

August 31, 2014

Los Gatos Town Council
Los Gatos Planning Commission
c/o Jennifer Savage
Town of Los Gatos

RECEIVED

SEP - 2 2014

TOWN OF LOS GATOS
PLANNING DIVISION

Dear Council Members and Commissioners,

I am writing in support of Hillbrook School's proposed modification to its CUP to expand its enrollment by up to 99 students.

As a graduate of both Hillbrook (1986) and Los Gatos High (1990), I can attest that no community has a passion for education that matches that of Los Gatos. Hillbrook is an outstanding partner alongside our town's school system. The community should be embracing Hillbrook's proposal and working towards a solution that permits the expansion and minimizes the impact to the town and the neighbors.

Hillbrook's mission is to create an extraordinary educational experience for its students. It cannot succeed and stay relevant in the education world with the current enrollment cap. Hillbrook's website contains a full explanation entitled "Why 414?" discussing why the expansion is critical to the school's success.

Hillbrook is currently educating approximately 150 Los Gatos kids, has educated thousands of Los Gatans over the years, and has the potential to educate many more. How maddening it is that it has classrooms sitting empty while the public schools in Los Gatos are stretched to capacity or beyond. Hillbrook's plan does not require an increase in building on its property nor does it require an increase in traffic in its neighborhood. Hillbrook's proposed traffic demand management plan has proven to be successful. The traffic plan for the future, outlined in detail in numerous proposals to the neighbors, is not only fair, but also it comes with harsh financial penalties if the school does not comply. What more could a reasonable community, mindful of smart growth, ask for?

By failing to continue our town's tradition of putting education first, the town becomes weaker. Los Gatos needs to support Hillbrook as it would every other school in this great community.

Sincerely,

Eric Fox
Los Gatos Resident, Hillbrook Graduate, Los Gatos High School Graduate, Hillbrook
Parent and Trustee
14677 Golf Links Drive
Los Gatos, CA 95032

Los Gatos Planning Commissioners
Town of Los Gatos Planning Staff
110 E. Main Street
Los Gatos, CA 95030

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SEP - 2 2014

TOWN OF LOS GATOS
PLANNING DIVISION

Attention: Chairman Margaret Smith

Re: CUP Application of Hillbrook School

Dear Ms. Smith:

My family moved to Los Gatos ten years ago; we were attracted to the open-minded community that took pride in its downtown and place in Silicon Valley history. We chose to live in the Almond Grove district for its downtown proximity and park access. However, with this location we need to tolerate increased traffic from annual events such as the Cat's Hill race and Halloween, in addition to daily traffic to St. Mary's School and general Downtown activity. This balance is simply part of living in Los Gatos. We love the vibrancy of downtown and the diversity of our shops, services and restaurants; we need the inflow of non-residents to support our businesses and the daily ways of life in Los Gatos.

Our family recently completed a restoration project in the Glen Ridge neighborhood that will serve as our home for many decades to come. We have many Hillbrook families who reside in our neighborhood and utilize the school bus to get our children to school every morning, families who were attracted to Los Gatos because of the wonderful public and private school options for their children. The purpose of this letter is to voice our support for Hillbrook's pending application to modify its existing conditional use permit.

While I have listened and read to the concerns of the Marchmont neighborhood I rely on the facts of the EIR report as a basis of my support vs. anecdotes and hearsay. I honestly feel that Hillbrook has addressed all the concerns raised by the overall community to win support for this application. Hillbrook is vital for the long-term success of Los Gatos by attracting and retaining wonderful families in our community.

Please contact us with any questions or comments.

Sincerely,

Vlado Herman

Vlado Herman

Brian Underwood

19853 Park Dr., Saratoga, CA 95070
E-Mail: Underwoodhb@yahoo.com

Date: September 1, 2014

Jennifer Savage

Los Gatos Planning Commission

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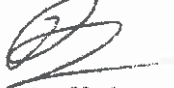
SEP - 2 2014

TOWN OF LOS GATOS
PLANNING DIVISION

Dear Jennifer:

Please help better the education experience at Hillbrook School by allowing it to increase the number of students enrolled. Yet despite of complaints from a few problematic neighbors who vehemently oppose an increase in enrollment, Hillbrook School has met or exceeded all environmental impact studies that were conducted to determine if an additional 99 students would harm the area. Hillbrook School is an asset to the Los Gatos community and only increases the value of the local real estate market.

Sincerely,



Brian Underwood

Parent & Board Member at Hillbrook

September 1, 2014

via email: savage@losgatosca.gov

Chair Smith and Town of Los Gatos Planning Commissioners
c/o Ms. Jennifer Savage, Associate Planner
Town of Los Gatos
110 E. Main Street
Los Gatos, CA 95030

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SEP - 2 2014

TOWN OF LOS GATOS
PLANNING DIVISION

Re: Hillbrook CUP Amendment

Dear Chair Smith and Planning Commissioners:

I am writing to express my strong support for Hillbrook's conditional use permit ("CUP") amendment application to expand its student enrollment cap from 315 to 414 students.

I am also writing to express my hope that the public discussion on Wednesday September 10 will be balanced, and the decision as to whether or not Hillbrook's request is granted will be based on a thoughtful analysis of the facts and Hillbrook's creative and inclusive approach to the neighborhood's concerns, as opposed to misinformation and emotion.

In that light, I ask the Planning Commission and Town Council to consider the following points.

1. Hillbrook is a school whose purpose is to educate children. Whether it is private or public should be beside the point – both approaches have the same goal.
2. Hillbrook is local. Almost 50% of its student body resides in Los Gatos, the parents and guardians of which pay local taxes which fund local schools without adding to the crowded conditions. (Sending our children to Hillbrook was the primary reason my family and I became Los Gatos residents, instead of moving further up the Peninsula, after relocating to the Bay Area over 4 ½ years ago.) These parents and guardians, as well as a significant portion of those from outside Los Gatos, socialize and spend dollars locally. Their voices deserve equal weight to others in the Los Gatos community.
3. The Hillbrook administration and many Hillbrook families have been making a concerted effort to address the neighborhoods' traffic concerns.

The measures to lessen traffic taken to date and proposed as part of the CUP amendment are quite extraordinary, and evidence Hillbrook's constructive approach to good faith negotiations, which I note cannot be said in regards to many vocal opponents of Hillbrook on this issue.

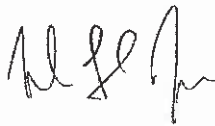
- a. Hillbrook has paid for an EIR and FEIR, both of which show no significant traffic impact on the Hillbrook neighborhoods from the proposed increase in student enrollment.
- b. Many local families spend extra time each day ensuring our children walk, ride bikes, or ride busses each morning and afternoon.
- c. Hillbrook has proposed the following:
 - All Day Traffic Count: An agreed average number of cars in and out of the campus would be limited to 480 each way (960 daily total), assuring after-school traffic will remain low.
 - AM/PM Peak Periods: A reduction in AM/PM peak period maximums of outgoing vehicles from 165 to an average of 150 during drop-off/pick-up periods.
 - Summer: Total summer car count would be cut in half, and the school will hold no summer evening events.
 - Enforcement: A third party, independent consultant engaged by the Town would determine compliance with the trip cap averages based on the driveway sensor data.
 - Penalty: Hillbrook would be subject to an escalated penalty system starting at \$1,000 per trip in excess of the daily, AM or PM average, with subsequent periods of non-compliance increasing to \$5,000 and then \$10,000 per trip, with a reset to \$1,000 per trip after Hillbrook returns to compliance.

Ms. Jennifer Savage
September 1, 2014
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Life involves compromise, particularly so in such a diverse, vibrant and growing community as the Bay Area and Los Gatos. Hillbrook's approach is innovative, considerate of the opposing views, and frankly in my personal opinion goes further than one should expect to address the local neighborhoods' concerns.

Thank you very much for your consideration.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Mark H. French', written in a cursive style.

Mark H. French

Parent of Two (2) Hillbrook Seventh Grade Students
Member of Hillbrook Board of Trustees
Los Gatos
408 464 3226
markhfrench@me.com

Jennifer Savage

From: BRIAN GALLY <briangally@me.com>
Sent: Wednesday, September 03, 2014 2:45 PM
To: Jennifer Savage
Cc: Meg Gally; Brian Gally
Subject: Support for Hillbrook's CUP modification

September 3, 2014

Dear Los Gatos Planning Commission:

My wife and I moved to Los Gatos nine years ago, attracted by the character of downtown, residential neighborhoods and strong schools. We have since been blessed with two daughters now in Kindergarten and 2nd grade at Hillbrook School. We are proud to live in Los Gatos and place education as our priority. We vote yes on every ballot to increase funding for Los Gatos schools.

We live on Bella Vista Avenue, the narrow short-cut to Los Gatos High School parallel to Los Gatos Boulevard. In the fall we hear band practices and night football games. In the spring we hear track meets. But living on the short-cut, we hear and feel cars speeding past our home headed towards Los Gatos High School. These cars are usually 'filled' with one student driving or a parent taking a student to high school. I know because my daughters bike to school everyday. Every morning I worry about the speeding cars and young drivers on Bella Vista Avenue, Caldwell Avenue and Kennedy Road as we go against traffic to Hillbrook. But that changes on Marchmont Drive. Once on Marchmont Drive, the low level of traffic there is carpooling, slow, calm and courteous. That may be due to the traffic guard on the corner of Marchmont and Hilow, or the signs that Hillbrook posts and clears daily reminding drivers to slow down. Primarily though, I think it has to do with the respect Hillbrook and Hillbrook families have for the surrounding neighborhood. The commitment to reducing traffic permeates the entire school. Our daughters are proud to bike to school and remind us of the importance of driving less - not just to school but all the time. In the four years our 2nd grader has been attending Hillbrook School more students take a bus, carpool, bike and walk to school. Hillbrook School has been a strong part of the Los Gatos community since 1935. While Los Gatos, Hillbrook School and the neighborhood around the school have grown since then, Hillbrook is committed to being an outstanding school and neighbor. Hillbrook School is asking for an increase in enrollment while at the same time committing to a reduction in traffic. The current conditional use permit allows for 165 exiting cars at peak morning and afternoon hours, monitored on 2 days/year. Along with the increased enrollment, Hillbrook School is proposing an average of 150 exiting cars at peak morning and afternoon hours, monitored 365 days/year and adding an all day exiting car count. What originally attracted us to Los Gatos is what attracted to us to Hillbrook School - a commitment to excellence, to the past and to the future. Hillbrook School's traffic mitigation efforts are an example for all Los Gatos schools. We ask for your support of Hillbrook School's conditional use permit modification.

Best regards,

Meg and Brian Gally
346 Bella Vista Avenue
Los Gatos, CA 95032
Home: 408-356-7967

Michelle Tomasko and Jim Wilson
121 Loma Alta Ave.
Los Gatos, CA 95030
September 2, 2014

Los Gatos Planning Commissioners
110 E. Main Street
Los Gatos, CA 95030

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SEP - 3 2014

TOWN OF LOS GATOS
PLANNING DIVISION

Dear Los Gatos Planning Commissioners,

We are writing to ask for your support of Hillbrook School's application to increase the school's current CUP limit from 315 students to 414 students.

We are members of the Los Gatos community and parents of a 4th grader at Hillbrook School. Our reasons for supporting the increase in enrollment are twofold. First, a larger class size in the middle school grades is good for adolescent socialization and aids the student's transition to much larger class sizes in High School. Second, our daughter will benefit from the school's ability to expand its academic curriculum and athletic program with a larger student body.

We understand the traffic concerns of the nearby residents since our own street sees a very high volume of morning and afternoon car traffic for school transportation. Out of consideration for Hillbrook's neighbors and a desire to promote safe routes for all school children in the area, we use a combination of walking, carpooling, and taking the Hillbrook shuttle to transport our daughter to and from school. In our daughter's 2 years at Hillbrook, we have been impressed by the dedication of the school and parents to minimize traffic through carpools, shuttles, cycling and walking. We hope the other schools in the area apply the same level of energy to promoting alternatives to single-family car transportation as this would make the commute to and from school much safer for all our children.

Hillbrook has been a vital part of the Los Gatos community for more than 75 years. Over 45 percent of our students live in Los Gatos and we are an active part of this community. It is our desire to help make this great school an even greater asset to Los Gatos and we believe the modified CUP will help achieve that goal. Thank you in advance for considering our points in favor of the modified CUP.

Sincerely,



Jim Wilson



Michelle Tomasko

SEP - 5 2014

Los Gatans Concerned About Traffic and Safety ("LG CATS")TOWN OF LOS GATOS
PLANNING DIVISIONLG CATS Comments on Applicant's Proposed Conditions of Approval Of July 16, 2014Hillbrook School, 300 Marchmont Drive, Los Gatos, CA 95032Project Application PRJ-99-062 (Conditional Use Permit)

For additional information contact Barbara Dodson (btdodson@aol.com) or Patricia Elliot (elliotlaw@mail.com) or Ed Lozowicki (elozowicki@comcast.net)

The neighbors on the streets providing access to Hillbrook School, as represented by Los Gatans Concerned About Traffic and Safety ("LG CATS"), an unincorporated public interest organization, object to a large number of Hillbrook's ("Applicant") proposed new conditions for approval of its CUP. The Neighbors' grounds for objecting to Applicant's proposed Conditions are stated in the Comments below as well as in a separate, lengthier document, "Neighborhood Justification for CUP Modifications: Hillbrook School," submitted separately. The Neighbors' alternative Proposed Conditions have also been separately submitted.

For the convenience of commissioners, this document incorporates Applicant's Proposed Conditions of Approval, as submitted on July 16, 2014, verbatim. Applicant's Proposed Conditions on which LG CATS have no disagreement or comment are so indicated.

1. Approval. This use permit shall be applied and administered in accordance with all conditions of approval listed below and in substantial compliance with the applicant's letter dated XX, XX (attached as Exhibit A) and other applicant documents described below. Any changes or modifications to the approved use, beyond the allowable 5.4% of square feet remaining from the master site plan approval in 2001 (PRJ-99-063) shall be approved by the Community Development Director, the Development Review Committee, the Planning Commission, or Town Council, depending on the scope of the changes.

COMMENT: 1) Applicant's proposed condition No. 1 incorporates "applicant's letter of XX, XX (attached as Exhibit A) (Presumably Applicant's July 16, 2014 letter) and other Applicant documents." Incorporating such letter and documents which are not specified and are not conditions in the Conditions of Approval, would lead to ambiguity and inconsistency. Rather, the Town's General Plan, land use policies and ordinances should govern any matters not specified in the proposed conditions. 2) Further, Hillbrook's proposed condition permits construction or expansion of facilities by an additional 5.4% of square feet in its original master Site Plan. If there is new construction or expansion, that could result in additional activities or traffic not currently permitted. Such should not be allowed without further approval from the Town.

2. Use. The approved use is a junior kindergarten (JK) through eighth grade private school, including but not limited to all activities associated with typical operations of a JK through 8th grade private school, such as after class and after school programs involving sports, drama, and other student activities, festivals, dances, and similar activities for the student population, as well as educational opportunities for parents of current students, which are open to

other interested parents, and educational opportunities for current faculty, which are open to other faculty, all subject to the limitations set forth within these conditions of approval.

COMMENT: Applicant's proposed condition provides for uses which are extraordinarily broad and ambiguous. It would permit uses "including but not limited to all activities associated with typical operations of a JK through 8th grade private school such as ... educational opportunities for parents of current students, which are open to other interested parents, and educational opportunities for current faculty, which are open to other faculty ... ". This language permits, for example, educational programs for parents from other schools in other cities, and faculty conferences for teachers from other schools in other cities, or other states for that matter. Further the term "typical operations" is not defined and could include sports tournaments with non-league teams. Such an expansion of uses is not consistent with the residential character of the neighborhood and would result in increased traffic, noise and pollution. In addition, conferences should be specifically prohibited because the Table of Conditional Uses in Town Code secs. 29.40.390 and 29.20.185 does not permit conference facilities on HR-1 zoned property. Finally, Hillbrook's Community Benefit Statement offers the use of school facilities to outside groups as a "community benefit". For clarity this condition should expressly exclude such uses since they would only exacerbate existing traffic and increase safety hazards.

3. Emergency Access Road. The emergency access road to Ann Arbor Drive shall not be opened up at any time to public or school use. The road may be opened for construction access only if it is part of the approved construction plan for the Architecture and Site application.

COMMENT: Applicant's proposed condition continues the current closure of the Ann Arbor gate even though it proposes an 32% increase in enrollment and continued excessive traffic, all of which would be "funneled" onto upper Marchmont Drive, a local dead-end residential street about 25 feet wide with no sidewalks, "an "S Curve" and steep hill, and adjacent feeder streets. Poor sight-lines and congestion are already experienced by the neighbors. Ann Arbor Drive, on the other hand, has sidewalks and runs with unobstructed sight-lines from Shannon Road to the North Gate of Hillbrook's campus. The current "funneling" of all traffic to upper Marchmont and adjacent streets is simply discriminating unfairly against the neighbors on those streets by allocating all of the traffic hazards and noise to them alone. This is not consistent with Land Use Policy TRA 2.5, which states that the Town should "Discourage single access roads of extended length and restrict development along such roads" (2020 General Plan). Finally, Ann Arbor Drive is a public street and, according to the Town Attorney, with whom LG CATS met, the Town can allow traffic to cross the currently Town-owned 1-foot easement that separates Ann Arbor Drive from Hillbrook School.

4. Parking. There shall be no Hillbrook-related parking on upper or lower Marchmont Drive, its adjacent courts, Hilow Road, Stonybrook Road, Englewood Avenue, Robin Way, Cardinal Lane, or Topping Way. There shall be no picking up or dropping off of students on the above-named streets.

COMMENT: No objection to this proposed Condition.

5. Enrollment. The enrollment (i.e. the number of students who have been granted admission to attend any program on the campus) shall be limited to 414 at any time during the regular school session and 414 at any time during any portion of the year when the regular school session is not occurring. The applicant shall submit a copy of the student enrollment roster to the Town's Planning division for verification. The roster shall be submitted annually two months from the first day of the school year.

COMMENT (A): The Applicant's proposed conditions increase the number of students to 414, an increase of 32%. The current enrollment already generates an excessive amount of traffic and danger to public safety as documented in the engineering report of Boster Kobayashi & Associates, dated March 23, 2014 (attached to the Provencher & Flatt letter of the same date). Applicant's proposed conditions, by purporting to mitigate traffic, impliedly recognize that the proposed increase in enrollment will add to the current excessive traffic. Because of the hazards to public safety, the proposed increase should be rejected. Further, the proposed increase would violate a number of Los Gatos land use policies, notably Land Use Policy LU-6.1, which states "Protect existing residential areas from the impacts of non-residential development", and LU-6.4, "Prohibit uses that may lead to the deterioration of residential neighborhoods or adversely impact the public safety." The proposed increase would also violate a number of Los Gatos transportation policies, notably Transportation Policy TRA-2.5, which states "Discourage single access roads of extended length, and restrict development along such roads," and Transportation Policy TRA-9.1, which states "Make land use decisions that encourage walking, bicycling, and public transit use." (2020 General Plan).

COMMENT (B): Applicant proposes the same enrollment, "414 at any time during any portion of the year when the regular school session is not occurring", as during the regular school year. In other words, during the Summer Session. This represents a huge increase over past Summer enrollments. No justification is given for such a dramatic enrollment increase. Further, Applicant provides no details about Summer programming, Summer hours, length of session, or pickup and drop-off hours. If permitted the Neighborhood could have unacceptable Summer traffic and resulting safety hazards. Such is unreasonable and contrary to the Town's Land Use Policies and Transportation Policies as noted in the above Comment 5 (A). Past Summer enrollments have been significantly lower than those in the regular school year. For this reason, Neighbors propose a lower limit for the Summer Session of 100 students.

6. Employees. The after school maximum number of employees on site during the activities in the gymnasium which draws an audience shall not exceed 12.

COMMENT: Applicant fails to propose any limit on the number of faculty and staff on campus. Such persons also drive and contribute to the excessive traffic and other impacts. The neighbors propose a limit on staff and faculty based on the 2012-2013 number at the school.

7. Hours of Operation.

7 (A) Daytime Weekday Hours. Daytime, weekday hours begin at approximately 7:30 A.M. when the students start to arrive for class and end at 6:00 PM, when the last of the programs for students [continuously] on campus concludes.

COMMENT: Applicant's proposal does not provide any limitation on the times of use during summer vacation or during holiday breaks in classes. As drafted, it would permit all activities on those days. It is not reasonable to subject the neighborhood to traffic hazards and other impacts during breaks and throughout the entire summer as well as during normal school sessions.

7 (B) Nighttime Hours. Nighttime activities are those activities which commence at or after 6:00 P.M., or prior, and extend beyond 7:00 P.M. All nighttime activities shall conclude by 9:00 P.M. and all vehicles belonging to persons participating in these activities shall be off school premises by 9:30 P.M. The maximum number of nighttime activities is limited to ten per calendar year. No nighttime activities (after 6:00 P.M.) shall be allowed during the Summer Term (as defined below).

COMMENT: Applicant's proposed condition defines nighttime activities as "those activities which ... extend beyond 7 P.M. Neighbors believe that "nighttime" begins at 6 P.M. and after that time Neighbors have a reasonable expectation of quiet. Any activity extending beyond 6 P.M. should be counted as one of Hillbrook's ten allowed nighttime activities. Further, Applicant's proposal also does not provide for notice of nighttime activity to the neighbors. The Neighbors' Proposal requires such a notice at the beginning of the school year.

7 (C) Weekend Activities. During the weekend the campus shall be closed to any use by outside leagues or youth groups, the gym shall only be used for Hillbrook School activities and the weekend use shall be limited to an Open House event in October, and volleyball and basketball tournaments between Hillbrook School and other schools only.

COMMENT: The Applicant's proposal permits unlimited inter-school volleyball and basketball tournaments on weekends. Such were expressly prohibited by the 2001 CUP because they increase traffic and safety hazards and reduce the quality of neighborhood life on the weekends. However Hillbrook held numerous weekend tournaments in defiance of this prohibition and only stopped such tournaments when the Town Council, in March 2013, ordered that they be stopped. This prohibition should be continued.

8. Neighborhood Coordination. As part of the Hillbrook School's ongoing coordination efforts with its neighbors, a schedule of special events shall be provided to the neighborhood at the beginning of every school year. In addition to on-going and continual neighborhood outreach, the applicant shall conduct an annual neighborhood meeting to engage the surrounding neighborhood in discussions related to the operation of the school site and any concerns the area residents may have. Notification of the neighborhood meeting shall include notices mailed to owners and occupants on upper or lower Marchmont Drive, its adjacent courts, Hilow Road, Stonybrook Road, Englewood Avenue, Robin Way, Cardinal Lane, and Topping Way. Any resident wishing to receive notifications by mail and/or email can submit a written request to the Hillbrook School Traffic Coordinator.

COMMENT: No objections to Applicant's proposal.

9. Neighborhood Committee. Hillbrook School shall establish a Neighborhood Committee comprised of two Hillbrook School Trustees, the Head of School, the Traffic Coordinator and four representatives from the neighborhood. The Neighborhood Committee

shall meet quarterly to discuss issues of concern and maintain meeting minutes for the public or the Town's review.

COMMENT: No objections to Applicant's proposal.

10. Gymnasium Doors and Windows. The loading doors on the Ann Arbor side shall be closed at all times whenever activities are being held inside the gymnasium. The other doors and windows in the gymnasium shall be allowed to remain open during activities.

COMMENT: No objections to Applicant's proposal.

11. Music. Music from live bands shall not be amplified. One amplified DJ event is permitted per year.

COMMENT: No objections to Applicant's proposal.

12. Lease/Rentals. No lease or rental of the campus facilities shall be permitted to third parties, except for third party providers of educational programs consistent with the Hillbrook School's philosophy and mission and in strict accordance with the Traffic Conditions set forth in Section 14 herein.

COMMENT: The Applicant's proposal prohibits leases and rentals of its facilities except to "third party providers of educational programs consistent with the Hillbrook School's philosophy and mission." The latter term is vague and ambiguous. This condition is an example of "the exception swallowing the rule." Under the proposed condition Applicant could rent to a third party vendor of summer day camps for non-Hillbrook students; or to sponsors of sports tournaments with non-league teams from other cities; or to conference organizers who bring in teachers or administrators from other cities or, for that matter, other states. The latter is not a use permitted by Town Code sec. 29.40.390 and 29.20.185, which does not permit conference facilities on HR-1 zoned property.

13. Compliance Review. After the first enrollment cycle of increased enrollment, a compliance hearing shall be held by the Planning Commission to review Hillbrook's compliance with the provisions of this permit.

COMMENT: The Applicant's proposal provides for a compliance review by the Planning Commission within six months, but with no consequences for non-compliance. In light of the already excessive traffic and safety impacts to the neighborhood, the CUP approval should be subject to reconsideration so that adjustments can be made if Applicant is not in compliance with the conditions of approval.

14. Traffic Conditions.

14 (A) School Year Traffic Counts. During the school year, the maximum number of vehicles leaving the campus during each of the periods of 7:30 AM to 8:30 AM and 2:30 PM to 3:45 PM shall not exceed an average of 150 outbound vehicles per peak period.

COMMENT: The Neighbors have no proposal corresponding to Applicant's Proposed condition 14 (A). However, Neighbors note that Applicant's proposed condition is based only on the number of vehicles "leaving" the campus. Since the number of vehicles entering the campus during the peak periods is often greater than the number leaving, and because at present there is only one gate for entering and leaving, the actual number of parents' vehicle trips delivering students and passing through the neighborhood during peak periods would be above 300 for each peak period (2 x 150). Combined for morning and afternoon the number of vehicle trips then would be more than 600 (2 x 300). This exceeds the Neighborhood's proposed Trip Cap of 485. Furthermore, no basis is given for the number 150.

14 (B) Average Daily Traffic ("ADT") Count. The maximum number of vehicles entering and leaving the campus on a daily basis shall not exceed an average of 960 vehicles for each semester term (i.e. "First Term" (Fall/Winter) and "Second Term" (Winter/Spring)).

COMMENT: Applicant's proposed "trip cap" of 960 vehicles per day would continue the already excessive volume of traffic and resulting safety hazards now taking place. The Applicant states in its cover letter dated July 16, 2014 that the cap of 960 vehicles was "(derived in collaboration with the Town of Los Gatos staff from a blend of ITE trip generation rates for private k-8 and K-12 schools)". This 960 figure does not have a valid foundation for the following reasons: 1) Two representatives of the neighborhood met with the Town Engineer who provided this figure on July 31, 2014 to discuss his methodology for 960 vehicles, but he could not reproduce from his notes the calculation which results in 960 vehicles; 2) the same engineer said that his calculation was an extrapolation of ITE averages for the entire USA without regard to whether the streets carrying the traffic were residential or commercial, or two-lane or four-lane, or had sidewalks or not; and 3) the same engineer said expressly that he did not take safety into account in making this calculation. There is no valid engineering support for the figure 960. On the other hand the Neighborhood's proposed cap of 485 vehicle trips is based on ITE standards for residential traffic. It is also consistent with Applicant's proposed Trip Cap of 480 vehicles for its proposed Summer enrollment of 414 students. The latter enrollment is the same as Applicant has proposed for the regular school year. If a Trip Cap of 480 vehicles is feasible for 414 students in the Summer, it should be feasible for 414 students during the regular school year also.

14 (C) Summer ADT Count. During the period between the end of one school year and the beginning of the next school year ("Summer Term,") the maximum number of vehicles entering and leaving the campus on a daily basis shall not exceed an average of 480.

COMMENT: Applicant proposes a Summer Trip Cap of 480 vehicles but does not provide any support for this figure. The 480 vehicle count would represent a significant increase over traffic in previous summers. No justification is given for such an increase. The neighborhood proposes that the Trip Cap should be significantly reduced to 160 vehicles during the Summer since children in the neighborhood are on Summer break and playing in the streets, riding bikes, and so forth which increases their exposure to any traffic and the resulting risks to their safety.

14(D) Trip Cap Definition. The Trip Cap shall be defined collectively by the AM and PM peak period counts and daily counts established in Sections 14(A-C) herein for the First Term, Second Term, and Summer Term.

COMMENT: Applicant proposes that the Trip Cap be defined "collectively by the AM and PM peak period counts and daily counts established in Sections 14 (A-C)." This definition actually increases the Trip Cap because it combines the peak period counts (4x150) with the ADT count (960). The result is a new Trip Cap of 1560 (600 + 960) which is inconsistent with the maximum of 960. The Neighborhood's definition resolves this inconsistency.

14(E) Traffic Counting Device. A permanent traffic counting device shall be installed and maintained by the applicant to measure traffic during the AM and PM peak periods, as well as daily trips, with the records of traffic counts preserved electronically. These records of traffic counts shall be posted daily on the Hillbrook website, but in no event shall this traffic data be used to determine Trip Cap compliance.

COMMENT: Applicant proposes that it install a traffic counting device and post data daily on its website, but that the counts shall not be used to determine compliance with the Trip Cap. If the data could not be used for compliance purposes, then it is presumably unreliable. The Neighborhood proposes that any such device be installed and maintained by the same third-party vendor that would monitor and analyze the data for compliance purposes. It makes no sense to have two separate sets of data from two different parties one of which, Applicant, is not independent.

14 (F) Transportation Demand Management ("TDM") Plan. The applicant shall take all necessary measures to ensure that the Trip Cap is not exceeded, including utilizing measures such as carpooling, shuttles, off-site "kiss and ride" programs, and speed signs, as described in the Final Transportation Demand Management Plan attached to the Draft Environmental Impact Report as Appendix D. The applicant shall submit to the Town a written report summarizing its TDM measures twice a year at the end of the First Term and the end of the Second Term.

COMMENT: Applicant's proposal refers to traffic mitigation measures described in the "Final Transportation Demand Management Plan" attached to the draft EIR. This plan, however, does not require any specific measures be taken, and is not part of the Conditions of Approval. Whatever specific plan Hillbrook intends to undertake should be spelled out in detail as one of the Conditions of Approval. The Neighborhood's proposal calls for such to be submitted as an Addendum to the Conditions.

14(G) Traffic Coordinator. The applicant shall designate and provide a traffic coordinator, whose responsibilities shall include overseeing traffic operations and facilitating outreach with the public, employees, and parents. The Traffic Coordinator shall establish a working group of staff, trustees, and parents to discuss and address neighborhood issues on an ongoing basis. Annually, the Traffic Coordinator shall inform parents of designated routes of travel to and from the Hillbrook campus, as well as promote the elements of the TDM program.

COMMENT: No objections to Applicant's proposed condition 14 (G).

14(H) Monitoring Protocol. To monitor compliance with the Trip Cap, traffic data shall be collected from the sensors installed by Sensys Networks at the Hillbrook School three times a year, in December, May and August, which shall reflect the counts for the First

Term, Second Term, and Summer Term, respectively. This data shall be provided to an independent, third-party vendor for analysis of the applicant's compliance with the Trip Cap. The resulting traffic count shall be the average of the counts collected over the course of each of the three school terms. This average shall avoid days immediately before or after holidays, minimum days, and days with inclement weather conditions. The analysis also shall take into account a reliability factor for the margin of error inherent in the vehicle counting sensors, as well as any operational or mechanical issues that arise. The applicant shall be responsible for paying all costs related to this monitoring protocol.

COMMENT: Applicant's proposal is not acceptable for two reasons: 1) It calls for collecting traffic data from sensors installed and operated by its own vendor. Such is not reliable because Applicant has stated several times that it has already been collecting such data for two years, but has refused to provide it to the neighbors or LG CATS. Because it has failed to be transparent with its data, Applicant should not be allowed to control its collection for compliance purposes. The Neighbors propose that an independent vendor selected by the Town be retained for this purpose to assure the integrity of data collection and analysis. And 2) Applicant's proposed protocol requires use of an average of daily traffic counts for the entire school term. So the Trip Cap for the Winter Term, for example, using this protocol would average the daily traffic counts for as many as 12-14 weeks. As a result, if the traffic volume on a given day were, for example, 1,500 vehicle passes, such would not be a violation of the Trip Cap even though it greatly exceeds the Cap because the 12-14 week average could be within the cap. In short, the proposed methodology dilutes the Trip Cap and its intended ability to reduce the risks to public safety. The Neighbors propose that the Trip Cap be measured day-by-day. There is no reason to use averages to dilute the incentive which the Trip Cap provides for serious traffic mitigation efforts.

14 (I) Special Nighttime Event Exclusions. To account for special nighttime events occurring after 6:00 PM, Hillbrook School may have up to 10 special nighttime event exclusions per year or 10 days on which the ADT trip limitation is exceeded, but not considered a violation. These special nighttime events do not represent typical operations of the Hillbrook School and shall be defined as an evening activity that is not typical of the normal operations of the Hillbrook School and will likely involve more than Hillbrook School families and employees.

COMMENT: Applicant proposes an exclusion from the Trip Cap for special nighttime events which it defines as "not typical of the normal operations of Hillbrook School and will likely involve more than Hillbrook School families and employees." This definition is overly broad and ambiguous. It would permit, for example, theatrical events or conferences to which persons from other cities not connected to Applicant would attend. Since the event would be excluded from Trip Cap, it's possible that 1,000 cars could be using the local streets at nighttime for such events. Such an expansion of uses is not consistent with the residential character of the neighborhood and would result in increased traffic, noise and pollution. In addition, such an expansion of uses is contrary to Town Code sec. 29.40.390 and 29.20.185, which does not permit conference facilities on HR-1 zoned property. The Neighborhood proposes a specific limit on traffic for nighttime events of 650 vehicle passes.

14 (J) Penalty. If the averaging of the traffic count data shows that any variation of the traffic volumes (AM, PM, or ADT) exceeds the Trip Cap, the applicant shall pay a penalty

of \$1000 per excess trip (adjusted annually starting in 2015 per the Consumer Price Index for All Urban Consumers in the San Francisco-Oakland-San Jose area). Penalties shall escalate by \$5,000 per excess trip for each subsequent monitoring period the Trip Cap is exceeded and shall increase to \$10,000 per excess trip if the applicant is out of compliance for three consecutive monitoring periods. If a subsequent monitoring period confirms that the applicant is in compliance with the Trip Cap, no penalty shall apply and the penalty shall revert to the base level of \$1000. Any penalty monies shall be used toward neighborhood traffic/pedestrian improvements as determined by the Neighborhood Committee in coordination with Town staff.

COMMENT: Applicant's proposed penalties are not triggered until the four-month average traffic Trip Cap is exceeded. By basing the penalty on a four month average the effect of the Trip Cap is diluted since using averages by definition allows for multiple days on which the Trip Cap can be exceeded and then offset by lower traffic volume on other days. The purpose of the Trip Cap, which is to reduce the risk of hazards and injury to the public, would effectively be undercut and the possibility of penalties effectively eliminated. This is no incentive for compliance. Applicant's proposed use of a four-month average also runs counter to the recommendation of its own traffic consultant, Nelson/Nygaard, which recommends monthly reports and compliance reviews. The neighbors propose monthly reporting and that penalties be applied for any days when the Trip Cap is exceeded. This will provide more assurance of compliance.

15. Commercial Traffic. No commercial traffic shall be permitted into or out of the Hillbrook gate before 7:00 A.M. on weekdays or weekends.

COMMENT: No objection to Proposed Condition 15.

16. Building Footprints. The footprints of future buildings may be required to be modified during Architecture and Site approval process to reduce tree impacts.

17. Indemnity. Applicants are notified that Town Code Section 1.10.115 requires that any applicant who receives a permit or entitlement from the Town shall defend, indemnify, and hold harmless the Town and its officials in any action brought by a third party to overturn, set aside, or void the permit or entitlement. This requirement is a condition of approval of all such permits and entitlements whether or not expressly set forth in the approval, and may be secured to the satisfaction of the Town Attorney.

Jennifer Savage

From: Jennifer Dinapoli <jenniferdinapoli@gmail.com>
Sent: Monday, September 08, 2014 11:17 AM
To: Jennifer Savage
Subject: Hillbrook CUP

Dear Chair Smith and the Town of Los Gatos Planning Commission, We are 50 year residents of Los Gatos, grandparents of Hillbrook students, and in favor of granting Hillbrook their requested for a conditional use permit. Hillbrook needs to remain viable for the whole community to benefit from having a top ranked school in our town. When considering this matter, please keep the greater need of Los Gatos in mind. Thank you. Jennifer DiNapoli

Jennifer Savage

From: Tyler Bell <tylerwbell@gmail.com>
Sent: Monday, September 08, 2014 1:54 PM
To: Jennifer Savage
Subject: Hillbrook School CUP

Dear Ms Savage:

I write to voice my support of Hillbrook School's request to change their Conditional Use Permit.

I am impressed with the steps Hillbrook is taking to minimize neighborhood impact, and subscribe to these changes as a Hillhook parent by carpooling, riding our bikes, and taking the bus.

I live just the other side of the tracks, in Campbell, directly adjacent to the Capri and Village Schools: these schools were here when I moved to the neighborhood, and I of course accept the activity one would expect of these places. However neither school is engaging with the community the way Hillbrook is, so I appreciate especially the efforts Hillbrook is making to grow the school in sympathy with its community.

I know the folks behind this initiative well, and know how seriously they, and the school, will take its obligations under the proposed CUP. I am grateful for your efforts to work with Hillbrook to allow modification of the current CUP, and to enable it to grow sympathetically with the local community and the city of Los Gatos.

Sincerely,

Dr Tyler Bell
1477 Theresa Ave
Campbell CA 95008
408-341-9524

Jennifer Savage

From: Helen Bell <helensmbell@gmail.com>
Sent: Monday, September 08, 2014 1:55 PM
To: Jennifer Savage
Subject: In support of Hillbrook

Dear Ms Savage, I am writing to voice my full support of Hillbrook School's request to change their Conditional Use Permit.

Hillbrook is a truly remarkable school with happy children and a vibrant and diverse community. It is an integral part of the town of Los Gatos.

While I am a resident of Campbell, I feel part of your town. As a family we shop in the grocery stores along Los Gatos Boulevard on an almost daily basis, buy gas from the town's gas stations, and dine in the restaurants. Our lives are very focused on the town of Los Gatos, and we know that we are extraordinarily lucky to be a small part of your community and of this unique and standout school.

Hillbrook has gone to enormous lengths to cut traffic in the neighborhood -- we all participate by carpooling, walking, riding our bikes or using the shuttle buses. This approach to reduce traffic and be good neighbors is part of the very fabric of the school.

Please work with Hillbrook to allow modification of the current CUP and enable it to grow in line with the growth of Los Gatos.

Sincerely,

Dr Helen Bell
1477 Theresa Ave
Campbell
CA 95008

September 8, 2014

RECEIVED

SEP - 8 2014

Chair Smith and Town of Los Gatos Planning Commission Members
Los Gatos Planning Commission
110 E Main Street
Los Gatos, CA 95030

TOWN OF LOS GATOS
PLANNING DIVISION

Re : Hillbrook School Conditional Use Permit Application

Sir/Madam;


We are writing to support Hillbrook School's application for its Conditional Use Permit. As one of the oldest schools in Los Gatos and considered one of the finest independent JK-8 schools in California, Hillbrook School is an asset to the town.

The application to increase the current enrollment cap will enable the school to increase the academic and co-curricular options that are vital to a Middle School program. This will give Los Gatos parents an outstanding independent school option and helps alleviate over-crowding in the public schools.

The General Plan Policy of the Town of Los Gatos calls to provide educational opportunities for all its residents and clearly this application meets this need especially considering all of the newly approved housing developments.

We hope all the members of the Planning Commission will vote favorably to this application.

Thank you,

A handwritten signature in black ink, appearing to read 'Lisa Swenson', with a large, sweeping flourish extending to the right.

Case and Lisa Swenson
62 Ellenwood Avenue
Los Gatos, CA 95030

September 1, 2014
Chair Smith and Town of Los Gatos Planning Commission Members
110 E. Main Street
Los Gatos, CA 95030

RECEIVED

SEP - 9 2014

TOWN OF LOS GATOS
PLANNING DIVISION

Chair Smith and Town of Los Gatos Planning Commission Members:

I am writing to follow-up on my letter of December 4, 2012, when I wrote to offer support for Hillbrook School's request to modify its current Conditional Use Permit. My children attend Hillbrook, in grades 3 and 8.

When I wrote you nearly two years ago, life on upper Marchmont had already seen many changes to accommodate concerns neighbors raised about noise and traffic generated by our school's population. At the time I was hopeful that participating in a close-to-home civics lesson about community involvement would be part of educating my children about how to be good citizens and respectful community members.

My concern now is that traffic and noise are not the real concern of the neighbors on Marchmont as the school has implemented numerous suggestions only to have them raise new complaints.

After a town council meeting several years ago, I encountered one of the most vocal neighbors in opposing the school's modest plans. We had a very civil conversation and at the end of it, I asked what he would propose as a resolution. He said, "The school should move."

At the time, I thought he was taking an extreme position to raise a reaction.

However, this line of thinking and the tactics used by the neighbors reveal the *real* objective: each time the school satisfies prior demands, the neighbors place new, ever-restrictive demands on the school.

The intended – yet unspoken – resolution of the neighbors is to close the school.

The demands do not seek a resolution that creates a mutually beneficial relationship between the school and its community. They are driven by an extreme, winner-take-all perspective.

Thus it is not an exemplary lesson in dialogue for our students. Nor is it a proud chapter in our civic history. Hillbrook School is committed to educating young children. To do that well, the families of those children will have to be welcomed on campus from time to time. For years this is what educators have sought—involved, supportive parents. Certainly Hillbrook is blessed with these.

Having seen now the nonrenewable resources of time and money that have been spent trying to appease some neighbors, I hope the planning commission and the Town of Los Gatos will guide the community to place where it can move forward and allow Hillbrook, a gem of a local institution, and an asset to the South Bay Region, to thrive.

Thank you for your time and consideration and also for your volunteer service to our community.

Sincerely,

Ann Gregg Skeet
For Ann and Bill Skeet

Jennifer Savage

From: Mary Hammers <mary@marybabbitt.com>
Sent: Wednesday, September 10, 2014 9:00 PM
To: Jennifer Savage
Subject: Why I support Hillbrook School

Dear Chair Smith and Town of Los Gatos Planning Commission Members,

Thank you for submitting my letter on behalf of Hillbrook School. I am a resident of Los Gatos and a neighbor of Hillbrook School. I support Hillbrook's effort to amend its CUP by adding an additional 99 students. Hillbrook has done everything possible to put forth a fair, reasonable and respectful proposal that allows the school to gradually increase its enrollment without hurting the surrounding neighborhood. Hillbrook has held countless meetings with neighbors to understand and respond to their concerns. The only real issue has involved traffic and that is why Hillbrook has proposed an all-day count (which the neighbors wanted), even lower traffic than the EIR suggests is fair, penalties for non-compliance, and guarantees that traffic will never increase. As a neighbor concerned about traffic on my street which again, neighbors Hillbrook School, I appreciate Hillbrook's efforts to take cars off the road and wish other schools were doing the same. But at the end of the day, this isn't just about a couple of streets near Hillbrook School. It's about doing what's right for the environment and for the whole of Los Gatos. Hillbrook's shuttles are leading the way by showing the community what can and should be done to take cars off of all of our roads. Hillbrook's plan represents responsible growth: adding students without adding the burden of heavier traffic to Los Gatos.

One hallmark of a great city, town or community is its schools: great public schools, great parochial schools and great independent schools. Please don't let a small, but vocal faction of residents who've already raised their children and now want to shut down Hillbrook School, prevent the Planning Commission from seeing clearly on this issue. The only reasonable and fair vote is in favor of Hillbrook and in favor of school choice. The proposal before you is good for Hillbrook, it is good for Los Gatos, and it is good for the neighborhood around the school; but more than anything else - it is good for children.

Thank you,
Mary Babbitt Hammers
16230 Shannon Road
Los Gatos, 95032
(408) 896-9100

day.

The town does not get involved in residential traffic problems until traffic hits 1,500 daily trips, which is way too high for two-lane local streets and certainly too high for a two-lane single access street like upper Marchmont Drive, the single-access dead-end street that leads to Hillbrook School.

The most commonly used resource for evaluating the appropriate levels of traffic for different land uses is the Trip General Manual published by the Institute of Transportation Engineers. This manual was used, for example, in the DEIR for the North Forty to evaluate traffic that would be generated by the residential units being considered there. Perhaps the town could consider using this resource, at least as a starting point, for creating reasonable standards for residential streets.

Hillbrook School has consistently violated the conditional use permit (CUP) issued when they enlarged the school in 2000. They are proposing a penalty be assessed when they fail to meet the CUP requirements of average daily auto traffic (\$5,000 to \$10,000). With \$26,000 to \$29,000 fee per year for each student, this would cause little impact on a \$12 million budget. They cannot meet the current CUP standards, yet they want a new CUP to meet their petition for 100 more students—do the math!

They have even instituted a "Monday Walk to School" program. There are no sidewalks up the hill to the school. Children are walking in flower beds and shrubbery to avoid the parked cars. A once-a-week solution? The "neighbors of Hillbrook" also send children to school: Blossom Hill and Van Meter Elementary (K-6), Fisher Middle School and Los Gatos High School. The impact is dramatic and we are concerned about safety, excess traffic and speeding.

As a retired school administrator, it certainly is not my wish to close Hillbrook. On the contrary, it has an excellent academic program and competes favorably with the Los Gatos schools for achievement. But there is a PR problem that needs to be addressed. You have a petition signed by families representing more than 700 residences on Marchmont, Hilow, Topping, Cardinal, Robin Way, Stonybrook and Englewood who are concerned.

RICHARD ANDERSON
Los Gatos

RECEIVED

SEP 11 2014

TOWN OF LOS GATOS
PLANNING DIVISION

Submitted by
a neighbor for
the Planning
Commission public
comments.

Hillbrook plan spurs safety, traffic concerns

Hillbrook School reports that its [Draft Environment Impact Report] says there is no environmental impact from increasing their enrollment. However, the study does say that the current 960 cars is too high. With a proposed enrollment increase of about 32 percent, this could be a possible increase in the traffic count by more than 1,200 cars per

Traffic is already unsafe on Stonybrook Road

When my grandparents purchased their home on Stonybrook Road in Los Gatos in the early 1960's, Hillbrook School had a population of around 100 students, give or take. Today it has 315 students.

Many drivers use Stonybrook to cut through from Kennedy to avoid heavy Hillbrook traffic on Englewood/Marchmont/Hilow. Stonybrook is a narrow street with a blind S-curve.

Drivers often turn left onto Stonybrook before the old oak tree into the wrong lane, nearly hitting the tree, cars and many pedestrians and cyclists who also use this road.

We requested that the Hillbrook EIR look at the obvious safety issues on Stonybrook and Kennedy, but Stonybrook is not even named in maps used in the draft report. The EIR should not be certified until it provides traffic data and a full analysis of conditions on Stonybrook.

To say that "neighbors should be tolerant" and "increasing student enrollment by 99 students will have no impact on the surrounding neighborhood" is ludicrous. When Hillbrook reassures us that the draft environmental impact report shows "no significant impact" it is because the traffic in the neighborhood is already bad!

We appreciate having a

quality school in our neighborhood. However it's highly unlikely that a new private or public school with 315-415 students would be allowed to be built today in a densely populated neighborhood with one road in and out on a dead-end street. Hillbrook can continue to provide a high quality education without increasing its impact on our already heavily trafficked and often unsafe streets.

Today, as I stand in front of that same kitchen window on Stonybrook and watch the large volume of cars, many of which are speeding and driving unsafely to Hillbrook and elsewhere, I can only hope the planning commission and town council deny allowing any Hillbrook expansion. I encourage commissioners and town council members to visit the area to experience the traffic and unsafe driving first hand.

ROBYN BLUM
Los Gatos

Jennifer Savage

From: Susanne Brokaw <susannemarie@gmail.com>
Sent: Thursday, September 11, 2014 2:48 PM
To: Jennifer Savage
Subject: Letter of support for Hillbrook CUP Expansion

Dear Chair Smith and Town of Los Gatos Planning Commission Members,

I am a 9-year resident of Los Gatos. I am writing to express my strong support for the Hillbrook Expansion and CUP modification.

My kids attend Hillbrook, and I think it's a great school with thoughtful people running it. I believe that allowing Hillbrook to grow as a school is the right thing to do. It will benefit students and families of Hillbrook as the school is allowed to change and evolve -- as all healthy organizations must, over time -- and I hope it may relieve a little bit of overcrowdedness that the public schools face, as children move from public to Hillbrook.

I also think it's right to allow Hillbrook to decide how they run their own school, and to let them have the events they need to have to be a normal school (sports, events, camps). It doesn't seem fair to have a set of rules for our school that isn't the same as rules for the public schools in my neighborhood.

Regarding traffic -- I live in Blossom Manor, and my kids ride the Hillbrook school bus so I don't contribute to traffic. The school bus is a great idea. I think Hillbrook has taken strong steps to alleviate traffic, steps the public schools might look into as well.

Anyway, thank you for your service to our town, and thanks for reading this!

-Susanne Brokaw
314 Escobar Ave, LG

Jennifer Savage

From: Debra McLaughlin <debramcl@gmail.com>
Sent: Thursday, September 11, 2014 3:04 PM
To: Jennifer Savage
Subject: Letter for the Los Gatos Planning Commission

Dear Ms. Savage,

Please share my letter below with the Los Gatos Planning Commission in advance of the September 24th Public Hearing meeting.

With kind regards,
Debra McLaughlin

Dear Chair Smith and Town of Los Gatos Planning Commission Members,

I am writing in support of Hillbrook School's Conditional Use Permit (CUP) modification request. I am a resident of Los Gatos and live near the Daves Avenue Elementary School. As a new homeowner in Los Gatos, I was well aware of the traffic that is a natural side effect of living near a school. Each day we accept the additional traffic created around Daves Elementary. As a neighbor of a school, I accept this as part of the normal traffic patterns of the neighborhood.

I send my son to Hillbrook School and believe the school is going above and beyond its responsibility to minimize the traffic in the neighborhood around the school. We utilize the free bus stops that Hillbrook offers its families to alleviate traffic in the neighborhood. I intent to send both my children to Hillbrook from K-8th grade. By granting the school the CUP modification as requested, you will be alleviating some of the burden on the Los Gatos school population.

Please vote to grant Hillbrook School the requested CUP modification.

Best regards,
Debra McLaughlin
15712 Oak Knoll Drive, Los Gatos, CA 95030

Jennifer Savage

To: Janette Judd
Subject: RE: In support of Hillbrooks increased enrollment

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

From: Bianca Gruetter [<mailto:biancagruetter@me.com>]

Sent: Thursday, September 11, 2014 5:15 PM

To: Council

Subject: In support of Hillbrooks increased enrollment

As a mother of two girls who attend school in the Los Gatos Union School District, I am very supportive of Hillbrook's kind request to expand. All of our local elementary schools have seen increased enrollment over the last number of years. This has been done without the surrounding resident's consent. Enrollment has increased because families have moved to Los Gatos to take advantage of our exceptional schools - both public and private. If there are children in Los Gatos and the surrounding areas that have the ability to attend Hillbrook and Hillbrook has the EMPTY AVAILABLE SEATS, why would anyone deny them the right to attend Hillbrook?

Although I am sympathetic to the neighbors who complain of excessive cars, buses, walkers and probably bike rides, I have been at both drop off and pick up at Hillbrook and their parking system seems to have less impact on the neighborhood than that of Daves, Blossom Hill or Van Meter. I have also read the parent material that Hillbrook provides that discusses the various options for carpooling, buses, etc. as methods to get to/from school. To be quite frank, maybe our local schools can get a few pointers from Hillbrook about traffic control.

Our schools are over-crowded. If Hillbrook can seat additional kids and this provides even a small measure of relief to our local schools, please let them do it. I would be thrilled to see just a few less students at our school, particularly knowing they would be receiving an excellent education in our community.

Bianca Gruetter
biancagruetter@me.com
408.348.6189

September 10, 2014

RECEIVED

SEP 12 2014

TOWN OF LOS GATOS
PLANNING DIVISION

Dear Chair Smith and Town of Los Gatos Planning Commission Members:

My name is Carol Blacutt-Underwood. I'm a big supporter of Hillbrook School. For ten years my children have been attending and will still attend this wonderful and outstanding educational institution. Please allow Hillbrook to increase its number of students so more children can benefit from the school and the wonderful Hillbrook family. The Hillbrook community has complied with any and all requests made by the town of Los Gatos, and works hard to keep improving its scarce traffic.

I appreciate your time, consideration and assistance in this matter.

Should you have any question, please do not hesitate to contact me at (408) 205-1862 or via e-mail at carolbu007@yahoo.com.


Carol Blacutt-Underwood
Attorney at Law

28th August, 2014

The Planning Commissioners
Los Gatos Town Council

c/o Jennifer Savage, Town Planning Staff

RECEIVED

SEP 12 2014

TOWN OF LOS GATOS
PLANNING DIVISION

Re: Hillbrook School CUP Application

Dear Chair Smith and Town of Los Gatos Planning Commission Members,
I am writing today to ask you to support Hillbrook's CUP application to increase their enrollment from a cap of 315 to 414 students, especially in light of the fact that the independent published DEIR has reported that this additional number of students would have no significant environmental impact on the neighborhood.

The School has worked extremely hard over the past three years to introduce traffic mitigation programs that have significantly reduced the number of cars that enter the campus, including successful busing and walk to school programs. In consideration of the neighbors, a traffic guard is now situated daily at the Marchmont/Hilow junction to ensure that drivers and walkers are safe, despite the fact that a considerable amount of the traffic passing does not belong to Hillbrook but is heading to the 3 public schools in the neighborhood (Blossom Hill/Jack Fisher and Van Meter).

The opposition to the increased enrollment comes from a small vocal group of neighbors that in no way represents the majority viewpoint for the thousands of other residents in Los Gatos. The school has offered to add stringent penalties to the CUP application and this should be accepted as a sign of their intention to stick to the proposal.

Hillbrook's burgeoning reputation as one of the top K-8 Independent Schools in Northern California can only be regarded as a positive for Los Gatos - educational choices are important for families living in the town and with the ability to increase its student body, Hillbrook would also be able to help relieve some of the pressure that is being faced by the ever expanding public schools.

Thanks so much for your consideration and support of Hillbrook's application.
Yours truly,

Fiona Greene
Parent of Hillbrook Alumni & Trustee

Jennifer Savage

From: bryan.mclaughlin@us.pwc.com
Sent: Saturday, September 13, 2014 9:34 PM
To: Jennifer Savage
Subject: Letter for the Los Gatos Planning Commission

Dear Ms. Savage,

Please share my letter below with the Los Gatos Planning Commission in advance of the September 24th Public Hearing meeting.

With kind regards,
Bryan McLaughlin

Dear Chair Smith and Town of Los Gatos Planning Commission Members,

I am writing in support of Hillbrook School's Conditional Use Permit (CUP) modification request. My family and I are residents of Los Gatos and live near the Daves Elementary School. As a homeowner near a Los Gatos public school, I am well aware of the traffic that is a natural side effect of living near a school. Each day we accept the additional traffic created around Daves Elementary as an expected consequence of our location.

We send our son to Hillbrook School and believe the school is going above and beyond its responsibility to minimize the traffic in the neighborhood around the school. In support of these efforts, we utilize the free bus stops that Hillbrook offers its families to alleviate traffic in the neighborhood. Incidentally, before our family moved to the Daves Elementary School area we lived across the street from the Menlo School, a private middle school and high school in Menlo Park. Based upon our experience having lived across the street from that private school and experienced their daily traffic patterns, we have been extremely impressed with the way Hillbrook proactively manages its traffic flows.

Some have contended that the Hillbrook student population does not significantly impact the Los Gatos school population because Hillbrook students who live outside the town attend the school. As Los Gatos residents who have one child currently in Hillbrook and another who will be enrolled in the junior kindergarten next year, we profoundly disagree with this allegation. By way of example of our own family, you will be alleviating some of the burden that Los Gatos residents such as our family would otherwise put on the Los Gatos school population by granting the school the CUP modification as requested.

We strongly urge you to vote to grant Hillbrook School the requested CUP modification.

Best regards,
Bryan McLaughlin
15712 Oak Knoll Drive, Los Gatos, CA 95030

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239 Marchmont Drive
Los Gatos, CA 95032
September 12, 2014

RECEIVED

SEP 15 2014

TOWN OF LOS GATOS
PLANNING DIVISION

To the Town of Los Gatos Planning Commission:

I would like to submit the following statement about Hillbrook School for your consideration. I would have presented it in person if the meeting date had not been changed, but I am now out of the country.

Hillbrook supporters use a variety of arguments to justify an enrollment increase. I would like to rebut a few of these.

Parents often justify an increase based on the quality of education Hillbrook provides.

Neighbors are happy to grant the premise but not the conclusion. The issue is not whether Hillbrook provides a good education. The issue is one of land use: whether Hillbrook should be allowed to expand its non-conforming use within a residential neighborhood.

In letters Hillbrook parents say: Everyone carpools and uses the buses. We are controlling traffic.

Neighbors know this isn't true just from seeing Hillbrook cars go by with single children in them. And if it were true, traffic would be far below the current 900 to 1,000 level. Neighbors have provided documentation of how participation in carpooling, busing, and walking or biking would reduce current traffic to roughly 460 daily trips. If everyone is carpooling or using buses, where is all the extra traffic coming from?

People often say: Residents who bought houses in the neighborhood knew there was a school there, so they should have known what to expect.

We have lived in the neighborhood for 30 years. Thirty years ago the school had 160 children and very little traffic. Traffic occurred in just two periods—the drop-off and pick-up times. We could not have anticipated Hillbrook's sudden and dramatic growth. Hillbrook now hosts more than 100 interschool sports events and at least 25 afternoon activities. None of this was happening 30 years ago. More recent neighbors bought homes knowing that Hillbrook had a CUP. They expected Hillbrook to abide by this CUP, to remain the same size, and to limit its activities to conform with the feel of the neighborhood.

Hillbrook says: Increasing enrollment at Hillbrook will help the Los Gatos Schools.

According to the Hillbrook website, two-thirds of its students come from outside of Los Gatos, so Hillbrook offers little relief to overcrowded Town schools. These out-of-town students add cross-town traffic at times when other school traffic and general traffic throughout town is already heavy. Furthermore, most parents who send their children to private school are not likely to look at the public schools. If they can't use Hillbrook, they will likely look at other private schools. Hillbrook will not reduce overcrowding at local schools.

Jennifer Savage

From: Tara Moseley <taradmoseley@yahoo.com>
Sent: Monday, September 15, 2014 10:41 AM
To: Jennifer Savage
Subject: Please include the attached material in the Planning Commission packet for Hillbrook School

Hello Jennifer;

I hope you are well.

Could you please include the attached letter (below) in the Planning Commission packet for Hillbrook School? Thank you in advance.

Kind regards,
Tara Moseley

Hello Planning Commissioners;

I am a concerned resident living in Los Gatos about 1/4 mile from the Hillbrook School gate. I would like to bring your attention to Hillbrook's request for additional student enrollment.

Today, Hillbrook is a commuter school. As a parent of a child who attends a Los Gatos public elementary school, I would like to know how many students, who are Los Gatos residents, are currently enrolled at Hillbrook School? Surprisingly, this information is not currently published on Hillbrook's website, although I've heard it was published before and the numbers were quite low. So let us fully understand the overall "benefit" that we would be agreeing to by allowing Hillbrook to expand its current enrollment.

Here in Los Gatos, it is apparent that our public schools are reaching their capacity. On the surface it would seem that by allowing a private school in Los Gatos to increase their enrollment, that this would decrease the burden on our public schools. But the fact is that most families who live in Los Gatos choose to do so because of our distinguished public schools. We know that some Hillbrook families commute from as far as Los Altos and Santa Clara to Los Gatos. Now, if Hillbrook was truly interested in alleviating the burden on our public schools, wouldn't it make the most sense to only allow additional enrollment to Los Gatos residents? We know that is not their intention, and we will only see a small percentage of Los Gatos residents representing Hillbrook's student population.

Hillbrook's current enrollment cap at 315 students, we only see a small percentage of walkers, bikers, carpoolers, and shuttlers each school day. Most of these families drive to Los Gatos and park their car on Hilow Rd. and Blossom Hill Park, and then walk up the road to Hillbrook. Hillbrook's current Traffic Demand Management (TDM) plan is not mandatory, and so Hillbrook families simply try their best, which unfortunately doesn't alleviate the current traffic burden on the neighborhood, Los Gatos Boulevard, and HWY 9 congestion. Alternative forms of transportation seem to be burdensome for the Hillbrook parents and inconvenient. Looking at adding an additional 99 students and their parents commuting daily to/from Hillbrook's campus, would be disastrous for our neighborhood and already congested Boulevard and HWYs.

While we applaud the current walkers, bikers, carpoolers, and shuttlers at Hillbrook, we also know that it isn't enough of a guarantee that alternative forms of transportation will continue because they are not currently mandated. Until we can reach an agreed upon mandatory TDM plan and daily traffic limit, the costs to our community of the proposed enrollment increase, dramatically outweigh any "benefit".

Thank you for your time and consideration.

Sincerely,

Tara Moseley
Robin Way, Los Gatos, CA

Jennifer Savage

To: Janette Judd
Subject: RE: Hillbrook expansion

From: outlook_26fb804c5b86504b@outlook.com [mailto:outlook_26fb804c5b86504b@outlook.com] **On Behalf Of** Maxine Granadino
Sent: Sunday, September 14, 2014 9:09 PM
To: Council
Subject: Hillbrook expansion

Our family stands opposed to the proposed expansion of Hillbrook. As residents of Hilow Court, we are not really directly affected by the traffic, but do not wish to see the neighborhood busier and the poor residents of that area adversely affected.

Thank you,
The Granadino family

Sent from Windows Mail

September 15, 2014

Planning Commission
110 East Main Street
Los Gatos, CA 95030

RECEIVED

SEP 15 2014

TOWN OF LOS GATOS
PLANNING DIVISION

Dear Planning Commissioners:

Below are remarks I plan to make at the September 24 Planning Commission hearing about a new CUP for Hillbrook School.

SUBJECTS: EIR, PENALTIES, REPORTING PERIODS FOR COMPLIANCE, USING LIMITS INSTEAD OF AVERAGES

Good evening. My name is Barbara Dodson and I live on Marchmont Drive. I would like to urge the Commission to reject the EIR. Here are just a couple of reasons: the report has no information about or traffic mitigation for summers; it fails to give a complete picture because it doesn't look at how opening the Ann Arbor access would improve the general traffic situation; it has insufficient data for its conclusions; and its recommendations are based on assumptions, not evidence, that Hillbrook will reduce its traffic in the future.

However, I would like to use my time for another purpose.

On behalf of LG CATS, I would like to ask the Commission to include in the new Hillbrook CUP the four conditions about penalties, trip caps, and monitoring protocols that are summarized on the overhead.

Hillbrook is proposing penalties for violations of the Trip Cap in 14J. We are happy to see this. However, the 4-month reporting periods are way too long. They allow for too long before violations are recognized and corrected. We would like to see monthly reporting so that violations are quickly addressed. Hillbrook's own traffic consultant, Nelson\Nygaard recommends monthly reporting. We would like to see Hillbrook follow the recommendation of its own consultant.

Hillbrook's proposal also does not state who will collect the data to check on compliance. We would like the CUP to specify that the data be collected by a third party.

Moving on to 21, Hillbrook has violated a large number of the conditions in its current CUP. It has exceeded its enrollment, held non-permitted weekend and night activities, failed to file required carpooling reports, rented its campus to third parties, used amplified music on many more than the one permitted occasion, and more. There have been no repercussions for any of these violations.

Because of this, we ask for penalties not just for trip cap violations but for all violations, including violations of weekend and nighttime activity limits and enrollment caps. We need penalties that are serious enough to act as deterrents. That is why the penalty for each instance of overenrollment, for example, would be double the school-year tuition. We don't want small penalties that will allow Hillbrook to repeatedly violate its CUP and then simply pay penalties as part of the cost of doing business.

Hillbrook's 14 J and 14H both call for using averages to determine when trip caps have been violated. We object to this. Averages are easy to manipulate so that on any given day the trip cap can be vastly exceeded. To prevent large amounts of traffic on certain days being balanced by much lower traffic on other days, we are asking for a simple, straightforward, transparent system that uses limits, not averages. No other local private school uses averages. Neighbors have a right to expect traffic to be limited every day and not to vary widely in order to meet an average.

Moving on to 14I, we know that Hillbrook has special events and evening activities with extra traffic. Our proposals permit Hillbrook daily traffic up to 650 daily trips on 8 special event days and on the 10 days with evening activities. Hillbrook's proposal has no limit on traffic for days with evening activities. This is unacceptable. We don't believe there are any days on which Hillbrook should be permitted to have unlimited traffic.

14J. PENALTIES FOR TRIP CAP VIOLATIONS

- Monthly (not every-4-month) summaries of daily traffic data
- Use of limits, not averages, to determine compliance with Trip Caps
- First violation: \$1,000 for each car trip over the limit; subsequent second violation: \$5,000; third consecutive and continuing offenses: \$10,000 for each car trip over the limit
- At the third consecutive Trip Cap violation in a 1-year period: reduction of the school year student enrollment for the following school year by 10 students

21. PENALTIES FOR NON-TRIP-CAP VIOLATIONS

- Overenrollment penalty. \$58,000 penalty or twice the cost of tuition for that school year, whichever is greater, to the Town of Los Gatos for each extra student or child
- All other violations. \$5,000 penalty to the Town of Los Gatos for each violation.

14H. MONITORING PROTOCOL

- Independent third-party collection of data at the end of each month to verify compliance with the Trip Caps
- Use of limits, not averages, to determine compliance with Trip Caps

14 I. TRAFFIC ALLOWANCE FOR SPECIAL EVENTS

- Special trip cap allowance of 650 for special event days, such as graduation, and for the 10 days with nighttime events
- No days without trip caps

Planning Commission
Town of Los Gatos
110 E. Main Street
Los Gatos, CA 95031

September 15, 2014

RECEIVED

SEP 15 2014

TOWN OF LOS GATOS
PLANNING DIVISION

Re: Hillbrook School-300 Marchmont Drive

Commissioners:

Hillbrook School has applied to modify its CUP in order to increase school enrollment from 315 to 414 which in turn increases the traffic to all of the residential areas surrounding the school. The increase in traffic would be unfair to the residents surrounding the school. Since school start times and school departure times coincide with the local residents leaving and returning from work it makes it difficult for them to get in and out of their driveways. Adding more students will only make the problem worse. Instead of increasing the enrollment at their current location, perhaps Hillbrook should entertain the idea of seeking out an additional campus and split the current grades between the two sites.

Do the math. If it is assumed that each of the current grades (JK-8) have the same number of students in each grade so that each outgoing class comes back the next year to keep the class sizes equal, we could assume there are approximately 35 students ($315/9=35$) per grade. If grades 6-8 were relocated to another campus, 105 slots (3×35) of the current 315 would be opened to increase K-5 classes from 35 students to 52.5 students ($105/6=17.5$, $17.5+35=52.5$) per grade. This would keep the current traffic situation more palatable and reduce any additional safety concerns on the campus. Increasing the current population by 99 students increases each class size by only 11 students which raises the number of students per grade from 35 students to 46 students.

If the intent of increasing the population is to increase the number of students in grades 6-8, it is our understanding that grades 6-8 are heavily involved in team sports and after-school league games. For those league games that are held at Hillbrook, and we understand a majority of them are, this will increase the amount of after-school traffic and make traffic conditions even more congested.

If it is assumed that JK has 20 students and the other elementary grades (K-5) have 40 students each, the elementary school would have 260 students. Hillbrook could increase the elementary school to the current 315 level and have a robust elementary school without increasing traffic in the neighborhood.

If Hillbrook wants most of its increase at the middle school level, creating a satellite school for middle school children of 3 classes of 20 students each would give them a robust middle school of 180 students and reduce any additional safety concerns on the current campus.

It is respectfully requested that the Commission maintain the current CUP of 315 students. If Hillbrook wants to increase their school enrollment, it is time for the school to give serious consideration to opening a second campus site.

Sincerely,

Sam and Lucille Weidman
215 Carlester Drive
Los Gatos, CA 95032

RECEIVED

SEP 16 2014

TOWN OF LOS GATOS
PLANNING DIVISION

Paula van Grunsven
16419 Shady View Lane
Los Gatos
Sept. 15 '14

Dear Planning Commission Member,

I truly hope that you will not allow Hillbrook School to increase enrollment. It's already dangerous and congested for local residents. The lifestyle here should allow for walking or biking to school, but it's too dangerous going to Los Gatos High. There are too few roads for the morning and afternoon traffic flow to support even more. Forcing locals to drive their kids to LGHS from my neighborhood and the Manor simply exacerbates the traffic even more.

Our family lives on Shady View Lane which is off of Shannon Rd across from Blossom Hill Park. The only way for my 16 year old and the other neighborhood kids to walk or ride to Los Gatos High is through Englewood or Hillow Rd, which is a single lane. These are the same roads that all the parents use to drive their kids to Hillbrook School.

My son has almost been hit already this year, and he's had close calls in previous years. He was walking home from Los Gatos High a few weeks ago when a black SUV came speeding down Englewood near Marchmont. It missed hitting him by a few inches. Englewood is a narrow street with no sidewalks. It has a lot of parked cars that kids have to walk around, and drivers often speed at rush hour. When I heard that Englewood is considered "safe" I could tell it was decided by someone who has no real experience with it. If you look at the traffic total for the day, it will not seem bad, but most of the traffic occurs during a short window of time. Driving home from Los Gatos High can take me half an hour in the morning. If we don't leave really early I hit the traffic from 5 schools. Los Gatos High, Van Meter, Fisher, Hillbrook and Blossom Hill! Los Gatos is unique in how few routes there are along Los Gatos Blvd for anyone on foot, bike or car to get to school or work in the morning.

During the last 2 years my son rode his bike to Los Gatos High every other day. I drive him alternate days because he carries a violin. After 2 years of some very close calls I realize that it is too dangerous for him to ride to school anymore. He rides Shannon Rd to Englewood to Kennedy Rd. I drive this route too but I never see kids from Hillbrook walking. It is the local residents who's children are put at risk while the Hillbrook kids are safe in their cars. Englewood is the designated bike route for our neighborhood kids, as well as all the kids from the Manor. Worse, the Hillbrook bus parks on Shannon Rd. putting my son at risk. It backs up traffic and blocks the bike lane to load and unload. This forces my son to ride out into the busy traffic to get around the bus.

My twins bike or ride to Fisher, and this is the 6th year that I have had children walk there. In that time I have not driven. When I've tried, Shannon Rd gets so backed up at Cherry Blossom lane that their friends walk right past us. Because it is backed up, there are also very aggressive drivers trying to turn from Hillow into the Shannon Rd traffic. Increasing enrollment at Hillbrook will just put more cars on Los Gatos Blvd., Shannon Rd and Englewood. It is the local kids making it less congested by walking, but they are also the ones who are at risk from cars. My twins complain about car fumes on dewy mornings as well. The Hillbrook kids and parents are safe in cars, and only risking being late for school or work. This is inherently in conflict with

local residents interests, especially when Hillbrook is located in the middle of a quiet residential area.

My kids started out at a private commuter school like Hillbrook, but we realized that that wasn't the lifestyle that we wanted, especially for the environment, driving the route 4 times a day. We moved to Los Gatos 8 years ago not just for the schools, but for the lifestyle that would allow my kids to walk or bike to school or anywhere in the town. That is not an option anymore for 3 boys. It's the parents who decide if its safe and if we are going to allow our kids to go out there everyday. Even though we live a 10 minute bike ride to the High School I now have to drive to Los Gatos High everyday. For the Hillbrook traffic numbers, instead of a bike going down Englewood, you need to add my car going down it 4 times a day for drop off and pick up, and I am adding to the backup.

Hillbrook may be a beautiful school but I think that it has no right to expand to even more commuters given it's location deep in the heart of a residential area. Los Gatos Blvd., Englewood and Hillow are already dangerous bottlenecks for locals. I believe if Hillbrook is allowed to expand, the Town Council would be undermining the local residents and I would question why the city government did not represent the town residents and their families first.

I truly hope that you will not allow Hillbrook School to increase enrollment. It's already dangerous and congested for local residents.

Sincerely,

Paula van Grunsven
(408)666-3482

My 16 year old is Derick Ober
(408)858-5728

September 16th, 2014

City of Los Gatos

Planning Commission

RECEIVED

SEP 16 2014

R.E. Hillbrook School proposed enrollment increase and change to CUP

TOWN OF LOS GATOS
PLANNING DIVISION

Dear Commissioners,

We urge you to not allow an increase in enrollment at Hillbrook school as a serious safety concern exists between pedestrians and car traffic going to and from the school. Increasing the enrollment of the school will only make the problem worse and we've seen several close calls in the past between speeding parents dropping off their children and pedestrians on foot or bike.

We are long term residents on an adjacent street (Robin Way) and can attest to the increase in school traffic that we've seen since moving here in 1998. Walking our dog daily allows us the perspective that only a local resident can provide.

Our neighborhood has no sidewalks with lots of blind corners and the school traffic can be hazardous to people on foot or bikes. We don't walk any more in the direction of the school during the peak transit periods as we are concerned about getting run over! But more importantly, some child is going to get injured one day due to a careless drivers speeding to get to work on time and not noticing that child on their bike or afoot, until it's too late.

We also don't understand why the school does not open up the access from their property to Ann Arbor street. It seems like such a logical answer to reducing traffic flow on Marchmont; open up another street access and reduce flow on the other street by half.

The majority of students at Hillbrook come from outside of Los Gatos and we don't see the logic in increasing enrollment, after hours activities and associated traffic for an exclusive private school when it provides little or no benefit to the City of Los Gatos and its' residents.

Sincerely,



Paul & Carol Reid

156 Robin Way, Los Gatos

Joe Sordi, Sr.
212 Marchmont Drive
Los Gatos, Ca 95032

September 15, 2014

Los Gatos Planning Commission
110 East Main Street
Los Gatos, California 95030

RECEIVED

SEP 16 2014

TOWN OF LOS GATOS
PLANNING DIVISION Hand Delivered

Subject: Geier&Geier's lack of objectivity and a clear bias in favor of the applicant in the Hillbrook School EIR report.

Dear Commissioners:

The several statements referenced here are just a few examples of Geier&Geier's lack of objectivity and clear bias in favor of the Hillbrook School that is exhibited throughout both the DEIR and the EIR.

- The following is from p 8.2-3 of the Hillbrook final EIR prepared by Geier&Geier (G&G):

“Transportation and Traffic. In terms of trip generation, the proposed average daily limit of 960 would be equivalent to 2.31 daily trips per student (960 trips divided by 414 students). For comparison purposes, the daily trip generation rate specified by the Institute of Transportation Engineers (ITE) in ITE's Trip Generation Manual is 2.48 trips per student (references ITE 536 K-12, ADT rates not available for K-8, 9th edition) and this rate would result in a total of 1,027 trips”.

G&G fails to mention that the ITE citation carries the notation, **Caution – Use Carefully – Small Sample Size** (see attachment). Only 2 widely disparate samples are used to compute the 2.43 average (the reference erroneously states a 2.48 average). In fact, an average determined from a sufficient number of samples could very well be lower than 2.31.

- In a comment on the DEIR, I questioned the validity of the the average full day counts taken at the Hillbrook gate in May of 2011 by Quality Counts (see TJKM Hillbrook School Expansion Study dated January 17, 2012 Traffic Analysis). Here are the counts as taken from the study:

Date	Full Day Count
May 18	924
May 19	933
May 23	861
May 24	800

Average	880

A Tuesday morning counts taken on May 17 was combined with a Tuesday afternoon counts taken a week later on May 24. It was then misrepresented as the total count for May 24. The misrepresented May 24 count of 800 is the lowest of 4 day counts taken, far lower than the 924 and 923 counts taken on May 18 and 19. The 861 count was likely taken on a day when the school was not in full session (in a discussion with Chuck Hammers, Chair of the Hillbrook School Board of Trustees, he commented that the school was not in full session for all 5 days of the study).

G&G's response in the EIR is that it is "acceptable industry practice" to combine traffic counts from different days.

G&G did not cite any ITE reference or any other source to support its response. True or not, the 800 count for the combined day is clearly not an accurate representation of daily Hillbrook traffic at the time. In essence, we have just the 2 counts for May 18 and 19 that are valid. The average of the 2 counts is 929. This average, although taken from just 2 counts, is likely more truly representative of historical full day Hillbrook traffic before the inception of the TDM in September of 2012. Nevertheless, G&G uses the 880 average throughout the EIR.

- In a comment on the DEIR, I questioned the validity of the the average full day counts taken at the Hillbrook gate in March of 2013 by Baymetrics (See TJKM Addendum for Hillbrook School Expansion Study dated January 17, 2014).

Full day traffic counts were taken at 7 locations. Among them was Location 6 at Marchmont Drive West of Karen Court and Location 7 at Marchmont Drive West of the Hillbrook gate. These 2 locations are only about 75 yards apart.

The four day count average for Location 6 is 878. The four day count average for location 7 is 814. In response to my comment to the DEIR that these are essentially the same location and that the counts should both be rejected because they are so divergent, **G&G responded that they are different because location 6 includes residential traffic**. This is patently absurd. There are just 5 homes between locations 6 and 7.

- In response to the following comments in reference to the Baymetrics counts:
 - 1) At Location 7, the East Bound (EB) traffic count for Monday, March 13 is 401 while the West Bound(WB) count for that day is 473.
 - 2) The location 7 EB count is lower than the WB count for each of the 4 days the counts were taken.
 - 3) The location 7 full day WB count for March 21 is 375, 21 lower than the Sensys exit count of 396 for the same day.

G&G responded that variations in these amounts of count data are normal and to be expected.

Again, there was no ITE citation or to any other source given that supports this response. G&G did not response to the pattern of exit counts (WB) being higher than entry counts (EB). How can more cars be leaving on all days when the counts were taken ? At the same time, the WB count is lower than

the Sensys count on one of those days. Even though G&G cites variations in counts to be normal and expected in these instances, it is perfectly willing to use the difference between the average 880 count taken in 2011 and the average 878 taken in 2013 as convincing proof that the pilot TDM was working (see table IV of the DEIR). Why is not the variation in these counts normal and to be expected, and therefore not indicative of any real change at all ?

In summary, these are but a few example of what should be unacceptable statements and responses to comment made by G&G in the final EIR report. It is unfortunate that the whole of the determination of environmental impact is based on such unprofessional and biased reporting. Certification of the validity of the findings disclosed in such a report should not be seriously considered by the Planning Commission.

Joe Sordi Sr

ATTACHMENT

Average Vehicle Trip Ends vs: Students
On a: Weekday

Number of Studies: 2

Average Number of Students: 537

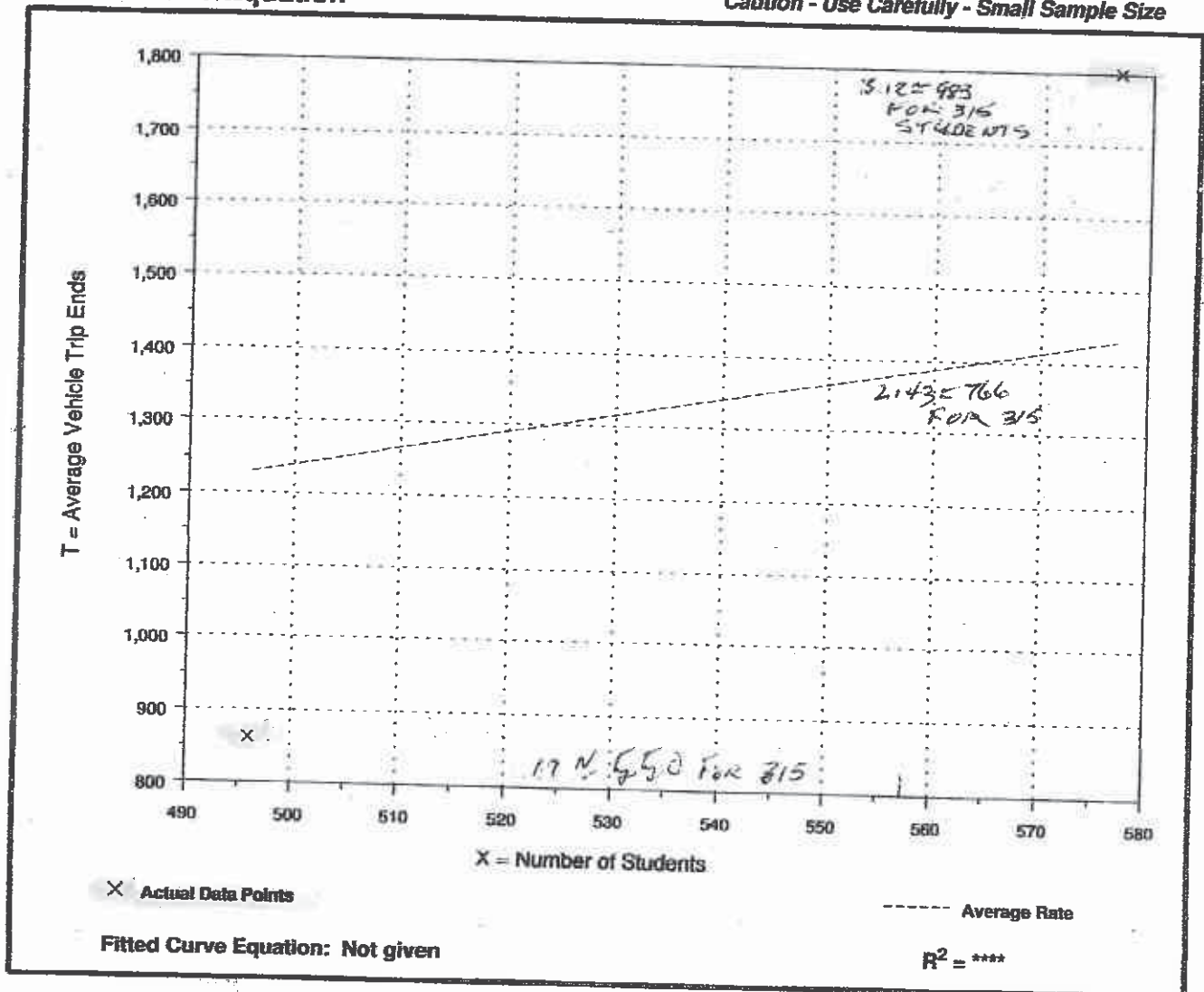
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
2.48 (2.43)	1.74 - 3.12	*

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



September 15, 2014

Planning Commission
Town of Los Gatos
110 East Main Street
Los Gatos, CA 95030

RECEIVED

SEP 16 2014
TOWN OF LOS GATOS
PLANNING DIVISION

SUBJECT: HARMS THAT WOULD RESULT FROM THE HILLBROOK PERMIT MODIFICATION

Dear Commissioners:

Based on the material on p. 8.5-18 of the Final Hillbrook EIR, my understanding is that commenters need to show harms that Hillbrook's new permit conditions would create. Here are some harms that I believe the new permit conditions would create.

NEW HILLBROOK CUP CONDITION	HARM(s)
School-year average traffic cap of 960 (Condition 14 (B))	<ul style="list-style-type: none">• Hillbrook is already a commuter school. A traffic increase to this level (even higher than the 814 ADT level identified in the EIR for 2013) makes the impacts of this commuter school worse throughout the Town as well as on streets needed to access Hillbrook.• Sending your kids to a commuter school leaves a far bigger carbon footprint than commuting to work. When you drive to work, you typically do your route twice a day. When you have kids at a commuter schools, you are traveling the route typically 4X a day because you have to drive them there and back in the morning and then in the afternoon to pick them up.• Allowing an increase in traffic at a commuter school goes against the green objectives of the Town, which wants to encourage walking and biking.• According to the experts who created the TIRE index, traffic at the 3.0 level or above creates a "significantly impaired residential environment." The 3.0 level for local streets, which is how Los Gatos defines upper Marchmont Drive, begins at 891 daily vehicle trips. Traffic above the 891 level on a local street is a clear harm.• Using an average creates uncertainty. Residents would like to know what kind of traffic to expect from day to day and therefore want to have absolute daily limits.• The previous peak period exit limits of 165 were for <u>each day</u>. Allowing an <u>average</u> limit means that on some days the current peak period limit exit limit of 165 could be far exceeded. Total peak period traffic both in and out could for some days also far exceed historical averages of 346 and 349 for the AM and PM peak periods respectively. This would be a clear harm since it would subject the neighborhood to extreme concentrated levels of traffic. The morning level would also substantially increase the dangers for children going to local public schools at the same time as Hillbrook children are heading to Hillbrook.

Summer-session average traffic cap of 480 (Condition 14 (C))	<ul style="list-style-type: none"> Residents have grown accustomed to almost no traffic during the summers. Increased traffic beyond the LG CATS proposed 160 limit will cause reduced quality of life, and thus harm, during normally quiet summers. Lower levels of traffic give local children opportunities to use the streets, which they do not have during the school year. Denying them this opportunity is a clear harm. Using an average creates uncertainty. Residents would like to know what kind of traffic to expect from day to day and therefore want to have absolute daily limits. Using an average over the entire summer means that very low traffic on the many days when there are no scheduled events at the school will be included in the average. The result could be many days when the count <u>far exceeds</u> 480 without impacting the overall average. Harm would be considerable.
Use of averages	<ul style="list-style-type: none"> Use of averages creates ambiguity and uncertainty. The school has frequent low traffic count days such as when there are activities off campus, when some grades are not in session, etc. This would skew the average traffic count much lower, allowing some days when the count is very high. This should be considered a harm.
Compliance reporting on a trimester basis	<ul style="list-style-type: none"> Compliance reporting on a trimester basis leaves too long a period during which violations can continue to occur. The Nelson\Nygard recommends monthly compliance reporting. Neighbors would like to see monthly reporting to address this potential harm.
Condition 2. Use	<ul style="list-style-type: none"> Traffic is not the only harm that should be considered. The use condition introduces the opportunity for new activities and thus new disruptions in the neighborhood. The use condition puts no limits on times of use. Thus, activities described in the condition would be likely to occur in times outside of the normal school year; that is; on weekends, fall break, winter break, spring break, and throughout the summer. This would be a harm as it would initiate usage of the campus when none occurred previously, and thus traffic on neighborhood streets, when there was little traffic previously. Applicant's proposed condition provides for uses which are extraordinarily broad and ambiguous. It would permit uses "<u>including but not limited to all activities associated with typical operations of a JK through 8th grade private school such as ... educational opportunities for parents of current students, which are open to other interested parents, and educational opportunities for current faculty, which are open to other faculty ...</u>". This language permits, for example, educational programs for parents from other schools in other cities, and faculty conferences for teachers from other schools in other cities, or other states for that matter. Further the term "typical operations" is not defined and could include sports tournaments with non-league teams. Such an expansion of uses is not consistent with the residential character of the neighborhood and would result in increased traffic, noise and pollution.
Condition 5. Enrollment	<ul style="list-style-type: none"> The enrollment condition indicates Hillbrook's intention to have

	<p>activities during times when school is not regularly in session. This is a harm in that it creates activities at times when none existed before and thereby reduces quality of life in the neighborhood.</p> <ul style="list-style-type: none"> Increasing enrollment at a commuter school like Hillbrook undermines the green objectives that the Town supports, especially since the school is right in the middle of a residential area. The commuter school adds to the backup in traffic. It is the local kids who have to breathe in the car fumes as they walk to school. It is also the local kids whose safety is put at risk while the Hillbrook kids are safe in their cars. By increasing enrollment at Hillbrook, the Town would be going counter to the green movement and undermining the local residents and their lifestyle choices. Increasing enrollment also means bringing more traffic into Los Gatos from out of town, adding to the level of air pollution and causing harm to children and adults exposed to the higher pollution.
Condition 7.A. Daytime Weekday Hours	<ul style="list-style-type: none"> This condition allows activities in summer as well as during the school year to run from 7:30 a.m. to 6:00 p.m. This creates a harm in that, previously, summer hours ran from 8:30 a.m. to 1 P.M. during the 6 contiguous weeks of the summer session. Having Hillbrook traffic for the additional afternoon hours would reduce quality of life in the neighborhood.
Condition 7(C) Weekend Activities	<ul style="list-style-type: none"> This condition allows weekend tournaments, which were previously prohibited. Weekend tournaments create excessive traffic that, although perhaps not rising to CEQA levels of significance, serves to reduce quality of life in the neighborhood.
Condition 12. Rent/Lease	<ul style="list-style-type: none"> The Applicant's proposal prohibits leases and rentals of its facilities except to "third party providers of educational programs consistent with the Hillbrook School's philosophy and mission." The latter term is vague and ambiguous. <u>This condition is an example of "the exception swallowing the rule."</u> It creates uncertainty for neighbors, which should be considered a harm. Since it is likely that third party providers would be allowed to use the campus during times when the campus was not used previously (fall break, winter break, spring break, throughout the summer), this would be an additional harm because it would reduce quality of life in the neighborhood.
Condition 14(A) School Year Traffic Counts	<ul style="list-style-type: none"> The condition allows an average of 150 exiting trips. This is an increase over current exiting counts reported by Hillbrook, which in the last transportation report (February 2014) were 99 exiting in the morning peak period and 112 exiting in the afternoon peak period. This increase will cause harm throughout the neighborhood, especially in the morning when other children are heading to public schools and people are heading to work.
Condition 14(B) Average Daily Traffic ("ADT") Count	<ul style="list-style-type: none"> The use of averages to count traffic is a harm in that it introduces uncertainty. Neighbors should be able to know what levels of traffic to anticipate so that they can plan accordingly. Averages create a situation in which traffic on any given day could well exceed 1,500 vehicles since the school can include in its counts days on which many students are not on campus. This is a harm because such high levels of traffic create a "significantly impaired

	<p>residential environment.”</p> <ul style="list-style-type: none"> • The 960 level itself, even if it were a fixed maximum, is judged by the experts behind the TIRE Index to create a “significantly impaired residential environment.” Being forced to live in a “significantly impaired residential environment” is clearly a harm.
Condition 14 (C) Summer Traffic Counts	<ul style="list-style-type: none"> • Summer Hillbrook traffic has generally been below 200 daily trips. The 480 trip average being proposed would increase summer traffic, thus reducing quality of life in the neighborhood.
Condition 14D. Traffic Counting Device	<ul style="list-style-type: none"> • Having Hillbrook measure and report traffic is like having the fox guard the henhouse. Although Hillbrook may not take advantage of the situation, there is nothing to guard against the school doing so. • The stipulation that “in no event shall this traffic data be used to determine Trip Cap compliance” points to the potential unreliability of the data that Hillbrook will be reporting.
Condition 14F. Transportation Demand Management Program	<ul style="list-style-type: none"> • The continued use of the Kiss and Ride buses that park on Shannon Road and on Kennedy during rush hours poses a continued harm in that it forces pedestrians and bikers to go around large buses as they head to school and creates traffic backups that encourage drivers to violate the law by driving around the buses. This continued harm should be examined closely. • The TDM plan is just survey materials and recommendations. Harm exists in that no participation in a mandatory program is clearly described and no outcomes for the TDM program are provided. No numbers or calculations are provided to show what participation in carpooling, busing, and other mitigation would or could be. No enforcement provisions are provided.
Condition 14J. Penalties	<ul style="list-style-type: none"> • Penalties are assessed only on trip cap violations. This is a harm in that Hillbrook has violated many of its current CUP conditions—third party use, failure to file transportation reports, overenrollment, excessive evening activities, disallowed weekend activities, and more—with no repercussions. All violations should be subject to penalties to incentivize Hillbrook to comply with its CUP.

Sincerely,

Barbara Dodson
239 Marchmont Drive
Los Gatos, CA
btdodson@aol.com

September 15, 2014

Planning Commission
Town of Los Gatos
110 East Main Street
Los Gatos, CA 95030

RECEIVED

SEP 16 2014

TOWN OF LOS GATOS
PLANNING DIVISION

SUBJECT: DEFICIENCIES IN THE FINAL HILLBROOK EIR

Dear Commissioners:

The Final Hillbrook EIR should not be certified because it has the following deficiencies, failures, and continuing misrepresentations/cases of misinformation.

Deficiency 1. Inconsistency with the General Plan. The Final EIR is inconsistent with the General Plan. We do not agree with the judgments in the DEIR that claim these inconsistencies do not exist.

WHAT THE 2020 GENERAL PLAN SAYS	INCONSISTENCIES
The Town will:	
Policy TRA-3.14. Minimize opportunities for regionally-generated traffic to cut through Los Gatos.	Hillbrook functions as a commuter school. According to the Hillbrook website, 2/3 of Hillbrook students come from outside Los Gatos. Most of the remaining students do not live within walking distance of the school. An increase in the student body will cause an increase in the amount of "regionally-generated traffic" that will cut through Los Gatos.
Policy TRA-2.5 Discourage single access roads of extended length, and restrict development along such roads.	Marchmont Drive is a single access—or dead-end—road. Hillbrook School is at the end of this road. To access Hillbrook, all traffic must go up Marchmont and back down again. New development at Hillbrook, meaning the addition of students and activities, should be restricted.
Policy LU-6.1 Protect existing residential areas from the impacts of nonresidential development.	Hillbrook is a nonresidential development in a solely residential area. Surrounding streets are already heavily impacted by Hillbrook traffic. The neighborhood needs Town protection from increased traffic generated by this nonresidential use.
Policy LU-6.4 Prohibit uses that may lead to the deterioration of residential neighborhoods, or adversely impact the public safety . . .	Hillbrook's intensification of use has already resulted in significant neighborhood deterioration. For example, people are already afraid to have their children walk or bike to school. Neighbors ask that current conditions be mitigated to make our streets, which have no sidewalks and no bike lanes, safe for neighborhood residents. Any traffic increase will clearly "adversely impact the public safety."
Policy LU-4.2 Allow development only with adequate physical infrastructure (e.g. transportation, . . . and social services (e.g. . . public safety, etc.).	Hillbrook already generates too much traffic for neighborhood streets. All this traffic funnels into one street. There is NOT "adequate physical infrastructure" for Hillbrook's current traffic, much less any increase in

	traffic.
Action TRA-2.2 Adopt street standards that reflect the existing character of the neighborhood, while taking into account safety and maintenance considerations.	The neighborhood around Hillbrook is entirely residential. The addition of traffic changes the existing character of the neighborhood, reduces safety, and degrades the streets so that maintenance is required. Marchmont Drive itself is a Town street, requiring Town maintenance. Other Town streets carrying a heavy load of Hillbrook traffic include Cardinal, Stonybrook, and Kennedy Road.
Policy TRA-9.1 Make land use decisions that encourage walking, bicycling, and public transit use.	Neighborhood streets are already hazardous when Hillbrook traffic is present. Current traffic already discourages residents from walking and biking. Parents—including Hillbrook parents—are already afraid to have their children walk or bike to school. (In a 2012 survey, 25% of Hillbrook parents said they would not let their children walk to Hillbrook because the traffic was too dangerous.) Increased enrollment at Hillbrook would result in even fewer residents walking or biking in the area. Higher enrollment and thus higher traffic will just make the situation worse.
Policy TRA-3.12 The maximum level of mitigation measures shall be required for transportation impacts adjacent to sensitive receptors, including residences, schools, and hospitals.	Hillbrook continues to generate traffic of up to 1,100 trips per day. All of its traffic mitigation programs are voluntary. A voluntary program can in no way be considered “maximum mitigation,” and the continuing high level of traffic points to the ineffectiveness of its current voluntary program.
Policy LU-4.3 Only approve projects for which public costs can be justified by the overall benefit to the community.	There are no benefits to Los Gatos of a Hillbrook expansion. As a nonprofit, the school pays no property or income taxes. According to the Hillbrook website, two-thirds of the students come from outside of Los Gatos, so Hillbrook offers little relief to overcrowded Town schools. Public costs for the project include excessive traffic, reduced public safety, increased air and noise pollution, degraded streets, reduced quality of life, and significant municipal liability.
Policy TRA-3.7 All traffic reports shall include analyses of nearby uses with unusual or unique traffic generation factors or peak hours (e.g. pre-schools, faith communities, private clubs, quasi-public uses).	The 2012 TJKM traffic study that is used to justify an enrollment increase at Hillbrook fails to include analyses of the traffic associated with these nearby schools and institutions: Blossom Hill School, Van Meter School, Fisher Middle School, the preschool run by the Presbyterian Church-Los Gatos, and Shir Hadash. It also fails to address traffic at the intersections used by Blossom Hill School parents, the heavily impacted intersection at Shannon and Cherry Blossom, and the heavily impacted intersection at Blossom Hill Road and Cherry Blossom.
Policy LU-6.5. The type, density, and intensity of new land use shall be consistent with that of the	The intensity of Hillbrook’s land use fit into the neighborhood while the school retained its small country

immediate neighborhood.	day school character. Now that it has drastically expanded its activities, the property use is no longer consistent with the immediate neighborhood. Any further growth in enrollment will make the school even list consistent with the character of the neighborhood.
Goal LU-1. To preserve, promote, and protect the existing small-town character and quality of life within Los Gatos.	The traffic from an enrollment increase will detract from the small-town character of Hillbrook's surrounding neighborhood. It will further turn streets that were once walkable into dangerous thoroughfares.
Policy LU-6.2. Allow non-residential activity in residential areas only when the character and quality of the neighborhood can be maintained.	Hillbrook traffic, particularly in the afternoons, is disrupting the character of the neighborhood and compromising quality of life. Dog walkers, bike riders, and pedestrians no longer feel safe or comfortable on local streets because of the heavy Hillbrook traffic. Hillbrook traffic needs to be restricted and reduced to restore the character and quality of life in the neighborhood.

Deficiency 2. INCONSISTENCY WITH THE TOWN CODE. Certain Hillbrook proposed conditions either imply or state uses that are not permitted for HR-1 properties even with conditional use permits.

The statements below are based on the Conditional Use Permit Table in Chapter 29 of the Los Gatos Town Code.

1. Hillbrook's proposed condition 2 states the facility can be used for "educational opportunities for parents of current students, which are open to other interested parents, and educational opportunities for current faculty, which are open to other faculty. This opens up the possibility of conferences. Conferences are specifically prohibited because the Table of Conditional Uses in Town Code secs. 29.40.390 and 29.20.185 does not permit conference facilities on HR-1 zoned property. It also opens up the facility to use as an art gallery. Under 3(a), specific permission is needed for this use.
2. Hillbrook's proposed condition 2 states the use is a JK through 8th grade school. Under 4(h) in the Table of Conditional Uses, the school is prohibited from using the facility as an art, craft, music, or dancing school. The school currently offers after-school classes in these areas.
3. Hillbrook Proposed Condition 12. Lease/Rentals. No lease or rental of the campus facilities shall be permitted to third parties, except for third party providers of educational programs consistent with the Hillbrook School's philosophy and mission and in strict accordance with the Traffic Conditions set forth in Section 14 herein.

Hillbrook's Proposed Condition 12 permits leasing and renting all or part of its HR-1 property. The Table of Conditional Uses in Town Code secs. 29.40.390 and 29.20.185 does not allow conditional use permit holders to rent or lease their properties. Item (2) a. lists "commercial recreation and amusement establishment" as a use not even permitted with a conditional use permit.

4. The EIR did not address this section of the Town Code: Sec. 29.20.150 Considerations in review of applications. *Considerations relating to traffic safety and traffic congestion.* The effect of the site development plan on traffic conditions on abutting streets; the layout of the site with respect to locations and dimensions of vehicular and pedestrian entrances, exits, drives, and walkways; the adequacy of off-street parking facilities to prevent traffic congestion; the location, arrangement, and dimension of truck loading and unloading facilities; the circulation pattern within the boundaries of the development, and the surfacing, lighting and handicapped accessibility of off-street parking facilities.

- a. Any project or development that will add traffic to roadways and critical intersections shall be analyzed, and a determination made on the following matters: ...

3. Regional traffic growth and traffic anticipated for the proposed project one (1) year after occupancy.

The Final EIR failed to look at traffic coming from Highway 85, Blossom Hill Road, or Short Road.

5. The Town Code (Sec.29.20.190. Findings and decision.) states under (2) that “The proposed uses will not impair the integrity and character of the zone.” The increased traffic will impair the integrity and character of the entire neighborhood and the noise will impair quality of life along adjacent properties on Marchmont, Ann Arbor, and Longmeadow.

Deficiency 3. LACK OF DATA FOR JUDGMENTS ABOUT SUMMER TRAFFIC AND PROGRAMMING. On page 8.5-53, the report makes false claims about “Summer Relief.” The response to Comment I_DodsonBELLiotP-12 says that there will be “a daily traffic limit during the summer that is half of the proposed daily limit during the school year (480 each way or 960 daily total), and this would limit summer enrollment, giving neighbors some “real relief from traffic” occurring during the school year. This will NOT give residents real relief.

The EIR provides no data on summer traffic nor does it provide historical data about summer traffic levels. Residents know that summer traffic, except for the summer of 2011 when the school allowed Steve & Kate’s Camp with its 900 enrollment, has always been light, well below 480—closer to no more than 200. A summer traffic level of 480 represents an increase in traffic, not “real relief.”

Furthermore, there is no guarantee that the traffic limit will provide a limit in summer enrollment. Hillbrook is asking for summer enrollment of 414, the same as for the school year. A true guarantee would be actually creating a summer enrollment limit like the 100 limit proposed by LG CATS.

The report also provides no information about what summer programming at Hillbrook might include or what would be designated as “peak periods.”

Deficiency 4. INSUFFICIENT DATA FOR CONCLUSIONS ABOUT HILLBROOK ADT.

On p. 8.5-176, Response to Comment I_SordiJ4-07, the response states that the traffic data on which it bases its conclusions is considered “valid and adequate” because “there are at least 346 pages of traffic count data, substantially more count data than is collected for most projects and most EIRs for a project of this scale.”

The issue is not how many *pages* of data there are, but the quality of this data. For 2011, there is data for only 4 days. None of these days had afterschool interschool sports events. For 2011, there is data for only 4 days. Again, there is no data for days with afterschool interschool sports events.

During the NOP period, commenters specifically asked the data be collected for days both with and without afterschool sports events. Yet, on p. 8.5-12, the report says data was collected on days without afterschool events to get worst-case data for the afternoon peak period. The report fails to:

1. recognize that this approach creates the inaccurate and unreliable total daily counts that are then widely used in the report and are the basis for many conclusions.
2. recognize that this is not an either/or proposition. Data could have been collected for days both with and without afterschool sports events as NOP commenters requested.

Deficiency 5. NO ITE OR OTHER BASIS FOR FULL DAY TRIP CAP OF 960 OR PEAK PERIOD CAP OF 150. On page 8.2-1, the EIR wrongly states that the full day trip cap that Hillbrook proposes “is a blend of ITE trip generation rates for both private K-8 and K-12 schools.” Information about this error was emailed to Jennifer Savage on August 4, 2014, so this misinformation should not have been included in the final EIR.

The Applicant does indeed state in its cover letter dated July 16, 2014 that the cap of 960 vehicles was “derived in collaboration with the Town of Los Gatos staff from a blend of ITE trip generation rates for private k-8 and K-12 schools”. However, this 960 figure does not have a valid foundation for the following reasons:

1) Two representatives of the neighborhood met with the Town Engineer who provided this figure on July 31, 2014 to discuss his methodology for 960 vehicles, but he could not reproduce from his notes the calculation which results in 960 vehicles;

2) the same engineer said that his calculation was an extrapolation of ITE averages for the entire USA without regard to whether the streets carrying the traffic were residential or commercial, or two-lane or four-lane, or had sidewalks or not; and

3) the same engineer said expressly that he did not take safety into account in making this calculation. There is no valid engineering support for the figure 960.

On the other hand the Neighborhood’s proposed cap of 485 vehicle trips is based on ITE standards for how much traffic is generated by single family homes like those on upper Marchmont Drive and those that would be built on the Hillbrook property if it were used for its HR-1 zoned use. It is also consistent with Applicant’s proposed Trip Cap of 480 vehicles for its proposed Summer enrollment of 414 students. The latter enrollment is the same as Applicant has proposed for the regular school year. If a Trip Cap of 480 vehicles is feasible for 414 students in the Summer, it should be feasible for 414 students during the regular school year also.

The 150 peak period cap similarly has no ITE or other basis. In 2001, the 165 peak period exiting limit was simply pulled out of the air. The same is true of the 150 exiting number. The DEIR treated the number 165 as if this were a desirable and allowable amount of peak period traffic. It treats the 150 number in the same way without offering any support for why this number should be used. Hillbrook claims in will not increase traffic. Yet in its February 2014 traffic report, it reported its exiting peak period traffic as 99 in the morning and 112 in the afternoon. Why aren’t these the numbers that are pulled out of the air – since at least they are lower numbers that Hillbrook has shown it can achieve?

If we want to find a reference for peak period numbers, we need look no further than Harker on Union. Harker had transportation consultants do research before coming up with a peak-period traffic threshold. For 600 students, the Harker threshold will be 370 total trips—185 in plus 185 out.

(<http://www.harker.org/page.cfm?p=2779>) Proportionally, using the Harker numbers, Hillbrook’s

threshold with 315 students would be 194—97 trips in and 97 trips out. And Harker has more than one access point so that vehicles are not entering and exiting at the same point.

Deficiency 6. FREQUENT USE OF UNRELIABLE ADT NUMBERS TO DRAW SIGNIFICANT CONCLUSIONS. Following up on Deficiency 2 above, here are examples of how the report uses the unreliable ADT numbers for 2011 and 2013 to draw important conclusions. These numbers appear to be 880 and 814 respectively. Remember: No numbers were collected on days with after-school sports events and are therefore the numbers used are not accurate or true “averages” of daily traffic.

EXAMPLES OF CONCLUSIONS BASED ON UNRELIABLE ADT NUMBERS

Page 8.2-3. “When compared to traffic conditions prior to implementation of the Pilot TDM, the proposed daily limit of 960 would maintain project-related traffic increases at an average of 80 daily trips above the average 880 ADT that occurred in 2011 (prior to the Pilot TDM) or 27 daily trips above the highest 2011 count (933 trips on that day, presented in Table IV of the TJKM Addendum in Appendix C of the Draft EIR). When compared to 2013 conditions, this limit would allow 146 daily trips above the average 814 ADT in 2013 (with Pilot TDM) or 86 daily trips above the highest 2013 count (874 trips on that day, presented in Table IV).”

Page 8.3-3 All of the percentage increases and decreases for neighborhood streets shown in **TABLE 4.3-2: COMPARATIVE SUMMARY OF WEEKDAY ADT VOLUME (2011 vs. 2013).**

Deficiency 7. FAILURE TO LOOK AT THE ENVIRONMENTAL IMPACT OF OPENING THE ANN ARBOR ACCESS TO SCHOOL TRAFFIC. The EIR does not evaluate the Ann Arbor access because “the project’s traffic-related impacts were determined to be less than significant under CEQA, (and) there is no justification for a CEQA evaluation of the Ann Arbor Alternative.

- The role of an environmental impact report is to give a complete picture of all environmental impacts related to a project.
- By failing to evaluate the Ann Arbor access, the report fails to provide adequate information to Town decision makers.
- Decision makers should have been given information about how opening the Ann Arbor access would have improved circulation on Englewood, Shannon, Hilow, Stonybrook, and other streets during peak periods.
- The report did not even mention that a second access at Ann Arbor exists. It did not include Ann Arbor on any of its maps. These failures deny decision makers essential information.

Deficiency 8. UNSUPPORTED ASSUMPTION THAT THE TRANSPORTATION MANAGEMENT (TDM) PLAN PROGRAM WILL REDUCE TRAFFIC.

Since the report supports this alternative Transportation Demand Management (TDM) Alternative, the report should have shown that this Plan has reduced traffic in the past and will do so in the future. The report failed to do this.

- Page 8.5-4 contains the statement that “traffic counts collected in March 2013 are noticeably lower compared to the counts collected in May 2011 and since more TDM measures had been implemented between the two counts, it is reasonable to attribute this decrease to implementation of the additional TDM measures.” As noted previously, the count data is not sufficient for

conclusions of this kind since data consists of 4 days in 2011 and 4 days in 2013 and on none of those days did afterschool sports events occur.

- Several commenters referred to Table IV in the addendum, reproduced below, because this table shows **increases, not decreases** in Hillbrook traffic between 2011 and 2013. The EIR makes no specific response to comments about this table. It has no explanation for why this table is used to claim that traffic decreased between 2011 and 2013 when the table itself shows that **on 2 of the 3 days with usable data, traffic actually increased.**

Table IV: Comparison of Average Weekday Counts on Marchmont Drive near School Gate before and after pilot TDM

Weekday	Year 2011 (before pilot TDM)	Year 2013 (after pilot TDM)
Monday	861	874
Tuesday	800	831
Wednesday	924	674* (not usable)
Thursday	933	746
Friday	Data Not Available	804
Average Weekday Counts	880	814*
Average Weekday Trips per Student	2.79	2.58

* No school on the 2013 Wednesday count date, so that volume is excluded from Average amounts.

- On page.8.5-84, the Response to Comment_DodsonB3-08 states that, according to ITE trip rates, Hillbrook's current traffic, with 315 students should be 781 trips (inbound and outbound). No one claims that it is ever as low as this. Why is there an assumption that Hillbrook's TDM program will reduce traffic to appropriate levels in the future when it has NEVER reduced traffic to this appropriate 781 level in the past?
- The report did not respond to my comment that, based on 2011 TJKM counts and counts taken at Karen Court as part of the speed survey in 2013, that there was no change in traffic between 2011 and 2013. The counts at the 2 locations – Karen Court and the gate – should be much more similar than they are. The counts at Karen Court probably included vehicles headed for Hillbrook that made U-turns or parked without crossing the counter, so dropped children off without having their cars counted. See below.

**2011 TJKM COUNTS : BEFORE TRAFFIC MITIGATION MEASURES IN EFFECT --
Hillbrook Gate (24 Hours) AVERAGE: 880**

DATE	DAY TOTAL	SOURCE
5/18/2011	924	2011 TJKM Traffic Study
5/19/2011	933	2011 TJKM Traffic Study
5/23/2011	861	2011 TJKM Traffic Study
5/24/2011	800	2011 TJKM Traffic Study

**2013 BAYMETRIC COUNTS: AFTER TDM PUT INTO EFFECT – Hillbrook
Marchmont Drive, West of Karen Court (24 hours) AVERAGE: 878**

DATE	DAY TOTAL	SOURCE
3/18/2013	941	Baymetrics Speed Survey Summary Raw Data
3/19/2013	879	Baymetrics Speed Survey Summary Raw Data
3/21/2013	800	Baymetrics Speed Survey Summary Raw Data
3/22/2013	891	Baymetric Speed Survey Summary Raw Data

- The report did not acknowledge or refute my comment that “The lack of effectiveness of the TDM program and its goals are important because the DEIR bases 2 of the 3 of the alternatives (pages 2-8 to 2-10) on the idea that the program is working well. The program reduces peak period traffic but not whole day traffic.”

Deficiency 9. FAILURE TO ADDRESS QUESTIONS ABOUT FLAWS IN THE 2012 TJKM TRAFFIC STUDY. The DEIR uses a seriously flawed traffic study—the 2012 TJKM Traffic Study—as the basis for the entire report. As early as February 27, 2012, J, Patti Elliot, and I reported serious problems with the 2012 TJKM Traffic Study to Staff. We believe the report does not contain reliable data, and that its data cannot be trusted as the basis for this DEIR.

Here are problems we identified related to data in the TJKM study. (The points below are made with more detail in the document titled “Flaws in the TJKM Traffic Study,” which is in the NOP Comments Received section of Chapter 7: Appendices.)

- The study claims to be a weeklong count, but actually provides credible counts for only 3 of 7 school days counted. In Appendix B, the study takes data from two different days—May 17, 2011 and May 24, 2011—and combines the data as if it comes from one day—May 24, 2011. This cannot be considered meaningful.
- The study has full-day raw data for Friday, May 20, 2011 but never uses the data. Is this because the day total is so high—1,166?

- The study used visible hoses for counting. These hoses alert drivers that a count is taking place and skew the counts downward. Parents use various methods to avoid crossing the hose so that the school will appear to have less traffic than it does. Parent behavior includes: parking on Marchmont and walking children through the gate; parking on Kennedy, Topping, lower Marchmont or other streets and having several children all pile into one car.
- The study failed to examine significant intersections that currently have excessive traffic, particularly during morning and afternoon pickup and drop-off periods. These intersections are: Cherry Blossom and Shannon; Blossom Hill Road and Cherry Blossom; Short Road and Blossom Hill Road; Stonybrook and Kennedy.
- The counts in some of the tables don't correlate to the CUP peak periods. This causes us to end up comparing apples and oranges. Note that the afternoon peak time in the CUPU is 1 ¼ hours, not an hour. As a result, the data in Table IV on page 12 of the TJKM study, for example, which is for 1 hour, cannot be used to generate peak PERIOD trips, which would occur over 1 ¼ hours. Yet the study frequently uses afternoon peak period and peak hour numbers interchangeably.
- Following up on the previous point, the study suggestion that there will be an additional 84 PM trips is unusable because it refers to a peak hour rather than to a peak period of 1 ¼ hours.
- The study failed to look at volume and intensity of traffic on Stonybrook and Short Road, roads that are clearly used by Hillbrook parents.

Deficiency 10. FAILURE TO ADDRESS ADEQUATELY ISSUES RAISED ABOUT EMERGENCY ACCESS ON SINGLE-ACCESS, OR DEAD-END, STREETS LIKE UPPER MARCHMONT

On page 8-5.131, the report provides this reason for why there is no problem with emergency access during peak periods on upper Marchmont: "the California Vehicle Code requires vehicles to pull over to give priority to emergency vehicle access. Therefore, compliance with this code requirement will ensure emergency vehicle ingress and egress to/from homes on the eastern segment of Marchmont Drive."

- This response fails to recognize that there is nowhere for vehicles to pull over in order to allow emergency vehicles to get by. During peak periods, the narrow two lanes of upper Marchmont are congested with traffic in both lanes. This is exactly the problem we are trying to highlight.

The report contains inaccurate information about queuing at the Marchmont-Hilow-Cardinal intersection. Accurate information would show that particularly during peak periods this intersection is often blocked by vehicles queuing along Marchmont or Hilow. The report did not address the problem below, which would result from this blocking of the intersection.

- Access to interior lots can be blocked at the open end of a dead-end street or along the cul-de-sac "spine" by an accident, stalled car or truck, fallen tree, snow pile, or construction.

The report also failed to address these specific issues related to emergency access to single-access streets like upper Marchmont.

- Traffic at the open end can be excessive if the street is long and access is provided to a large number of lots or buildings.
- Traffic has to double back, which is especially inefficient for delivery people, emergency equipment, and service vehicles.
- Fire equipment, trucks, and public works equipment have difficulty maneuvering.
- The first equipment arriving at a fire may block equipment arriving later or interfere with the maneuvering of equipment.

Deficiency 11. MISINFORMATION AND UNSUPPORTED STATEMENTS. THE REPORT INCLUDES INACCURATE STATEMENTS, MANY ABOUT CRITICAL ISSUES.

1. No data is given to support the statement that “The proposed changes to project, as presented above would reduce the project’s traffic levels and ensure that these traffic reductions continue to occur in the future.” (p. 8.2-3) This statement, and others of its kind, are based on assumptions, not data.
2. The report states that “Since the a.m. and p.m. peak hour limits would remain the same throughout the year, the project’s peak hour impacts on local intersections would be the same as identified in the Draft EIR.” (page 8.2-3) Hillbrook’s proposals for peak hour average limits apply only to the school year. Hillbrook’s actual proposed conditions do not include any peak hour limits for the summers.
3. The response on p. 8.5-87 to CommentI_DodsonB3-14 says “As indicated in Section 8.2, Hillbrook proposes to impose an average daily traffic limit of 960, which ensures that school-related traffic volumes would be maintained below the TIRE Index 1,000 ADT threshold for a two-lane minor street.”
 - Since Hillbrook proposes an average of 960, not a limit, the traffic cap does NOT ensure that school traffic will be kept below the 1,000 threshold.
 - The TIRE index range for 2-lane minor streets shown in the referenced table is 100-1,000 daily trips. Hillbrook would be pushing up against the high end and with its averaging would often surpass the 1,000 level.
 - Elsewhere in the TIRE materials, the TIRE experts say that traffic at the 3.0 level (or above 891 daily trips for a local street), creates a “significantly impaired residential environment.” The EIR should have referenced this when talking about TIRE and its relationship to the 960 number.
4. On page 8.2-2, the report mistakenly states that “There are ten evening/weekend events currently allowed by the existing CUP conditions of approval, and no additional events are proposed to be held. ...”

Corrections:

- There are ten evening activities currently allowed. For weekends, the CUP permits one open house and tournaments for Hillbrook school only.
- Additional events ARE proposed for the weekend. No interschool tournaments are currently permitted. Town Council made this clear in March 2013 during a meeting about Hillbrook’s CUP violations. Hillbrook had been violating the CUP by holding interschool tournaments on

weekends. New Hillbrook proposals would permit unlimited interschool basketball and volleyball tournaments on the weekends.

5. On page 8.3-9, for Condition 10: Hillbrook continues to make the same false claim that "Condition #10 was originally imposed to preclude the school from hosting weddings and other social gatherings unrelated to the school's educational purpose." This is entirely untrue, and the school should either be forced to provide supporting evidence or stop making this claim.
6. On page 8.5-52, the EIR falsely claims that concerns about daily traffic will be addressed by the school's proposed daily "limit" of 960. The school is using an average, not a limit. On many days, traffic will probably be well above 960 daily trips. The number 960 represents the same heavy traffic the neighborhood currently experience. Problems of heavy afternoon traffic are not addressed or alleviated with this "limit."

Deficiency 12. FAILURE TO RESPOND TO COMMENTERS' QUESTIONS

The report failed to respond to many of commenters' questions. Here are just a few examples.

8.5-52 I expressed concerns about using averages because "on any particular day the count may be significantly higher than (the traffic cap)." Using averages is unfair to the neighbors, who have a right to know what to expect in terms of traffic. Using a trimester average also allows the school to play with the numbers. The school can include early dismissal days in the counts; on these days, almost no cars would enter or exit the campus between 2:30 and 3:45 because students would have left campus by 12:30. Two of these days are on Hillbrook's calendar for each month. It's easy to lower an average when you use something close to 0 as one of your numbers.

The report claims to address this concern, but actually fails to do so. The report fails to discuss the problems raised about using averages.

8.5-83 I asked why different ADT volumes were given throughout the DEIR for 2011 and 2013. The response was simply that the 2011 ADT is 880 and the 2013 ADT is 814. This fails to explain why on page 11 in the Addendum, in Table VII, the ADT number for 2013 is given as 878 and a footnote to the table says "Existing ADT volumes are the average of Monday through Friday Hose counts collected during March 2013."

For 2011 the response fails to explain why on page 11 in the Addendum, in Table VIII, ADT is given as 947; a footnote to the table says "Existing ADT volumes are the average of Monday through Friday Hose counts collected during May 2011."

If these other ADT numbers are errors, the EIR should correct them and then correct all calculations in which they are used.

p. 8.5-87 (1) I asked why there was no information about traffic on Short Road/Blossom Hill Road or Highway 85... Response to Comment I_DodsonB3-17 did not answer this question. It referred me to Figure 4.3-6, which does not even include Short Road or Highway 85.

(2) I asked: How can the traffic from Winchester, Highway 9, SR 17, and Los Gatos Boulevard total 100% (as shown on page 4.3-19) when Hillbrook traffic also comes down Blossom Hill Road/Short Road? The response was nonresponsive to the actual question.

p. 8.5-118 I asked why the data taken west of the gate (called Hillbrook School Project – ADT) and west of Karen Court are so different, since the locations of the counters were within 3 houses of each other. The response that the counts were taken at different locations begged the question.

After talking with neighbors who live between the two locations at which the counters were placed, we realized the following: A likely cause for the difference is that Hillbrook drivers routinely make a U-turn before going through the gate, either to avoid having to line up inside the gate and wait to drop off their children or to avoid the counter itself. Residents at this location routinely see this behavior or see parents park between the two counter locations and walk their children into the campus.

8.5-521 I expressed concerns about the lack of a mandatory mitigation program. The report referred me to the TDM program, which has no mandatory elements. My concern was not addressed. Hillbrook has never offered details about how participation in a mandatory traffic mitigation program would work or be enforced.

Sincerely,

Barbara Dodson
239 Marchmont Drive
Los Gatos, CA
btdodson@aol.com



This petition has collected
215 signatures
using the online tools at iPetitions.com

Printed on 2014-09-16

RECEIVED

SEP 16 2014

TOWN OF LOS GATOS
PLANNING DIVISION

Attn:

Jennifer Savage

For the Planning
Commission
packet -

HILLBROOK
School
300 Marchmont
Drive

PETITION AGAINST INCREASED ENROLLMENT AND TRAFFIC FROM HILLBROOK SCHOOL

About this petition

We, the undersigned residents of Los Gatos, object in the strongest possible terms to Hillbrook School's request to increase its enrollment by 99 students (an almost 32% increase). We urge the Town to deny Hillbrook's application to modify its Conditional Use Permit to expand its student body and to deny an expansion in Hillbrook's summer programming. Hillbrook's traffic impact is already dangerously high and must be reduced. Neighborhood children walking, biking, and skateboarding to and from their local schools and residents running, biking, or walking already face significant physical danger from Hillbrook traffic. Higher levels of air and noise pollution from mostly non-resident vehicles also reduce quality of life in the neighborhood. We urge the Town to take steps to require Hillbrook to decrease both the number of vehicles and the span of time each day our neighborhoods are impacted. Hillbrook's traffic impact has increased in recent years to unacceptable levels and must be reduced for the safety of our children and the health and safety of all the Town's residents. We strongly urge the Town to reject Hillbrook's expansion plan.

Signatures

1. Name: Amy Buckley on 2012-07-13 04:35:55
Comments: The traffic in Los Gatos has gotten out of hand in the past three years. I won't ride my road bike due to the high number of fatalities each year. I can't imagine allowing my child to ride her bike to school or to the park. Something has to change for safety's sake.

2. Name: Sean Morrissey on 2012-07-13 16:02:38
Comments:

3. Name: Robert Buckley on 2012-07-14 05:55:44
Comments: traffic and satefty should be the Town's top priority for our neighborhood

4. Name: jak vannada on 2012-07-17 18:17:12
Comments: The roadways in this area were not meant to handle this kind of expansion. Hillbrook has continually violated their CUP's and there is no indication they intend to obey them - ever. The CUP's are there for a reason and the Town Manager and his staff need to enforce the CUP'S for the sake of the neighborhood.

5. Name: Lisa Vierra on 2012-07-17 18:19:56
Comments:

6. Name: Catherine Grellet MD on 2012-07-17 20:14:29
Comments: Los Gatos has far too much traffic - this is ruining the appeal of our town

7. Name: Keith Kanady on 2012-07-17 20:35:40
Comments:

8. Name: Ernie Boitano on 2012-07-17 22:43:22
Comments:

9. Name: Tony Nanez on 2012-07-18 00:58:53
Comments:

10. Name: Vicki Ratner on 2012-07-18 01:23:48
Comments:

11. Name: Linda Nanez on 2012-07-18 01:44:53
Comments: Let's keep our neighborhoods safe.

12. Name: Darlene Nelson on 2012-07-18 01:55:20
Comments:

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13. Name: Donna Rhody on 2012-07-18 03:08:49
Comments: I live across from Daves Avenue school and suffer the traffic impact twice a day.
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14. Name: Dan Madsen on 2012-07-18 04:00:15
Comments:
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15. Name: Jessica Rugani on 2012-07-18 04:22:37
Comments: No more high density housing... our schools are already overcrowded! Extra traffic means those that can walk to school are exposed to more emissions and more danger from too many cars!
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16. Name: Peggy Osborn on 2012-07-18 13:50:11
Comments:
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17. Name: Mark Jamieson on 2012-07-18 15:00:22
Comments:
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18. Name: Bob Sanfilippo on 2012-07-18 15:36:27
Comments:
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19. Name: Jennie Magid on 2012-07-18 15:37:36
Comments: Have courage and do not allow Hillbrook to modify its Conditional use Permit to expand its student body & deny an expansion i Hillbrook's summer programming.
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20. Name: Amy Despars on 2012-07-18 16:00:42
Comments: Please take the time to carefully think about the potential growth of this town. Our schools are impacted and the traffic is overwhelming!
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21. Name: curt walleen on 2012-07-18 22:12:12
Comments:
-
22. Name: Nancy Boitano on 2012-07-19 03:41:09
Comments:
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23. Name: Erin Waterman on 2012-07-20 05:02:32
Comments: Enough with the development of new high density homes! Where are these kids going to go to school or do you just expect our schools to absorb them? Do those approving all of the new developments in town not realize this will decrease all of our property values over time and change the uniqueness of Los Gatos?
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24. Name: Leigh Anne Rooney on 2012-07-20 13:19:29

Comments: no expansion please. they need to move that commuter school if they want to grow.

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25. Name: Chris Rooney on 2012-07-20 15:05:55
Comments:
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26. Name: Lisa Casaccia on 2012-07-20 15:13:12
Comments:
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27. Name: lisa fanslau on 2012-07-20 16:50:54
Comments:
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28. Name: Rodney Wade on 2012-07-20 18:04:12
Comments:
-
29. Name: Maria Ladle Ristow on 2012-07-21 00:23:26
Comments:
-
30. Name: Sue Jamieson on 2012-07-21 03:03:56
Comments:
-
31. Name: Angela Bakeis on 2012-07-23 02:09:22
Comments:
-
32. Name: Greg Bakeis on 2012-07-23 02:59:33
Comments:
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33. Name: Anne-Marie White on 2012-07-24 17:14:29
Comments:
-
34. Name: Lara Fabans on 2012-07-26 17:27:48
Comments:
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35. Name: Martha Fisk on 2012-07-31 21:52:20
Comments: I absolutely believe that Hillbrook should stand by its original promise to keep the student numbers at a certain level. This change cold impact many facets of life in our community.
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36. Name: Erin Wentzien on 2012-08-05 06:22:23
Comments: I have to schedule the times I walk with my children to Blossom Hill park around the Hillbrook traffic as it becomes very dangerous on Marchmont. They continue to drive fast while on their phones and certainly not paying much attention to their surroundings.

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37. Name: Robyn Blum on 2012-08-08 21:45:56
Comments:
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38. Name: Ron Jenkins on 2012-08-09 00:14:09
Comments: Traffic is already insane through our neighborhood. We simply cannot tolerate even more. It's simply the wrong locale for any expansion.
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39. Name: Darla Iacovoni on 2012-08-09 03:00:52
Comments: There is a significant increase in traffic already. Our children's lives are more important!
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40. Name: Sarah Farb on 2012-08-14 17:42:10
Comments:
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41. Name: Philip de Louraille on 2012-08-14 18:09:53
Comments: Hillbrook has not followed its current CUP and has already blatantly ignored the town when it asked the school not to have adult education conferences. Please do not allow the request to add more students. Our neighborhood's streets become quite unsafe during the periods when parents drop/pickup their children; we do not need more traffic to a school who isn't a good neighbor.
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42. Name: Steven Strom on 2012-08-14 20:10:22
Comments:
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43. Name: Victoria Francone on 2012-08-14 22:27:14
Comments:
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44. Name: Denise Strom on 2012-08-14 22:52:01
Comments: Please do not allow Hillbrook to make our streets anymore unsafe...I challenge you to stand on Cardinal Lane during any school drop off/pick up period BEFORE you vote on this important issue.
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45. Name: Vikki Foley Boyd on 2012-08-14 23:55:55
Comments: It is going to take child getting run over for our Town Council to get it! It's just a matter of time before there is a tragedy.
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46. Name: Ann Altmann on 2012-08-16 14:33:45
Comments: I live in the Vista Del Monte area and feel safer driving my kids to their friends house in the neighborhood surrounding Hillbrook because of the traffic. Also, there have been multiple times that I have been driving down Englewood at drop off time to have people roll the stop sign at Marchmont. Of course I don't know if these are Hillbrook parents.
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47.	Name: Arya Barirani	on 2012-08-16 15:45:49	Comments:
48.	Name: Kelly Keelean	on 2012-08-16 18:13:44	Comments:
49.	Name: Debora Wagner	on 2012-08-16 20:54:04	Comments: After 20years here it is clear that Hillbrook School has no intention of abiding by the existing CUP, why would they bother to conform to anything newly modified, when they know that the Town does nothing to enforce their laws and agreements.
50.	Name: W Wagner	on 2012-08-16 20:55:46	Comments:
51.	Name: M Wagner	on 2012-08-16 20:56:26	Comments:
52.	Name: Jwls Wagner	on 2012-08-16 20:57:12	Comments:
53.	Name: Valerie Lozowicki	on 2012-08-17 05:52:31	Comments:
54.	Name: Virginia Carr	on 2012-08-19 19:25:42	Comments:
55.	Name: Scott Jamieson	on 2012-08-20 04:35:18	Comments:
56.	Name: Jennifer Friess	on 2012-08-20 04:47:56	Comments:
57.	Name: Marion Connolly	on 2012-08-20 06:53:31	Comments: Any further enrollment would heavily impact the traffic and congestion of this quiet neighborhood. I oppose the idea of larger enrollment.
58.	Name: Carmella Elletson	on 2012-08-20 11:21:57	Comments:
59.	Name: Steve Vindasius	on 2012-08-20 13:53:28	Comments:

60. Name: Margee Bond on 2012-08-20 14:12:59
Comments:
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61. Name: Jane Elletson on 2012-08-20 14:33:46
Comments: When I have visited on the street, the traffic is non stop and excessive . The cars drive too fast and it is difficult at times to turn into your driveway

Isnt the welfare of the other community members of interest to the town?
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62. Name: Jane Elletson on 2012-08-20 14:38:03
Comments:
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63. Name: Karen D. Becker on 2012-08-20 17:17:03
Comments: I oppose the increase to enrollment at Hillbrook School, Los Gatos
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64. Name: Gregg Gillie on 2012-08-20 17:28:38
Comments: The streets were not designed to handle the traffic flow to and from the school. It is not fair to the neighbors around Hillbrook School.
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65. Name: Tim Rogers on 2012-08-20 18:08:35
Comments:
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66. Name: Jackie Anthony on 2012-08-21 03:33:14
Comments: I strongly oppose the possibility of Hillbrook School expanding.
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67. Name: Lori Shaheen on 2012-08-21 13:52:17
Comments:
-
68. Name: Mark Shaheen on 2012-08-21 13:54:18
Comments:
-
69. Name: Lindsay on 2012-08-21 22:08:20
Comments: STOP HILLBROOK!
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70. Name: Joy McGivern on 2012-08-22 14:37:57
Comments: This is asking the residents of this neighborhood for far too much. They are already impacted on a daily basis.
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71. Name: Cyrus Tabari on 2012-08-22 18:43:56
Comments:
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72. Name: amy carroll on 2012-08-24 20:59:47
Comments: Please don't allow this increase. There is too much traffic in the area as it is!

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73. Name: Mark Shaheen on 2012-09-05 13:19:52
Comments: My street has become a feeder street for the folks traveling to Hillbrook, the traffic is horrible every morning and could not tolerate additional risk to my family and home value.
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74. Name: Todd Harris on 2012-10-27 03:03:40
Comments: The expansion is creating unsafe conditions
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75. Name: Stephanie and Fremont Bainbridge on 2012-11-23 17:52:35
Comments:
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76. Name: Scott Ringgold on 2014-06-22 00:28:35
Comments: This is about a for profit school trying to increase revenue. It does nothing for existing students, families, neighbors or the town of Los Gatos.
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77. Name: Ali Khani on 2014-08-31 21:24:33
Comments: Please do not compromise the quality of life in our neighborhood for financial gain of a few.
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78. Name: Barbara Dodson on 2014-09-03 15:19:28
Comments:
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79. Name: Kim Vrijen on 2014-09-03 17:55:12
Comments: Please join me and the 100s of other Los Gatans who have already signed the paper version of this petition. We urge Hillbrook to truly innovate new ways to transport its existing students to school. Preserve the right of Los Gatos students to safely travel to and from local schools. Thank you.
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80. Name: Robyn Jenkins-Blum on 2014-09-03 19:23:00
Comments: Increasing Hillbrook enrollment will not relieve overcrowding at Los Gatos public schools. More than 50% of Hillbrook students reside outside of Los Gatos.
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81. Name: Jeff Okubo on 2014-09-03 20:22:41
Comments: Visualize 100 more SUV's driving (and often times speeding) through your neighborhood every day.
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82. Name: Steve Beritzhoff on 2014-09-04 17:25:28
Comments:
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83. Name: Sharon Elder on 2014-09-07 20:21:56
Comments: All of Hillbrooks traffic mitigation strategies are optional. Optional anything doesn't work, new families come and go in a school, the school population changes, the

neighborhood is left with the fallout, everyone could decide to drive tomorrow. This cannot be the basis of enrollment increases.

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84. Name: Noa on 2014-09-07 21:11:36
Comments: Ridiculous traffic . It's unbearable
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85. Name: margo simmons on 2014-09-07 22:15:45
Comments:
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86. Name: Lora Lee Zaky on 2014-09-07 22:17:23
Comments:
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87. Name: Kelle Toth on 2014-09-07 22:52:16
Comments: Hillbrook continually manipulates their current traffic counts and has shown themselves to go back on promises once they get what they want.
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88. Name: Chris Toth on 2014-09-07 22:55:58
Comments:
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89. Name: Mary Wolf on 2014-09-07 23:08:27
Comments: I attended Children's Country School in the 50's now Hillbrook, and my son attend in the 80's. I live one block off Marchmount, and as much as I feel that CCS/Hillbrook was here first, the huge enrollment/traffic is just down right greed on the part of Hillbrook. How about this, Hillbrook sells off half its property and goes back to an upscale country preschool as it once was. Seems like a win for both Hillbrook and neighbors.
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90. Name: Elizabeth Shaw on 2014-09-08 00:12:30
Comments:
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91. Name: Jon on 2014-09-08 03:31:01
Comments:
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92. Name: Lotfi Herzi on 2014-09-08 03:49:28
Comments: Increased enrollment and changes in the Conditional Usage Permit will bring more traffic and more unwanted evening noise to all. Hillbrook, I know you want to increase revenues & profits but not at the expense of your neighbors' house values and quality of life.
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93. Name: Tina liu on 2014-09-08 04:34:44
Comments:
-
94. Name: Laura Bassani on 2014-09-08 04:43:12
Comments:

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95. Name: Jamie Mayeda on 2014-09-08 06:04:19
Comments:
-
96. Name: amy hockenbrock on 2014-09-08 12:57:08
Comments:
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97. Name: Robert Buckley on 2014-09-08 14:50:45
Comments: As a former owner on Marchmont we know all to much how much the traffic effects the quality of the nieghborhood. If you driven on Marchmont up to Hillbrook you would quickly recognize that the street has some unique challenges that make it dangerous for anyone walking or riding a bike on the streets on or around Hillbrook. I would recommend that the Hilbrook community take a pause and set an example for others by implementing a progressive bus and car pooling program that can be a model for the community. Instead of looking for opportunities to avoid accountabilities and spinning the information. This is not a Marchmont VS Hillbrook issue this is an issue that will effect out community for years.
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98. Name: Donna McCurrie on 2014-09-08 15:30:24
Comments:
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99. Name: Val Kelly on 2014-09-08 16:19:08
Comments:
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100. Name: Shelley Merrick on 2014-09-08 16:27:29
Comments:
-
101. Name: Adam Dallas on 2014-09-08 18:18:09
Comments:
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102. Name: Jacques Preaseau on 2014-09-08 18:44:38
Comments:
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103. Name: Clarissa HAmilton on 2014-09-08 19:55:42
Comments:
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104. Name: Raquel Faugno on 2014-09-08 20:44:35
Comments:
-
105. Name: Tina Lally on 2014-09-08 20:47:42
Comments:
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106. Name: Nicky McAllister on 2014-09-08 21:19:18

Comments:

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107. Name: Norry McAllister on 2014-09-08 21:20:21
Comments:
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108. Name: Jackie Anthony on 2014-09-08 21:58:11
Comments:
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109. Name: Nancy Constantino on 2014-09-08 22:54:31
Comments:
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110. Name: Mary K. Horton on 2014-09-08 23:38:24
Comments:
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111. Name: Kirk L. Horton on 2014-09-08 23:40:02
Comments:
-
112. Name: Betsy White on 2014-09-08 23:46:23
Comments: My daughter attended Hillbrook for 2 years. We took our life in our hands as we walked from our Hilow Rd house up the hill.
I never understood why Ann arbor is not on the table.
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113. Name: karen becker on 2014-09-08 23:56:06
Comments: I oppose the enrollment increase at Hillbrook School
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114. Name: Alli Payne on 2014-09-09 00:15:15
Comments:
-
115. Name: Lindsay Jamieson on 2014-09-09 00:56:30
Comments:
-
116. Name: Reed Jamieson on 2014-09-09 01:47:47
Comments:
-
117. Name: Anne-Marie White on 2014-09-09 02:43:30
Comments:
-
118. Name: Jacob Moseley on 2014-09-09 03:23:13
Comments: I oppose the enrollment increase at Hillbrook School.
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119. Name: Tara Moseley on 2014-09-09 03:26:17
Comments: I oppose the enrollment increase at Hillbrook School.

120.	Name: Mary Patterson on 2014-09-09 03:32:00 Comments: Hill brook is large enough!
121.	Name: Larysa Prytula on 2014-09-09 03:52:50 Comments:
122.	Name: Naomi Chavez Peters on 2014-09-09 04:13:18 Comments: Oppose this growth. Goodness knows Shannon Road is crowded enough on morning commute.
123.	Name: Donna Martin on 2014-09-09 05:04:09 Comments: I strongly object to the increased enrollment.
124.	Name: Lisa Casaccia on 2014-09-09 05:09:01 Comments: I oppose the enrollment increase at Hillbrook School.
125.	Name: Rachel Parrinello on 2014-09-09 05:28:26 Comments: I oppose the enrollment increase at Hillbrook School.
126.	Name: Mark Parrinello on 2014-09-09 05:30:45 Comments: I oppose the enrollment increase at Hillbrook School.
127.	Name: Amy Despars on 2014-09-09 13:09:12 Comments: I oppose the enrollment increase at Hillbrook.
128.	Name: Jon Elietson on 2014-09-09 13:39:01 Comments:
129.	Name: Kevin Lynott on 2014-09-09 13:47:46 Comments: I oppose the increased enrollment at Hillbrook
130.	Name: Janae Copper on 2014-09-09 14:12:09 Comments: I strongly oppose the increase of enrollment at Hillbrook school.
131.	Name: Carrie Kaufmann on 2014-09-09 14:40:49 Comments: I am witness to the severe safety issue with the number of cars traveling through the intersection of Kennedy/Caldwell and Los Gatos Blvd every weekday morning from 7:20 to 8:15a.m. It is a nightmare and someone is going to truly get injured despite the usage of crossing guards and not allow a right hand turn onto Caldwell or from Caldwell onto LG Blvd. All cars should be stopped when the children and parents are crossing. Also there is the issue of not enough sidewalk for number of people crossing and they spill literally out in to street which causes problems for the cars that do

have the green light. I truly think the officials of this town must take action and do everything in their power to limit more traffic in all area of the town but especially on Los Gatos Blvd.

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132. Name: Diane Johnson on 2014-09-09 14:43:17
Comments:
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133. Name: Susan Jacob on 2014-09-09 15:17:50
Comments:
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134. Name: tom hastings on 2014-09-09 16:04:38
Comments:
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135. Name: Bill Williams on 2014-09-09 16:28:12
Comments: I oppose the expansion of Hillbrook school due to safety, quality of life for the neighborhood, and the fact that 90% of the students are from outside Los Gatos!
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136. Name: Jason Kenney on 2014-09-09 16:29:24
Comments:
I oppose the enrollment increase at Hillbrook.
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137. Name: Kathy Lang on 2014-09-09 16:36:34
Comments:
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138. Name: Carol Tinsley on 2014-09-09 17:25:32
Comments: Unfortunately, due to the existing traffic constraints all over the east side of town, I am against enrollment increases at Hillbrook. The largest single housing development in town history is on the verge of being passed, which will further negatively impact the Los Gatos Boulevard corridor. Plus, we have all witnessed parents who try to make up time on their way to Hillbrook breaking the speed limits in our neighborhoods. It's a NO from our family.
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139. Name: Carmine Gangi on 2014-09-09 17:33:36
Comments: I oppose the Hillbrook expansion. It's an unnatural traffic cluster impacting everyone in the neighborhood.
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140. Name: D WAGNER on 2014-09-09 17:59:53
Comments: I oppose the increase in Hillbrook enrollment. The existing traffic already creates significant dangers and reduction of quality of life in our neighborhood.
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141. Name: Pattie Martin on 2014-09-09 18:06:05
Comments:
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142. Name: Ann Altmann on 2014-09-09 18:41:56

Comments: LG traffic has gotten so bad that many are using the neighborhood street to get around all day everyday. Adding any number of car trips in any neighborhood makes them more unsafe and impacts the quality of life. An car trip increase of this size would be of tremendous negative impact. With all the other new proposals currently in play in town, this is just one of many opportunities you will have to keep the character of LG alive by rejecting this expansion.

143. Name: Tessa Arguijo on 2014-09-09 18:55:24
Comments:

144. Name: jennifer macdonell on 2014-09-09 19:36:00
Comments:

145. Name: Trish Gasvoda on 2014-09-09 19:39:58
Comments:

146. Name: Rebecca Dodson on 2014-09-09 21:20:23
Comments:

147. Name: Kelli O'Gorman on 2014-09-09 22:25:36
Comments: No to more Hillbrook students and no to more traffic in our neighborhoods.

148. Name: Andrea Shelton on 2014-09-09 22:39:03
Comments:

149. Name: Brigid Moreton on 2014-09-09 22:55:50
Comments: I urge everyone who is interested in this to come and observe the traffic for yourselves. Ask yourself " Would I like to live on this street? " And then imagine 99 more students going to and from. The EIR defies common sense when it says there will be no significant impact. No to changing the CUP!

150. Name: Greg Dal Cielo on 2014-09-10 00:04:26
Comments: With no benefit to the county or city of Los Gatos coupled with an already overly crowded traffic area there seems to be no sense to this proposal. A side entrance has already been legally closed and they claim there will be no traffic impact?

151. Name: Stan Vuckovich on 2014-09-10 03:56:21
Comments: We live on Kennedy Road at Englewood and can't get out of our driveway in the morning due to all the traffic heading to Hillbrook. We also have had to enjoy a Hillbrook bust stop in front of our house. Please do not add to the chaos by allowing an expansion.

152. Name: Lisa Keller on 2014-09-10 04:22:30
Comments:

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153. Name: Marion Melani on 2014-09-10 16:13:28
Comments:
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154. Name: Laurie Bertani on 2014-09-10 16:25:59
Comments:
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155. Name: Leigh Anne Rooney on 2014-09-10 16:44:17
Comments: Hillbrook shouldn't expand at the cost of the neighborhood.
It is a great school, but bluntly put, a school for the wealthy.
If they want to expand, find another site: they can afford it.
- The expansion shouldn't be at the cost of the neighbors-both in safety and reducing home values to serve many people who don't even live here.
- Many of these people are commuting IN from other cities and towns. Put Hillbrook in Central Silver Creek?
Or in a wealthy street in Saratoga?
- I live within a half mile radius of Hillbrook. Sharing the roads in this neighborhood with people who speed through....is obnoxious. Hillbrook customers should not even be allowed on Hilow...
- If there is a need to expand, please move to a non residential area.
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156. Name: Scott Jamieson on 2014-09-10 20:50:09
Comments: Keep Marchmont safe! No further traffic! Increase the fees the current students pay to make up for your deficit. Or build a bigger schools somewhere else. Los Gatos could buy the current school property and make a nice park for all to enjoy.
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157. Name: Cecil Anison on 2014-09-10 21:03:14
Comments: Too much traffic.
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158. Name: Dagmar Belshaw on 2014-09-10 21:04:45
Comments:
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159. Name: Lily zhen on 2014-09-10 21:10:58
Comments:
-
160. Name: Erica Barney on 2014-09-10 21:13:59
Comments: In support of not increasing Hillbrook traffic! Our streets are already stressed as I walk my kids to Van Meter.
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161. Name: Lily Anzions on 2014-09-10 21:15:22

Comments:

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162. Name: Don Dodson on 2014-09-10 21:16:38
Comments: Letting Hillbrook increase enrollment is a threat to the safety of both drivers and pedestrians. Traffic is already out of hand.
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163. Name: JoAnn Pham on 2014-09-10 21:33:41
Comments:
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164. Name: Dan Kelly on 2014-09-10 21:51:03
Comments: Past performance indicative of future results. Hillbrook has violated its CUP in the past, it will do so again.
Marchmont is dangerous in the morning, the parents demonstrate reckless driving.
Open Ann Arbor gate.
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165. Name: Tom Constantino on 2014-09-10 21:55:25
Comments:
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166. Name: susan nissen on 2014-09-10 21:57:12
Comments: Hillbrook needs to address the Ann Arbor access issue. It's obvious that school traffic needs to ride on that street as well.
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167. Name: Tiana Tran on 2014-09-10 22:18:03
Comments: There is already enough traffic around the school area and the children deserve a safer place to play. Please take this into consideration.
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168. Name: Andy Tran on 2014-09-10 23:20:14
Comments: Trading the children's safety, the quality of their education, and jamming the neighborhood's traffic for more school budget... Hey, school administrators, shame on you! You are as dirty as the politicians!!!
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169. Name: Karen Aidi on 2014-09-10 23:45:30
Comments: I can't believe how petty politics has gotten in the way of a reasonable solution for the surrounding side streets of Englewood, Marchmont Drive, Hilow, and Robin Way. It is really rotten that these side streets have to bear the brunt of the traffic while the Ann Arbor Drive gate remains closed. It's a travesty that this deal was cut without the knowledge of the county residents. Our county roads, environment, and peace is being destroyed by Hillbrook's plan . I am disgusted. The way that people drive down our street in their BMWs; they don't care one iota about the residents.
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170. Name: Nancy DeFever on 2014-09-11 01:44:25
Comments: Hillbrook needs to add another campus.... outside of Los Gatos! It has outgrown its current neighborhood -pure and simple.
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171. Name: Linda on 2014-09-11 02:04:56
Comments: Children's safety in the neighborhood is priority for its residents. Crowded schools are no good for either sides.
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172. Name: Gina Ventimiglia on 2014-09-11 02:36:49
Comments:
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173. Name: Tyler on 2014-09-11 02:45:03
Comments:
-
174. Name: David Faugno on 2014-09-11 04:06:37
Comments:
-
175. Name: Bryan Chan on 2014-09-11 04:33:18
Comments: Don't expand Hillbrook at the expenses of our children's safety!!!
-
176. Name: Tran Quan Hiep on 2014-09-11 05:03:30
Comments: Town officials, don't wait until accidents happen then come out to apologize. The Hillbrook school charges \$30,000 per kid per year, they can go somewhere else.
-
177. Name: Lana Mach on 2014-09-11 05:14:59
Comments: Children learn through play. Don't take that from them. Don't expand Hillbrook.
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178. Name: Lana Nguyen on 2014-09-11 05:26:33
Comments: Don't expand Hillbrook.
-
179. Name: Bob Martin on 2014-09-11 05:28:13
Comments:
-
180. Name: Bach Lan Nguyen on 2014-09-11 05:55:30
Comments: SAFETY, SAFETY, SAFETY...
-
181. Name: Bill Q. on 2014-09-11 06:09:56
Comments: With people traveling to work, kids going to schools, and school buses and cars getting around the school near the Hillbrook area, it is already hectic, and causing major traffic problems. Adding 100 more students will create many more headache and road rages for people. I will not support the increase of enrollment.
-
182. Name: Darius Fanibanda. on 2014-09-11 06:10:45
Comments: Marchmont street, upper and lower are now becoming risky for children to walk on without their parents.
We cannot afford tget our children hurt.

183.	Name: Bill K	on 2014-09-11 15:32:13	Comments:
184.	Name: Patti Elliot	on 2014-09-11 18:43:36	Comments: Without any permission, Hillbrook has already significantly expanded its programs and activities creating unsafe conditions and diminishing the quality of life in the neighborhood. Hillbrook routinely violates the conditions in its current CUP. The Town should require compliance, reverse the intensified uses Hillbrook has already inflicted on its neighbors and deny any increase in programs or enrollment. The Town needs to protect residential neighborhoods and restore, peace, quiet, safety and our residential quality of life.
185.	Name: Jim Cunniff	on 2014-09-11 20:01:25	Comments:
186.	Name: Nancy Austin	on 2014-09-12 01:02:15	Comments:
187.	Name: Andrew Perry	on 2014-09-12 02:33:26	Comments:
188.	Name: Ben Pham	on 2014-09-12 02:38:41	Comments:
189.	Name: Jason Potmesil	on 2014-09-12 17:52:29	Comments:
190.	Name: Jennifer Taylor	on 2014-09-12 18:38:51	Comments:
191.	Name: MW	on 2014-09-12 18:47:30	Comments: As I drove myself to school I could not make a left turn from Marchmont/Topping onto Englewood. Then it was nearly impossible to make a left hand turn from Kennedy to Los Gatos BLVD. Very Dangerous to myself and other students trying to get to school. It is foolish to think you can increase enrollment and not impact the surrounding streets!!!
192.	Name: LeeMarie Monaco	on 2014-09-12 21:29:53	Comments: The traffic is so dense now I cannot imagine how more difficult it will become. Keep the residential areas safe
193.	Name: Randy Pham	on 2014-09-13 04:50:12	Comments:

194.	Name: Rita Warkov	on 2014-09-13 16:54:18
	Comments:	

195.	Name: Kenis Dunne	on 2014-09-13 17:18:16
	Comments:	I am both a neighbor and my children attended Hillbrook.

196.	Name: Marc Spilka	on 2014-09-13 17:59:35
	Comments:	It's important to keep neighborhood streets safe.

197.	Name: Teresa B. Kent	on 2014-09-13 18:14:05
	Comments:	

198.	Name: Carol Roesser	on 2014-09-13 20:35:12
	Comments:	

199.	Name: Alice achin	on 2014-09-13 22:56:43
	Comments:	

200.	Name: Pat	on 2014-09-14 01:09:58
	Comments:	Imagine an additional 99 children playing in your backyard. The noise is already overwhelming.

201.	Name: Janel Shultz	on 2014-09-14 02:06:03
	Comments:	

202.	Name: Dan White	on 2014-09-14 09:11:58
	Comments:	

203.	Name: Tim Canepa	on 2014-09-14 18:12:25
	Comments:	

204.	Name: Bill Wagner	on 2014-09-14 18:34:49
	Comments:	As a 20-year resident of Hilow Road, we should not be subjected to a substantial increase in traffic and potential safety issues on our street which currently has high speeds, no sidewalks and a one-lane section.

205.	Name: Pritha Shivaji	on 2014-09-14 22:35:49
	Comments:	I live on Hilow Road, and current Hillbrook traffic is already a danger to Los Gatos children walking to school as well as working adults driving to work. We cannot allow an increase in enrollment with a consequent increase in traffic.

206. Name: lynda pugliese on 2014-09-14 23:29:04
Comments:
-
207. Name: Shiv Shivaji on 2014-09-15 02:31:29
Comments:
-
208. Name: Gloria Opray on 2014-09-15 02:33:45
Comments:
-
209. Name: Maxine Granadino on 2014-09-15 03:55:11
Comments:
-
210. Name: Susan Jaekel on 2014-09-15 18:06:52
Comments:
-
211. Name: Bobby alvarez queen on 2014-09-15 18:07:36
Comments:
-
212. Name: Laurie Jo Rogers on 2014-09-15 18:28:06
Comments: Please deny application to modify permit.
-
213. Name: Donna Wallerstein on 2014-09-16 01:17:13
Comments: As a resident of Marchmont Drive, I can attest to the dangerous conditions we face every school day as we attempt to back out of our driveway to take our children to school. Putting even more children at the end of a dead-end street is simply against common sense - the impact of a natural or man-made disaster would instantly illustrate the foolhardiness of this proposal.
-
214. Name: Polly clifford on 2014-09-16 04:59:18
Comments:
-
215. Name: Lisa Zirl on 2014-09-16 16:09:41
Comments: Our streets in the morning and late afternoon are so busy and unsafe already. Please do not allow any increase in traffic -- these small town streets just can't handle it.
-

Jennifer Savage

To: Janette Judd
Subject: RE: Hillbrook Expansion

From: Lisa Zirl [<mailto:lzirl@comcast.net>]
Sent: Tuesday, September 16, 2014 9:33 AM
To: Council
Cc: 'David Cell'
Subject: Hillbrook Expansion

To the Town of Los Gatos Council,

I know that Hillbrook is a wonderful educational institution made up of kind, generous families, and I understand that they are pushing for the expansion of their middle school simply to improve the academic experience for their children. I know how important that is for them, but I also know it's not as important as my family's safety.

In April 2012 my oldest son, Ben, was riding his scooter to Fisher Middle School with his friends, and near the intersection of Hilow Rd and Shannon Rd he was struck by an SUV. A few weeks earlier our neighbor's high school freshman was hit by a car in the cross walk on Shannon Rd. and Cherry Blossom. Our families were both very lucky that neither boy was seriously injured. It was a huge wake up call to our neighborhood. An increase in traffic is only going to make incidents like these more frequent and possibly more serious.

I've already noticed a slight increase in traffic this school year. Could it be from the new Brookfield Homes in San Jose? There are almost 100 of them, 4-5 bedrooms each, with Blossom Hill, Fisher and Los Gatos High School as their "neighborhood" schools. To get to school and back each day they take Hicks, to Shannon right through our neighborhood. My point is, there are many factors contributing to our neighborhood traffic problem and those are increasing rapidly. 100 new San Jose families plus 100 new Hillbrook families means such an increase in cars traveling our streets that I probably won't feel safe letting my three children walk/bike/skateboard to school. I don't want to have to resort to driving my children to three different schools as well. If all the neighborhood families are forced into our cars instead of walking/riding it will seriously compound the traffic issues.

I appreciate the steps taken by Hillbrook to mitigate the current traffic, but my fear is that those practices will be very short lived, and if the updated CUP is approved, old routines will quickly fall back into place. How can we ensure this won't happen? We can't. It has never been enforced. I find it interesting that Hillbrook recently sent a note to our neighborhood stating that on Mondays they encourage walking to school (or driving into the neighborhood, parking and walking), and to make it safer for their own children they have enlisted parents to walk with them and safety monitors to try and slow traffic. Why is that done for their children on Mondays, yet the EIR and the proposed plan find it safe for my children to walk daily without these added safety measures? I have extended the invitation before and will do so again. I encourage any of you to get on foot/bike and join us on our daily trips to school and the neighborhood park---I think it will become immediately clear to you that we cannot handle any additional traffic.

Thank you for allowing me to share my thoughts and experiences.

Fondly,
Lisa Zirl

Jennifer Savage

From: Jill Fordyce <jafordyce@aol.com>
Sent: Tuesday, September 16, 2014 1:12 PM
To: Jennifer Savage; Planning
Cc: pat@markman.tv; wmeleyco@comcast.net; craig.fordyce@colliers.com
Subject: 300 Marchmont Drive - CUP U-12-002

Dear Members of the Los Gatos Planning Commission,

Our family has lived at 191 Longmeadow Drive in Los Gatos since 1999. There is one property between our home and Hillbrook School. We can see (and hear) the back field at Hillbrook from our backyard. The fire in the bandstand at Hillbrook this summer was dangerously close to the homes on Longmeadow that back to Hillbrook.

We are writing to express our concerns with the request for approval to modify a CUP to increase school enrollment and modify operations of the existing school. First, however, it is necessary to voice our concern with regard to the date and time of the meeting. We strongly believe this meeting should not be held on Rosh Hashanah. Our neighbors of the Jewish faith deserve to be heard and deserve to have their holy day accommodated by the Town. Moving the meeting time up by one hour does not solve this issue, and shows a lack of sensitivity to their concerns. The Town should endeavor to accommodate the voices of all its citizens on such an important issue, with the potential to impact so many of our neighborhoods. We reiterate the request of our neighbors that this meeting date be moved.

Our concerns with regard to the specific request can be summarized as follows: Traffic/Safety, Noise, and Loss of Neighborhood Enjoyment.

Traffic/Safety:

We have a child at Blossom Hill School and an office on Church Street in Los Gatos. At certain times of the day, it takes more than twenty minutes to drive the 1.6 miles down Los Gatos Boulevard from work to school. We have grave concerns about all of the proposed increased density in Los Gatos—and this increase is occurring literally in our backyard. Increasing the traffic on Marchmont and the surrounding streets presents safety issues to children and families who walk or bike to school, and it turns Marchmont into a thoroughfare instead of a quiet neighborhood street.

Noise:

In addition to increasing enrollment, we have particular concerns about the ability to lease the premises to third parties, apparently without limit. We are used to Hillbrook being quiet when school is not in session – on the weekends, after school, on holidays. It appears that this will no longer be the case if tournaments are being held on the property during the weekends and third parties are renting the premises without regard to school times. Increasing enrollment will also increase noise from the school, cars, traffic, etc.

Loss of Neighborhood Enjoyment:

Many of us in Hillbrook's surrounding neighborhoods moved here to raise families in a small town, with quiet streets, open space, and old-fashioned neighborhoods. Little by little, we are watching that ideal erode as Los Gatos continues to add housing, retail development, and increases density in general. Increasing enrollment at Hillbrook and allowing the space to be utilized by other entities on every day of the year is another significant and harmful change to our neighborhood.

For these reasons, we respectfully request that the request by Hillbrook be denied.

Jill & Craig Fordyce

Jennifer Savage

From: Bill Wagner <wjwagner3@yahoo.com>
Sent: Tuesday, September 16, 2014 2:44 PM
To: Jennifer Savage
Subject: HILLBROOK TRAFFIC

Dear Ms. Savage,

Please include the attached material in the Planning commission packet for Hillbrook School.

On Wednesday August 27th, 2014 @ aprox 12:05pm. I was unable to back out of my driveway on Hilow Road for quite some time.

Since I was unable to move I counted 33 cars speeding by in ONE minute.

It was practically an expressway on our residential street.

When I was able to proceed south towards Town for an appointment, the single lane

10 mile per hour portion of Hilow between Topping and Marchmont was stalled with at least 8 cars coming down Hilow towards Blossom Hill creating more traffic on Hilow.

I finally was able to turn right on Topping to avoid being stuck on that one lane traffic jam on the single lane portion between Topping and Marchmont..

The traffic on Topping was steady and when I turned left on Englewood I could see lines of cars filling both directions on Marchmont.

Clearly to date the traffic has not diminished in spite of claims to the contrary by Hillbrook.

Also on Tuesday September 2nd 2014 @ 8:05am there were numerous children, mothers, bikes, baby strollers, dog walkers on the single walking path of Hilow going towards Blossom Hill to school.

There were also children on bicycles, and walkers in the auto traffic portion of that single lane travelling alongside a constant stream of cars going towards Marchmont indicating Hillbrook Students.

Although, not illegal to travel with auto traffic, considering the ages and abilities of the children on bicycles in the single Car lane with absolutely no sidewalk and only private property driveways as a buffer zone, don't you think that is putting children at unnecessary risk?

No other school operates with single traffic access lanes and dead end streets.

It is a danger to all students travelling in these areas and to residents safety as well.

Debora Wagner

Hi My name is Ali Khani, I live at 16495 Topping Way. Los Gatos

RECEIVED

On behalf of Los Gatos Cats/Neighborhood, I would like to ask you to include the following condition in the new CUP.

SEP 17 2014
TOWN OF LOS GATOS
PLANNING DIVISION

Neighborhood Draft Condition #6. EMPLOYEES:

NUMBER OF EMPLOYEES. The after school maximum number of employees on site during activities in the gymnasium which draw an audience shall not exceed 12. The maximum numbers of staff/faculty employed by Hillbrook at any one time shall not exceed 69. All employees identified as "interns" shall be included in the count.

During neighborhood meetings with Hillbrook, Hillbrook's representatives insisted on the fact that increase in enrollment will not require additional staff. This is hard to believe, the fact that you add 99 more students, you will not need to add staff to support?!

It has been demonstrated that Hillbrook continuously increased staff over the past 13 years since the last CUP approved in 2001. As you can see it on this chart, in 2001-2002 school year, Hillbrook had 44 total staff, that number in 2013-2014 is 76; additional staff with no approved enrollment increase and without any CUP amendment. These numbers come from the Private School Affidavit Forms Hillbrook is required to file with the State each year.

We the neighborhood, want to make sure a condition is in place in the new CUP that would limit the staff at 69.

On behalf of the neighborhood I would like to ask The Planning Commission to reject Hillbrook's request for student enrollment increase to 415. The student enrollment increase will result in staff increase as well as service trucks, deliveries, etc.

The neighborhood concern is the additional traffic this increase will bring to our neighborhood; safety, pollution, and noise in that order.

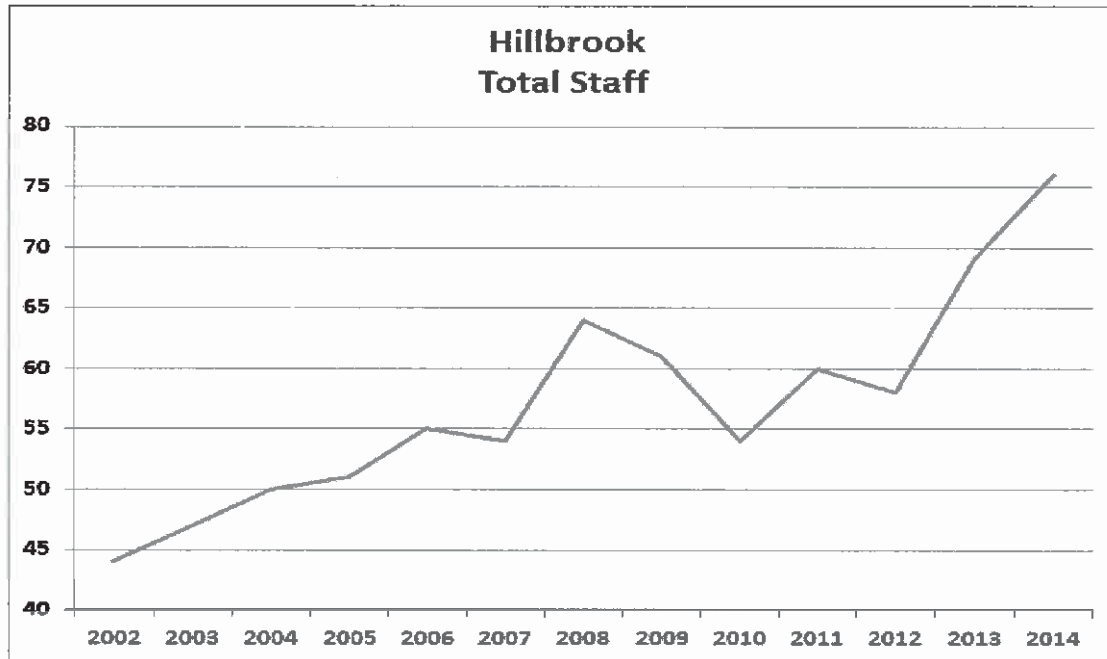
In the past few years traffic increase in our neighborhood is unbelievable, we just simply can not add to it. This is a residential neighborhood and Hillbrook as a business is located deep into a residential neighborhood with just one way in and the same way out.

We are talking about quality of life for over 500 homes that are directly effected by Hillbrook's traffic. No one of my neighbors asking Hillbrook to move, we just ask not to expand.

We would like to ask the Planning commission to keep the Hillbrook enrollment at 315 students and staff at 69, add provisions in the new CUP that would protect the neighborhood from any violations of the CUP as has been demonstrated in the past 4 years by Hillbrook.

Please protect the quality of life for hundreds of homes in our neighborhood over financial gain of one business!

Thank you for the opportunity to present.



**Town of Los Gatos
Planning Commission**

Attention: Jennifer Savage (jsavage@losgatosca.gov)

Re: Hillbrook School, 300 Marchmont Dr, CUP U-12-002

RECEIVED

SEP 17 2014

TOWN OF LOS GATOS
PLANNING DIVISION

We have been residents of Los Gatos, living at 187 Longmeadow Dr, since 1986 and Hillbrook School shares a property line with the backyard of our house. In the past, Hillbrook has attempted to be a good neighbor, but we very much oppose the granting of this CUP in its entirety for the following reasons:

Noise:

The school is very noisy with the current level of 315 students in attendance. Before-school activities, after-school activities, playground activities, lunchtime activities, special programs and ceremonies can all be heard distinctly in the backyard and in the rooms of our house. There are times when amplification systems make this even louder. The school is now proposing to add 99 additional students to its rolls and we expect the noise issue to be a major concern for us as it would be to anyone having 414 children living and playing next door to them. The additional noise will impact our quality of life and potentially decrease the value of our home and all the homes in the vicinity. The size of the school should be kept as it currently is and not increased. Hillbrook will not be able to limit the noise regardless of how it transports the children to school.

Fire Safety:

There have been two fires at Hillbrook School, in close proximity to our home, since we have lived here. One occurred recently and our neighbor was kind enough to come over and hose down our decks and trees so that we would not have flying embers set them on fire. The latest structure to burn was the school's wooden stage, which is located under and next to a treed area. Santa Clara County has classified our homes and the school as being within a high fire danger zone. If an emergency evacuation of the school were required, we feel that it would be difficult to evacuate so many students as it is, let alone with the added 99 students. On a separate note, if this stage is to be replaced, we hope a flame resistant material will be used, and sprinklers installed.

Traffic:

There are many traffic issues that will be worsened by increasing the number of students as requested. Many of those concerns by our neighbors on Marchmont and surrounding streets are covered in the letters they have written. In addition, we want to point out that traffic on Kennedy Road, Shannon Road and Los Gatos Blvd is

already at a very high volume. Children walking and bicycling to school will be at greater risk with the proposed increase of students. It should be part of the town's responsibility to keep our children safe and not increase their danger.

In addition, some children are currently transported by buses, which when left idling, disperse fumes into our yards.

Outdoor Activities and Entertainment:

The school is in a residential neighborhood and should have very have limited nighttime and weekend activities. They should not be allowed to have tournaments and other events that attract crowds and add high levels of noise. If the school intends to add an instrumental music program, we would want it to be contained indoors, without outdoor practices and performances. We do not believe that entertainment and productions are permitted in a theatre or stage in an HR-1 zone anyway.

Unfortunately, the meeting on Wed Sept 24th is taking place at a time when we cannot attend due to the Jewish High Holy Days. Having the meeting at 6PM does not address the fact that it is one of the most important holidays of our calendar. We know that you have now been provided with a calendar through 2016. We hope that future meetings will not take place on Jewish holidays.

Thank you for considering our issues in your deliberations.

Pat and Steve Markman