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456 W. Olive Avenue
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Re: Response to Comments
Little Tree Montessori School, 430 Pastoria Avenue, Sunnyvale, CA

As requested, Hatch Mott MacDonald (HMM) has reviewed comments #2 and #5 contained in the letter of appeal submitted by Eleanor S. Hansen, 1086 S. Bernardo Avenue, Sunnyvale, to the City of Sunnyvale Community Development Department, regarding the Traffic Impact Analysis we prepared for the proposed Little Tree Montessori School located at 420 S. Pastoria Avenue in Sunnyvale, California. Our responses to comments #2 and #5 are provided below. In addition we compared the trip generation estimates to new data provided by the applicant through the City to verify the conclusions of the original analysis.

Trip Generation Comparison

The proposed project's trip generation estimate was based on operational information provided by the project applicant. Subsequent to completing the Traffic Impact Analysis, Hatch Mott MacDonald (HMM) received one month of actual student sign-in sheets and arrival data for three of their other locations; in Campbell, Cupertino and Saratoga. Based on the actual arrival patterns taken from the sign in sheets at the other locations, HMM determined the AM peak hour arrival rates per student for a typical day.

The AM peak hour arrival rates per enrolled student ranged from a low of 0.31 arrivals per enrolled student to a high of 0.41 arrivals per enrolled student, with an average rate of 0.37 arrivals per enrolled student. This equates to approximately one in three students arriving during the AM peak hour. These rates demonstrate the fact that students arrive at the schools during a broad range of times, with most arriving outside of the peak hour . The same is expected to be true at the Sunnyvale campus due to the proposed similar class schedules (i.e., many students arrive after 9:00 AM).

The AM peak hour arrival rate that was analyzed in the Traffic Impact Analysis for the Sunnyvale campus was 0.51 arrivals per enrolled student, which assumes that more than half of the enrolled students arrive during the adjacent street peak hour. This equates to approximately one in two students arriving during the AM peak hour, which is conservative when compared to the other campuses. This would indicate that the original analysis provided a conservative estimate of project generated traffic and the actual impacts to the transportation system would be less than what was presented in the TIA.

Comment #2

The project trip distribution and Assignment is erroneously designed. It is quite clear that from the location of 420 S. Pastoria that all traffic must come, if by road, by Pastoria from the South, Pastoria from the North, and from Sutter. On the Schedule shown on page 19, Sutter is not shown at all. Rather strange. And we are to believe that only 10% of the traffic is to go north on Pastoria, and 5% is to go south [not on Pastoria despite the fact 420 S Pastoria is about 1/8-1/4th mile to El Camino Real], but on Hollenbeck. The major traffic impact of this project is within three blocks of 420 S Pastoria, not further away, say on Mary Avenue or

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Mathilda Avenue.

Response: The percentages shown on page 19 as well as Figure 8 indicate general areas of origin and destination for vehicles travelling to and from the project site. The percentage shown in Figure 8 on Mary Ave not only includes vehicles that may come from Mary Ave north of Central Expressway, but also those coming from Central Expressway and using Mary Avenue to access the site. This information does not mean that 10% of project traffic go north and 5% go south. In fact 100% of the project generated traffic will use Pastoria between Olive and Iowa to come to or from the site.

The directions of approach and departure in Figure 8 were used to determine the trip assignment, which are the routes that most vehicles are expected to use to and from the site. The trip assignment is based on factors such as existing volumes, traffic controls, and projected volumes for roadways on the transportation system. It was estimated for this analysis that vehicles coming from the north on Mary Avenue would use Iowa Avenue to access the project site due to these factors. One factor used in determining this assumption is the protected southbound left-turn on Mary at Iowa. This traffic control makes it more convenient and safer to make a left-turn at this location compared with the uncontrolled left-turn at Sutter.

To validate the results of the analysis a test was performed to see the effect if the vehicles that were assigned to Iowa Avenue were to instead use Sutter from the west. The results of this test indicate that the level of service at Pastoria/Sutter would remain at an overall LOS A with the worst approach at LOS C under Cumulative Plus Project Conditions.

Comment #5

The traffic impact analysis is defective in three additional ways:

a. Given the allegation presented above "Based on the proposed drop off and pick up schedule, the highest demand for parking would occur between 9:00 and 9:15 am. Approximately 72 students would be dropped off during this 15-minute time period, it becomes clear that the lack of focus on 15-minute time frame may give an [*sic*] wrong impression. According to Figure 6, of the Traffic Impact Analysis Existing Conditions Intersection Peak Hour Volumes, 258 vehicles go north through the Pastoria and Sutter intersection per am peak hour, and 178 vehicles go south through that same intersection. If we were to translate those numbers into 15-minute numbers, the numbers would be 65 vehicles going north and 45 vehicles going south. This suggests that for certain times of day, the traffic generated by the proposed child care center would increase the traffic in the nearby area of S. Pastoria by 50-80%.

   Response: It should be noted that there was an error in the original drop-off schedule provided to the consultant. The drop-off schedule for rooms 8 and 9 were mistakenly grouped into a 15-minute timeframe instead of a 30-minute timeframe, like the other preschool classrooms. The corrected schedule results in the highest demand for parking occurring between 9:00 and 9:15 AM with approximately 48 students (and not 72 students) being dropped off during this 15-minute time period. This volume of 48 students occurs after the peak period where existing volumes are typically lower and therefore the overall volume on the street is expected to be lower.

   Figure 6 presents existing volumes that were counted during the peak period traffic counts and represent the peak hour volumes. The volumes of 258 and 178 vehicles per hour referenced in the comment above are existing volumes that are currently on Pastoria in the northbound and southbound direction, respectively. The volumes that the project adds to these movements on Pastoria correspond to the Figure 8 volumes of 24 northbound and 25 southbound vehicles per hour. If the 15-minute, 48

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student number was used for comparison purposes, it would not be compared with the 258 and 178 vehicles because the time periods do not match. Existing traffic volume data is not available for the 9:00 a.m. to 9:15 a.m. time period, but it is likely that the volumes would be lower at this time.

Therefore, the percent change of volume during the peak hour on Pastoria would not be 50-80%, but approximately 20% during the AM peak hour and 15% during the PM peak hour.

b. In the remainder of the Traffic Impact Analysis, the focus is on the effect of Level of Service, particularly at intersections on Mary and Mathilda, which would not expect to be impacted by this project. This gives the picture to readers that this project has not significant impacts although there are indications that it will have severe impacts to nearly [*sic*] residents.

Response: The City of Sunnyvale uses the Valley Transportation Authority (VTA) Transportation Impact Analysis Guidelines to conduct these studies. These guidelines use the Level of Service concept to apply uniform methods for evaluating transportation impacts throughout its jurisdiction. The study locations for this analysis were included based on these guidelines.

c. The Traffic Impact Analysis omits a comparison of the current and existing conditions alone to current and existing conditions with the project. Even given that this analysis would have, in this study have only been of the effect on Level of Service, and largely at intersections far removed physically from the location of the project, I believe that, taken in conjunction of the other weakness of the traffic impact analysis, that it serves to have a prejudicial effect in leading readers to conclude that there is no significant traffic impact, when there might be.

As it is, one can note that although according to Figure 6, of the Traffic Impact Analysis Existing Conditions Intersection Peak Hour Volumes, 258 vehicles go north through the S Pastoria and Sutter intersection per am peak hour, and 178 vehicles go south through that same intersection, according to the statement at the second to the last paragraph [*sic*] of the first paragraph of 4.2 Project Trip Generation, "This project is projected to generate 790 daily trips, of which 204 will be generated during the AM peak hour and 170 will be generated during the PM peak hour." This again indicates a close to doubling in the traffic in nearby neighborhood due to the vehicles coming and going from the planned day care center.

Response: This analysis was conducted following the VTA guidelines and did not find a significant impact at any of the study locations. The results indicate an acceptable level of service under all scenarios and would not have a significant impact in comparing the Existing to the Existing Plus Project Conditions. Also it should be noted that not all 204 (AM) and 170 (PM) trips referenced above go through the Pastoria/Sutter intersection. These are the estimated total number of inbound and outbound trips going to and from the project site during the peak hours and this project is not expected to double the peak hour volume on any roadway.

If you have any questions regarding our responses to the comments or need additional information, please do not hesitate to contact me at your convenience.

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