekday intersection turning movement counts were collected at the intersection of Alameda de las Pulgas / Manzanita Avenue, the primary project access intersection. The intersection counts were collected on a typical weekday in July 2013, during what is anticipated to be the peak drop-off and pickup periods for the proposed project between 8:30 AM to 2:00 PM, and during the typical PM peak commute period from 4:00 PM to 6:00 PM. 24-hour roadway tube counts were also collected on Alameda de las Pulgas and additional roadway traffic counts for various local streets within the vicinity of the project site were provided by the County of San Mateo.

Due to the scheduling of this study, traffic data was collected during the summer when the majority of schools are closed. In order to provide a conservative analysis and

minimize concerns regarding a potential underestimation of existing traffic levels when using summer traffic data, existing summer traffic count volumes were adjusted upward to reflect traffic conditions at a time of year when schools are in session. This adjustment was developed by comparing roadway traffic counts collected on Alameda de las Pulgas near the proposed project site in summer of 2013 to recent (2012) traffic counts collected at this location when schools were in session[1]. All traffic analysis discussed in the following sections was performed using the adjusted traffic volumes. All relevant traffic count data utilized in this study is provided in **Attachment B**. School traffic adjustment calculations are shown in **Attachment C**.

To assess the existing parking activity within the vicinity of the proposed project, weekday parking occupancy surveys were performed in July 2013 during the anticipated peak drop-off/pickup hours of the proposed project. The parking occupancy surveys included an inventory of the number of occupied and unoccupied on-street parking spaces at various times of day along Alameda de las Pulgas and Manzanita Avenue within one block in each direction of the project site. On-street parking is currently provided within a 12-foot wide striped parking/bike lane only along the north side (westbound direction) of Alameda de las Pulgas within the vicinity of the project site. No on-street parking is provided along the south side (eastbound direction) of Alameda de las Pulgas. The existing street width along Manzanita Avenue (approximately 20 feet curb-to-curb) does not provide sufficient width for proper on-street parking. Residents along this street typically pull up over the rolled curbs and park in the paved or unpaved areas at the back of curb. While parking activity was inventoried along Manzanita Avenue, it is assumed that the proposed project will not use Manzanita Avenue for any parking.

The results of the existing parking occupancy survey are shown in **Table 1**.

[1] Source of traffic data used for adjustment: *Traffic Study of the Updated Housing Element In the City of Menlo Park* (TJKM Transportation Consultants, March 15, 2013)

Table 1: Existing On-Street Parking Occupancy

Location	Direction	Parking Supply	Max Observed Occupied Spaces								
			8:30 AM - 9:00 AM	9:00 AM - 10:00 AM	10:00 AM - 10:30 AM	12:00 PM - 1:00 PM	1:00 PM - 2:00 PM	2:00 PM - 3:00 PM	3:00 PM - 4:00 PM	4:00 PM - 5:00 PM	5:00 PM - 6:00 PM
Alameda de Las Pulgas (Cam a Los Cerros to Manzanita Ave)	EB	0	-	-	-	-	-	-	-	-	-
	WB	7	0	0	0	0	0	4	4	3	1
Alameda de Las Pulgas (Manzanita Ave to Monterey Ave)	EB	0	-	-	-	-	-	-	-	-	-
	WB	7	2	2	1	2	1	0	1	1	3
	WB[3)]	3	0	0	0	1	1	0	0	0	1
Manzanita Ave (Altschul to Alameda de las Pulgas Ave)	NB	16	4	4	4	4	4	3	4	5	4
	SB	20	6	6	6	6	6	6	5	6	7
Manzanita Ave (Alameda de las Pulgas Ave to Barney Ave)	NB	6	1	1	1	1	2	2	2	2	2
	SB	5	4	3	2	2	2	3	4	5	5

Notes:

1. Data collected Wednesday, July 10th, 2013 (8:30 AM - 10:30 AM; 12:00 PM - 2:00 PM) and Tuesday, July 23, 2013 (4:00 PM - 6:00 PM).
2. Number of existing on-street parking spaces estimated based on an assumed dimension of 22 feet (curb length) per parking space.
3. For the north side of Alameda de las Pulgas (westbound direction) from Manzanita Avenue to Monterey Avenue, the parking occupancy totals are summarized for tho whole block (7 total spaces) and for just the spaces in front of the proposed childcare center property (3 spaces).
4. While the parking inventory and occupancy totals include on-street parking along Manzanita Avenue, it should be noted that the majority of vehicles are pulled up over the rolled curbs and parked on paved or unpaved areas at the back of curb.

As shown in **Table 1**, the parking occupancy survey shows the following:

- Along the segment of Alameda de las Pulgas fronting the project site, only one (1) of the three (3) total on-street parking spaces in front of the property were occupied, and for just a short period.
- For the majority of the proposed project's business hours, all three (3) on-street parking spaces fronting the property were unoccupied.
- Along the entire block of Alameda de las Pulgas between Manzanita Avenue and Monterey Avenue where on-street parking is permitted, at least five (5) of the seven (7) total on-street parking spaces were available throughout almost the entire planned hours of operation of the project.

PROJECT TRIP GENERATION

Trip generation is the amount of traffic expected to be created from a proposed project and distributed to the streets within the vicinity of the site. Based on the project operating assumptions, as provided by the project applicant, a detailed project operating plan for the proposed childcare center was developed for a typical weekday and is shown in **Attachment D**. Based on the project operating plan shown in **Attachment D**, the project trip generation was estimated for the AM peak hour (highest hour between 7:00 AM to 9:00 AM), PM peak hour (highest hour between 4:00 PM to 6:00 PM), and for the peak trip generating hour of the project, which is anticipated to occur outside of the AM and PM peak periods. The custom trip generation developed based on the specific operating characteristics of the proposed project is shown below in **Table 2**, and is compared to the trip generation estimates

calculated using Institute of Transportation Engineers' (ITE) *Trip Generation, 9th Edition,* trip generation rates for a traditional day care facility.

As shown in **Table 2**, the proposed project is anticipated to generate 164 daily trips, 12 total trips during the AM peak hour and six (6) total trips during the PM peak hour. The highest hourly trip generation is estimated at 20 total trips, and is anticipated to occur outside of the peak AM and PM commute periods, generally between 12:00 PM to 3:00 PM. Compared to trip generation estimates using ITE trip generation rates for a traditional day care center, the proposed project is anticipated to generate a higher number of total daily trips. However, because the proposed childcare center will operate with a reservation-based system that allows the operators to stagger appointments and limit the number of drop-offs/pickups during peak commute periods, the proposed project is expected to generate a lower number of total trips during the AM and PM peak hours.

Table 2: Project Trip Generation Estimates

Trip Generation Source	Trip Type	Daily Trips	AM Peak Hour			PM Peak Hour			Highest Peak Hour[5]		
			In	Out	Total	In	Out	Total	In	Out	Total
Custom Trip Generation for Proposed Project	Child Drop-off/Pickup	160	5	5	10	3	3	6	10	10	20
	Staff Trips	4	2	0	2	0	0	0	0	0	0
	All Trips	164	7	5	12	3	3	6	10	10	20
ITE[6]	All Trips	106	10	9	19	9	10	19	10	11	21

Notes:

1. Custom trip generation estimates based on the operating characteristics provided by the project applicant for a childcare center with a maximum occupancy of 24 children at any given time and a maximum allowed registration of 40 children per day.

2. Two staff are anticipated to arrive at the site prior to 8:30 a.m.. These trips are assumed to occur within the the AM peak hour. The staff will leave the site after 6:00 pm, outside of the PM peak period (4:00 p.m. - 6:00 p.m.)

3. A maximum of 5 drop-offs are allowed between 8:30 a.m. and 9:00 a.m. (within the AM peak hour)

4. A maximum of 5 pickups are allowed within the PM peak period (4:00 pm to 6:00 pm). In this trip generation estimate, it is assumed that 3 of the 5 pickups occur during a single peak hour.

5. During the period with the highest anticipated number of combined drop-offs and pickups (typically expected to occur between 12:00 PM and 2:00 PM), a maximum number of 2 drop-offs/pickups are allowed within a 12-minute period. For the wost-case individual peak hour during this period, it is assumed that a maximum of 10 drop-offs/pickups occur during a 60-minute period. This provides a very conservative estimate and is not likely to represent typical conditions at the proposed childcare facility.

6. Source: ITE *Trip Generation 9th Edition,* Average Rates based on 24-student Day Care Center (Code 565).

It should be noted that the existing property, which is used as a rental home, is currently occupied by tenants. The existing residential property generates vehicle trips and parking demand. However, for the purposes of providing a conservative analysis, the trips generated by the existing residential home have not been deducted from the net new project trip generation estimates above, and are not excluded from the traffic

circulation and parking analysis. In addition, some trips to the proposed childcare facility would likely be from people who live nearby and would choose to walk to the site. Thus, the project trip generation presented above presents a worst-case scenario.

SITE CIRCULATION AND ACCESS EVALUATION

Traffic Operations Analysis

In order to evaluate the potential impacts to traffic circulation resulting from the additional traffic generated by the proposed project, traffic operations were evaluated at the intersection of Alameda de las Pulgas / Manzanita Avenue. This is a side-street stop-controlled intersection that will serve as the primary access intersection for the project site. The AM and PM peak hour project trips, as shown previously in **Table 2,** were assigned to the adjacent street network using a distribution pattern based on existing traffic patterns, as well as consideration for where vehicles accessing the site will park. The parking analysis, as discussed in detail in a later section of this study, indicates that based on the peak hour project trip generation, there is a very low probability (less than two percent) that all three driveway parking spaces will be occupied at any given point during the AM or PM peak hour periods. Pickup/drop-off vehicles are anticipated to find an available parking spot in the on-site driveway at nearly all times during peak hour periods. For this reason, AM and PM peak hour project trips were assigned to the network assuming that vehicles would park at the site driveway on Manzanita Avenue and would not need to circle the block to find an available on-street parking space.

The project traffic assignment for AM and PM peak hour scenarios is shown in **Attachment E**. The project trips were added to the existing traffic volumes (with school traffic adjustments applied) in order to reflect the "existing plus project" traffic levels. Using these volumes, the intersection levels of service and control delay were calculated for the Alameda de las Pulgas / Manzanita Avenue intersection[2].

The intersection levels of service and delay by approach are summarized in **Table 3**.

[2] Level of Service (LOS) is a qualitative term used to describe the operating conditions a driver will experience while traveling on a particular street or at an intersection during a specific time interval. Levels of service are represented by a letter scale from LOS A to LOS F, with LOS A representing the best performance and LOS F representing the poorest performance under significantly congested conditions.

Table 3: Alameda de las Pulgas / Manzanita Avenue – Intersection Levels of Service

Intersection Movement	EXISTING				EXISTING + PROJECT			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Northbound	**45.6**	E	29.4	D	**47.9**	E	31.3	D
Southbound	30.3	D	17.3	C	31.9	D	29.7	D
Eastbound Left	8.9	A	10.2	B	9.0	A	10.2	B
Westbound Left	10.4	B	8.7	A	10.4	B	8.7	A

Notes:
1. Delay and level of service reported for each stop controled movement. Eastbound and westbound through/right traffic is uncontrolled and will have essentially no delay.
2. Overall level of service for unsignalized intersections is reported based on the highest approach delay in seconds per vehicle.
3. Intersection approaches operating at LOS E or F are shown in **bold**.
4. Peak hour intersection levels of service calculated using TRAFFIX 8.0 software, which utilizes the operations methodology of the *2000 Highway Capacity Manual*, Transportation Research Council, 2000.

The County of San Mateo establishes LOS D or better as the target threshold for most intersections within the County's jurisdiction. As shown in **Table 3**, the Alameda de las Pulgas / Manzanita Avenue intersection currently operates with LOS D or better for all intersection movements, with the exception of the northbound approach, which operates at unacceptable LOS E during the existing AM peak hour. According to the County significance criteria for intersections, a significant project impact is identified when the addition of a project causes either of the following to occur:

- The level of service at an intersection degrades from acceptable LOS D or better to unacceptable LOS F or F with the addition of the project; or
- The level of service at an intersection is an unacceptable LOS E or LOS F under baseline conditions and the addition of the project trips causes the critical movement volume-to-capacity (V/C) ratio to increase by 0.02 or more with the addition of the project.

The project does not add any trips to the critical intersection approach (northbound), but it does add to the conflicting traffic on Alameda de las Pulgas, which slightly increases the delay by approximately two (2) seconds per vehicle for vehicles attempting to make a northbound left or right turn from Manzanita Avenue to Alameda de las Pulgas. The V/C ratio for this movement is increased by only 0.01 with the addition of the project traffic; thus, there is no significant impact.

No existing queuing issues were observed at the Alameda de las Pulgas / Manzanita Avenue intersection and the "existing plus project" traffic analysis indicates that the addition of the project trips will not significantly increase vehicle queues at this location.

Neighborhood Cut-through Assessment

As part of the standard enrollment/admission package for the proposed childcare center, the project owners/management requires all parents/guardians/caregivers to sign a *traffic circulation policy agreement*, which specifies a number of rules that are to be followed in order to limit traffic, parking and safety issues in the neighborhood. The agreement includes the following rules:

- Users will come to and from the site via the Alameda de las Pulgas / Manzanita Avenue access point rather than the streets of the neighborhood;
- Users will park in the site driveway or on-street directly in front of the property on Alameda de las Pulgas;
- Users will not block neighbor driveways or use them to turn around;
- When driving or walking to the site, users are advised to pay close attention to cars backing out of driveways.

While the abovementioned agreement will help limit potential traffic and parking impacts to the adjacent neighborhood, it is reasonable to expect that some additional traffic will be added to neighborhood streets, particularly during the busiest drop-off/pickup times when there is a small chance that the site driveway parking spaces may be occupied, requiring drivers to circle the block to then park on-street. Using the parking analysis methodologies discussed in later sections of this study, on average, there is a relatively low probability (less than 5 percent) that both of the three (3) driveway drop-off/pickup parking spaces will be occupied at a given time during business hours. Using a conservative assumption that approximately 10 percent of the daily vehicle trips arriving at the site to drop-off/pickup a child will find the driveway to be fully occupied, and will need to circle around the block to park on-street. This would represent 10 percent of the total daily inbound child drop-off/pickup trips, which equates to approximately eight (8) new vehicle trips (80 inbound trips x 10 percent) added to the following neighborhood streets: Manzanita Avenue, Barney Avenue and Monterey Avenue. Based on recent traffic counts provided by the County, the eight (8) additional daily vehicle trips would represent a very small increase in traffic to these residential streets. The additional eight (8) daily vehicles would represent only eight (8) percent of the existing weekday traffic on Manzanita Avenue and less than one (1) percent of the existing daily traffic volume on Barney Avenue. No existing traffic data was available for Monterey Avenue.

Driveway Conflicts

As mentioned previously, the childcare center *traffic circulation policy agreement* requires that each parent/guardian/caregiver traveling to or from the facility agree to pay close attention to cars backing out of driveways. In addition, the site driveway is the first driveway on the right side of the street when turning onto Manzanita Avenue from Alameda de las Pulgas, which could create the potential for additional conflicts between cars pulling out of the site driveway and vehicles turning onto Manzanita Avenue. While the traffic counts collected for this study indicate that the peak period

traffic volume turning onto Manzanita Avenue from Alameda de las Pulgas is very low, the following improvements are recommended to help further reduce concerns regarding potential conflicts at the site driveway:

- Maintain sight lines at the northeast corner of the Alameda de las Pulgas / Manzanita Avenue intersection by keeping tree branches trimmed and shrubs/foliage trimmed to a maximum height of 30 inches (2.5 feet).

PARKING EVALUATION

The County of San Mateo Zoning Code does not specify a required number of parking spaces for the type of use represented by the proposed project. For this reason, a number of sources were referenced to determine the appropriate number of parking spaces needed to meet the anticipated parking demand of the project. A review of relevant available information provided the following findings:

- A study published in *ITE Journal* monitored 29 traditional day care facilities and found the average peak parking demand rate for a day care facility to be equal to one (1) space for every five (5) children, plus staff parking[3]. For a 24-child facility with two on-site staff, this would equate to two (2) staff parking spaces and five (5) parking spaces for child drop-off/pickup (7 total spaces).
- ITE's *Parking Generation, 4th Edition*, provides parking generation rates for various types of land uses that can be used to estimate parking demand. Using ITE parking generation rates for a traditional 24-child day care facility, the average peak parking demand is estimated at approximately six (6) spaces, including staff parking.

See **Attachment F** for documentation on each of these two parking references.

The proposed project will utilize eight (8) total parking spaces: two (2) garage parking spaces for staff, three (3) driveway spaces and three (3) on-street parking spaces for loading during drop-offs and pickups. It should be noted that while the current site driveway has width for two parking spaces; the project applicant plans to implement minor improvements to the driveway pad to provide additional width needed accommodate a third driveway parking space. The existing paved driveway and side setback totals 26.5 feet in width by 20 feet in length. With minor improvements, including removal of a temporary fenced trash receptacle enclosure, and widening of the existing driveway pad by 0.5 feet with additional concrete paving, or installation of grasscrete (or other permeable pavers), the total driveway width would reach 27 feet, which would accommodate three (3) standard nine-foot by 20-foot parking stalls. The total number of proposed parking spaces would be generally consistent with the

[3] Van Winkle, J. and Kinton, S, *Parking and Trip Generation Characteristics for Day-Care Facilities*, ITE Journal, Washington, DC, July, 1994

number of parking spaces recommended for a traditional day care, as discussed in the two ITE publications mentioned above.

A supplemental analysis based on the project trip generation and drop-off/pickup waiting time was performed to verify if the proposed number of non-staff parking spaces will sufficiently accommodate the anticipated parking demand generated by the project. As shown previously in **Table 2**, the proposed childcare center will generate an estimated 10 inbound trips during the highest peak hour (generally between 12:00 PM and 3:00 PM). According to ITE research, it takes an average of 5.6 minutes to park and sign a child in or out of a childcare facility[4]. Using a conservative assumption of an average wait time per drop-off/pickup of 10 minutes, with evenly distributed arrivals, the maximum number of occupied parking spaces at any given time would be two (2). However, even with a reservation-based system, it is impossible to guarantee evenly spaced arrivals throughout a given hour and that cars will always be parked for only six minutes. With a conservative assumption that only two (2) of the three (3) on-street spaces will be unoccupied during project business hours (see **Table 1** for existing parking occupancy), a total of five (5) parking spaces are assumed to be available for drop-offs/pickups. **Table 4** below shows the probability that the available parking spaces would be occupied if the vehicles are parked for a specific length of time during the highest peak hour of business operations.

Table 4: Probability of Drop-off/Pickup Parking Being Occupied (5 spaces)

	5 min/veh	10 min/veh
3 Driveway Spaces Occupied	< 1%	4.9%
3 Driveway Spaces Occupied and 2 On-Street Spaces Occupied	< 1 %	< 1%

As shown in **Table 4**, the probability that all three (3) of the driveway drop-off/pickup parking spaces will be occupied during the worst-case peak hour if vehicles park for at least five minutes is less than one (1) percent; at 10 minutes, the probability increases to about five (5) percent. This indicates that even during the highest drop-off/pickup times, there will likely be an available parking space in the project driveway for customers. Further, there is a very low likelihood that the project parking demand would exceed the total parking supply available for drop-offs/pickups between the driveway parking and on-street parking spaces.

Parking analysis calculations are provided in **Attachment G**.

[4]Hitchens, *Trip Generation of Day Care Centers*, 1990 Compendium of Technical Papers, Institute of Transportation Engineers, Washington, DC, 1990.

FINDINGS AND RECOMMENDATIONS

The key findings of the traffic circulation and parking analysis performed for the proposed childcare facility at 3131 Alameda de las Pulgas in unincorporated Menlo Park, California are summarized as follows:

Key Findings

- *Project Trip Generation:* The proposed project is anticipated to generate approximately 164 weekday trips, 12 AM peak hour trips and 6 PM peak hour trips. During the worst-case peak hour, which is expected to occur between 12:00 PM and 3:00 PM, outside of the AM and PM peak commute periods, the highest hourly trip project generation is approximately 20 trips.
- *Traffic Operations:* The primary project access intersection, the intersection of Alameda de las Pulgas / Manzanita Avenue, currently operates at deficient LOS E during the AM peak hour, with the critical delay occurring at the northbound Manzanita Avenue intersection approach. The proposed project does not add any trips to this approach, but does increase the average side-street control delay for the northbound approach by approximately two (2) seconds per vehicle. The project traffic causes an increase in the volume-to-capacity (V/C) ratio for this movement by only 0.01, and does not significantly impact intersection operations.
- *Neighborhood Traffic Concerns:* The enrollment/registration application for the proposed childcare center requires that applicants sign a traffic circulation agreement that requires child drop-off/pickup drivers to park in designated areas, avoid accessing the site from local neighborhood streets and refrain from blocking or turning around in neighbor driveways. During the busiest periods, there is some chance that all of the driveway parking spaces may be occupied at times – in turn, some drop-off/pickup drivers may first turn onto Manzanita Avenue, only to circle around the block to the on-street parking spaces on Alameda de las Pulgas. Only a small proportion of the daily project trips (conservatively 8 inbound trips) are anticipated to use neighborhood streets to access the project site, which represents a relatively low proportion of the existing local street traffic volumes.
- *Parking Evaluation:* Based on a conservative analysis considering existing neighborhood on-street parking demand and an average drop-off/pickup parking time of 10 minutes, the proposed parking demand generated by the childcare facility would have a very small probability (< 5%) of exceeding the available on-site driveway parking supply during the busiest time of day. During the rare instances when all driveway parking spaces are occupied, childcare center drop-off/pickup drivers would need to utilize one of the three on-street parking spaces on Alameda de las Pulgas fronting the property. The probability of the project parking demand exceeding the available driveway parking supply and the on-street parking supply fronting the property is very low.

Recommendations

- Ensure that the third on-site driveway parking space is provided by implementing the planned driveway improvements to widen the existing pad from 26.5 feet to 27 feet in width. This would provide sufficient width to accommodate three (3) standard 9-foot by 20-foot parking stalls. The driveway modifications could be implemented through minor improvements, including removal of the existing temporary fenced trash receptacle enclosure, and widening of the existing driveway pad by 0.5 feet with additional concrete paving, or installation of grasscrete (or other permeable pavers). (see photo below)
- The owners/managers of the childcare facility shall follow the County's request to allow no more than two (2) drop-off/pickups during any 12-minute period and should endeavor to ensure that childcare center parents/guardians/caregivers park for less than 10 minutes when signing children in or out of the center. Owners/managers should also continue to communicate the request that users park in designated areas and avoid blocking or turning around in neighbor driveways.
- The owners/managers of the childcare facility should ensure that sight lines are maintained at the northeast corner of the Alameda de las Pulgas / Manzanita Avenue intersection by keeping tree branches trimmed and shrubs/foliage trimmed to a maximum height of 30 inches (2.5 feet).

ATTACHMENTS

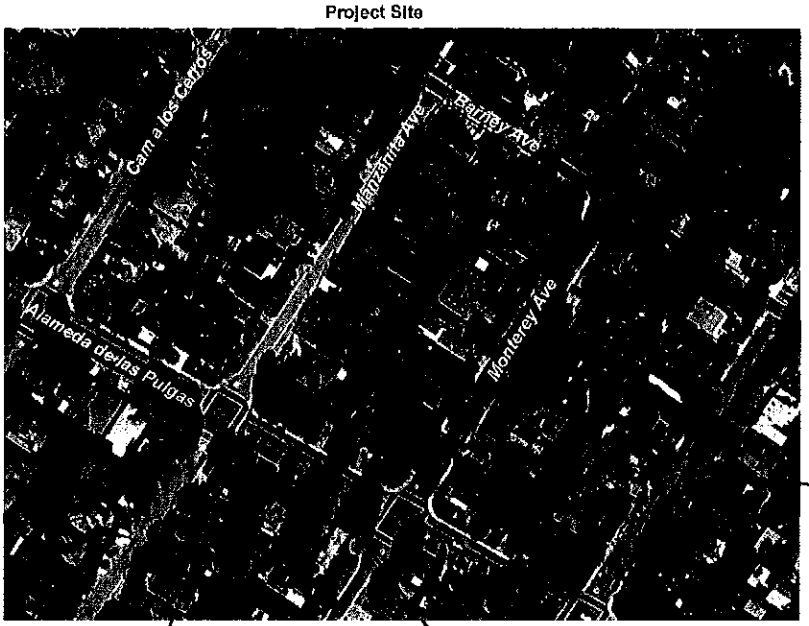
Attachment A: Project Location and Parking Supply
Attachment B: Traffic Count Data
Attachment C: School Traffic Adjustment Calculations
Attachment D: Childcare Center – Typical Operating Plan
Attachment E: Project Trip Distribution & Assignment
Attachment F: Intersection Level of Service Calculations
Attachment G: ITE Parking References
Attachment H: Parking Analysis Calculations

ATTACHMENTS

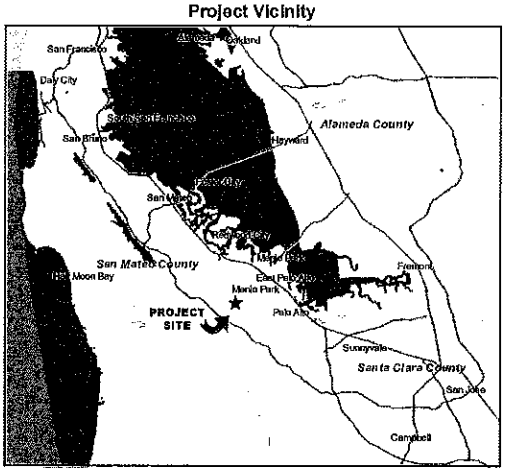
A: Project Location and Parking Supply

3131 Alameda de las Pulgas Childcare Center

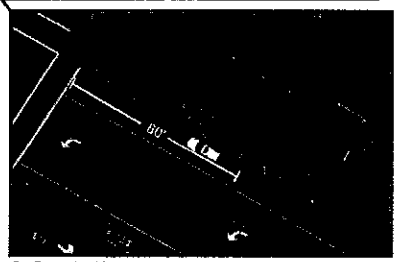
Project Site



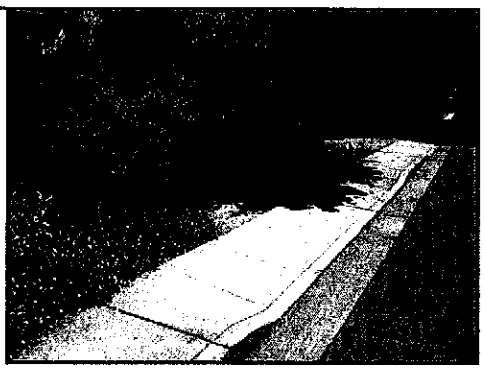
Project Vicinity



On-Site Parking:
- 2 garage parking spaces for staff
- 2 existing driveway parking spaces for drop-off/pickup
- Planned 3rd driveway parking space w/ minor improvements



On-Street Parking:
- Adequate area for 3 on-street parking spaces in front of property
- 7 total on-street spaces exist on north side of Alameda de las Pulgas between Manzanita Avenue and Monterey Avenue



- Project includes plans to provide one van-accessible ADA parking space and loading zone on south side of property with access from existing curb cuts on Alameda de las Pulgas

NOT TO SCALE

Kimley-Horn and Associates, Inc.

ATTACHMENT A

Project Location and Parking Supply

K:\TPTO\097780004\Figure\A\Project Location.ai

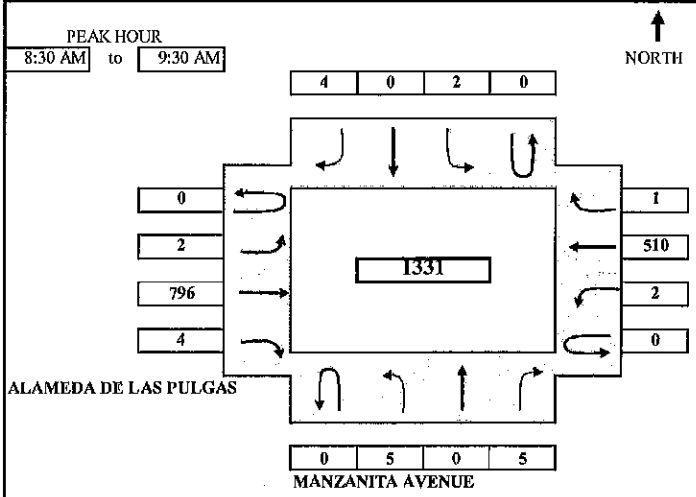
B: Traffic Count Data

B.A.Y.M.E.T.R.I.C.S.

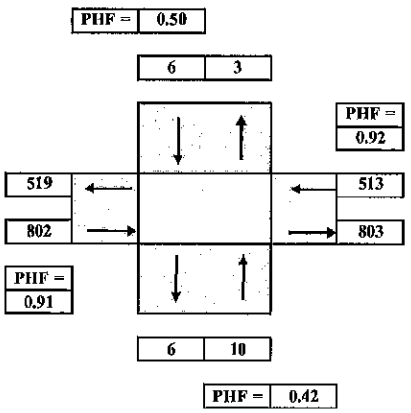
INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT:	**DATA COLLECTION IN MENLO PARK**	**SURVEY DATE:**	**7/10/2013**	**DAY:**	**WEDNESDAY**
N-S APPROACH:	**MANZANITA AVENUE**	**SURVEY TIME:**	**8:30 AM**	**TO**	**10:30 AM**
E-W APPROACH:	**ALAMEDA DE LAS PULGAS**	**JURISDICTION:**	**MENLO PARK**	**FILE:**	**3307072-AM**

PEAK HOUR 8:30 AM to 9:30 AM



ARRIVAL / DEPARTURE VOLUMES



TIME PERIOD			NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
From		To	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	
SURVEY DATA																			
8:30 AM	to	8:45 AM		0	0	1		0	0	1		0	217	1		0	133	0	**353**
8:45 AM	to	9:00 AM		1	0	1		1	0	3		1	435	3		1	255	0	**701**
9:00 AM	to	9:15 AM		3	0	1		1	0	3		2	634	4		2	392	1	**1043**
9:15 AM	to	9:30 AM		5	0	5		2	0	4		2	796	4		2	510	1	**1331**
9:30 AM	to	9:45 AM		6	0	6		2	0	4		3	959	4		3	607	2	**1596**
9:45 AM	to	10:00 AM		6	0	6		3	0	4		3	1120	4		5	700	2	**1853**
10:00 AM	to	10:15 AM		7	0	6		3	0	4		4	1243	4		6	780	3	**2060**
10:15 AM	to	10:30 AM		7	0	6		3	0	4		4	1280	4		6	810	3	**2127**
TOTAL BY PERIOD																			
8:30 AM	to	8:45 AM	0	0	0	1	0	0	0	1	0	0	217	1	0	0	133	0	**353**
8:45 AM	to	9:00 AM	0	1	0	0	0	1	0	2	0	1	218	2	0	1	122	0	**348**
9:00 AM	to	9:15 AM	0	2	0	0	0	0	0	0	0	1	199	1	0	1	137	1	**342**
9:15 AM	to	9:30 AM	0	2	0	4	0	1	0	1	0	0	162	0	0	0	118	0	**288**
9:30 AM	to	9:45 AM	0	1	0	1	0	0	0	0	0	1	163	0	0	1	97	1	**265**
9:45 AM	to	10:00 AM	0	0	0	0	0	1	0	0	0	0	161	0	0	2	93	0	**257**
10:00 AM	to	10:15 AM	0	1	0	0	0	0	0	0	0	1	123	0	0	1	80	1	**207**
10:15 AM	to	10:30 AM	0	0	0	0	0	0	0	0	0	0	37	0	0	0	30	0	**67**
HOURLY TOTALS																			
8:30 AM	to	9:30 AM	0	5	0	5	0	2	0	4	0	2	796	4	0	2	510	1	**1331**
8:45 AM	to	9:45 AM	0	6	0	5	0	2	0	3	0	3	742	3	0	3	474	2	**1243**
9:00 AM	to	10:00 AM	0	5	0	5	0	2	0	1	0	2	685	1	0	4	445	2	**1152**
9:15 AM	to	10:15 AM	0	4	0	5	0	2	0	1	0	2	609	0	0	4	388	2	**1017**
9:30 AM	to	10:30 AM	0	2	0	1	0	1	0	0	0	2	484	0	0	4	300	2	**796**

PEAK HOUR SUMMARY

8:30 AM to 9:30 AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	
VOLUME	0	5	0	5	0	2	0	4	0	2	796	4	0	2	510	1	**1331**
PEDESTRIAN																	**21**
BICYCLE																	**44**
PHF BY MOVEMENT	0.00	0.63	0.00	0.31	0.00	0.50	0.00	0.50	0.00	0.50	0.91	0.50	0.00	0.50	0.93	0.25	OVERALL
PHF BY APPROACH		0.42				0.50				0.91				0.92			0.94

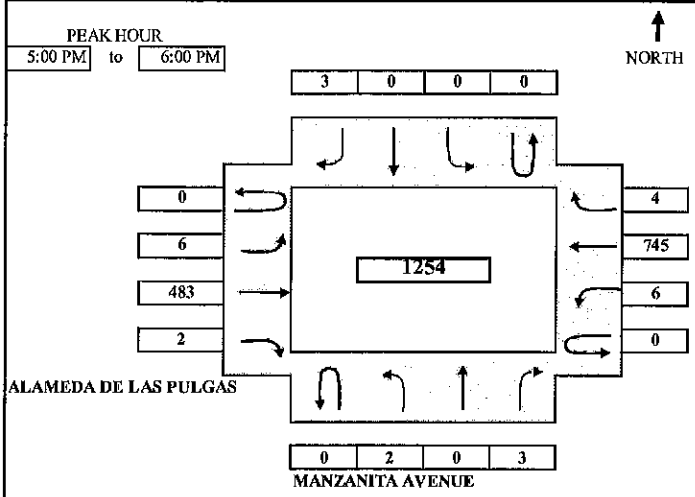
TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

B.A.Y.M.E.T.R.I.C.S.

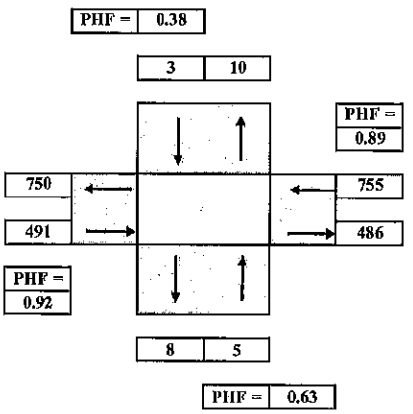
INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT:	**DATA COLLECTION IN MENLO PARK**	**SURVEY DATE:**	**7/23/2013**	**DAY:**	**TUESDAY**
N-S APPROACH:	**MANZANITA AVENUE**	**SURVEY TIME:**	**4:00 PM**	**TO**	**6:00 PM**
E-W APPROACH:	**ALAMEDA DE LAS PULGAS**	**JURISDICTION:**	**MENLO PARK**	**FILE:**	**3307072-PM**

PEAK HOUR 5:00 PM to 6:00 PM



ARRIVAL / DEPARTURE VOLUMES



TIME PERIOD			NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
From		To	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	
SURVEY DATA																			
4:00 PM	to	4:15 PM		1	0	0		0	0	0		1	129	0		1	150	0	**282**
4:15 PM	to	4:30 PM		3	0	0		0	0	1		3	266	2		4	310	1	**590**
4:30 PM	to	4:45 PM		4	0	0		0	0	3		3	412	4		7	468	1	**902**
4:45 PM	to	5:00 PM		6	0	1		0	0	3		3	529	4		9	633	1	**1189**
5:00 PM	to	5:15 PM		7	0	1		0	0	4		6	659	4		9	827	2	**1519**
5:15 PM	to	5:30 PM		7	0	2		0	0	4		7	761	5		10	1001	3	**1800**
5:30 PM	to	5:45 PM		8	0	2		0	0	6		8	883	6		12	1170	4	**2099**
5:45 PM	to	6:00 PM		8	0	4		0	0	6		9	1012	6		15	1378	5	**2443**
TOTAL BY PERIOD																			
4:00 PM	to	4:15 PM	0	1	0	0	0	0	0	0	0	1	129	0	0	1	150	0	**282**
4:15 PM	to	4:30 PM	0	2	0	0	0	0	0	1	0	2	137	2	0	3	160	1	**308**
4:30 PM	to	4:45 PM	0	1	0	0	0	0	0	2	0	0	146	2	0	3	158	0	**312**
4:45 PM	to	5:00 PM	0	2	0	1	0	0	0	0	0	0	117	0	0	2	165	0	**287**
5:00 PM	to	5:15 PM	0	1	0	0	0	0	0	1	0	3	130	0	0	0	194	1	**330**
5:15 PM	to	5:30 PM	0	0	0	1	0	0	0	0	0	1	102	1	0	1	174	1	**281**
5:30 PM	to	5:45 PM	0	1	0	0	0	0	0	2	0	1	122	1	0	2	169	1	**299**
5:45 PM	to	6:00 PM	0	0	0	2	0	0	0	0	0	1	129	0	0	3	208	1	**344**
HOURLY TOTALS																			
4:00 PM	to	5:00 PM	0	6	0	1	0	0	0	3	0	3	529	4	0	9	633	1	**1189**
4:15 PM	to	5:15 PM	0	6	0	1	0	0	0	4	0	5	530	4	0	8	677	2	**1237**
4:30 PM	to	5:30 PM	0	4	0	2	0	0	0	3	0	4	495	3	0	6	691	2	**1210**
4:45 PM	to	5:45 PM	0	4	0	2	0	0	0	3	0	5	471	2	0	5	702	3	**1197**
5:00 PM	to	6:00 PM	0	2	0	3	0	0	0	3	0	6	483	2	0	6	745	4	**1254**

PEAK HOUR SUMMARY

5:00 PM to 6:00 PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	
VOLUME	0	2	0	3	0	0	0	3	0	6	483	2	0	6	745	4	**1254**
PEDESTRIAN																	**6**
BICYCLE																	**61**
PHF BY MOVEMENT	0.00	0.50	0.00	0.38	0.00	0.00	0.00	0.38	0.00	0.50	0.93	0.50	0.00	0.50	0.90	1.00	OVERALL
PHF BY APPROACH	0.63				0.38				0.92				0.89				0.91

TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

B.A.Y.M.E.T.R.I.C.S.

DATA COLLECTION IN MENLO PARK

On Alameda De Las Pulgas, just west of Santa Cruz Avenue

Date	10-Jul-13		Wednesday		Date	10-Jul-13		Wednesday	
Direction	EB		WB		Direction	EB		WB	
Time	15 MIN	60 MIN	15 MIN	60 MIN	Time	15 MIN	60 MIN	15 MIN	60 MIN
0:00	9	0	10	0	12:00	91	365	96	328
0:15	6	0	6	0	12:15	105	388	88	338
0:30	3	0	6	0	12:30	96	389	93	372
0:45	2	20	4	26	12:45	100	392	74	351
1:00	3	14	6	22	13:00	104	405	90	345
1:15	2	10	1	17	13:15	104	404	72	329
1:30	2	9	2	13	13:30	77	385	86	322
1:45	0	7	4	13	13:45	91	376	86	334
2:00	0	4	3	10	14:00	92	364	83	327
2:15	1	3	0	9	14:15	89	349	78	333
2:30	0	1	2	9	14:30	104	376	70	317
2:45	1	2	3	8	14:45	93	378	90	321
3:00	0	2	1	6	15:00	111	397	98	336
3:15	1	2	1	7	15:15	97	405	80	338
3:30	0	2	0	5	15:30	85	386	97	365
3:45	0	1	1	3	15:45	119	412	111	386
4:00	0	1	0	2	16:00	117	418	101	389
4:15	1	1	0	1	16:15	88	409	111	420
4:30	3	4	1	2	16:30	96	420	94	417
4:45	2	6	2	3	16:45	128	429	112	418
5:00	2	8	2	5	17:00	109	421	132	449
5:15	10	17	3	8	17:15	91	424	138	476
5:30	11	25	3	10	17:30	84	412	140	522
5:45	23	46	2	10	17:45	102	386	158	568
6:00	25	69	2	10	18:00	77	354	148	584
6:15	26	85	10	17	18:15	77	340	151	597
6:30	43	117	13	27	18:30	57	313	127	584
6:45	51	145	24	49	18:45	62	273	108	534
7:00	76	196	40	87	19:00	93	289	111	497
7:15	92	262	50	127	19:15	83	295	83	429
7:30	92	311	64	178	19:30	75	313	87	389
7:45	137	397	67	221	19:45	51	302	67	348
8:00	164	485	69	250	20:00	62	271	76	313
8:15	125	518	64	264	20:15	41	229	63	293
8:30	153	579	84	284	20:30	38	192	63	269
8:45	185	627	72	289	20:45	37	178	59	261
9:00	173	636	85	305	21:00	26	142	43	228
9:15	154	665	82	323	21:15	30	131	49	214
9:30	124	636	76	315	21:30	45	138	41	192
9:45	133	584	79	322	21:45	25	126	44	177
10:00	122	533	73	310	22:00	31	131	33	167
10:15	78	457	61	289	22:15	32	133	26	144
10:30	88	421	70	283	22:30	29	117	29	132
10:45	69	357	76	280	22:45	17	109	29	117
11:00	86	321	89	296	23:00	12	90	14	98
11:15	82	325	78	313	23:15	8	66	14	86
11:30	95	332	59	302	23:30	13	50	11	68
11:45	97	360	95	321	23:45	14	47	12	51

EB		WB	
Total Volume	**5960**	**Total Volume**	**5411**
AM Peak Volume	**665**	AM Peak Volume	**323**
Noon Peak Volume	**533**	Noon Peak Volume	**372**
PM Peak Volume	**429**	PM Peak Volume	**597**
Evening Peak Volume	**271**	Evening Peak Volume	**313**

Phone: (510) 232-1271 Fax: (510) 232-1272

Page 1

SAN MATEO COUNTY DEPARTMENT OF PUBLIC WORKS

Site Code: 00000001
Station ID:
Manzanita av
Adlp to Barney av WMP
Latitude: 0' 0.0000 Undefined

Start	24-Jun-13		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	N	W	N	W	N	W	N	W	N	W	N	W	N	W	N	W
12:00 AM	0	1	0	2	0	1	1	0	0	0	*	*	*	*	0	1
01:00	0	0	0	0	0	0	0	0	0	0	*	*	*	*	0	0
02:00	0	0	0	0	0	0	0	0	0	0	*	*	*	*	0	0
03:00	0	1	0	1	0	1	0	1	0	1	*	*	*	*	0	1
04:00	1	0	2	0	0	0	1	0	0	0	*	*	*	*	1	0
05:00	0	1	0	1	1	1	2	1	0	1	*	*	*	*	1	1
06:00	1	1	0	1	1	1	0	1	2	1	*	*	*	*	1	1
07:00	2	2	6	3	5	2	3	4	1	1	*	*	*	*	3	2
08:00	5	3	3	3	4	4	3	2	3	4	*	*	*	*	4	3
09:00	1	4	3	2	4	0	3	1	1	2	*	*	*	*	2	2
10:00	3	3	4	3	1	0	3	3	0	1	*	*	*	*	2	2
11:00	6	2	2	3	4	5	4	0	*	*	*	*	*	*	4	2
12:00 PM	3	5	2	2	7	7	4	5	*	*	*	*	*	*	4	5
01:00	1	6	1	6	7	4	3	0	*	*	*	*	*	*	3	4
02:00	7	7	2	3	2	4	6	5	*	*	*	*	*	*	4	5
03:00	7	3	1	3	2	6	4	3	*	*	*	*	*	*	4	4
04:00	4	3	3	8	5	2	2	3	*	*	*	*	*	*	4	4
05:00	1	4	2	6	1	5	3	5	*	*	*	*	*	*	2	5
06:00	1	3	2	2	3	4	2	7	*	*	*	*	*	*	2	4
07:00	3	0	4	4	3	2	2	4	*	*	*	*	*	*	3	2
08:00	0	0	3	0	0	1	0	1	*	*	*	*	*	*	1	0
09:00	1	1	2	2	1	0	0	2	*	*	*	*	*	*	1	1
10:00	0	0	1	1	1	1	0	0	*	*	*	*	*	*	0	0
11:00	0	0	0	0	0	0	0	1	*	*	*	*	*	*	0	0
Lane	47	50	43	56	52	51	46	49	7	11	0	0	0	0	46	49
Day	97		99		103		95		18		0		0		95	
AM Peak	11:00	09:00	07:00	07:00	07:00	11:00	11:00	07:00	08:00	08:00	-	-	-	-	08:00	08:00
Vol.	6	4	6	3	5	5	4	4	3	4	-	-	-	-	4	3
PM Peak	14:00	14:00	19:00	16:00	12:00	12:00	14:00	18:00	-	-	-	-	-	-	12:00	12:00
Vol.	7	7	4	8	7	7	6	7	-	-	-	-	-	-	4	5

Comb. Total	97	99	103	95	18	0	0	95

ADT ADT 95 AADT 95

Page 1

SAN MATEO COUNTY DEPARTMENT OF PUBLIC WORKS

Site Code:
Station ID:
Barney av
Valparaiso av to Cedar av
Latitude: 0' 0.000 Undefined

Start	05-Sep-11		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	NW	SE	NW	SE	NW	SE	NW	SE	NW	SE	NW	SE	NW	SE	NW	SE
12:00 AM	*	*	*	*	*	*	*	*	*	*	1	3	1	0	1	2
01:00	*	*	*	*	*	*	*	*	*	*	1	0	0	2	0	1
02:00	*	*	*	*	*	*	*	*	*	*	0	0	0	0	0	0
03:00	*	*	*	*	*	*	*	*	*	*	0	0	0	0	0	0
04:00	*	*	*	*	*	*	*	*	*	*	0	1	1	0	0	0
05:00	*	*	*	*	*	*	*	*	*	*	0	1	3	1	2	1
06:00	*	*	*	*	*	*	*	*	*	*	1	4	0	3	0	4
07:00	*	*	*	*	*	*	*	*	*	*	1	12	0	6	0	9
08:00	*	*	*	*	*	*	*	*	*	*	14	34	7	19	10	26
09:00	*	*	*	*	*	*	*	*	*	*	10	32	2	35	6	34
10:00	*	*	*	*	*	*	*	*	*	*	15	36	15	17	15	26
11:00	*	*	*	*	*	*	*	*	*	*	22	39	19	24	20	32
12:00 PM	*	*	*	*	*	*	*	*	*	*	30	46	17	21	24	34
01:00	*	*	*	*	*	*	*	*	*	*	34	30	12	31	23	30
02:00	*	*	*	*	*	*	*	*	*	*	21	29	12	18	16	24
03:00	*	*	*	*	*	*	*	*	34	54	18	25	9	25	20	35
04:00	*	*	*	*	*	*	*	*	24	43	18	26	8	25	17	31
05:00	*	*	*	*	*	*	*	*	38	45	21	30	9	25	23	33
06:00	*	*	*	*	*	*	*	*	38	33	14	13	22	14	25	20
07:00	*	*	*	*	*	*	*	*	10	12	5	17	10	16	8	15
08:00	*	*	*	*	*	*	*	*	12	7	7	13	5	8	8	9
09:00	*	*	*	*	*	*	*	*	10	7	5	8	1	2	5	6
10:00	*	*	*	*	*	*	*	*	16	8	6	5	1	2	8	5
11:00	*	*	*	*	*	*	*	*	3	1	4	3	0	1	2	2
Lane	0	0	0	0	0	0	0	0	185	210	248	407	154	295	233	379
Day	0		0		0		0		395		655		449		612	
AM Peak											11:00	11:00	11:00	09:00	11:00	09:00
Vol.											22	39	19	35	20	34
PM Peak									17:00	15:00	13:00	12:00	18:00	13:00	18:00	15:00
Vol.									38	54	34	46	22	31	25	35

SAN MATEO COUNTY DEPARTMENT OF PUBLIC WORKS

Site Code:
Station ID:
Barney av
Valparaiso av to Cedar av
Latitude: 0' 0.000 Undefined

Start	12-Sep-11		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	NW	SE	NW	SE	NW	SE	NW	SE	NW	SE	NW	SE	NW	SE	NW	SE
12:00 AM	0	0	0	1	1	0	0	0	0	0	*	*	*	*	0	0
01:00	0	0	0	0	0	0	0	1	0	0	*	*	*	*	0	0
02:00	0	0	1	0	0	0	0	0	0	0	*	*	*	*	0	0
03:00	0	0	0	0	0	0	0	1	0	0	*	*	*	*	0	0
04:00	1	0	1	0	1	0	1	0	0	0	*	*	*	*	1	0
05:00	1	5	2	5	1	5	1	8	1	4	*	*	*	*	1	5
06:00	2	6	2	10	2	9	2	8	1	7	*	*	*	*	2	8
07:00	11	60	11	53	10	66	11	59	13	55	*	*	*	*	11	59
08:00	16	65	21	63	24	65	25	61	9	43	*	*	*	*	19	59
09:00	12	48	17	42	21	59	15	51	*	*	*	*	*	*	16	50
10:00	14	28	15	42	17	36	10	27	*	*	*	*	*	*	14	33
11:00	4	29	10	26	19	37	16	33	*	*	*	*	*	*	12	31
12:00 PM	16	38	17	45	18	26	17	41	*	*	*	*	*	*	17	38
01:00	16	31	21	33	27	24	24	26	*	*	*	*	*	*	22	28
02:00	19	44	9	40	19	50	16	41	*	*	*	*	*	*	16	44
03:00	33	48	25	35	15	42	20	44	*	*	*	*	*	*	23	42
04:00	19	37	23	37	24	40	21	45	*	*	*	*	*	*	22	40
05:00	30	37	42	42	26	38	87	48	*	*	*	*	*	*	47	41
06:00	25	19	26	37	23	24	25	41	*	*	*	*	*	*	25	30
07:00	16	22	14	21	20	21	21	50	*	*	*	*	*	*	18	28
08:00	11	5	10	10	12	7	12	7	*	*	*	*	*	*	11	7
09:00	4	3	3	8	6	3	8	2	*	*	*	*	*	*	5	4
10:00	3	2	1	1	1	0	1	4	*	*	*	*	*	*	2	2
11:00	2	0	0	0	2	1	1	2	*	*	*	*	*	*	1	1
Lane	255	527	271	551	291	553	334	599	24	109	0	0	0	0	285	550
Day	782		822		844		933		133		0		0		835	
AM Peak	08:00	08:00	08:00	08:00	08:00	07:00	08:00	08:00	07:00	07:00					08:00	07:00
Vol.	16	65	21	63	24	66	25	61	13	55					19	59
PM Peak	15:00	15:00	17:00	12:00	17:00	14:00	17:00	19:00							17:00	14:00
Vol.	33	48	42	45	28	50	87	50							47	44

Comb. Total	782		822		844		933		528		655		449		1447	

ADT ADT 748 AADT 748

C: School Traffic Adjustment Calculations

8/14/2013

School Traffic Adjustment Factor Calculation

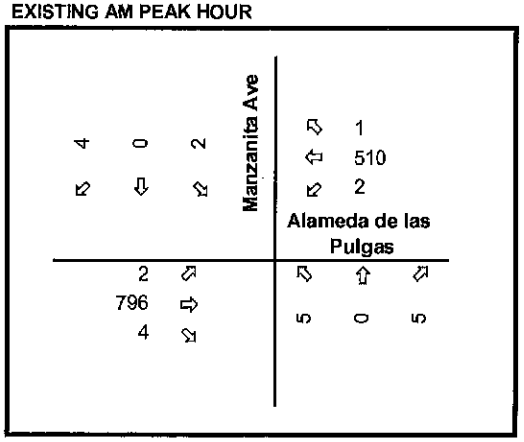
Traffic Volume Comparison Location - Alameda del Las Pulgas (just west of Santa Cruz Avenue)

Traffic Count Source	School in Session?	AM Peak Hour			PM Peak Hour		
		EB	WB	Total	EB	WB	Total
Kimley-Horn and Associates (2013)	No	627	289	916	386	568	954
Menlo Parking Housing Element TIA (2012)	Yes	695	394	1,089	468	656	1,124
% Difference				*19%*			*18%*
School Traffic Factor by Peak Hour				*1.19*			*1.18*
School Traffic Factor (Average)				***1.184***			

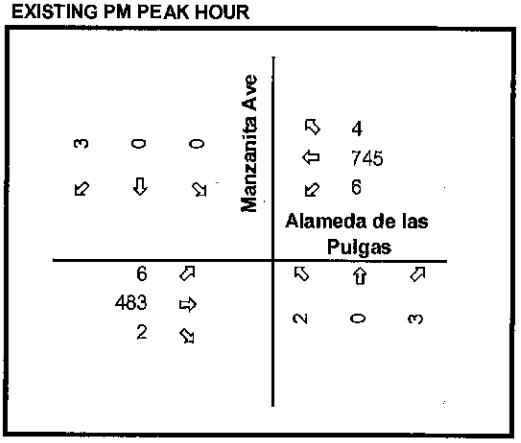
8/14/2013

**School traffic adjustment factor applied to through traffic on Alameda de las Pulgas*

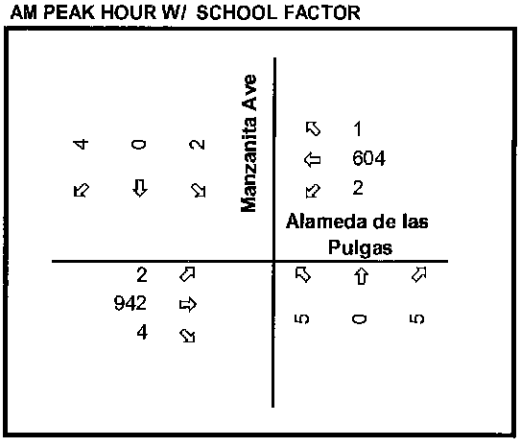
EXISTING AM PEAK HOUR



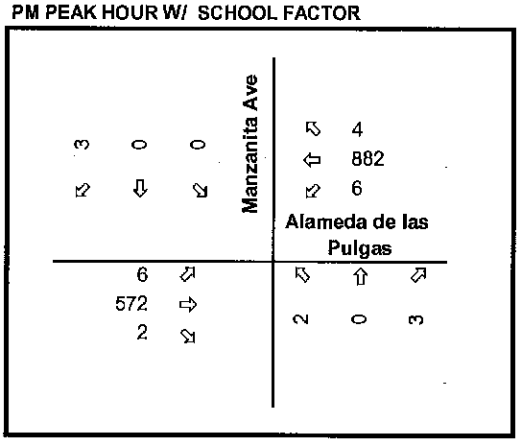
EXISTING PM PEAK HOUR



AM PEAK HOUR W/ SCHOOL FACTOR



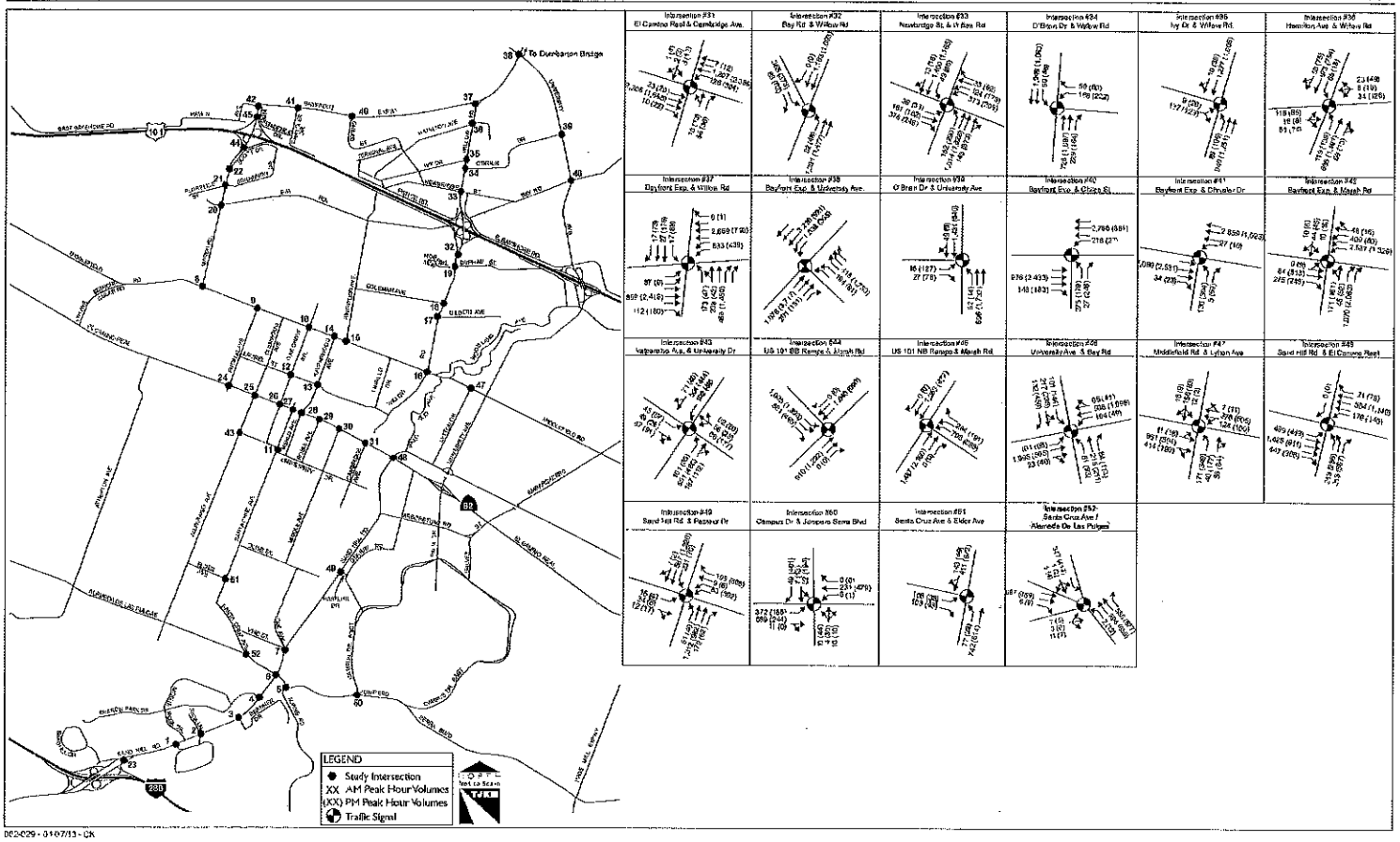
PM PEAK HOUR W/ SCHOOL FACTOR



City of Menlo Park - Housing Element

Existing Peak Hour Volumes and Lane Configurations (Intersections 31-52)

Figure 4b



D02029 - 0107/13 - CK

D: Childcare Center – Typical Operating Plan

Toddle Childcare Center - Typical Operating Plan

Time	Drop-Offs	Pickups	Total Drop-Offs+Pickups	Occupancy (excluding staff)	Comment
8:00 - 8:30 am	0	0	0	0	
8:30-8:45 am	2	0	2	2	
8:45-9:00 am	3	0	3	5	Max drop-offs allowed 8:30 am to 9:00 am = 5
9:00-9:15 am	2	0	2	7	Max pickups/drop-offs 9:00 am to 4:00 pm = 2 per 12 min (assume max of 10 within highest 60 min period)
9:15-9:30 am	3	0	3	10	
9:30-9:45 am	2	0	2	12	
9:45-10:00 am	3	0	3	15	
10:00-10:15 am	2	0	2	17	
10:15-10:30 am	2	1	3	18	
10:30-10:45 am	2	0	2	20	
10:45-11:00 am	3	0	3	23	
11:00-11:15 am	1	1	2	23	
11:15-11:30 am	2	1	3	24	Max Occupancy of 24 students reached by 11:00 am - 11:30 am hour
11:30-11:45 am	0	2	2	22	
11:45-12:00 pm	1	2	3	21	Generally even distribution of drop-offs from 11:00 am - 3:00 pm (assume max of 40 children per day)
12:00-12:15 pm	0	2	2	19	
12:15-12:30 pm	1	2	3	18	
12:30-12:45 pm	0	2	2	16	
12:45-1:00 pm	2	1	3	17	
1:00-1:15 pm	0	2	2	15	
1:15-1:30 pm	1	2	3	14	
1:30-1:45 pm	0	2	2	12	
1:45-2:00 pm	2	1	3	13	
2:00-2:15 pm	1	1	2	13	
2:15-2:30 pm	0	3	3	10	Approximately 75% of all pickups & drop-offs occur by 2:00-2:30 pm
2:30-2:45 pm	1	1	2	10	
2:45-3:00 pm	1	2	3	9	Generally even distribution of remaining PM pickups between 3:00 pm - 6:00 pm
3:00-3:15 pm	2	0	2	11	
3:15-3:30 pm	1	2	3	10	
3:30-3:45 pm	0	2	2	8	
3:45-4:00 pm	0	3	3	5	
4:00-4:15 pm	0	1	1	4	
4:15-4:30 pm	0	1	1	3	
4:30-4:45 pm	0	0	0	3	
4:45-5:00 pm	0	1	1	2	
5:00-5:15 pm	0	0	0	2	Max Pickups during 4:00 pm to 6:00 pm = 5 (assume 3 of 5 occur during one hour)
5:15-5:30 pm	0	1	1	1	
5:30-5:45 pm	0	0	0	1	
5:45-6:00 pm	0	1	1	0	
Total Children/Day =	**40**				

Assumptions:

- Project operating characteristics provided by the project applicant for a childcare center with a maximum occupancy of 24 children and a maximum allowed registration of 40 children per day.
- 2 staff arrive before 8:30 am and leave after 6:00 pm.
- 5 drop-offs between 8:30 am - 9:00 am.
- 19 drop-offs between 9:00 am - 11:00 am (max rate is 2 drop-offs within any 12-min period)
- Maximum capacity of 24 children reached by 11:30 am
- Even distribution of remaining drop-offs between 11:00 am and 3:00 pm, reaching a max of 40 children per day (never to exceed 24-child max occupancy)
- 14 pickups between 12:00 pm - 2:00 pm (>70% of all pickups & drop-offs by 2:00pm); max arrival rate is 2 drop-offs/pickups within any 12-min period)
- Generally even distribution of pickups between 2:00 pm - 4:00 pm
- Maximum of 5 pickups in PM peak period (4:00 pm to 6:00 pm)

E: Project Trip Distribution and Assignment

Project Trip Distribution & Assignment (AM)

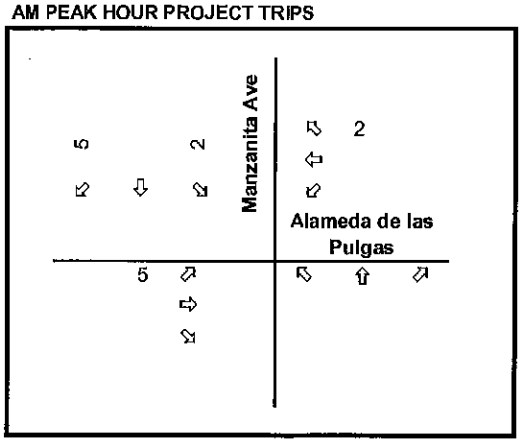
Project Trip Generation

Trip Type	Daily Trips	AM Peak (8 AM - 9AM)			PM Peak (5 PM - 6 PM)		
		In	Out	Total	In	Out	Total
Child Drop-off/Pickup	160	5	5	10	3	3	6
Staff	4	2	0	2	0	0	0
Total Trips	**164**	**7**	**5**	**12**	**3**	**3**	**6**

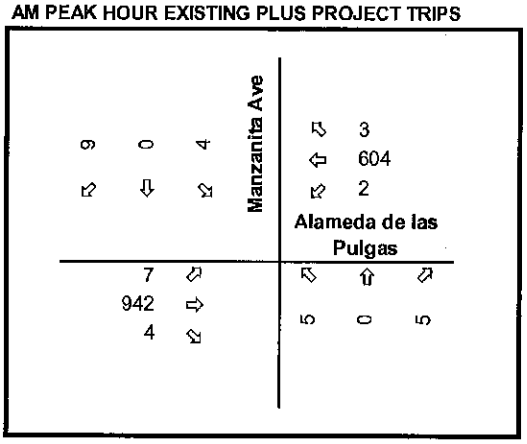
AM Project Trip Distribution Assumptions:

- Apx. 60% to/from Alameda de las Pulgas (West)
- Apx. 40% to/from Alameda de las Pulgas (East)
- Loading analysis shows <2% probability that all drop-off/pickup parking spaces in driveway are occupied
- Assume 100% non-staff trips use driveway parking

AM PEAK HOUR PROJECT TRIPS



AM PEAK HOUR EXISTING PLUS PROJECT TRIPS



Project Trip Distribution & Assignment (PM)

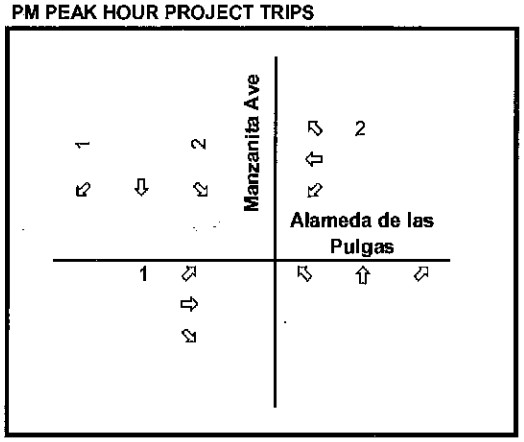
Project Trip Generation

Trip Type	Daily Trips	AM Peak (8 AM - 9AM)			PM Peak (5 PM - 6 PM)		
		In	Out	Total	In	Out	Total
Child Drop-off/Pickup	160	5	5	10	3	3	6
Staff	4	2	0	2	0	0	0
Total Trips	**164**	**7**	**5**	**12**	**3**	**3**	**6**

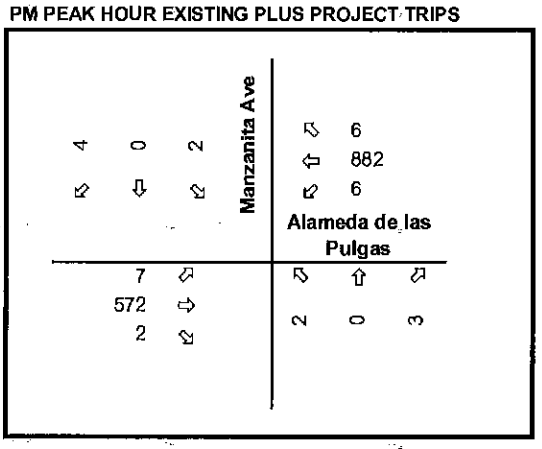
PM Project Trip Distribution Assumptions:

- Apx. 40% to/from Alameda de las Pulgas (West)
- Apx. 60% to/from Alameda de las Pulgas (East)
- Loading analysis shows a low (<1%) probability that all drop-off/pickup parking spaces in driveway are occupied
- Assume 100% non-staff trips use driveway parking

PM PEAK HOUR PROJECT TRIPS



PM PEAK HOUR EXISTING PLUS PROJECT TRIPS



F: Intersection LOS Calculations

3131 Alameda de las Pulgas Childcare Center
Traffic Operations Analysis
Existing AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Alameda de las Pulgas / Manzanita Ave

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: E[45.6]

Street Name:	Manzanita Ave						Alameda de las Pulgas					
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 1!	0	0	0 0 1!	0	0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	5	0	5	2	0	4	2	942	4	2	604	1
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	0	5	2	0	4	2	942	4	2	604	1
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:	0.42 0.42	0.42		0.50 0.50	0.50		0.91 0.91	0.91		0.92 0.92	0.92	
PHF Volume:	12	0	12	4	0	8	2	1035	4	2	657	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	0	12	4	0	8	2	1035	4	2	657	1
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1713	1721	1043	1724	1722	672	671	xxxx	xxxxx	1044	xxxx	xxxxx
Potent Cap.:	72	90	281	71	90	459	929	xxxx	xxxxx	674	xxxx	xxxxx
Move Cap.:	70	89	280	67	88	454	919	xxxx	xxxxx	672	xxxx	xxxxx
Volume/Cap:	0.17	0.00	0.04	0.06	0.00	0.02	0.00	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	10.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	112	xxxxx	xxxx	154	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.8	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	45.6	xxxxx	xxxxx	30.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	E	*	*	D	*	*	*	*	*	*	*
ApproachDel:		45.6			30.3			xxxxxx			xxxxxx	
ApproachLOS:		E			D			*			*	

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

3131 Alameda de las Pulgas Chilçare Center
Traffic Operations Analysis
Existing PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #1 Alameda de las Pulgas / Manzanita Ave

****

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: D[29.4]

****

Street Name:	Manzanita Ave						Alameda de las Pulgas					
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 1!	0	0	0 0	0	1	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	2	0	3	0	0	3	6	572	2	6	882	4
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:	2	0	3	0	0	3	6	572	2	6	882	4
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:	0.63	0.63	0.63	0.38	0.38	0.38	0.92	0.92	0.92	0.89	0.89	0.89
PHF Volume:	3	0	5	0	0	8	7	622	2	7	991	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	0	5	0	0	8	7	622	2	7	991	4
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1647	1646	628	xxxx	xxxx	994	997	xxxx	xxxxx	624	xxxx	xxxxx
Potent Cap.:	80	100	487	xxxx	xxxx	300	702	xxxx	xxxxx	967	xxxx	xxxxx
Move Cap.:	77	99	485	xxxx	xxxx	300	702	xxxx	xxxxx	967	xxxx	xxxxx
Volume/Cap:	0.04	0.00	0.01	xxxx	xxxx	0.03	0.01	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	17.3	10.2	xxxx	xxxxx	8.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	C	B	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	156	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	29.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	*	*	*	*	*	*	*	*
ApproachDel:		29.4			17.3			xxxxxx			xxxxxx	
ApproachLOS:		D			C			*			*	

****

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

****

3131 Alameda de las Pulgas Childcare Center
Traffic Operations Analysis
Existing + Project AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #1 Alameda de las Pulgas / Manzanita Ave

****

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: E[47.9]

****

Street Name:	Manzanita Ave						Alameda de las Pulgas					
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	1! 0	0	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	5	0	5	4	0	9	7	942	4	2	604	3
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	0	5	4	0	9	7	942	4	2	604	3
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:	0.42	0.42	0.42	0.50	0.50	0.50	0.91	0.91	0.91	0.92	0.92	0.92
PHF Volume:	12	0	12	8	0	18	8	1035	4	2	657	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	0	12	8	0	18	8	1035	4	2	657	3
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1730	1734	1043	1736	1734	673	673	xxxx	xxxxx	1044	xxxx	xxxxx
Potent Cap.:	70	89	281	69	89	459	928	xxxx	xxxxx	674	xxxx	xxxxx
Move Cap.:	66	86	280	65	86	453	918	xxxx	xxxxx	672	xxxx	xxxxx
Volume/Cap:	0.18	0.00	0.04	0.12	0.00	0.04	0.01	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	10.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	107	xxxxx	xxxx	160	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.8	xxxxx	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	47.9	xxxxx	xxxxx	31.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	E	*	*	D	*	*	*	*	*	*	*
ApproachDel:		47.9			31.9			xxxxxx			xxxxxx	
ApproachLOS:		E			D			*			*	

****

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

****

3131 Alameda de las Pulgas Childcare Center
Traffic Operations Analysis
Existing + Project PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Alameda de las Pulgas / Manzanita Ave

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: D[31.3]

Street Name:	Manzanita Ave									Alameda de las Pulgas					
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 1!	0 0	0	0 1!	0 0	1	0 0	1 0	1	0 0	1 0			
Volume Module:															
Base Vol:	2	0	3	2	0	4	7	572	2	6	882	6			
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:	2	0	3	2	0	4	7	572	2	6	882	6			
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:	0.63	0.63	0.63	0.38	0.38	0.38	0.92	0.92	0.92	0.89	0.89	0.89			
PHF Volume:	3	0	5	5	0	11	8	622	2	7	991	7			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	3	0	5	5	0	11	8	622	2	7	991	7			
Critical Gap Module:															
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx			
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx			
Capacity Module:															
Cnflict Vol:	1651	1650	628	1654	1648	995	999	xxxx	xxxxx	624	xxxx	xxxxx			
Potent Cap.:	80	100	487	79	100	300	701	xxxx	xxxxx	967	xxxx	xxxxx			
Move Cap.:	76	98	485	77	98	299	700	xxxx	xxxxx	967	xxxx	xxxxx			
Volume/Cap:	0.04	0.00	0.01	0.07	0.00	0.04	0.01	xxxx	xxxx	0.01	xxxx	xxxx			
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.2	xxxx	xxxxx	8.7	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	B	*	*	A	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT			
Shared Cap.:	xxxx	153	xxxxx	xxxx	152	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	29.7	xxxxx	xxxxx	31.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	D	*	*	D	*	*	*	*	*	*	*			
ApproachDel:		29.7			31.3			xxxxxx			xxxxxx				
ApproachLOS:		D			D			*			*				

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

G: ITE Parking References

Parking and Trip Generation Characteristics for Day-Care Facilities

BY JOHN W. VAN WINKLE AND S. COLIN KINTON

With the steady rise in the number of women in the work force, there has been a corresponding increase in the need for children's day-care services. As part of the licensing process for day-care centers, most local governments are required to evaluate proposed day-care facilities for parking needs.

While many commercial day-care facilities are being located in commercially zoned areas, there has been a growing trend for the establishment of day-care facilities in single-family homes in residential neighborhoods. For this reason, it is very important that proper guidelines be provided by the governmental agencies to ensure that adequate on-site parking is provided for centers in both commercial and residential settings. If this is done, traffic impacts for the surrounding properties and street network can be kept to a minimum.

Because of the limited amount of data available, the Technical Activities Committee of the Tennessee Section of the Institute of Transportation Engineers initiated this study to evaluate the parking demand and trip generation characteristics for day-care facilities. This article summarizes the results of this study effort and proposes recommendations for day-care centers based on these findings.

Conversion Factors		
To convert from	to	multiply by
sq ft	m^2	0.0929

Study Methodology

The committee established a database by conducting a total of 29 field studies of day-care facilities in the cities of Chattanooga and Nashville in Tennessee. Care was taken to study locations with a varying number of students (ranging from a daily enrollment of 17 to 144 children) in order to get a good cross section of examples.

Before the field studies were made, the directors of the day-care centers were contacted to obtain permission to conduct the study and to gather the necessary statistical information. The data obtained during the interview included the current enrollment, the staffing levels, the square footage of the building and the number of parking spaces available. Peak-hour manual counts were made for each facility during the normal peak hours (7-9 a.m. and 4-6 p.m.) in one-minute intervals. For each minute of the study, the field investigator recorded the following data:

- The number of cars parked in the lot.
- The number of vehicles entering and exiting.
- The number of children dropped off or picked up.

Studies were made on Tuesdays through Thursdays so as to avoid the traffic variations that typically occur on Mondays and Fridays. Because of the nature of the trip arrival characteristics, it was found that a single person was able to gather the necessary data with no difficulty. Because of the nature of trip generation of day-care facilities, separate traffic counts were not made for the adjacent roadway. It was assumed that the peak hours of the generator and adjacent street traffic were the same.

Data Analysis

The primary purpose of this study was to determine the parking demand for day-care centers so that parking requirements could be established for use in the governmental review process.

Although parking was the the primary consideration, the field study procedures were designed to allow the researchers to also investigate the peak-hour trip generation characteristics of the study sites. As a result, trip rates were calculated using several independent variables and compared with existing data.

Parking Generation. Parking requirements were analyzed based on the number of employees during the peak hours, the enrollment, the square footage of the facility and the maximum number of parked vehicles during the peak hours. Table 1 summarizes the peak-hour parking data.

The maximum number of parked vehicles generated by the students was determined to be the total number of vehicles parked minus the number of staff vehicles parked during the peak hours. This value was plotted vs. the enrollment and the square footage of

Table 1. Parking Analysis Data of Day Care Centers

Site No.	No. Students	Area Sq. Ft.	AM Peak			PM Peak		
			Staff	Max Veh.	Student Max Veh.	Staff	Max Veh.	Student Max Veh.
1C	17	1,080	3	3	0	3	5	2
2C	37	2,640	4	6	2	5	8	3
3C	50	5,000	9	13	4	6	12	6
4C	144	15,000	10	17	7	10	21	11
5C	88	5,184	8	14	6	8	17	9
6C	53	5,184	7	10	3	6	12	6
7C	57	5,332	5	7	2	5	11	6
8C	55	5,041	8	10	2	8	15	7
9C	80	5,041	9	14	5	9	14	5
10C	92	4,880	10	13	3	10	17	7
11C	29	3,500	5	10	5	5	10	5
12C	48	5,073	2	6	4	2	6	4
13C	32	2,040	2	5	3	2	7	5
14C	62	3,204	6	8	2	3	7	4
15C	22	2,400	2	6	4	2	9	7
16C	65	5,400	13	19	6	9	20	11
1N	127	5,180	11	17	6	11	15	4
2N	72	NA	5	9	4	6	14	8
3N	63	4,477	7	13	6	6	15	9
4N	55	5,216	6	11	5	6	15	9
5N	65	4,320	6	11	5	5	9	4
6N	90	4,400	8	12	4	7	12	5
7N	26	2,333	3	5	2	3	6	3
8N	53	1,875	3	7	4	3	7	4
9N	78	7,800	18	22	4	16	22	6
10N	42	2,450	4	6	2	4	9	5
11N	46	5,400	6	9	3	6	14	8
12N	92	5,780	4	10	6	7	16	9
13N	84	4,150	8	14	6	9	14	5

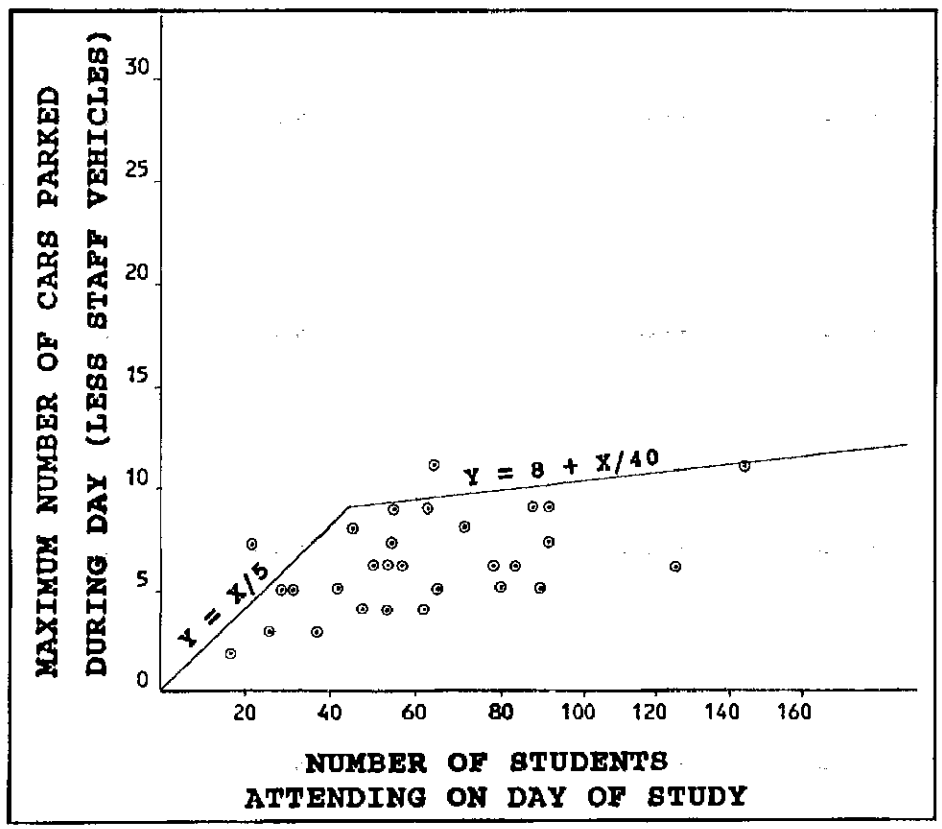


Figure 1. Day-care center parking generation based on enrollment.

each facility (see Figures 1 and 2). It was assumed that the vehicles that did not move during the two-hour study period were staff vehicles. It also should be noted that staff vehicles did not necessarily coordinate with the number of staff employed or working on the day of the study because of various factors, such as split shifts, part-time employees or employees who shared a ride or used transit.

Because it was desired to establish a conservative parking requirement, regression analysis was not used to create a curve with the "best fit," that is, an average condition. Instead, straight-line curves were fitted to each of the data plots such that nearly all the data points fell under the envelope created. The break points in the curves were established by matching the natural break in the data plots. The breaks were created so as to not penalize the larger facilities with an unrealistically high parking requirement.

Trip Generation. Trip rates were calculated for the 29 study locations using three standard independent variables:

the number of employees, the enrollment and the square footage of the facility. A summary of the trip generation data is shown in Table 2.

The calculated trip rates, the minimum and maximum trip rates and the standard deviations of the trip rates are shown in Table 3. For comparative purposes, the trip rates as published in ITE's *Trip Generation* , 5th ed.,[1] informational report also are listed.

As can be seen in Table 3, the study's trip rates compare favorably with the ITE values, though they are somewhat lower. These differences could be due to a number of contributing factors. The *Trip Generation* statistics for this land use indicate that the statistics in the report were conducted during the mid-1980s at day-care centers along the East Coast. Possible changes in trends in day-care center operations since then, as well as region-

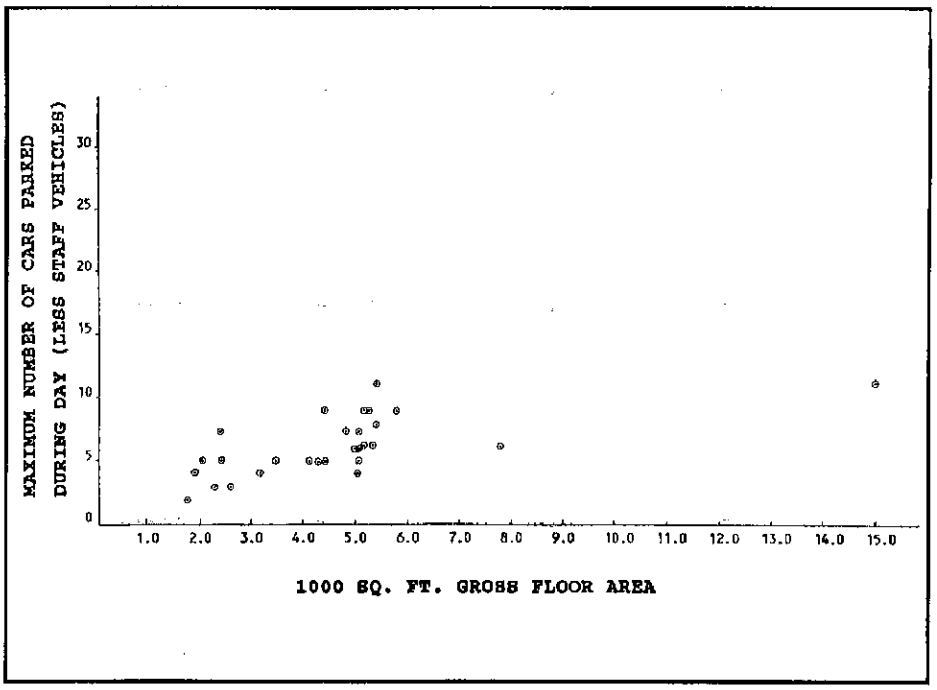


Figure 2. Day-care center parking generation based on square footage.

Table 2. Trip Generation Data of Day Care Centers

Site No.	No. Staff	No. Students	Area Sq. Ft.	AM Peak In	AM Peak Out	AM Peak Total	PM Peak In	PM Peak Out	PM Peak Total
1C	4	17	1,080	9	8	17	6	7	13
2C	7	37	2,640	16	12	28	12	16	28
3C	9	50	5,000	23	17	40	16	21	37
4C	10	144	15,000	31	32	63	27	29	56
5C	16	88	5,184	22	16	38	18	24	42
6C	10	53	5,184	24	19	43	18	23	41
7C	15	57	5,332	17	14	31	15	19	34
8C	8	55	5,041	17	13	30	14	17	31
9C	9	80	5,041	22	14	36	18	25	43
10C	10	92	4,880	17	14	31	24	22	46
11C	5	29	3,500	16	15	31	16	20	36
12C	10	48	5,073	20	18	38	17	15	32
13C	7	32	2,040	11	11	22	13	11	24
14C	7	62	3,204	15	13	28	20	24	44
15C	5	22	2,400	8	9	17	6	10	16
16C	13	65	5,400	28	18	46	28	38	66
1N	16	127	5,180	33	33	66	29	36	65
2N	8	72	NA	21	19	40	22	27	49
3N	13	63	4,477	31	28	59	22	29	51
4N	6	55	5,216	33	30	63	23	28	51
5N	6	65	4,320	24	23	47	13	18	31
6N	9	90	4,400	33	28	61	23	31	54
7N	3	26	2,333	11	10	21	10	23	33
8N	4	53	1,875	22	20	42	18	18	36
9N	34	78	7,800	24	16	40	23	24	47
10N	8	42	2,450	15	15	30	21	27	48
11N	10	46	5,400	23	22	45	18	16	34
12N	16	92	5,780	26	24	50	26	26	52
13N	15	84	4,150	29	29	58	23	29	52
Average	10.1	62.9	4,620.7	21.4	18.6	40.0	18.6	22.5	41.1

Table 3. Trip Generation Rates of Day Care Centers

Time Period		Average Trip Rate	Range of Trip Rates	Standard Deviation of Rates	Number of Studies	Average Size of Ind. Var/Study
Trips/Employee						
AM	In	2.48	0.71-5.50	1.12	29	
	Out	2.19	0.47-5.00	1.07	29	
	Total	4.67	1.18-10.50	2.17	29	10.1
	ITE Total	5.78	2.06-12.29	3.16	24	9
PM	In	2.13	0.68-4.50	0.85	29	
	Out	2.66	0.71-7.67	1.36	29	
	Total	4.79	1.38-11.00	2.12	29	10.1
	ITE Total	5.60	1.12-12.29	3.42	24	9
Trips/Student						
AM	In	0.37	0.18-0.60	0.11	29	
	Out	0.33	0.15-0.55	0.10	29	
	Total	0.70	0.33-1.15	0.20	29	62.9
	ITE Total	0.83	0.39-1.72	0.94	35	73
PM	In	0.32	0.19-0.55	0.09	29	
	Out	0.40	0.20-0.88	0.15	29	
	Total	0.72	0.39-1.26	0.22	29	62.9
	ITE Total	0.80	0.39-1.72	0.93	35	73
Trips/1,000 GSF						
AM	In	5.20	2.07-11.70		28	
	Out	0.33	2.05-10.64		28	
	Total	9.76	5.13-22.34	3.83	28	4,621
	ITE Total	16.28	4.43-41.57	8.43	30	3,000
PM	In	4.51	1.80-9.57		28	
	Out	5.38	1.93-11.02		28	
	Total	9.89	3.73-19.59	3.70	28	4,621
	ITE Total	16.27	6.43-39.17	8.41	30	3,000

al differences could account for the variances in the trip rates.

For example, while the *Trip Generation* figures showed an average square footage of 3,000 gross square feet (sq ft) with an average enrollment of 73 students, the Tennessee figures were 4,600 gross sq ft and 63 students. This represents an average density of 41 sq ft/student vs. 73 sq ft/student, respectively, or a difference of 44 percent.

Recommendations

Using the data plotted in Figures 1 and 2 the following parking requirements are recommended based on either the number of students or the size of the facility:

- If the projected maximum enrollment is known, use Figure 1. For enrollments with 45 or fewer children, require one parking space for every five students, plus employee parking. For enrollments greater than 45, require eight spaces plus one space for every 40 students, plus employee parking. Employee parking can be defined as the maximum number of staff on duty at any one time. Fractional spaces should be rounded up to the next whole space.
- If the proposed facility size is known and enrollment has not been finalized, use Figure 2. If the day-care center is 2,500 sq ft or less, require one parking space for every 300 sq ft, plus employee parking. If the center is greater than 2,500 sq ft, require eight spaces plus one space for every 5,000 sq ft of space, plus employee parking. When using the square footage criteria, the maximum enrollment permitted should be established using Figure 1. This will prevent a parking overflow when local codes do not otherwise set an upper limit on enrollment. The equations in Figure 1 should be used by entering the number of parking spaces determined from Figure 2 and solving for the enrollment.

The results of the trip generation analysis showed that the rates are quite comparable to the published values. However, the differences suggest that more studies should be conducted in other parts of the country to eliminate any regional bias.

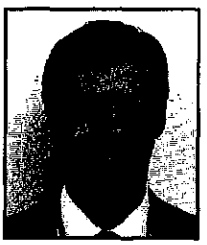
Acknowledgements

The authors would like to give special thanks to George Harper and Don Swartz of Metro Nashville for their support and assistance in the collection of the field data in the Nashville area. Also, technical assistance provided by Rick Davis, Wayne Herring, Jay Holloway and Becky Roberts is gratefully appreciated.

References

1. Institute of Transportation Engineers. *Trip Generation*, 5th ed. Washington, DC: Institute of Transportation Engineers, 1991. ■

Note: This paper received the Best Section Technical Committee Paper award at the 1993 ITE Southern District Annual Meeting.



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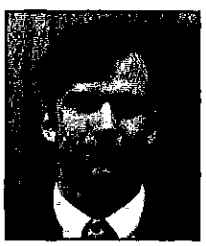

***S. Colin Kinton**, E.I.T., is the traffic operations engineer for the City of Chattanooga, Tenn. He received his B.S. in civil engineering from the University of Tennessee, Knoxville, in 1990 and currently is pursuing his master's degree at the University of Tennessee, Chattanooga. Kinton is an Associate Member of the Institute.*

Trip Generation of Day Care Centers

Preston W. Hitchens, Jr. (S)[a]

INTRODUCTION

This research paper will provide additional insight into the trip making characteristics of day care centers in the metropolitan Philadelphia, Pennsylvania area. Data was collected at six operating day care centers in New Jersey and in Pennsylvania, and analyzed in several areas. The major focus of this work is directed towards trip generation, however peak parking demand, as well as average time parked during the morning and evening peak hours, was reviewed at two centers. Interviews were conducted at two centers during the evening rush hour to determine additional information about site related trips.

METHODOLOGY

Traffic data was collected at six operating day care centers in the metropolitan Philadelphia, Pennsylvania area. The locations of the centers were as follows:

Voorhees, New Jersey (2 centers)
Sewell, New Jersey
Moorestown, New Jersey
North Wales, Pennsylvania
Plymouth Meeting, Pennsylvania

Traffic counters monitored driveway activity at each of the above centers during a typical weekday of operation. In order to minimize parental anxiety, the vehicle used by the traffic counter was signed "Traffic Count" and all management staff at each center were briefed as to the purpose of the data collection. All six locations studied were located in commercial areas. Two centers were located near major employment centers, with the other four accessing heavily traveled roadways.

All of the centers required that an adult accompany children into the facility in the morning, where typically, the child was signed in by the parent. In the afternoon the parent was required to enter the day care center and sign out his or her child.

All of the six centers studied had an outdoor play area which was fenced, and located the maximum possible distance from the parking areas. Although the majority of enrollees were personally dropped off and picked up by parents, some of the centers had small omni-buses/vans (approximately 15 passenger) which picked up children at appropriate times from local schools. The buses were also utilized for field trips.

a Project Engineer
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1600 Callowhill Street
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Typical weekday operating hours at each center (with minor variations) were from 6:30 A.M. to 6:00 P.M. Discussions with managers at the respective centers revealed that some day care centers are offering parents extended hours on Friday evenings to approximately 11:00 P.M., and in some cases, sleep-over opportunities, where the enrolled child would spend the night at the day care center. These programs are marketed to parents as an opportunity for social activity on their part without oompromising the safety of their children. For the centers extended hours and/or "sleep overs" offer increased revenue for the center. In addition, centers located near major employment centers offered programming to encourage parents to spend lunch time with their children, such has hoagie sales, "Easter parades", etc.

SITE CHARACTERISTICS

The following data was collected at each survey location:

- Building area (square feet)
- Number of Psrking Spaces
- Number of Children in Attendance
- Number of Employees in Attendance

Building areas of the centers varied from approximately 6,000 square feet to 8,400 square feet. Parking varied from 13-30 spaces at the study locations. Enrollment at the centers varied between 98-158 children, with between 9-26 employees on site.

TRIP GENERATION CHARACTERISTICS

The number of total trips during a typical weekday; and, during the morning and evening peak hours of each center was easily obtained from the traffic count information. Data at each location was analyzed with respect to number of enrolled children, gross building area in square feet, and number of employees at each center.

Linear regression analysis of total trip ends (T) vs. number of employees (E) on a typical weekday revealed the following relationship:

$$T = 15.41(E) + 103.68 \qquad R^2=0.865$$

Similarly, analysis of total trip ends (T) vs. number of enrolled children (C) resulted in the following equation:

$$T = 3.67(C) - 62.89 \qquad R^2=0.777$$

A comparison of total trip ends (T) vs. 1,000 square feet gross floor area (X) was modeled by the regression equation:

$$T = 65.78(X) - 98.33 \qquad R^2 = 0.651$$

Given the relatively low correlation coefficients and/or the limited data base, the above equations should be used very cautiously in modeling day center operations.

The following average trip rates were observed by this study:

Average Weekday Vehicle Trip Ends

20.78 trips/employee

52.85 trips/1000 s.f. gross floor area

3.26 trips/enrolled child

The range of rates of trips/employee varied from 17.90 trips/employee to 28.12 trips/employee. With respect to trips/1000 square feet of gross floor area, the rates ranged from 42.61 trips/1000 s.f. to 67.50 trips/1000 s.f. The range of rates of trips/enrolled child varied between 1.9 trips/enrolled child to 3.75 trips/child.

The following average trip rates were observed during the A.M. and P.M. peak hours of the generator:

A.M. Peak Hour of Generator

4.09 trips/employee

0.64 trips/enrollee

10.42 trips/1000 s.f. gross floor area

P.M. Peak Hour of Generator

4.12 trips/employee

0.65 trips/enrollee

10.50 trips/1000 s.f. gross floor area

In addition to determining average trip rates for several dependent variables, the average hourly variation of day care center traffic for the locations studied was determined.

Average Hourly Variation of Day Care Center Traffic

Hour Ending:	Percentage of Trips
7:00 A.M.	3%
8:00 A.M.	16%
9:00 A.M.	16%
10:00 A.M.	8%
11:00 A.M.	2%
12:00 NOON	4%
1:00 P.M.	5%
2:00 P.M.	3%
3:00 P.M.	4%
4:00 P.M.	6%
5:00 P.M.	12%
6:00 P.M.	19%

PARENTS' INTERVIEWS

In order to gain additional insight into the trip making characteristics of day care centers, interviews of parents were conducted during the P.M. peak hour at two locations. Parents were asked where their trip had begun, where it would end, and its approximate length. Parents were also asked as to whether or not they would have "passed by" the day care center in their normal home/work commute. The following are the results of our interviews:

Trip Origination:

28% --home

72% --work

Trip Destination:

68% --directly home

32% --elsewhere

Type of Trip:

24% --primary trip (home to center to home)

44% --pass-by trip (from work to home)

32% --diverted trip (from work to home)

Trip Length:

< 1 mile:	20%
1-2 miles:	16%
2-5 miles:	4%
5-10 miles:	44%
> 10 miles:	16%

Number of Children at Center:

1 child:	68%
2 children:	32%

PARKING CHARACTERISTICS

Although the primary emphasis of this study was trip generation of day care centers, parking data was collected at two facilities. Peak parking rates were observed, as well as length of time parked during the morning and evening peak hours. The average peak parking rate was found to be 2.36 spaces/1000 square feet gross floor area. Parents parked an average of 5.6 minutes during the morning peak period and 6.8 minutes during the evening peak. Additional parking data should be collected on day care centers.

CONCLUSIONS

This paper has reviewed trip making characteristics of six operating day care centers in the Philadelphia, Pennsylvania area. The traffic count data was analyzed with respect to the number of employees, the number of enrolled children, and the square feet of gross floor area at each center.

Equations, obtained by linear regression analysis, are presented relating total trip ends vs. the number of employees, total trip ends vs. the number of enrolled children and total trip ends vs. the square feet of gross floor area at each center. In addition, average trip rates are developed for daily trips, A.M. peak hour of generator trips and P.M. peak hour of generator trips.

A comparison of the average trip rates determined by this study; and those published in Trip Generation, (4th Edition, Institute of Transportation Engineers,1987) shows some differences. The rates presented for trips/employee by this study are approximately 55% lower than that presented in Trip Generation. The average trip rate presented for trips/1000 s.f. gross floor area were well within ITE range. The differences in the average trip rates determined by this study are most likely attributable to differences in regulations pertaining to day care throughout the country. It is recommended that additional studies be done in the Philadelphia, Pennsylvania area and elsewhere to further supplement the data base on this land use code.

ITE TRIP GENERATION CALCULATIONS

Project Toddle Childcare
Trip generation for Day Care Center
Designed by KHA *Date* August 14, 2013 *Job No.* 09778001
Sheet No. 1 *of* 1

Kimley-Horn and Associates, Inc.

TRIP GENERATION MANUAL TECHNIQUES

ITE *Trip Generation 9th Edition*, Average Rate Equations

Land Use Code - 565 Day Care Center

Independent Variable - Student(s)

Number of Units (X) - 24

T = Trip Ends

Peak Hour Adjacent Street Traffic One Hour Between 7 and 9 AM

AM Peak				Directional Distribution:	
T =	(X) *	0.80	Trip Ends Per Student(s)	53% Entering	47% Exiting
T =	19		Trip Ends	10 Entering	9 Exiting

Peak Hour Adjacent Street Traffic One Hour Between 4 and 6 PM

PM Peak				Directional Distribution:	
T =	(X) *	0.81	Trip Ends Per Student(s)	47% Entering	53% Exiting
T =	19		Trip Ends	9 Entering	10 Exiting

Peak Hour PM Peak Hour of Generator

PM Peak Hour of Generator				Directional Distribution:	
T =	(X) *	0.84	Trip Ends Per Student(s)	47% Entering	53% Exiting
T =	21		Trip Ends	10 Entering	11 Exiting

Weekday

Daily Weekday				Directional Distribution:	
T =	(X) *	4.38	Trip Ends Per Student(s)	50% Entering	50% Exiting
T =	106		Trip Ends	53 Entering	53 Exiting

Non-Pass-By Trip Percentage

AM 100%
PM 100%

Non-Pass-By Trip Volumes

AM Peak	10 Entering	9 Exiting
PM Peak	9 Entering	10 Exiting

Note: Roundlng may occur in calculations

H: Parking Analysis Calculations

Childcare Center Loading Zone Analysis: 5 Available Drop-off/Pickup Spaces (AM Peak)

Assumptions:

1. Project Trip Generation for AM Peak Hour (Excluding Staff)

AM Peak Hour	
In	Out
5	5

2. Maximum inbound trips = 5

3. Maximum outbound trips = 5

4. Estimated Arrival Rate = 5 veh/hr
= 0.083 veh/min
= 1 arrival every 12 minutes

5. Estimated Loading Time = 10 min/veh

6. For planning purposes, it is assumed that arrivals are evenly distrubuted througout the hour.

Calculations:

In general, a vehicle will arrive at the site every 12 minutes, park in the loading zone for 10 minutes, then leave. The number of Arrivals, Departures and Occupied spaces for any given time within the peak hour can be determined using the following calculations:

1. Total Arrivals at any given time, t, in minutes:

$$A(t) = 0.083 \text{ veh/min} * t$$

2. Total Departures at any given time, *t*, in minutes:

$$D(t) = 0.083 \text{ veh/min} * (t - 10 \text{ min})$$

Note that the first departure occurs 10 minutes after the first arrival; therefore, the first vehicle will arrive at 12 minutes and depart at 22 minutes from the beginning of the study hour.

3. Total Occupied Spaces at time (t) in minutes:

$$S(t) = (\#\text{ of Arrivals}) - (\#\text{ of Departures})$$

[$0 < t < 10$] $S(t) = (0.083 \text{ veh/min} * t)$

[$10 < t$] $S(t) = (0.083 \text{ veh/min} * t) - (0.083 \text{ veh/min} * (t - 10))$

The table to the left shows estimated Arrival and Departure patterns for the peak parking demand period.

Max Number of Occupied Spaces = 1

Check:

Assuming 5 loading spaces, the following calculations show the expected number of vehicles in the loading zone at any given time in the AM Peak Hour.

$E(n) = q / (Q-q)$

n = number of units in the system
q = rate of arrival = 5 veh/hr
Q = rate of service = veh/hr * loading spaces

Childcare Center Loading Zone Analysis: 5 Available Drop-off/Pickup Spaces (AM Peak)

Peak Parking Demand Period

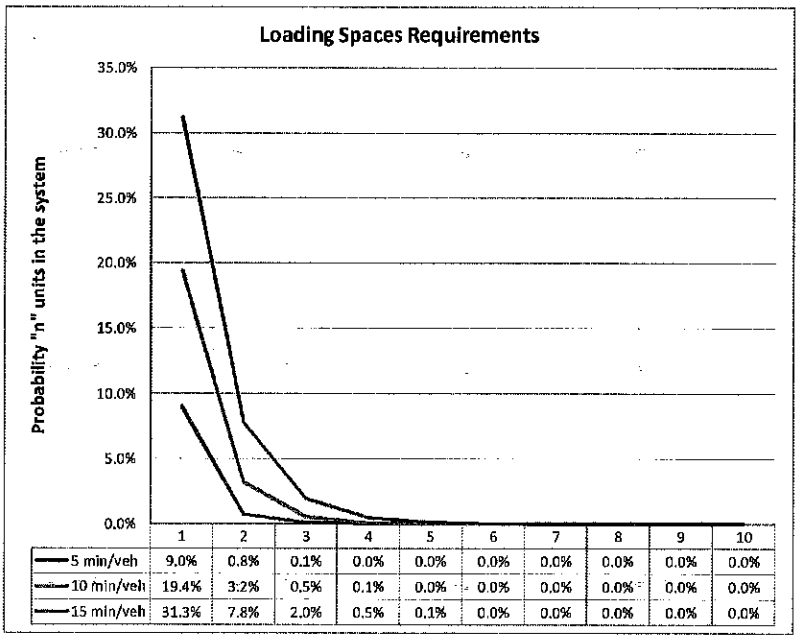
Time (t) (min)	Time	Total Arrivals	Total Departures	Occupied Spaces
0	8:00 AM	0.0	0.0	0.0
1	8:01 AM	0.1	0.0	1.0
2	8:02 AM	0.2	0.0	1.0
3	8:03 AM	0.3	0.0	1.0
4	8:04 AM	0.3	0.0	1.0
5	8:05 AM	0.4	0.0	1.0
6	8:06 AM	0.5	0.0	1.0
7	8:07 AM	0.6	0.0	1.0
8	8:08 AM	0.7	0.0	1.0
9	8:09 AM	0.8	0.0	1.0
10	8:10 AM	0.8	0.0	1.0
11	8:11 AM	0.9	0.1	1.0
12	8:08 AM	1.0	0.2	1.0
13	8:13 AM	1.1	0.3	1.0
14	8:14 AM	1.2	0.3	1.0
15	8:15 AM	1.3	0.4	1.0
16	8:16 AM	1.3	0.5	1.0
17	8:17 AM	1.4	0.6	1.0
18	8:18 AM	1.5	0.7	1.0
19	8:19 AM	1.6	0.8	1.0
20	8:20 AM	1.7	0.8	1.0
21	8:21 AM	1.8	0.9	1.0
22	8:22 AM	1.8	1.0	1.0
23	8:23 AM	1.9	1.1	1.0
24	8:24 AM	2.0	1.2	1.0
25	8:25 AM	2.1	1.3	1.0
26	8:26 AM	2.2	1.3	1.0
27	8:27 AM	2.3	1.4	1.0
28	8:28 AM	2.3	1.5	1.0
29	8:29 AM	2.4	1.6	1.0
30	8:30 AM	2.5	1.7	1.0
31	8:31 AM	2.6	1.8	1.0
32	8:32 AM	2.7	1.8	1.0
33	8:33 AM	2.8	1.9	1.0
34	8:34 AM	2.8	2.0	1.0
35	8:35 AM	2.9	2.1	1.0
36	8:36 AM	3.0	2.2	1.0
37	8:37 AM	3.1	2.3	1.0
38	8:38 AM	3.2	2.3	1.0
39	8:39 AM	3.3	2.4	1.0
40	8:40 AM	3.3	2.5	1.0
41	8:41 AM	3.4	2.6	1.0
42	8:42 AM	3.5	2.7	1.0
43	8:43 AM	3.6	2.8	1.0
44	8:44 AM	3.7	2.8	1.0
45	8:45 AM	3.8	2.9	1.0
46	8:46 AM	3.8	3.0	1.0
47	8:47 AM	3.9	3.1	1.0
48	8:48 AM	4.0	3.2	1.0
49	8:49 AM	4.1	3.3	1.0
50	8:50 AM	4.2	3.3	1.0
51	8:51 AM	4.3	3.4	1.0
52	8:52 AM	4.3	3.5	1.0
53	8:53 AM	4.4	3.6	1.0
54	8:54 AM	4.5	3.7	1.0
55	8:55 AM	4.6	3.8	1.0
56	8:56 AM	4.7	3.8	1.0
57	8:57 AM	4.8	3.9	1.0
58	8:58 AM	4.8	4.0	1.0
59	8:59 AM	4.9	4.1	1.0
60	9:00 AM	5.0	4.2	1.0

Childcare Center Loading Zone Analysis: 5 Available Drop-off/Pickup Spaces (AM Peak)

P(n) = Probability n units in the system
E(n) = Expected number of units in the system
n = Number of units in the system
N = Max number of units in the system
q = Rate of arrival
Q = Rate of service = (veh/hr * loading spaces)
phi = q/Q

Q =	60	30	20	veh / hr
q =	5	5	5	veh / hr
phi =	0.0833	0.1667	0.2500	
N =	5	Loading Spaces		
Loading stay	5	10	15	min / veh
Occ per space	12	6	4	veh / hr

P(n)	5 min/veh	10 min/veh	15 min/veh
1	9.0%	19.4%	31.3%
2	0.8%	3.2%	7.8%
3	**0.1%**	**0.5%**	**2.0%**
4	0.0%	0.1%	0.5%
5	0.0%	0.0%	0.1%
6	0.0%	0.0%	0.0%
7	0.0%	0.0%	0.0%
8	0.0%	0.0%	0.0%
9	0.0%	0.0%	0.0%
10	0.0%	0.0%	0.0%
E(n) =	0.09091	0.19867	0.33187



	1	2	3	4	5	6	7	8	9	10
5 min/veh	9.0%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
10 min/veh	19.4%	3.2%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
15 min/veh	31.3%	7.8%	2.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%

*Highlighted values represent probability that all 3 driveway parking spaces are occupied given a 5-min, 10-min or 15-min assumed drop-off/pick-up loading period.

Childcare Center Loading Zone Analysis: 5 Available Drop-off/Pickup Spaces (Midday Peak)

Assumptions:

1. Project Trip Generation for AM Peak Hour (Excluding Staff)

AM Peak Hour	
In	Out
10	10

2. Maximum inbound trips = 10

3. Maximum outbound trips = 10

4. Estimated Arrival Rate = 10 veh/hr
= 0.167 veh/min
= 1 arrival every 6 minutes

5. Estimated Loading Time = 10 min/veh

6. For planning purposes, it is assumed that arrivals are evenly distrubuted througout the hour.

Calculations:

In general, a vehicle will arrive at the site every 6 minutes, park in the loading zone for 10 minutes, then leave. The number of Arrivals, Departures and Occupied spaces for any given time within the peak hour can be determined using the following calculations:

1. Total Arrivals at any given time, t, in minutes:

$A(t) = 0.167 \text{ veh/min} * t$

2. Total Departures at any given time, *t*, in minutes:

$D(t) = 0.167 \text{ veh/min} * (t - 10 \text{ min})$

Note that the first departure occurs 10 minutes after the first arrival; therefore, the first vehicle will arrive at 12 minutes and depart at 22 minutes from the beginning of the study hour.

3. Total Occupied Spaces at time (t) in minutes:

$S(t) = (\#\text{ of Arrivals}) - (\#\text{ of Departures})$

$[\ 0 < t < 10\ ]$ $S(t) = (0.167 \text{ veh/min} * t)$

$[\ 10 < t\ ]$ $S(t) = (0.167 \text{ veh/min} * t) - (0.167 \text{ veh/min} * (t - 10))$

The table to the left shows estimated Arrival and Departure patterns for the peak parking demand period.

Max Number of Occupied Spaces = 2

Check:

Assuming 5 loading spaces, the following calculations show the expected number of vehicles in the loading zone at any given time in the AM Peak Hour.

$E(n) = q / (Q-q)$

n = number of units in the system
q = rate of arrival = 10 veh/hr
Q = rate of service = veh/hr * loading spaces

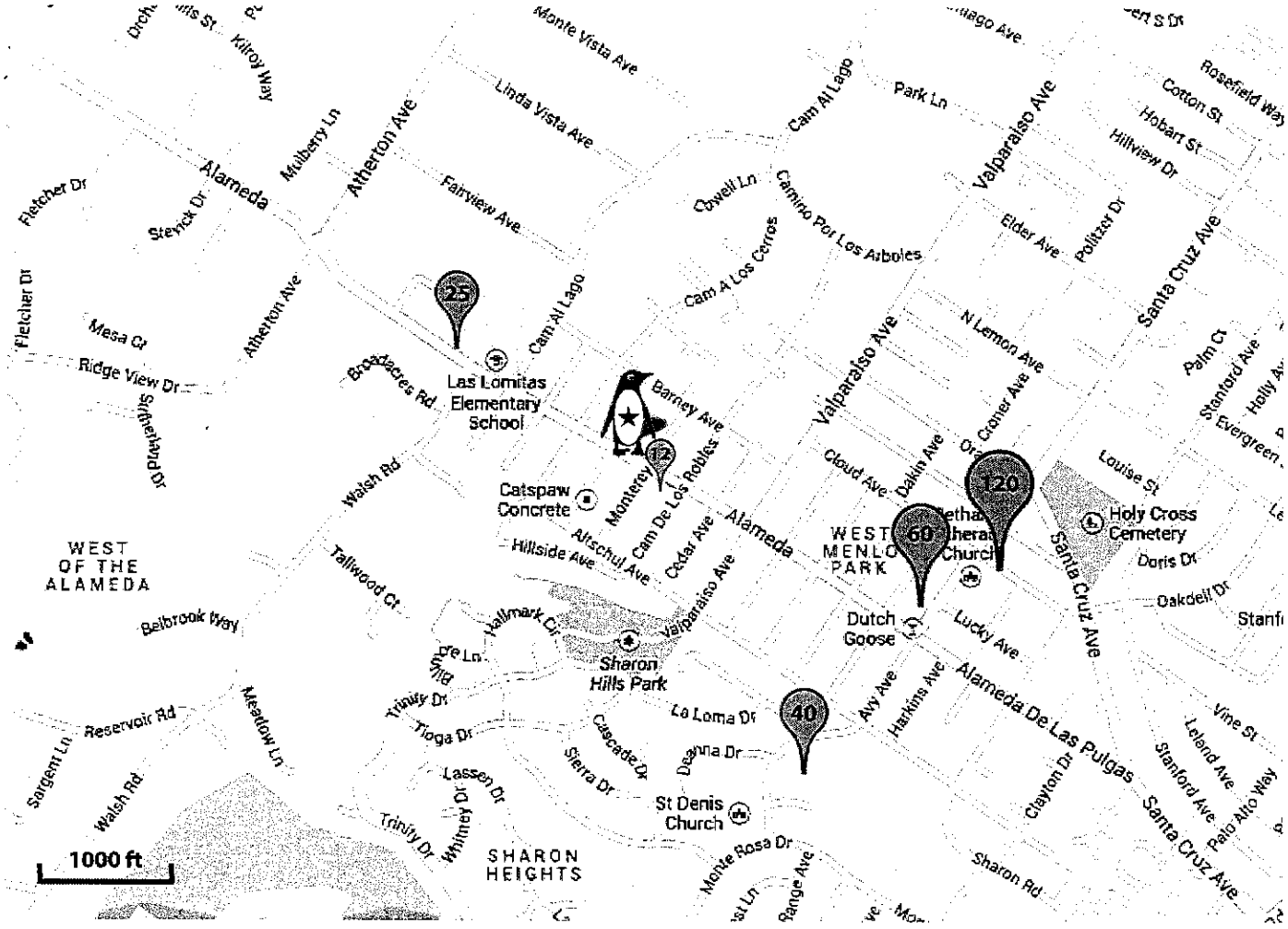
Childcare Center Loading Zone Analysis: 5 Available Drop-off/Pickup Spaces (Midday Peak)

Peak Parking Demand Period

Time (t) (min)	Time	Total Arrivals	Total Departures	Occupied Spaces
0	8:00 AM	0.0	0.0	0.0
1	8:01 AM	0.2	0.0	1.0
2	8:02 AM	0.3	0.0	1.0
3	8:03 AM	0.5	0.0	1.0
4	8:04 AM	0.7	0.0	1.0
5	8:05 AM	0.8	0.0	1.0
6	8:06 AM	1.0	0.0	1.0
7	8:07 AM	1.2	0.0	2.0
8	8:08 AM	1.3	0.0	2.0
9	8:09 AM	1.5	0.0	2.0
10	8:10 AM	1.7	0.0	2.0
11	8:11 AM	1.8	0.2	2.0
12	8:08 AM	2.0	0.3	2.0
13	8:13 AM	2.2	0.5	2.0
14	8:14 AM	2.3	0.7	2.0
15	8:15 AM	2.5	0.8	2.0
16	8:16 AM	2.7	1.0	2.0
17	8:17 AM	2.8	1.2	2.0
18	8:18 AM	3.0	1.3	2.0
19	8:19 AM	3.2	1.5	2.0
20	8:20 AM	3.3	1.7	2.0
21	8:21 AM	3.5	1.8	2.0
22	8:22 AM	3.7	2.0	2.0
23	8:23 AM	3.8	2.2	2.0
24	8:24 AM	4.0	2.3	2.0
25	8:25 AM	4.2	2.5	2.0
26	8:26 AM	4.3	2.7	2.0
27	8:27 AM	4.5	2.8	2.0
28	8:28 AM	4.7	3.0	2.0
29	8:29 AM	4.8	3.2	2.0
30	8:30 AM	5.0	3.3	2.0
31	8:31 AM	5.2	3.5	2.0
32	8:32 AM	5.3	3.7	2.0
33	8:33 AM	5.5	3.8	2.0
34	8:34 AM	5.7	4.0	2.0
35	8:35 AM	5.8	4.2	2.0
36	8:36 AM	6.0	4.3	2.0
37	8:37 AM	6.2	4.5	2.0
38	8:38 AM	6.3	4.7	2.0
39	8:39 AM	6.5	4.8	2.0
40	8:40 AM	6.7	5.0	2.0
41	8:41 AM	6.8	5.2	2.0
42	8:42 AM	7.0	5.3	2.0
43	8:43 AM	7.2	5.5	2.0
44	8:44 AM	7.3	5.7	2.0
45	8:45 AM	7.5	5.8	2.0
46	8:46 AM	7.7	6.0	2.0
47	8:47 AM	7.8	6.2	2.0
48	8:48 AM	8.0	6.3	2.0
49	8:49 AM	8.2	6.5	2.0
50	8:50 AM	8.3	6.7	2.0
51	8:51 AM	8.5	6.8	2.0
52	8:52 AM	8.7	7.0	2.0
53	8:53 AM	8.8	7.2	2.0
54	8:54 AM	9.0	7.3	2.0
55	8:55 AM	9.2	7.5	2.0
56	8:56 AM	9.3	7.7	2.0
57	8:57 AM	9.5	7.8	2.0
58	8:58 AM	9.7	8.0	2.0
59	8:59 AM	9.8	8.2	2.0
60	9:00 AM	10.0	8.3	2.0

Preschool-Aged Childcare Facilities Within a one-mile Radius of Toddle (3131 Alameda)

(Information provided by Community Care Licensing)



KEY

(Listed by licensed capacity per facility)

- **25: Champions @ Las Lomitas Elementary School*** *299 Alameda de las Pulgas*
- **12: In-home daycare** (Deborah Baker) *3214 Alameda de las Pulgas*
- **120: Littlest Angels Preschool** (Bethany Lutheran Church) *1075 Cloud Avenue*
- **60: University Heights Montessori** *2060 Avy Avenue*
- **40: Phillips Brooks Nursery School** (part of a pre-K through 5th grade private school) *2245 Avy Avenue*

*Plus capacity for 15 elementary schoolchildren, as confirmed by center staff. (State information is not updated due to recent change in childcare ownership.)

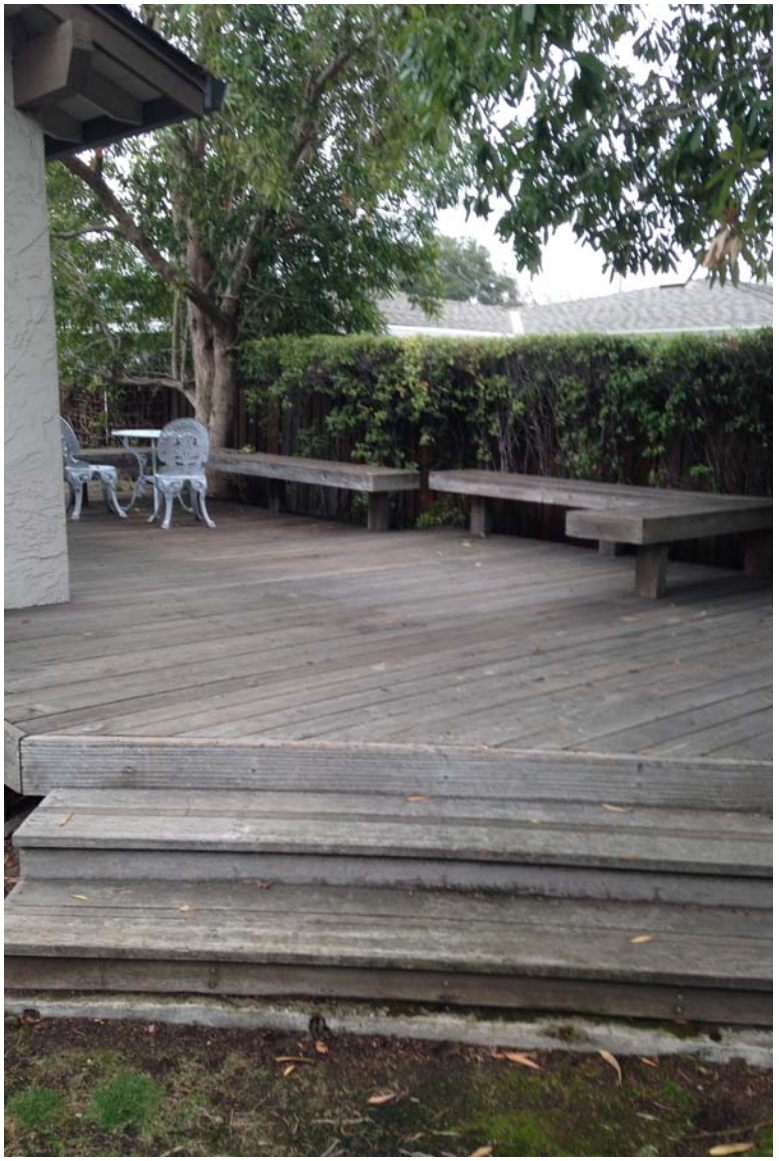
ATTACHMENT C

San Mateo County Planning Commission Meeting

Owner/Applicant: 3131 Alameda LLC/Toddle LLC

Attachment: E

File Numbers: PLN2013-00191



San Mateo County Planning Commission Meeting

Owner/Applicant: 3131 Alameda LLC/Toddle LLC Attachment: E

File Numbers: PLN2013-00191

San Mateo County Planning Commission Meeting

Owner/Applicant: 3131 Alameda LLC/Toddle LLC Attachment: E

File Numbers: PLN2013-00191