



Staff Report
Use Permit 15-21 (Wildflower Open Classroom Charter School)
Prepared By: Bob Summerville, Senior Planner
General Information

Applicant: Tom Hicks, Wildflower Open Classroom Charter School, 2414 Cohasset Road, Suite 3, Chico, CA 95926

Property Owner: Doherty Enterprises, LLC, 33628 Mazour Drive, Warren, OR 97053

Purpose: A request to modify Use Permit 96-14 that authorized Chico Country Day Charter School with up to 350 students and a requirement for secondary access to the north across the Fair View Shopping Center. The modification request is to remove the required secondary access to the north and authorize up to 220 students.

Location: 2414 Cohasset Road, Suite 3, Chico, CA95926

Assessor's Parcel Nos.: 015-320-088

Parcel Acreage: 2.77 acres

Existing Land Use: Retail/Charter School K-8 grades

Existing Zoning: CR-AOD (Regional Commercial-Airport Overflight-D) overlay district

General Plan Designation: Regional Commercial

Surrounding Land Uses: N Retail
S Commercial/Single-family residential
E Single-family residential
W Commercial

Environmental Review: Categorical Exemption, CEQA Guidelines Section 15301 (Existing Facilities) and 15321 (Enforcement Actions by Regulatory Agencies)



Planning Commission Agenda Report

Meeting Date 8/4/16

REPORT: July 25, 2016

Files: UP 15-21
UP 96-14, and
Mod. UP 96-14

TO: Planning Commission

FROM: Bob Summerville, AICP, Senior Planner (879-6807, bob.summerville@chicoca.gov)

RE: Use Permit 15-21 (Wildflower Open Classroom Charter School)
2414 Cohasset Road

SUMMARY

In April 2012, the Wildflower Open Classroom (WOC) Charter School received a Zoning Verification letter from the Planning Division determining that WOC may operate a K-8 public charter school with 110 students at 2414 Cohasset Road in compliance with a modification of Use Permit 96-14 (Chico Country Day School - CCDS). Modification of UP 96-14, approved by the Zoning Administrator in July 2003, authorized CCDS to operate a public charter school with up to 350 students, and included a requirement for secondary access to the north across the Fairview Shopping Center to East Avenue, which was provided through an informal agreement between CCDS and the two owners of the shopping center. However, following a change in ownership of the Fairview Shopping Center several years ago, the access agreement was terminated. Without the secondary access, WOC is non-compliant with an important condition of approval and, as a result, is currently under a City code enforcement violation.

Since its original approval, WOC has grown to a current enrollment of 160 students. As reported by the owner of the Cathy's Sew & Vac property, the vehicles of parents picking up students in the afternoon cause traffic congestion that obstructs customers along the single access driveway to Cohasset Road and customers entering the diagonal parking along Cohasset Road. WOC is requesting the Planning Commission eliminate the requirement for secondary access to East Avenue, and allow a total enrollment of 220 students with implementation of a traffic monitoring program, including the installation of a traffic circle at the back of the driveway near the WOC parking lot.

WOC conducted a Traffic Impact Assessment that focuses on the single access easement to Cohasset Road and issues of safe turning movements. The assessment concludes that safe turning movements are achievable to and from Cohasset Road, but the vehicles of parents picking up students in the afternoon will stack excessively in the access drive. Planning and Development Engineering staff believe the assessment does not completely identify the potential for traffic and turning movement conflicts in the public right of way, and on-site between school and business traffic.

City Fire Department staff have also recommended that based on the current student enrollment, additional access is necessary for emergency response (such as the secondary access to the north), and that the access between the shopping center and school properties be maintained clear and open while the school is occupied.

Recommendation:

Planning staff recommends that the Planning Commission adopt Resolution 16-09 (**Attachment A**) approving Use Permit 15-21 (Wildflower Open Classroom) and authorizing no more than the current student enrollment of 160 students.

Proposed Motion:

I move that the Planning Commission adopt Resolution 16-09, approving Use Permit 15-21 (Wildflower Open Classroom), based on the required findings and subject to the conditions contained therein.

BACKGROUND

Designated Regional Commercial on the General Plan Diagram and located within the CR-AOD (Regional Commercial-Airport Overflight-D) overlay zoning district, the site is in a predominantly commercial area with commercial uses adjacent to the north and west and single-family residential uses adjacent to the east and south (see location map, **Attachment B** and proposed site plan/use permit plat, **Attachment C**).

History of Schools On The Project Site

Use Permit 96-14 (Chico Country Day School) was first approved by the City of Chico Planning Commission on July 1, 1996, authorizing a pre-school and public grammar school (K-6) with an enrollment of 88 students. Five employees operated the school within an existing 4,000 square foot building and recreation activities were conducted in a fenced portion of the parcel adjacent to the building. The Zoning Administrator approved a modification of the use permit on March 13, 2000 to allow 40 additional students and the occupation of approximately 5,000 square feet of adjacent building space shared by the Sherwin-Williams paint store. Prior to this approval in 1998, the Butte County Planning Commission approved the school to add 7th and 8th grade classes, and expand into the Fairview Shopping Center (then in county jurisdiction), as well as into a vacant portion of the site where three portable classroom structures were added. With this county approval, the total student enrollment increased to 346. In an effort to clear-up significant building and fire code violations in both city and county jurisdictions of the campus, and to accommodate the rapid increase of student enrollment, the City's Zoning Administrator approved a Modification of Use Permit 96-14 authorizing the addition of one portable classroom building (see Modification of Use Permit 96-14 and Plat, **Attachment D**). (Note that only the plat illustrates secondary access to the north across the Fair View Shopping Center, and that Condition No. 1 authorizes the use "in substantial accord with the plat". However, a separate condition that specifies a requirement for secondary access is not included.)

At some time prior to 2010, the Chico Country Day School relocated to its current campus located at Broadway and W. 11th Street. In April 2010, the City of Chico Planning Director approved a minor modification of Modification of Use Permit 96-14 authorizing a new curriculum administered by the Chico Unified School District (i.e., "Academy for Change") with a substantially reduced student enrollment not to exceed 90 high school students (grades 9 through 12). Prior to April 2010, the ownership of the Fairview Shopping Center changed, and the agreement for secondary access across the parking lot to East Avenue was terminated and controlled by a locked gate. Due to the low enrollment not to exceed 90 students, one

access to the site was authorized via Cohasset Road. (In recent conversations with the new owner, reasons for terminating the access agreement included deterioration of the Fairview parking lot and obstruction to customer parking due to vehicle traffic from the Chico Country Day School).

Current WOC Administrative Approvals

The City Planning Division originally determined in April 2012 that WOC may operate the school during 2012-2013 with a total enrollment of 110 students via Zoning Verification Letter 12-06, and requiring compliance with all conditions of Modification of Use Permit 96-14. A second Zoning Verification letter (ZV 15-01) issued in March 2015 determined that WOC could add up to four portable classroom buildings and increase its enrollment up to 170 students, again in compliance with the conditions of Modification of Use Permit 96-14. The four classroom buildings have been added, and WOC has also expanded their administrative offices into adjacent building space left vacant by the departure of an adult day care use.

Without the secondary access (and overflow school parking at the shopping center), complaints by the property owner of the Cathy's Sewing & Vac property have increased regarding obstructions to customer parking. The access drive and easement is shared between WOC, Sherwin-Williams Paint store, and Cathy's Sew and Vac store. Without the secondary access, WOC is non-compliant with an important condition of approval and, as a result, is currently under a City code enforcement violation. As previously noted, City Fire Department staff have also recommended that a secondary access is necessary for emergency response.

GENERAL PLAN

The Regional Commercial designation accommodates sites for larger retail and service businesses that serve residents from the City and the region. Wildflower Open Classroom charter school draws student attendance from the Chico region.

The following General Plan goals are applicable to the project:

CD-5: Support infill and redevelopment compatible with the surrounding neighborhood.

PPFS-3: Support efforts by the Chico Unified School District, CSU Chico, Butte College, and private educational institutions to maintain and improve educational facilities and services in the City.

DISCUSSION

Traffic Impact Assessment

The applicant conducted a Traffic Impact Assessment (TIA) to investigate traffic and circulation issues associated with WOC. The TIA identifies problems with existing traffic conditions that will worsen with the proposed enrollment of 220 students (see Traffic Impact Assessment, **Attachment D**). The TIA concludes that the access drive at Cohasset Road will experience long delays in the morning and afternoon peak hour times (during student drop-off and pick-up), and that the parking/loading spaces during the afternoon peak will be deficient by about 10 spaces.

Planning and engineering staff respectfully disagree with a conclusion on page 9 of the report that states “queuing and loading zone impacts would only affect onsite circulation and would not affect traffic and turning movements on Cohasset Road or the adjacent Cohasset Road/Pillsbury Road intersection.” However, the distribution of turning movements described in the TIA illustrate the potential for conflicts between motorists at the intersection of the access driveway and Cohasset Road. (For instance, southbound motorists on Cohasset Road, turning into the driveway at the same time a motorist is turning southbound out of the driveway.) Planning and Engineering staff have also witnessed conflicting movements on Cohasset Road between motorists, traveling both north and south bound on Cohasset Road, to conflict with motorists turning in either direction out of the driveway onto Cohasset Road. Following a comment received from a concerned parent at WOC (see letter from Matt Bentley, **Attachment E**), the City Police Department confirmed a report of a non-injury accident at the driveway/Cohasset Road intersection where a driver attempted to exit the driveway and avoid an on-coming SUV, but was hit by a second vehicle attempting to pass the on-coming SUV.

City staff has also observed (under existing conditions during the afternoon peak) turning movement conflicts between parents queued to exit the driveway that block customers exiting the Sherwin-Williams parking lot, or attempting to enter the Cathy’s Sew & Vac parking lot. Compatible design is an important component of the use permit process on both private property and the public right of way. Some of these issues may be resolved by implementation of the applicant’s proposed Traffic Monitoring Program and the recommendations of the Traffic Impact Assessment noted below.

Proposed Traffic Monitoring Program and Improvements

The applicant’s proposed traffic monitoring program includes striping the driveway to Cohasset Road with right-turn-in, left-turn-out, and right-turn-out movements onto Cohasset Road (see plat/site plan, **Attachment C** and applicant letters **Attachments F**). The new striping plan includes directional arrows and lanes for two-way traffic, parking, and a new traffic circle for student drop-off and pick-up. The new traffic program also proposes that a school staff traffic monitor will be present during all school start and stop times to regulate the flow of cars from the traffic circle to Cohasset Road to reduce cars that may block access to the parking lot of Cathy’s Sewing & Vacuum. Unfortunately, the proposed site plan was prepared prior to the Traffic Impact Assessment and does not incorporate some of its recommendations (such as striping for a “Clear Zone” near the entrance to Cathy’s Sew & Vac). Recommended conditions of approval include submittal of a revised site plan that incorporates the recommendations of the TIA.

Conclusions and Recommended Conditions of Approval

WOC began operations following a determination by the Planning Division that the school may operate in accordance with the conditions of Modification of UP 96-14, which required a secondary access drive to the north across the Fairview Shopping Center. However, access rights to the north had been previously terminated by the owner, and the Planning Division did not verify compliance for this requirement prior to determining that WOC could expand in March 2015.

Since the school has subsequently established its facilities and curriculum, planning staff recommends the use permit authorize only a maximum of 160 students (the current enrollment.) As a condition of approval, implementation of the applicant’s traffic monitoring

program and the recommendations of the traffic consultant, including all site improvements, begin immediately, with completion of the site improvements by the end of the mid-term of the fall semester (October 26, 2016). Completion by this date will allow the City and WOC to observe the success of these measures by the end of the fall semester.

Staff is further recommending that Use Permit 15-21 supersede Use Permit 96-14, including all modifications. To reduce morning and afternoon peak hour traffic congestion, staff is recommending a condition that requires school hours be staggered as follows: Grades K through 3 shall be staggered one-half hour from Grades 4 through 8. A written agreement from the adjacent owner of the Fairview Shopping Center that maintains Emergency Vehicle Access (EVA) through the gate to the Fairview Shopping Center is also recommended as a condition of approval.

FINDINGS

Environmental Review

The project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15301 (Existing Facilities) and 15321 (Enforcement Actions by Regulatory Agencies). Consistent with this exemption, the project consists of the minor reuse of an existing commercial building in a commercial zoning district. The proposal is currently under a City code enforcement action for compliance with an existing use permit.

Use Permit Findings

- A. *The proposed use is allowed within the subject zoning district and complies with all of the applicable provisions of Chapter 19.24 (Use Permits).*

CMC Section 19.44.020 allows public and private schools in the CR (Regional Commercial) zoning district, subject to use permit approval. This use permit has been processed in accordance with the requirements of Chapter 19.24.

- B. *The proposed use would not be detrimental to the health, safety, and general welfare of persons residing or working in the neighborhood of the proposed use.*

With implementation of a traffic monitoring program and the recommendations of the Traffic Impact Assessment (KD Anderson, July 21, 2016), including all site improvements, the proposed use is anticipated operate compatibly with persons residing or working in the neighborhood.

- C. *The proposed use will not be detrimental and/or injurious to property and improvements in the neighborhood of the proposed use, as well as the general welfare of the City.*

The proposed use involves the use of existing structures and school facilities without new construction or expansion. Improvements to traffic circulation facilities is limited to striping for a traffic circle and clear zone at the parking lot entries to Cathy's Sew & Vac and Sherwin-Williams paint stores.

- D. *The proposed use will be consistent with the policies, standards, and land use designations established by the General Plan.*

The proposal is consistent with General Plan Goal CD-5 that supports infill and redevelopment of existing properties and Goal PPF3-3, supporting efforts to maintain and improve educational facilities and services in the City.

- E. *The design, location, size, and operating characteristics of the proposed use are compatible with the existing and future land uses in the vicinity.*

The site and buildings have been utilized as a K-8 school since 1996 and operated compatibly with adjacent single-family residential uses. (Commercial uses have been operated compatibly with the neighborhood prior to the school uses.) With implementation of a traffic monitoring program and site improvements recommended by a Traffic Impact Assessment (KD Anderson, July 21, 2016), vehicle traffic and circulation associated with the school will improve operations compatibly with adjacent commercial uses.

PUBLIC CONTACT

A 10-day public hearing notice was mailed to all landowners and residents within 500 feet of the site, and a legal notice was published in the *Chico Enterprise Record*.

DISTRIBUTION:

PC Distribution

Bob Summerville, Senior Planner

File: Use Permit 15-21, UP 96-14, and Modification of UP 96-14

External

Tom Hicks, Director-WOC, 2414 Cohasset Road, Suite 3, Chico, CA 95926

Tom Lando, Treasurer-WOC Board of Directors, 2414 Cohasset Road, Suite 3, Chico, CA 95926

Jeff Carter, Attorney, 329 Flume Street, Chico, CA 95928

KD Anderson & Associates, Transportation Engineers, 3853 Taylor Road, Suite G, Loomis, CA 95650

Matt Bentley, Attorney, 1558 Filbert Avenue, Chico, CA 95927

Dan Jenks, 2422 Cohasset Road, Chico, CA 95928

Frank and Terri Spiteri, 2908 Hegan Lane, Chico, CA 95928

Doherty Enterprises, LLC, 33628 Mazour Drive, Warren, OR 97053

ATTACHMENTS:

- A. Planning Commission Resolution No. 16-09
Exhibit I Conditions of Approval
- B. Location Map
- C. Site Plan/Plat To Accompany UP 15-21 (Wildflower Open Classroom)
- D. Modification of Use Permit 96-14 and Plat
- E. Traffic Impact Assessment
- F. Letter from Matt Bentley, 4/12/16
- G. Applicant letters of traffic monitoring program

1 C. The proposed use will not be detrimental and/or injurious to property and
2 improvements in the neighborhood of the proposed use, as well as the general
3 welfare of the city in that the proposed use involves the use of existing structures
4 and school facilities without new construction or expansion. Improvements to
5 traffic circulation facilities is limited to striping for a traffic circle and clear zone at
6 the parking lot entries to Cathy's Sew & Vac and Sherwin-Williams paint stores.

7 D. The proposed use will be consistent with the policies, standards, and land use
8 designations established by the General Plan in that the proposal is consistent with
9 General Plan Goal CD-5 that supports infill and redevelopment of existing
10 properties and Goal PPF3-3, supporting efforts to maintain and improve
11 educational facilities and services in the City.

12 E. The design, location, size, and operating characteristics of the proposed use are
13 compatible with the existing and future land uses in the vicinity in that site and
14 buildings have been utilized as a K-8 school since 1996 and operated compatibly
15 with adjacent single-family residential uses. With implementation of a traffic
16 monitoring program and site improvements recommended by a Traffic Impact
17 Assessment (KD Anderson, July 21, 2016), vehicle traffic and circulation
18 associated with the school will improve operations compatibly with adjacent
19 commercial uses.

20 II. Based on all of the above, the Planning Commission approves the project subject to the
21 conditions set forth in Exhibit I attached hereto.

22 III. The Planning Commission hereby specifies that the materials and documents which
23 constitute the record of proceedings upon which its decision is based are located at and
24 under the custody of the City of Chico Community Development Department.

25 THE FOREGOING RESOLUTION WAS ADOPTED at a meeting of the Planning
26 Commission of the City of Chico held on August 4, 2016, by the following vote:

27 ///

28 ///

1 AYES:
2 NOES:
3 ABSENT:
4 ABSTAIN:
5 DISQUALIFIED:
6 ATTEST:

APPROVED AS TO FORM:

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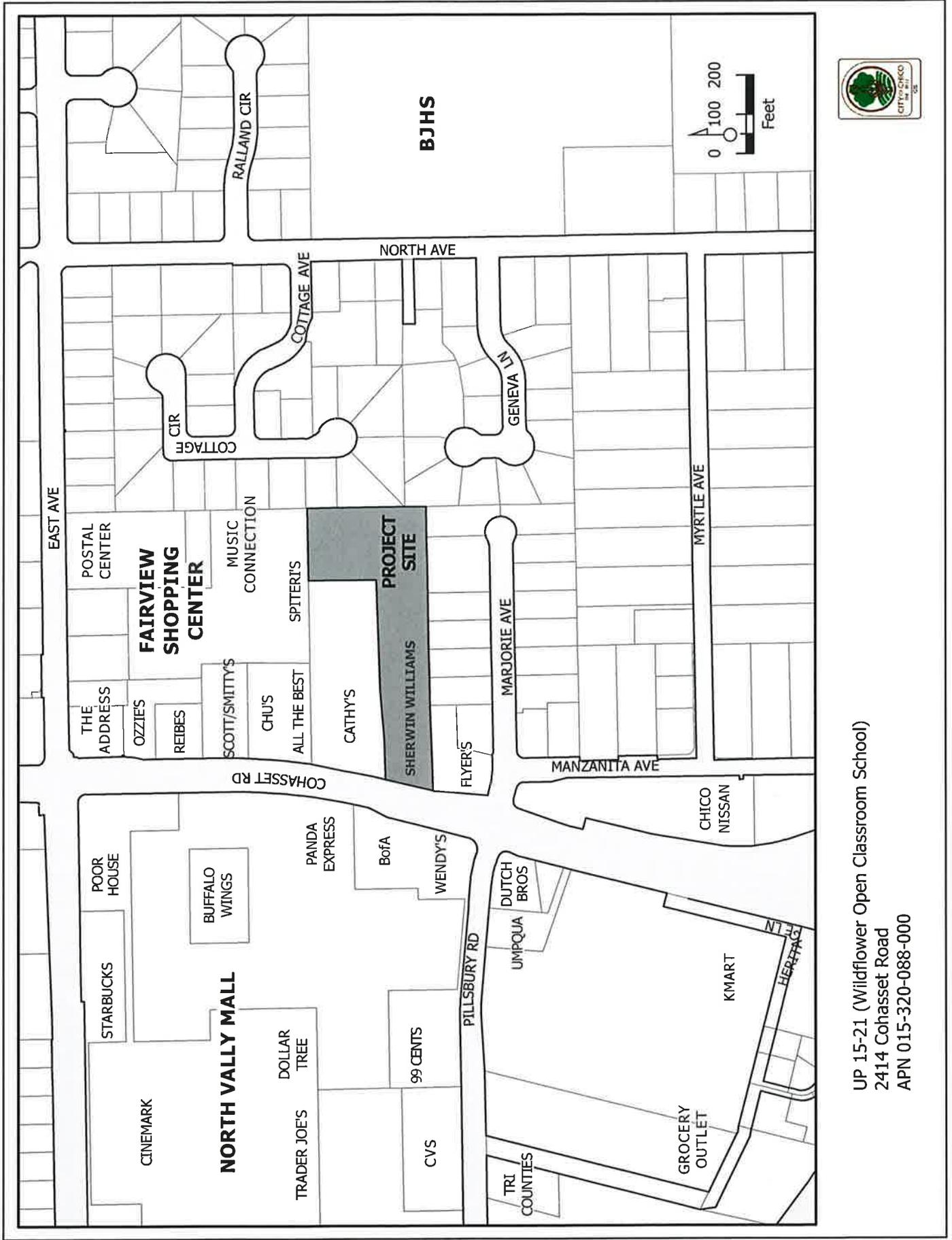
MARK WOLFE
Planning Commission Secretary

ANDREW L. JARED
Assistant City Attorney

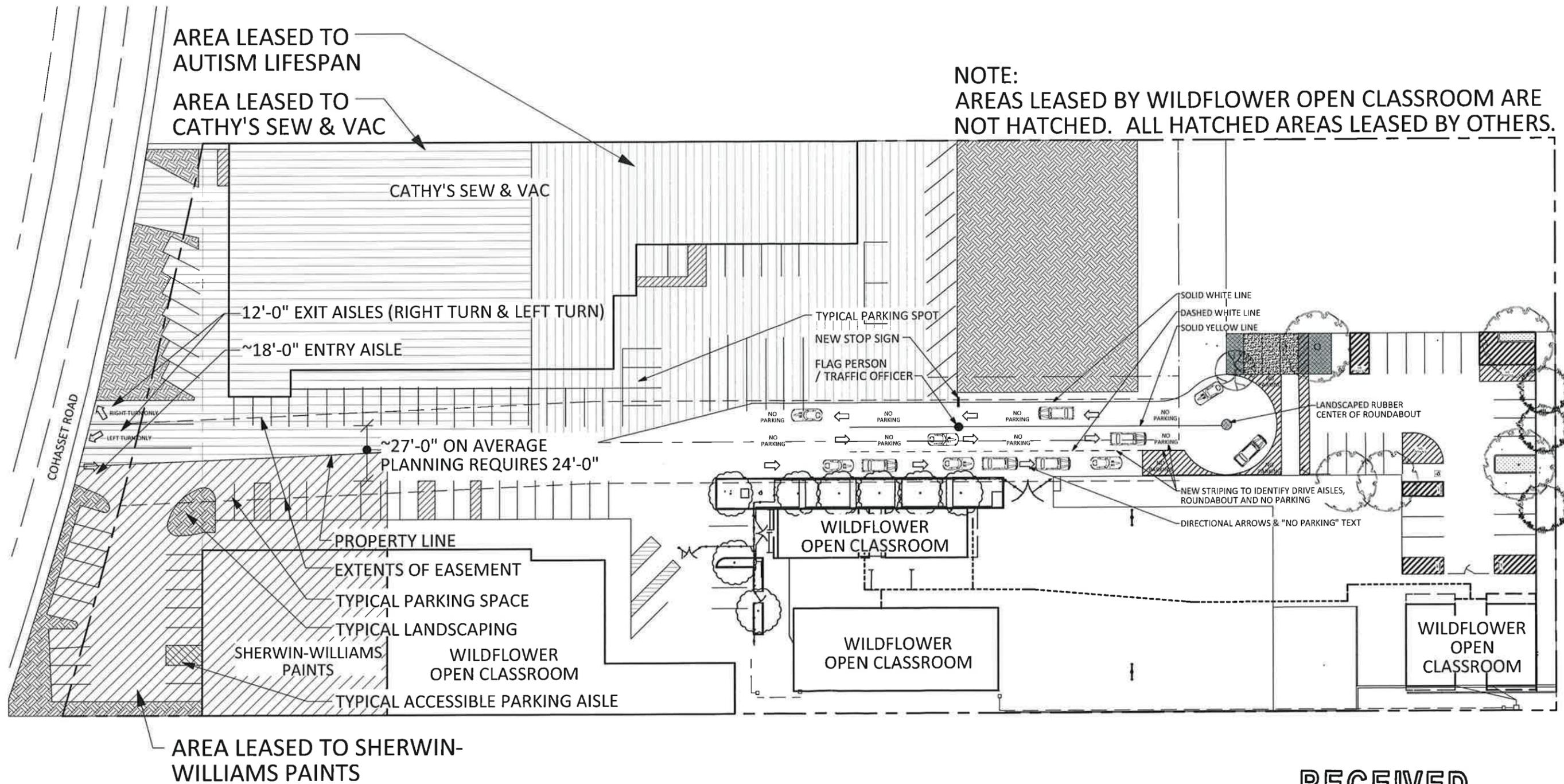
EXHIBIT I
CONDITIONS OF APPROVAL
Use Permit 15-21 (Wildflower Open Classroom)

1. Use Permit 15-21 (Wildflower Open Classroom) authorizes a K-8 public charter school with a maximum of 160 students, in substantial accordance with the "Plat to Accompany Use Permit 15-21 (Wildflower Open Classroom)" (date stamped May 27, 2016), except as modified by any other condition of approval.
2. Use Permit 15-21 (Wildflower Open Classroom) supersedes Use Permit 96-14, including all subsequent modifications of Use Permit 96-14.
3. The permittee shall comply with all other State and local Code provisions, including those of the City of Chico Community Development Department, Department of Public Works, Fire Department, and the Butte County Environmental Health Division. The applicant is responsible for contacting these offices to verify the need for permits.
4. School hours shall be staggered to reduce morning and afternoon peak hour traffic congestion as follows: Grades K through 3 shall be staggered one-half hour from Grades 4 through 8.
5. Prior to commencement of the 2016 fall semester, the permittee shall submit to the City Fire Chief for review and approval a written agreement to maintain Emergency Vehicle Access (EVA) through the gate to the Fairview Shopping Center. The agreement shall stipulate how the lock may be accessed, including as an option a "Knox Box".
6. Prior to commencement of the 2016 fall semester, the permittee shall submit a traffic monitoring program for approval by the Community Development Director. Implementation of the traffic monitoring program and the recommendations of the traffic consultant, including all site improvements, shall begin at the commencement of the fall 2016 semester, with completion of the site improvements by the end of the mid-term of the fall semester (October 26, 2016). The traffic monitoring program shall include, but not be limited to the following:
 - A traffic officer stationed in the parking arrival and dismissal areas to direct and ensure school community members park only in designated WOC parking areas. The traffic monitor will be on duty for morning student arrival from 8:00 a.m. to 9:00 a.m., and for afternoon student departure from 2:15 p.m. to 3:15 p.m.
 - The traffic officer shall regularly wear identifiable clothing and utilize a traffic flag as necessary. A stop sign shall be installed (or erected on a temporary basis during arrival and departure times) where the traffic officer is stationed. The traffic officer shall hold traffic back and release as necessary to regulate a safe flow of vehicles towards the Cohasset Road driveway and to avoid conflicts with the parking lot entrances to Cathy's Sew & Vac, and to Sherwin-Williams paint store. A second traffic officer at these parking lot entrances shall be available as necessary to prevent conflicts between customer and WOC traffic.

- Flyers, bi-weekly newsletters, emails, and the WOC Community Handbook shall be regularly provided to WOC community members (including parents and students) on an updated basis that communicate proper parking, arrival, and dismissal procedures.
- All flyers, bi-weekly newsletters, emails, and the WOC Community Handbook shall strongly encourage parents to only turn right (northbound) onto Cohasset Road when leaving WOC.
- Appropriate “No Parking” signs shall be placed in areas not designated for WOC parking by a WOC employee each morning and removed each evening.
- A traffic monitoring site plan shall be submitted to the Community Development Director and the City Fire Chief for approval that illustrates the design and location of a traffic circle and striping for a “Clear Zone” at the parking lot entrances to Cathy’s Sew & Vac and Sherwin-Williams paint store.
- A traffic circle shall be installed in the back (east-end) of the access driveway. Prior to installation of the traffic circle, the design shall be reviewed and approved by the City Fire Chief and Director of Public Works.



UP 15-21 (Wildflower Open Classroom School)
 2414 Cohasset Road
 APN 015-320-088-000



NOTE:
 AREAS LEASED BY WILDFLOWER OPEN CLASSROOM ARE NOT HATCHED. ALL HATCHED AREAS LEASED BY OTHERS.

Plat To Accompany UP 15-21 (Wildflower Open Classroom)

RECEIVED

MAY 27 2016

CITY OF CHICO
 PLANNING SERVICES

ATTACHMENT C

GRAPHIC SCALE



Scale: 1"=50'-0"



**COMMUNITY DEVELOPMENT
DEPARTMENT**

Planning Division
411 Main Street (530) 895-4851
P.O. Box 3420
Chico, CA 95927

PERMIT NO. Modification of UP 96-14 (Chico
Country Day School)

**CONDITIONAL
USE PERMIT**

Permit Description:

In accordance with Chico Municipal Code Sections: 19.24.080 (Changes to a use permit) and 19.30.060 (Changes to an approved project), Modification of Use Permit 96-14 (Chico Country Day School), authorizes the following:

The modification of existing Use Permit 96-14 (Modification) by authorizing the addition of one portable classroom building.

At: 2412 Cohasset Road, Suite No. 3
Assessor's Parcel Nos.: 048-100-088 and 048-090-078

Final Action: Approved by the Zoning Administrator July 25, 2003

Effective Date of the Permit: 5:00 p.m., Monday August 4, 2003 (appeal period ends).

Issuance of Permit:

In accordance with Chico Municipal Code Section 19.30.020, no permit, certificate, or other entitlement may be issued until the effective date. The Permittee shall sign the approved certificate or other entitlement within 30 days of approval indicating full understanding and concurrence with the approval and all conditions imposed by the review authority, or the entitlement will be deemed void.

This permit is hereby issued through the signatures of the Planning Director and the Permittee.

Conditions of Approval:

1. Use Permit Modification 96-14 authorizes the modification of existing Use Permit 96-14 (Modification) by authorizing the addition of one portable classroom building, in substantial accord with the "Plat to Accompany Use Permit Modification 96-14 (Chico Country Day School)" and all conditions contained therein.
2. The conditions of this use permit modification shall supercede all conditions required by the previous use permit.
3. The permittee shall comply with all state and local code provisions, including those of the Building Division, Fire Department and Department of Public Works. The permittee is responsible for contacting these departments to verify the need for permits and/or applicable regulations.

4. The overall enrollment (for the combined city and county campus portions) of Chico Country Day School shall not exceed 350 students. Any enrollment increases beyond 350 students shall require subsequent modifications of the use permit, including but not limited to environmental review at which time an initial study will be conducted and a traffic study required.
5. The applicant shall secure all necessary building permits for the portable classroom building including compliance with location requirements, electrical service, and provision of accessible path of travel to the public right-of-way. Administrative architectural review conducted by Planning staff of the portable classroom building shall be required prior to the issuance of building permits.
6. The existing gravel driveways utilized by CCDS (indicated on the Plat to Accompany Use Permit Modification 96-14 or as approved by the Planning Division on a separate plat) shall be improved with an all-weather surface and minimum width of 20 feet with a design approved by City Development Engineering and City Fire Department staff. The driveway improvements shall be completed by October 31, 2003.
7. The turning radius between the newly paved driveway and the existing paved driveway shall meet Fire Department requirements.
8. Weeds along both sides of the newly paved driveway shall be controlled behind the edge of the driveway's pavement at a maximum height of six inches.
9. A no parking area shall be clearly designated along the north side of the drive aisle across from the designated fire lane and student drop-off area.
10. Directional signage for all circulation patterns as described in the CCDS Parking and Traffic Procedures and noted on the use permit plat shall be clearly maintained and visible during school business hours and special events, including signage that restricts vehicular access and parking on the parcel owned by Dan and Cathy Jenks (adjacent to All The Best Video and Peter Chu's Restaurant).
11. The CCDS Parking and Traffic Procedures handout shall be revised to include parking restrictions on the parcel owned by Dan and Cathy Jenks (adjacent to All The Best Video and Peter Chu's Restaurant). The CCDS Parking and Traffic Procedures shall be routinely distributed to all parents and teachers of CCDS and updated on a regular basis as necessary.
12. All signage placed on-site shall comply with Chapter 19.74 of the Chico Municipal Code.
13. Parking is to be provided in compliance with Chapter 19.70 of the Chico Municipal Code.
14. Noise shall not exceed the allowable levels set forth in Section 19.60.080 of the Chico Municipal Code.
15. Any outdoor lighting shall be in accordance with Section 19.60.050 of the Chico Municipal Code.

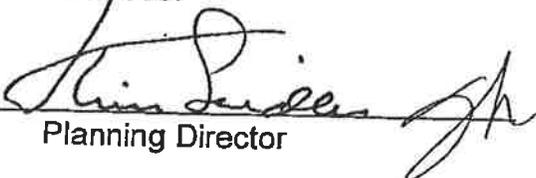
16. A trash enclosure and recycling area shall be constructed of materials compatible with the exterior of campus buildings and shall be subject to administrative architectural review and approval.
17. The standard hours of operation shall be restricted to between the hours of 6:45 a.m. and 6:00 p.m. Monday through Friday, excluding special evening or weekend events. The hours of special evening or weekend events shall be approved by the Planning Director on an individual basis.
18. Any changes to the hours of operation shall receive administrative approval from the City of Chico Planning Divisions.
19. Reasonable steps shall be taken to establish a car pool and shuttle bus system for the students' transportation.

I hereby agree to accept this Use Permit subject to the provisions of the Chico Municipal Code (CMC) and the conditions specified above. I am aware that this permit becomes null and void if not used within one year and may be subject to revocation pursuant to CMC Chapter 19.14.

Permittee's Signature: 

Date: 8/6/03

This use permit is hereby issued subject to the provisions of the Chico Municipal Code and the conditions specified above.


Planning Director

Date of Permit Issuance: 8/6/03

cc: Permittee, Owner. SPCE, Building File, AP Pierce

July 21, 2016

Mr. Tom Hicks, Director
Wildflower Open Classroom
2414 Cohasset Road
Chico, CA 95926-1318

RECEIVED

JUL 21 2016

CITY OF CHICO
PLANNING SERVICES

**RE: TRAFFIC IMPACT ASSESSMENT FOR WILDFLOWER OPEN CLASSROOM,
CHICO, CALIFORNIA**

Dear Mr. Hicks:

As requested, KDAnderson & Associates has investigated the traffic and circulation issues associated with the *Wildflower Open Classroom School* in Chico. As we have discussed, the school intends to continue use of Use Permit 96-14 (as modified). Use Permit 96-14 originally allowed for enrollment of 90 students and was subsequently modified to allow up to 350 students contingent on creation of a second vehicular access. WOC is seeking to reduce the maximum permitted enrollment from 350 students to 220 students with a singular primary access, and a secondary emergency-only access via a gate exiting to the adjacent property to the north. WOC is expected to house 160 students in the fall of 2016. This traffic analysis is intended to identify the impacts of operant the school at requested enrollment in comparison to conditions occurring with the original 90 student enrollment.

Project Characteristics

Location. Wildflower Open Classroom is currently located in central Chico at 2414 Cohasset Road, as shown in Figure 1. The school is located along the south side of a common drive aisle that is shared with other commercial businesses immediately west and north of the school. The site's driveway intersects Cohasset Road roughly 550 feet north of the signalized Cohasset Road / Pillsbury Road intersection.

Site Access. A 40-foot wide and 479-foot long access easement (driveway aisle) extends from the driveway to the WOC eastern parking lot, Figure 2.

Site Layout. Figure 3 indicates the current layout of the school's buildings, parking, loading zones, and campus access gates. The school has leased another building and associated parking area immediately to the west. Sherwin-Williams Paint Store is located to the west of the school and Cathy's Sew and Vac is located to the north of the driveway aisle/access easement. The Little Red Hen Lifespan Center also uses the eastern portion of the Cathy's Sew and Vac building and an open space area for a nursery/garden area.

Parking Areas. The existing school parking area contains 27 parking spaces, including the unmarked gravel lot, plus two ADA accessible spaces. Also, the new building lease, adds an additional 15 (plus two ADA accessible spaces) spaces that would be used exclusively for teacher and employee parking. Therefore, the site has a total of 42 parking spaces (plus four ADA accessible spaces). Currently, there are eight teachers, two administrative staff, and 1 full-time and 3 part-time support staff at WOC; it is assumed that 14 parking spaces are used by staff throughout the school day.

Campus Access. Campus access is provided at the north end of the loading zone, approximately 460 feet east of the Cohasset Road driveway. A second campus access is located in the eastern school parking area.

Bell Schedule. The school day at Wildflower Open Classroom begins at 8:30 a.m., although the school doors open at 7:45 a.m. The school day for kindergarteners ends at 11:50 a.m. and students in grades 1-8 end their day at 2:45 p.m. Some students remain on site and participate in the afterschool program that ends at 5:45 p.m.

Trip Generation. The amount of vehicular traffic associated with public charter elementary schools is dependent on factors such as proximity to residential areas, availability of pedestrian and bicycle facilities, etc. Charter schools typically offer no bussing and, compared to typical neighborhood schools, proportionately fewer students live within walking or bicycling distance.

Table 1 identifies trip generation rates on a “per student” basis that are included in published resources, as well as rates that we have identified based on observation of other charter schools. On a “per student” basis, Institute of Transportation Engineers (ITE) data suggests that the “average” public elementary school generates 0.45 trips in the morning peak hour. However, the individual data samples leading to that average range from 0.11 to 0.92 trips per student. In the afternoon, the average rate is 0.28 trips per student, but the observed values range from 0.09 to 0.50. ITE rates for private schools are higher and range from 0.90 in the a.m. peak hour to 0.60 in the afternoon.

Our observations at other public charter schools indicate that higher than average rates could be expected. As shown, the observed rates at charter schools were in line with or slightly greater than the ITE rate for private schools.

For this analysis we have assumed that WOC will generate trips at rates that are comparable to other charter schools. Based on the average rates observed at three charter schools, the initial 90 student enrollment would yield 104 trips in the a.m. peak hour. If all students arrived concurrently, the planned 220 student enrollment would yield 255 trips during that time period.

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| TABLE 1 TRIP GENERATION FORECASTS | | | | | | | |
|--|--------------|------------------|-----|-------|---------------------|-----|-------|
| Description | Unit | Trip per Student | | | | | |
| | | AM Peak Hour | | | Afternoon Peak Hour | | |
| | | In | Out | Total | In | Out | Total |
| ITE Average Elementary | student | 55% | 45% | 0.45 | 45% | 55% | 0.28 |
| ITE Private (K-8) | students | 55% | 45% | 0.90 | 47% | 53% | 0.60 |
| Suburban Charter School ⁽¹⁾ | 296 students | 54% | 46% | 0.91 | - | - | - |
| Rural Charter School ⁽²⁾ | 420 students | 54% | 46% | 1.44 | 44% | 56% | 0.76 |
| Urban Charter School ⁽³⁾ | 494 students | 54% | 46% | 1.12 | 46% | 54% | 0.76 |
| Wildflower Open Classroom | students | 54% | 46% | 1.16 | 47% | 53% | 0.76 |
| | 90 students | 56 | 48 | 104 | 32 | 36 | 68 |
| Wildflower Open Classroom | students | 54% | 46% | 1.16 | 47% | 53% | 0.76 |
| | 160 students | 100 | 86 | 186 | 57 | 65 | 122 |
| Wildflower Open Classroom | students | 54% | 46% | 1.16 | 47% | 53% | 0.76 |
| | 220 students | 138 | 117 | 255 | 79 | 88 | 167 |

⁽¹⁾ Harvest Ridge Charter School, K-6, Rocklin
⁽²⁾ Bowman Charter School, Placer County
⁽³⁾ Alexander Twilight College Preparatory School, Sacramento

Trip Distribution / Assignment. As indicated earlier, the school lies in north-central Chico immediately north of the SR 99 / Cohasset Road interchange. For this evaluation we have assumed that 30% of the a.m. peak hour trips will be oriented to the north on Cohasset Road and 70% will be oriented to the south, based on consultation with school representatives and review of the current students residences.

After School Parking & Loading Demands. Parents will accumulate in the loading zones and existing WOC parking lot to wait for the afternoon bell and pick up their students. While no published data is available to describe this activity, we have observed afternoon parking demands at other public and charter schools and those observations provide some perspective. This information is Table 2.

As indicated, the highest accumulation of vehicles in the afternoon occurs at charter schools where there is no bussing and limited opportunity to walk to school. The rates are lower when bussing is available (i.e., rural public schools) or when both bussing and pedestrian opportunities are available (suburban public schools). In the case of WOC, we expect that the number of parents waiting at the end of the day would mimic the rates observed at other charter schools, although those students leaving earlier (kindergarten) or remaining for the afterschool program would not generate parked cars at 2:45 p.m.

We estimated the original loading / parking demand with 90 students. If all students were released concurrently, then 30 vehicles would be waiting at the end of the school day based on the average rates we have seen at other charter schools. Assuming that kindergartners represented 15% of the enrollment

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and these students left at noon, then 25 vehicles would be waiting when the bell rang at end of day with no after school programs.

The estimate for after school vehicles would increase in proportion to enrollment. If 160 students left the site concurrently, then we would expect 53 vehicles to be on site including both parents and staff vehicles. Assuming that kindergartners comprise approximately 15% of overall enrollment (24 students) and leave before the end of the school day and that roughly 12% of the total students participate in afterschool programs (20 students), then 116 students would be picked up in the afternoon. Roughly 39 vehicles could be waiting at the end of the day under these assumptions. This is roughly equivalent to the number of parking spaces in the eastern lot (27) and the number of vehicles that can be accommodated along the school's fence line/loading zones (13). Approximately 14 spaces are used by teachers and staff; however, given the additional 15 parking spaces associated with the new building lease, 42 parking/loading zone spaces are available for parents.

If 220 students left the site concurrently, then we would expect 73 vehicles to be on site including both parents and staff vehicles. Again assuming a reduction for kindergartners and the after school program, then 160 students would be picked up in the afternoon. Roughly 53 vehicles could be waiting at the end of the day under these assumptions; assuming that all parents are waiting at the same time.

| Description | Students | Parked Staff Vehicles and Waiting Vehicles per Student | Parked and Waiting Vehicles |
|--|----------|---|--------------------------------|
| Rural Public School ⁽¹⁾ | - | 0.25 | |
| Suburban Public School | 570 | 0.21 | |
| Suburban Charter School ⁽²⁾ | 494 | 0.34 | |
| Suburban Charter School ⁽³⁾ | 545 | 0.35 | |
| Rural Charter School ⁽⁴⁾ | 420 | 0.30 | |
| Wildflower Open Classroom | 90 | 0.33 | 30 |
| | 160 | 0.33 | 39* |
| | 220 | 0.33 | 53* |
| (*) include discount for kindergartners and students in after school programs who do not leave at the peak time | | | |
| ⁽¹⁾ Dillard ES in EGUSD ⁽²⁾ Alexander Twilight College Preparatory School, Sacramento ⁽³⁾ Rocklin Academy, Rocklin, CA ⁽⁴⁾ Bowman Charter School, Placer County | | | |

Traffic / Circulation Setting

School Area Circulation System. Access to WOC occurs via a single driveway on Cohasset Road.

Regionally, access to the school occurs via **Cohasset Road** which links the site to SR 99 to the south and to East Avenue to the north. Cohasset Road is designated a Minor Arterial in the Chico General Plan. In the vicinity of the project Cohasset Road is a four lane arterial with a center Two-Way Left-Turn (TWLT)

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lane. Adjacent intersections on Cohasset Road and numerous commercial driveways have an influence of the quality of circulation in this area of Chico.

The **driveway access to 2414 Cohasset Road** is a standard 36 foot wide commercial driveway. This width generally accommodates one inbound and one outbound lane. The driveway continues easterly as a two lane roadway to the school. A parking aisle extends south from this main aisle parallel to Cohasset Road, and the separation between street and aisle is about 30 feet. A one-way aisle also extends to the north, and the separation between the street and this parking aisle is roughly 50 feet. Perpendicular parking lines both sides of the main aisle in the area beyond these two connections.

The signalized **Cohasset Road / Pillsbury Road intersection** is roughly 350 feet south of the school's access (centerline to centerline). The traffic signal operates with protected left turn phases on the Cohasset Road approaches, and the Pillsbury Road approaches operate with "split phases". The TWLT lane on Cohasset Road continues into the intersection and becomes a 90 foot long southbound left turn lane. This intersection has a crosswalk on the northern Cohasset Road leg, and street lights are available.

East Side of Cohasset Road. Other **commercial driveways exist on the east side of Cohasset Road** in this area. A gasoline station occupies the northeast corner of the Cohasset Road / Pillsbury Road intersection, and the more northerly of its two driveways is about 120 feet from the school's access. The parking aisle north of the school access extends for about 100 feet to another driveway on Cohasset Road. These east side driveways have full access.

West Side of Cohasset Road. The convenience oriented commercial uses on the **west side of Cohasset Road** also take access in the area of the school's driveway. A Wendy's restaurant has right-turn-only driveways in the area between the school access and the traffic signal. The access limitation at this location is enforced by a raised median in the driveway, and a separate auxiliary right turn lane provides access into this business. Full access is available to Bank of America in the area north of the school access. The separation between the school access and Bank of America driveway is only about 20 feet. The main Cohasset Road access to the North Valley Plaza shopping center lies another 200 feet north of the Bank of America access, and full access is allowed at this location.

Current Traffic Volumes. The City of Chico and the Butte County Association of Governments (BCAG) maintain a record of traffic volumes on City of Chico's streets. The most recent data indicates that Cohasset Road carried 23,237 vehicles per day in the area south of East Avenue, with 1,760 vehicles tallied in the a.m. peak hour. The Chico General Plan EIR indicated that the portion of Cohasset Road north of Pillsbury Street operates at LOS D in the weekday p.m. peak hour (i.e., 4:00 to 6:00 p.m.).

A new a.m. peak hour traffic count was made at the school's access driveway on Cohasset Road on June 29, 2016. The school was not in session on this day, and our observations represent a "no project" condition. On that day the a.m. peak hour volume on Cohasset Road totaled about 1,620 vehicles, and as noted in the traffic count (attached), a total of 19 vehicles used the school driveway (inbound and outbound) during the highest volume hour (i.e., 7:45 to 8:45 a.m.).

Current AM Peak Hour Traffic Operations. Two measures have been employed to describe current traffic operations in the vicinity of the school:

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Level of Service. The operating AM Peak Hour Levels of Service at the Cohasset Road / School Access Driveway intersection was determined using the techniques contained in the 2010 Highway Capacity Manual (2010 HCM) and the results are shown in Table 3. Because the current a.m. peak hour traffic volume when the school is not operating is low (i.e., 9 exiting vehicles per hour), the Level of Service for motorists waiting to turn onto Cohasset Road is good (i.e., LOS C).

Driveway Queuing. The length of the queue of vehicles waiting to turn onto Cohasset Road from the driveway has also been estimated as a byproduct of HCM Level of Service analysis. The 95th percentile queue has been identified, which indicates that the prescribed queue length would only be exceeded 5% of the time within the peak hour. Because the background traffic volume at the driveway is low, the 95th percentile queue is less than one car length (i.e., less than 25 feet).

Evaluation of School Traffic Impacts

A.M. peak hour traffic conditions when WOC is operating have been quantified by superimposing school trips at various enrollment levels onto the background condition and recalculating Level of Service and queue length.

Existing Plus School AM Peak Hour Level of Service. Table 3 compares the a.m. peak hour Level of Service for motorists at the Cohasset Road driveway. As shown, the length of delays at the driveway will increase as the school's enrollment increases; the delay would form a queue extending from the driveway east into the site within the access easement/driveway aisle. With the original permitted enrollment of 90 students, the average delay for exiting motorists is slightly less than 1 minute and these delays are indicative of LOS F. For motorists entering the site, the LOS is B. At the enrollment anticipated this fall, (i.e., 160 students) the average delay increases to roughly three minutes. At an enrollment of 220 with all students arriving under the same morning schedule, the average delay increases to roughly 7 minutes. It is likely that under this condition many parents would give up waiting to turn left and would instead make a right turn and chose an alternative route back to southbound Cohasset Road. However, northbound u-turns are prohibited at the signalized East Avenue intersection to the north, leaving motorists to instead turn into the North Valley Plaza shopping center or circle the center via East Avenue and then Pillsbury Road.

Although the City of Chico's General Plan Policy CIRC-1.4 (Level of Service Standards) specifically notes that the minimum Level of Service standard does not apply to private roads, the General Plan identifies LOS E as its minimum standard for the operation of public streets, and deterioration of Level of Service from an acceptable to an unacceptable condition is a significant impact. When background conditions exceed the minimum standard, an increase in delay of five seconds is a significant impact. It should be noted that the LOS F is wholly encompassed within the site's access easement/driveway aisle, and does not significantly impact turning movements or delays on Cohasset Road itself or at the Cohasset Road/Pillsbury Road intersection. Thus the offsite traffic conditions identified above are not a significant traffic impact under the California Environmental Quality Act (CEQA), and mitigation is not required.

Given that traffic delays are within the access easement/driveway aisle, methods for improving internal circulation, safety for students, and minimizing circulation impacts to adjacent uses should be considered. Therefore, the school should address the effects of peak period traffic at the driveway. Parents could be directed to "turn right" at the driveway as may happen to some degree anyway. A school volunteer could be stationed at the driveway to remind parents of this measure, although no physical barrier could be installed without affecting other business in the area. Limiting school traffic to right-turns-only would

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greatly reduce delays at the driveway, but based on the total volume and the presence of a few non-school cars, even if 100% of the parents turned right, the driveway would likely still operate at LOS F. Also, to ensure that the onsite traffic queue does not block access to the Cathy's Sew and Vac parking lot fronting Cohasset Road, WOC should maintain the "keep clear" zone 50' east of the driveway.

Existing Plus Project Queuing at Cohasset Road intersection. Table 4 compares the length of onsite peak period queues in the access easement/driveway aisle that can be anticipated on the westbound approach to the Cohasset Road driveway under various levels of school enrollment. It is important to note that the queue length is not directly proportional to the approach volumes. As shown, under the permitted 90 student enrollment, 57 vehicles per hour would exit onto Cohasset Road. The 95th percentile queue in the a.m. peak hour would extend for 105 feet and would contain 4-5 vehicles. At the 160 student level, the approach volume increases to 95 vph but the peak queue reaches 345 feet. This estimate is consistent with recent queues observed by school representatives. If the enrollment reaches 220 students the peak queue could reach 645 feet, which would extend back through the school's loading area into the eastern parking lot. Refer to Figure 4 for queue lengths under the 90, 160 and 220 student levels.

Directing parents to turn right could substantially reduce the length of queues because delays would decrease. If 100% of the parents turned right to leave the school, then the 95th percentile queue would be 230 feet.

| TABLE 3 EXISTING PLUS WILDFLOWER OPEN CLASSROOM AM PEAK HOUR LEVELS OF SERVICE | | | | | | | | | |
|--|---------|-------------------------------|-----|--------------------------------|-----|-------------------------|-----|-------------------------|-----|
| Intersection | Control | AM Peak Hour Level of Service | | | | | | | |
| | | No School | | With Wildflower Open Classroom | | | | | |
| | | | | 90 students | | 160 students | | 220 students | |
| | | Average Delay (sec/veh) | LOS | Average Delay (sec/veh) | LOS | Average Delay (sec/veh) | LOS | Average Delay (sec/veh) | LOS |
| Cohasset Road / school access Southbound left turn | WB Stop | 11 | B | 12 | B | 13 | B | 14 | B |
| | | 21 | C | 46 | E | 182 | F | 421 | F |
| Westbound left+ right turns | | | | | | | | | |
| With right turn exit only | | | | | | | F | 56 | F |

| TABLE 4 EXISTING PLUS WILDFLOWER OPEN CLASSROOM AM PEAK QUEUES | | | | | | | | | |
|--|---------|-------------------------------|---------------------------------|--------------------------------|---------------------------------|--------------|---------------------------------|--------------|---------------------------------|
| Intersection | Control | AM Peak Hour Level of Service | | | | | | | |
| | | No School | | With Wildflower Open Classroom | | | | | |
| | | | | 90 students | | 160 students | | 220 students | |
| | | Volume | 95 th % Queue (feet) | Volume (vph) | 95 th % Queue (feet) | Volume (vph) | 95 th % Queue (feet) | Volume (vph) | 95 th % Queue (feet) |
| Cohasset Road / school access Westbound left+ right turns | WB Stop | 9 | <25 | 57 | 105 | 95 | 345 | 126 | 635 |
| | | | | | | | | | |
| With right turn exit only | | | | | | | | 126 | 230 |

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After School Loading. The adequacy of the school site for afterschool loading has been evaluated by comparing the projected afterschool vehicle parking-loading demand with the capacity of the on-site parking and loading areas.

Under the original 90 student entitlement, the 40 spaces, including the 27 existing spaces (plus 2 ADA accessible spaces) available today plus the 13 spaces for the loading zone, would exceed the estimated demand regardless of whether there were any kindergartners or after school program to spread the demand. This assumes that teachers and staff would use the 15 spaces available adjacent to the new building lease parking area.

At the 220 student level, the anticipated demand is 53 vehicles after discount for the afterschool program and the kindergartners early exit. At this capacity, the site would be short approximately 10 parking/loading zone spaces during the peak student pick-up in the afternoon.

The school should pursue options to improve onsite circulation within the access easement/driveway aisle, thereby increasing spaces available for parking/loading as well as promote safety in the vicinity of the pedestrian access. Ideally, a turnaround should be striped prior to the regular parking area to allow parents who drop off or pick up students along the schools' fence line to make a u-turn prior to entering the regular parking area. This area may need to be controlled by staff or parent volunteer in order to accommodate concurrent traffic flow in both areas.

Conclusions. The school's access from the site onto Cohasset Road will operate with long delays in the peak period before (drop-off) and after school (pick-up). Given the anticipated maximum enrollment of 220 students, the queue of exiting traffic is likely to extend back to the school's eastern parking area in the morning and would be deficient by approximately 10 parking/loading zone spaces during afternoon pick-up. However, queuing and loading zone impacts would only affect onsite circulation and would not affect traffic and turning movements on Cohasset Road or the adjacent Cohasset Road/Pillsbury Road intersection. Turning movements from Cohasset Road into the driveway/site would operate at LOS B. Onsite impacts could be minimized by directing all parents to turn right onto Cohasset Road during peak drop-off and pick-up times.

While the school will have adequate short-term parking/loading zone spaces needed during student pick-up in the afternoon, the area adjoining the primary pedestrian access gate should be striped to create a designated turnaround zone for vehicles exiting the loading area along the fenceline. This would also control the concurrent flow of vehicles into and out of the eastern parking area, thereby improving internal circulation and reducing onsite delays.

Recommendations. The following recommendations would minimize onsite delays, reduce queue lengths during the peak drop-off and pick-up times, and increase safety for children and pedestrians:

- During peak drop-off and pick-up times, direct parents to "turn right" when exiting the driveway.
- Station a parent/school volunteer near the driveway exit to encourage a right turn only.
- Encourage parents to stagger drop-off and pick-up times; gates open 7:45 a.m., supervised yard duty until 3:15 p.m.
- Maintain "keep clear" zone 50 feet east of the driveway to allow ease of access to Cathy's Sew and Vac parking lot.

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Mr. Tom Hicks
Wildflower Open Classroom
July 21, 2016
Page 10

- Clearly mark/stripe loading zones, no parking zones, turn-around areas, pedestrian walkways, and campus access gates to facilitate ease of movement throughout the site.

Thank you for selecting our firm for this assignment. Please feel free to contact me if you have any questions.

Sincerely Yours,

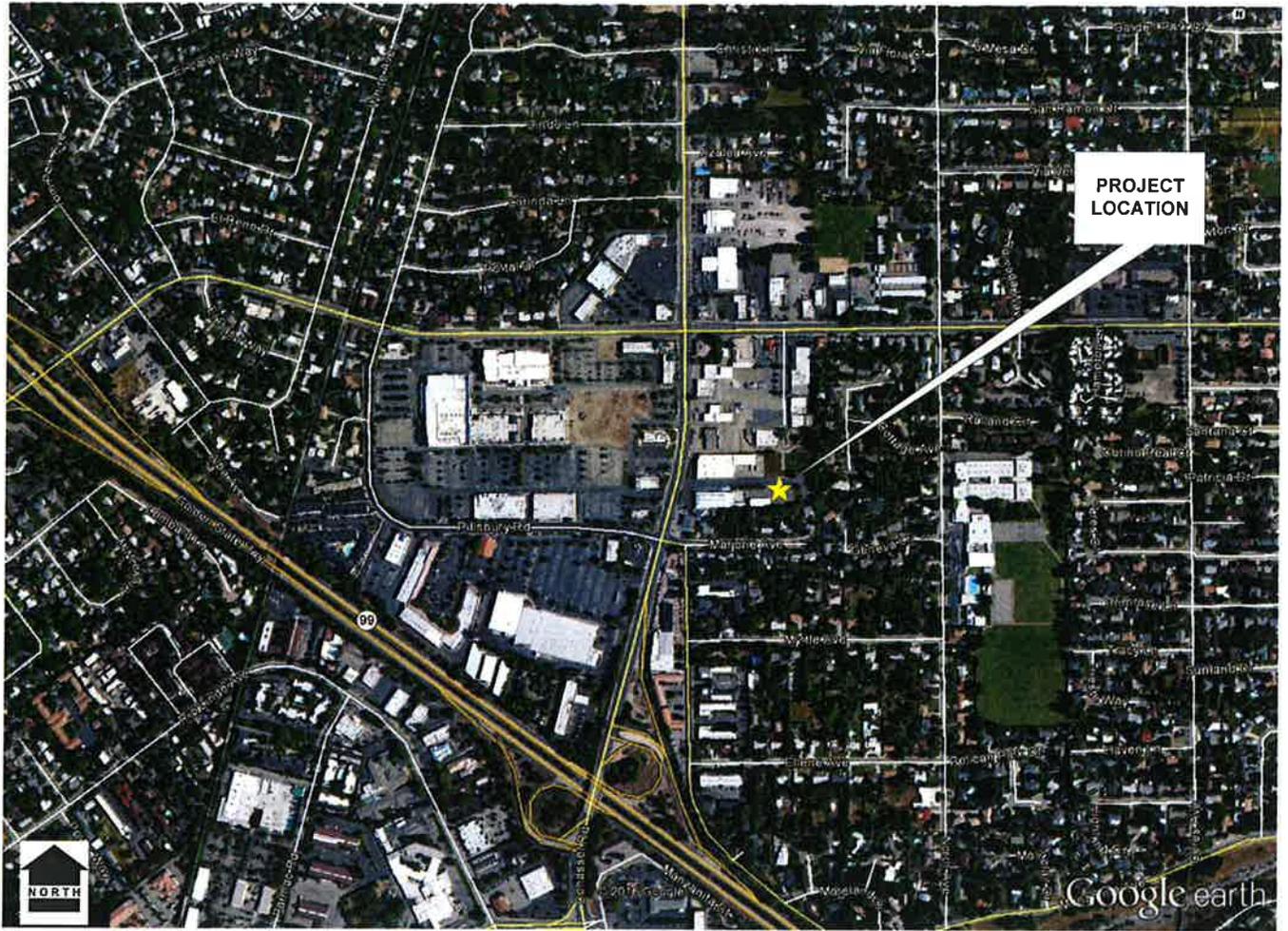
KD Anderson & Associates, Inc.

A handwritten signature in black ink, appearing to read 'K. Anderson', with a long horizontal flourish extending to the right.

Kenneth D. Anderson, P.E.
President

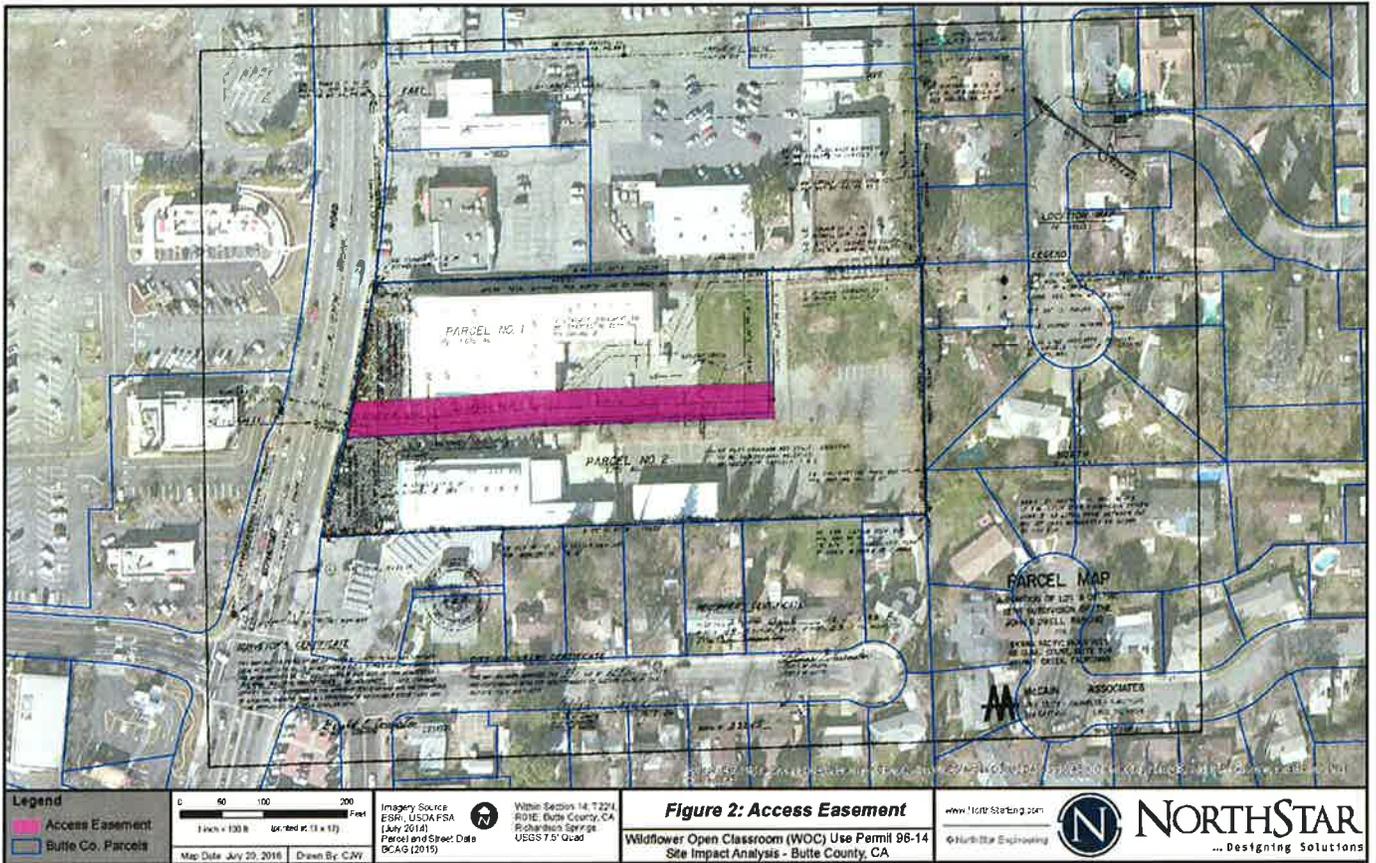
Attachments: Figures 1 – 4, LOS Calculations

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VICINITY MAP

figure 1





SITE LAYOUT



EXISTING PLUS PROJECT QUEUING

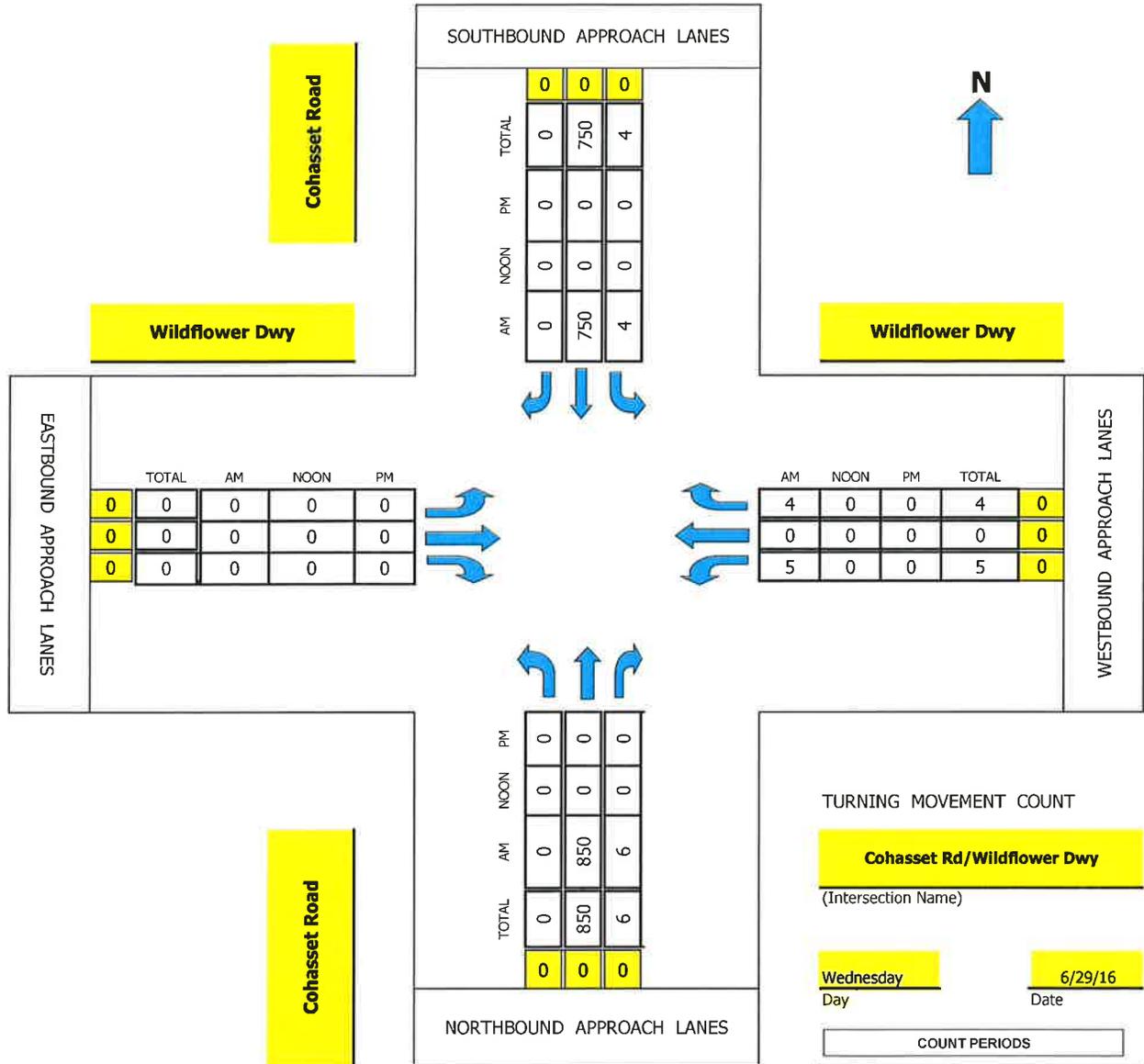
figure 4

Intersection Turning Movement

Prepared by:
KD Anderson Associates, Inc.

TMC Summary of Cohasset Road/Wildflower Dwy

Project #: 9412-A-01



| | |
|----------------|--------|
| AM PEAK HOUR | 745 AM |
| NOON PEAK HOUR | 0 AM |
| PM PEAK HOUR | 0 AM |

Intersection Turning Movement

Prepared by:

N-S STREET: Cohasset Road

DATE: 6/29/16

LOCATION: Chico

E-W STREET: Wildflower Driveway

DAY: WEDNESDAY

PROJECT# 9412-A-01

| LANES: | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | TOTAL |
|----------|------------|-----|----|------------|-----|----|-----------|----|----|-----------|----|----|-------|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6:00 AM | | | | | | | | | | | | | |
| 6:15 AM | | | | | | | | | | | | | |
| 6:30 AM | | | | | | | | | | | | | |
| 6:45 AM | | | | | | | | | | | | | |
| 7:00 AM | | 82 | 0 | 1 | 70 | | | | | 0 | | 1 | 154 |
| 7:15 AM | | 171 | 1 | 1 | 135 | | | | | 0 | | 0 | 308 |
| 7:30 AM | | 155 | 4 | 0 | 188 | | | | | 1 | | 0 | 348 |
| 7:45 AM | | 253 | 0 | 0 | 192 | | | | | 4 | | 1 | 450 |
| 8:00 AM | | 199 | 0 | 0 | 189 | | | | | 0 | | 0 | 388 |
| 8:15 AM | | 204 | 2 | 2 | 192 | | | | | 1 | | 0 | 401 |
| 8:30 AM | | 194 | 4 | 2 | 177 | | | | | 0 | | 3 | 380 |
| 8:45 AM | | 224 | 2 | 1 | 197 | | | | | 1 | | 1 | 426 |
| 9:00 AM | | | | | | | | | | | | | |
| 9:15 AM | | | | | | | | | | | | | |
| 9:30 AM | | | | | | | | | | | | | |
| 9:45 AM | | | | | | | | | | | | | |
| 10:00 AM | | | | | | | | | | | | | |
| 10:15 AM | | | | | | | | | | | | | |
| 10:30 AM | | | | | | | | | | | | | |
| 10:45 AM | | | | | | | | | | | | | |
| 11:00 AM | | | | | | | | | | | | | |
| 11:15 AM | | | | | | | | | | | | | |
| 11:30 AM | | | | | | | | | | | | | |
| 11:45 AM | | | | | | | | | | | | | |

| | | | | | | | | | | | | | |
|-----------------|----|------|----|----|------|----|----|----|----|----|----|----|-------|
| TOTAL VOLUMES = | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| | 0 | 1482 | 13 | 7 | 1340 | 0 | 0 | 0 | 0 | 7 | 0 | 6 | 2855 |

AM Peak Hr Begins at: 745 AM

| | | | | | | | | | | | | | |
|------------------|---|-------|---|---|-------|---|---|-------|---|---|-------|---|-------|
| PEAK VOLUMES = | 0 | 850 | 6 | 4 | 750 | 0 | 0 | 0 | 0 | 5 | 0 | 4 | 1619 |
| PEAK HR. FACTOR: | | 0.846 | | | 0.972 | | | 0.000 | | | 0.450 | | 0.899 |

CONTROL:

1: ACCESS TO SCHOOL & COHASSET ROAD

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|------|-------|------|------|-------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | ↗ | ↕↗ | | ↗ | ↕↗ | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 5 | 0 | 4 | 0 | 850 | 6 | 4 | 750 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.35 | 0.92 | 0.35 | 0.92 | 0.82 | 0.35 | 0.35 | 0.82 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 14 | 0 | 11 | 0 | 1037 | 17 | 11 | 915 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | TWLTL | | | TWLTL | | | | | | | |
| Median storage veh | | 1 | | | 1 | | | | | | | |
| Upstream signal (ft) | | | | | | | | 368 | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1467 | 1991 | 457 | 1525 | 1983 | 527 | 915 | | | 1054 | | |
| vC1, stage 1 conf vol | 937 | 937 | | 1045 | 1045 | | | | | | | |
| vC2, stage 2 conf vol | 530 | 1054 | | 480 | 937 | | | | | | | |
| vCu, unblocked vol | 1467 | 1991 | 457 | 1525 | 1983 | 527 | 915 | | | 1054 | | |
| tC, single (s) | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | 6.5 | 5.5 | | 6.5 | 5.5 | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 92 | 100 | 98 | 100 | | | 98 | | |
| cM capacity (veh/h) | 197 | 169 | 550 | 183 | 173 | 496 | 741 | | | 656 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 |
|------------------------|------|------|------|------|------|------|------|------|
| Volume Total | 0 | 26 | 0 | 691 | 363 | 11 | 457 | 457 |
| Volume Left | 0 | 14 | 0 | 0 | 0 | 11 | 0 | 0 |
| Volume Right | 0 | 11 | 0 | 0 | 17 | 0 | 0 | 0 |
| cSH | 1700 | 254 | 1700 | 1700 | 1700 | 656 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.10 | 0.00 | 0.41 | 0.21 | 0.02 | 0.27 | 0.27 |
| Queue Length 95th (ft) | 0 | 8 | 0 | 0 | 0 | 1 | 0 | 0 |
| Control Delay (s) | 0.0 | 20.8 | 0.0 | 0.0 | 0.0 | 10.6 | 0.0 | 0.0 |
| Lane LOS | A | C | | | | B | | |
| Approach Delay (s) | 0.0 | 20.8 | 0.0 | | | 0.1 | | |
| Approach LOS | A | C | | | | | | |

| Intersection Summary | | |
|-----------------------------------|-------|----------------------|
| Average Delay | | 0.3 |
| Intersection Capacity Utilization | 33.7% | ICU Level of Service |
| Analysis Period (min) | | 15 |
| | | A |

1: ACCESS TO SCHOOL & COHASSET ROAD



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|------|-------|------|------|-------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | ↗ | ↕↗ | | ↗ | ↕↗ | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 39 | 0 | 18 | 0 | 850 | 45 | 21 | 750 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.35 | 0.92 | 0.35 | 0.92 | 0.82 | 0.35 | 0.35 | 0.82 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 111 | 0 | 51 | 0 | 1037 | 129 | 60 | 915 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | TWLTL | | | TWLTL | | | | | | | |
| Median storage (veh) | | 1 | | | 2 | | | | | | | |
| Upstream signal (ft) | | | | | | | | 368 | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1604 | 2200 | 457 | 1678 | 2136 | 583 | 915 | | | 1165 | | |
| vC1, stage 1 conf vol | 1035 | 1035 | | 1101 | 1101 | | | | | | | |
| vC2, stage 2 conf vol | 570 | 1165 | | 577 | 1035 | | | | | | | |
| vCu, unblocked vol | 1604 | 2200 | 457 | 1678 | 2136 | 583 | 915 | | | 1165 | | |
| tC, single (s) | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | 6.5 | 5.5 | | 6.5 | 5.5 | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 44 | 100 | 89 | 100 | | | 90 | | |
| cM capacity (veh/h) | 150 | 126 | 550 | 200 | 197 | 456 | 741 | | | 595 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 |
|------------------------|------|------|------|------|------|------|------|------|
| Volume Total | 0 | 163 | 0 | 691 | 474 | 60 | 457 | 457 |
| Volume Left | 0 | 111 | 0 | 0 | 0 | 60 | 0 | 0 |
| Volume Right | 0 | 51 | 0 | 0 | 129 | 0 | 0 | 0 |
| cSH | 1700 | 243 | 1700 | 1700 | 1700 | 595 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.67 | 0.00 | 0.41 | 0.28 | 0.10 | 0.27 | 0.27 |
| Queue Length 95th (ft) | 0 | 107 | 0 | 0 | 0 | 8 | 0 | 0 |
| Control Delay (s) | 0.0 | 45.6 | 0.0 | 0.0 | 0.0 | 11.7 | 0.0 | 0.0 |
| Lane LOS | A | E | | | | B | | |
| Approach Delay (s) | 0.0 | 45.6 | 0.0 | | | 0.7 | | |
| Approach LOS | A | E | | | | | | |

Intersection Summary

| | | | | | | | | |
|-----------------------------------|--|-------|--|----------------------|--|--|---|--|
| Average Delay | | 3.5 | | | | | | |
| Intersection Capacity Utilization | | 34.9% | | ICU Level of Service | | | A | |
| Analysis Period (min) | | 15 | | | | | | |

1: ACCESS TO SCHOOL & COHASSET ROAD

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|------|-------|------|------|-------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | ↗ | ↕ | | ↗ | ↕ | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 65 | 0 | 30 | 0 | 850 | 76 | 34 | 750 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.35 | 0.92 | 0.35 | 0.92 | 0.82 | 0.35 | 0.35 | 0.82 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 186 | 0 | 86 | 0 | 1037 | 217 | 97 | 915 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | TWLTL | | | TWLTL | | | | | | | |
| Median storage veh | | 1 | | | 2 | | | | | | | |
| Upstream signal (ft) | | | | | | | | 368 | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1713 | 2363 | 457 | 1797 | 2254 | 627 | 915 | | | 1254 | | |
| vC1, stage 1 conf vol | 1109 | 1109 | | 1145 | 1145 | | | | | | | |
| vC2, stage 2 conf vol | 604 | 1254 | | 652 | 1109 | | | | | | | |
| vCu, unblocked vol | 1713 | 2363 | 457 | 1797 | 2254 | 627 | 915 | | | 1254 | | |
| tC, single (s) | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | 6.5 | 5.5 | | 6.5 | 5.5 | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 0 | 100 | 80 | 100 | | | 82 | | |
| cM capacity (veh/h) | 117 | 94 | 550 | 180 | 174 | 426 | 741 | | | 551 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 |
|------------------------|------|-------|------|------|------|------|------|------|
| Volume Total | 0 | 271 | 0 | 691 | 563 | 97 | 457 | 457 |
| Volume Left | 0 | 186 | 0 | 0 | 0 | 97 | 0 | 0 |
| Volume Right | 0 | 86 | 0 | 0 | 217 | 0 | 0 | 0 |
| cSH | 1700 | 220 | 1700 | 1700 | 1700 | 551 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 1.23 | 0.00 | 0.41 | 0.33 | 0.18 | 0.27 | 0.27 |
| Queue Length 95th (ft) | 0 | 344 | 0 | 0 | 0 | 16 | 0 | 0 |
| Control Delay (s) | 0.0 | 182.0 | 0.0 | 0.0 | 0.0 | 12.9 | 0.0 | 0.0 |
| Lane LOS | A | F | | | | B | | |
| Approach Delay (s) | 0.0 | 182.0 | 0.0 | | | 1.2 | | |
| Approach LOS | A | F | | | | | | |

| Intersection Summary | | |
|-----------------------------------|-------|----------------------|
| Average Delay | | 20.0 |
| Intersection Capacity Utilization | 40.4% | ICU Level of Service |
| Analysis Period (min) | | 15 |
| | | A |

1: ACCESS TO SCHOOL & COHASSET ROAD

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ⇕ | | | ⇕ | | ↖ | ↗ | | ↖ | ↗ | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 87 | 0 | 39 | 0 | 850 | 103 | 45 | 750 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.35 | 0.92 | 0.35 | 0.92 | 0.82 | 0.35 | 0.35 | 0.82 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 249 | 0 | 111 | 0 | 1037 | 294 | 129 | 915 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | TWLT | | | TWLT | | | | | | | |
| Median storage (veh) | | 1 | | | 2 | | | | | | | |
| Upstream signal (ft) | | | | | | | | 368 | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1801 | 2503 | 457 | 1898 | 2356 | 665 | 915 | | | 1331 | | |
| vC1, stage 1 conf vol | 1172 | 1172 | | 1184 | 1184 | | | | | | | |
| vC2, stage 2 conf vol | 630 | 1331 | | 714 | 1172 | | | | | | | |
| vCu, unblocked vol | 1801 | 2503 | 457 | 1898 | 2356 | 665 | 915 | | | 1331 | | |
| tC, single (s) | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | 6.5 | 5.5 | | 6.5 | 5.5 | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 0 | 100 | 72 | 100 | | | 75 | | |
| cM capacity (veh/h) | 90 | 66 | 550 | 163 | 154 | 402 | 741 | | | 514 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 |
|------------------------|------|-------|------|------|------|------|------|------|
| Volume Total | 0 | 360 | 0 | 691 | 640 | 129 | 457 | 457 |
| Volume Left | 0 | 249 | 0 | 0 | 0 | 129 | 0 | 0 |
| Volume Right | 0 | 111 | 0 | 0 | 294 | 0 | 0 | 0 |
| cSH | 1700 | 200 | 1700 | 1700 | 1700 | 514 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 1.80 | 0.00 | 0.41 | 0.38 | 0.25 | 0.27 | 0.27 |
| Queue Length 95th (ft) | 0 | 634 | 0 | 0 | 0 | 24 | 0 | 0 |
| Control Delay (s) | 0.0 | 420.5 | 0.0 | 0.0 | 0.0 | 14.3 | 0.0 | 0.0 |
| Lane LOS | A | F | | | | B | | |
| Approach Delay (s) | 0.0 | 420.5 | 0.0 | | | 1.8 | | |
| Approach LOS | A | F | | | | | | |

| Intersection Summary | | |
|-----------------------------------|-------|----------------------|
| Average Delay | | 56.0 |
| Intersection Capacity Utilization | 47.3% | ICU Level of Service |
| Analysis Period (min) | | 15 |
| | | A |

1: ACCESS TO SCHOOL & COHASSET ROAD

| |  |  |  |  |  |  |  |  |  |  |  |  | |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|--|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
| Lane Configurations | | ↕ | | | ↕ | | ↙ | ↕ | | ↙ | ↕ | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | | |
| Volume (veh/h) | 0 | 0 | 0 | 5 | 0 | 121 | 0 | 850 | 103 | 45 | 750 | 0 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.82 | 0.92 | 0.35 | 0.92 | 0.82 | 0.35 | 0.35 | 0.82 | 0.92 | |
| Hourly flow rate (vph) | 0 | 0 | 0 | 6 | 0 | 346 | 0 | 1037 | 294 | 129 | 915 | 0 | |
| Pedestrians | | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | | |
| Median type | | TWLT | | | TWLT | | | | | | | | |
| Median storage (veh) | | 1 | | | 2 | | | | | | | | |
| Upstream signal (ft) | | | | | | | | 368 | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | | |
| vC, conflicting volume | 2036 | 2503 | 457 | 1898 | 2356 | 665 | 915 | | | 1331 | | | |
| vC1, stage 1 conf vol | 1172 | 1172 | | 1184 | 1184 | | | | | | | | |
| vC2, stage 2 conf vol | 884 | 1331 | | 714 | 1172 | | | | | | | | |
| vCu, unblocked vol | 2036 | 2503 | 457 | 1898 | 2356 | 665 | 915 | | | 1331 | | | |
| tC, single (s) | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.1 | | | 4.1 | | | |
| tC, 2 stage (s) | 6.5 | 5.5 | | 6.5 | 5.5 | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | 96 | 100 | 14 | 100 | | | 75 | | | |
| cM capacity (veh/h) | 4 | 66 | 550 | 163 | 154 | 402 | 741 | | | 514 | | | |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 | | | | | |
| Volume Total | 0 | 352 | 0 | 691 | 640 | 129 | 457 | 457 | | | | | |
| Volume Left | 0 | 6 | 0 | 0 | 0 | 129 | 0 | 0 | | | | | |
| Volume Right | 0 | 346 | 0 | 0 | 294 | 0 | 0 | 0 | | | | | |
| cSH | 1700 | 392 | 1700 | 1700 | 1700 | 514 | 1700 | 1700 | | | | | |
| Volume to Capacity | 0.00 | 0.90 | 0.00 | 0.41 | 0.38 | 0.25 | 0.27 | 0.27 | | | | | |
| Queue Length 95th (ft) | 0 | 231 | 0 | 0 | 0 | 24 | 0 | 0 | | | | | |
| Control Delay (s) | 0.0 | 56.1 | 0.0 | 0.0 | 0.0 | 14.3 | 0.0 | 0.0 | | | | | |
| Lane LOS | A | F | | | | B | | | | | | | |
| Approach Delay (s) | 0.0 | 56.1 | 0.0 | | | 1.8 | | | | | | | |
| Approach LOS | A | F | | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | | |
| Average Delay | | | 7.9 | | | | | | | | | | |
| Intersection Capacity Utilization | | 47.9% | | ICU Level of Service | | | | | | A | | | |
| Analysis Period (min) | | 15 | | | | | | | | | | | |

Matthew C. Bently & Marianne C. Paiva

1558 Filbert Ave ~ Chico, California 95927

(530) 892-0212

oOo

April 6, 2016

RECEIVED

APR 12 2016

CITY OF CHICO
PLANNING SERVICES

City of Chico Planning Department
Bob Summerville, Planner
411 Main Street
Post Office Box 3420
Chico, California 95927

RE: Wildflower Open Classroom Enrollment Violation Complaint

Dear Mr. Summerville;

This letter is in regards to the recent complaints concerning the enrollment violations of Wildflower Open Classroom (WOC), and follows up our telephone conversation.

We have a 7-year-old daughter who is enrolled in WOC, and the positive benefits of her enrollment are noticeable and significant. However, there are overriding safety issues that have been brought to our attention which are the direct result of the higher number of students enrolled at WOC. Due to the increased enrollment, the current parking facilities and traffic patterns are unsafe. Furthermore, there is inadequate staff supervision over the traffic and student body.

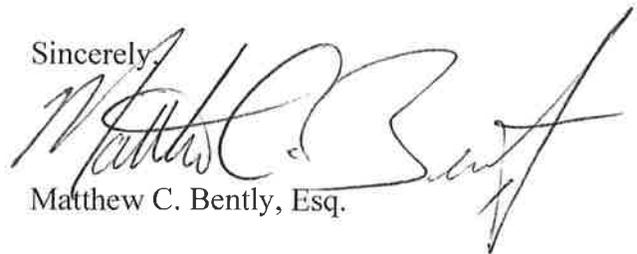
The parking at WOC is problematic, at best, due to the lack of control over the flow of the vehicles picking up and dropping off students prior to and after school, and the inability of the facilities to accommodate the increasing vehicle traffic, much less the proposed enrollment increase. WOC fails to provide adequate staff to supervise and control the traffic flow in and out of the WOC parking area. This is evidenced by the parking attendant typically socializing with parents under the shade of a tree rather than monitoring and controlling the flow of traffic. Furthermore, on March 30, 2016 there was a violent accident on Cohasset Road which was the direct result of the heavy flow and backed up traffic entering and exiting the inadequate parking facilities at WOC. In addition to this accident, a WOC staff member recently had an accident on the property which damaged a school fence and it was necessary to remove the fence. Furthermore, the untenable traffic conditions typically result in children needlessly being cited by WOC staff for being tardy because parents are unable to drop off children before 8:15 a.m., but children are late at 8:30 a.m. This 15-minute window to drop off children forces children to run in between cars, forces parents to enter and exit the WOC parking lot in an unsafe traffic pattern, and park in an unsafe manner, such as outside designated parking spots, blocking the flow of traffic with awkwardly parked vehicles, and parking in fire zones.

In addition to the flawed parking situation, WOC fails to provide adequate supervision when students are occupying the playground. Currently, due to the number of students, WOC is unable to provide enough staff supervision to monitor the students and this has led to inappropriate behavior between students, and when reported to WOC staff, they fail to properly respond.

While I support the basic education premise offered by WOC the and sense of community it fosters, I cannot support the proposed increase in the student body enrollment because of the persistent and increasing safety issues. Therefore, I strongly urge the Planning Department recommend that WOC not be allowed to increase their student body beyond their current level, and I further urge the Planning Department to direct the school to limit future enrollment in order to reduce the overall student body population to a number of students that is appropriate and manageable for the parking facilities available, for the limitations of the traffic flow at the current location of the school, and the ability of the school to safely supervise the students.

Thank you for your attention to our concerns. If you have any questions, or would like to discuss this matter further, please feel free to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Matthew C. Bently, Esq.", written in a cursive style.

Matthew C. Bently, Esq.

Cc. Tom Hicks, Wildflower Open Classroom
Kathy Kaiser, Chico Unified School District
Joanne Parsley, Chico Unified School District



Wildflower
OPEN CLASSROOM
K-8 Public Charter School

RECEIVED

OCT 20 2015

CITY OF CHICO
PLANNING SERVICES

October 14, 2015

Mark Wolfe
Planning Director
Community Services Department
411 Main Street
Chico, CA 95927

RE: Parking, Arrival and Dismissal at Wildflower

Dear Mr. Wolfe,

I am writing concerning the issues surrounding parking, arrival and dismissal at our school, Wildflower Open Classroom. The following measures have been taken to improve our parking, arrival and dismissal procedures:

1. A traffic monitor has been hired and will be stationed in the parking, arrival and dismissal areas to direct traffic and ensure school community members park only in designated Wildflower parking areas. Our school hours are 8:30 A.M. to 2:45 P.M. The traffic monitor will be on duty for morning arrival from 8:00 to 9:00 A.M. and for afternoon departure from 2:15 to 3:15. Traffic monitor began work on October 14, 2015.
2. Our school regularly communicates proper parking, arrival and dismissal procedures to our community. This is done through our Community Handbook and our bi-weekly newsletter. We also send periodic messages via email when need arises. A clear and direct message was delivered to community members via email and hard copy on October 13, 2015. We will continue to communicate regularly and as needed in the future.
3. We have purchased a number of no parking signs. These signs will be placed in parking areas close to the school that are not designated Wildflower parking. The signs will be put in place by a Wildflower employee each morning and removed each evening. Signs will be in place by October 16, 2015.

We hope these measures will improve our parking, arrival and dismissal procedures and satisfy the concerns of our neighbors. If you can think of any other measures that would assist in our efforts please do not hesitate to make suggestions.

Thank you for your time and assistance.

Sincerely,



Tom Hicks
Director



Wildflower
OPEN CLASSROOM
K-8 Public Charter School

March 11, 2016

Mark Wolfe
Planning Director
Community Services Department
411 Main Street
Chico, CA 95927

RECEIVED

MAR 10 2016

CITY OF CHICO
PLANNING SERVICES

RE: Addendum to Application for Modification of Use Permit 96-14

Dear Mr. Wolfe,

I am writing to provide an update concerning Wildflower Open Classroom's Application for Modification of Use Permit 96-14. Specifically, the improvements articulated in our March 10, 2016 letter.

As you know much of the proposed improvements would be made on the easement (driveway) between our site and Cathy's Sew & Vac, located to our north. I have contacted the owner of Cathy's Sew & Vac seeking his approval of our plan. He has stated that he does not agree with the plan and so we will not be able to complete many of the work detailed on our March 11, 2016 letter. Without his approval we are proposing the following improvements:

1. Strongly encourage our parents to only turn right at Cohasset Road.
2. Install a traffic circle in the back parking lot.
3. Add a stop sign and a traffic officer. The traffic officer would hold traffic back on our school's section of the site and release traffic slowly towards Cohasset Road. This will ease traffic at the exit on to Cohasset Road.

As stated on our application, we are requesting the removal of the stipulation that the gate to the north of our site be open. In addition, we are also requesting that the maximum amount of students on our site be set at 220.

If you can think of any other measures that would assist in our efforts please do not hesitate to make suggestions.

Thank you for your time and assistance.

Sincerely,


Tom Hicks
Director



Wildflower
OPEN CLASSROOM
K-8 Public Charter School

RECEIVED

MAR 10 2016

CITY OF CHICO
PLANNING SERVICES

March 10, 2016

Mark Wolfe
Planning Director
Community Services Department
411 Main Street
Chico, CA 95927

RE: Addendum to Application for Modification of Use Permit 96-14.

Dear Mr. Wolfe,

I am writing to provide addition information concerning Wildflower Open Classroom's Application for Modification of Use Permit 96-14. I have attached a drawing of the proposed site changes. Summary of improvements:

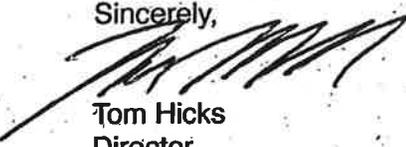
1. Stripe asphalt along Cohasset Road to include an entrance lane, left turn lane and right turn lane.
2. Stripe asphalt in arrival and departure area to include a drop off lane, entrance lane and exit lane.
3. Install a traffic circle in the back parking lot.
4. Add a stop sign and a traffic officer. The traffic officer would hold traffic back on our school's section of the site and release traffic slowly towards Cohasset Road. This will ease traffic at the exit on to Cohasset Road.

As stated on our application, we are requesting the removal of the stipulation that the gate to the north of our site be open. In addition, we are also requesting that the maximum amount of students on our site be set at 220.

We hope these measures will improve our arrival and dismissal procedures and satisfy the concerns of our neighbor. If you can think of any other measures that would assist in our efforts please do not hesitate to make suggestions.

Thank you for your time and assistance.

Sincerely,


Tom Hicks
Director