

CITY OF LA CAÑADA FLINTRIDGE

PLANNING COMMISSION AGENDA REPORT

January 12, 2016 Hearing

Property Owner:

Flintridge Sacred Heart Academy
 440 St. Katherine Drive
 La Cañada Flintridge, CA 91011

Case Types/Numbers:

Conditional Use Permit 185 Amendment #4

Applicant:

Flintridge Sacred Heart Academy:

Project Planner:

Susan Koleda

Recommendation:

Approval with conditions



1. REQUEST:

An application by Flintridge Sacred Heart Academy to amend Condition No. 25 of Conditional Use Permit 185 (approved 1994) to increase the enrollment cap from 385 to 425 students.

2. LOCATION:

Flintridge Sacred Heart Academy
 440 St. Katherine Drive
 La Cañada Flintridge, CA 91011

3. PROJECT PARAMETERS:

Lot area (net)	42 acres
Existing building(s) floor area	217,350 sf
Total floor area	217,350 sf
Total Floor Area Ratio (FAR)	0.12
Floor area additions	0
New Total Floor Area	0

4. GENERAL PLAN/ZONING/LAND USE:

The General Plan Land Use Map designates the site Institutional, and it is zoned PS (Public/Semi-Public). A portion of the site, approximately 24.13 acres, is located within the City of Pasadena, with a General Plan land use designation of Low Density Residential (0-6 dwelling units / net acre) and a zone designation of RS-2 HD (Single-Family Residential within the Hillside Overlay District). The site has been utilized by FSHA as a school since 1931.

5. CEQA REVIEW:

An Environmental Initial Study was prepared for Conditional Use Permit 185 Amendment #4 in compliance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines and circulated between December 17, 2015, and January 7, 2016, for a 20-day review. It has been determined that the project will not have a significant effect on the environment and a Draft Negative Declaration has been prepared.

6. PREVIOUS ACTIVITIES:

Conditional Use Permit (CUP) 185, Variance 94-16, Hillside Development Permit (HDP) 94-26, and Design Review (DR) 94-29 were approved by the Planning Commission in December 1994. The project including the legalization of the previous legal non-conforming use, an expansion of 40,245 square feet of built area for a new gymnasium/science building, expansion of school buildings, and creation of lighted playing fields and tennis courts. The Variance application was required as the height of the Student Activities Center building was 36 feet, exceeding the 28 foot requirement. A HDP was required for the entire project as the site exceeded 15 percent average slope and at the time was zoned R-1-40,000 (Single-Family Residential - Minimum Lot Size 40,000 Square Feet). Design Review was required for the project as an institutional use.

CUP 185 Amendment, HDP 94-26 Amendment, DR 94-29 Amendment were approved by the Planning Commission in May 1996. The approval allowed for the expansion of the previously approved soccer field, with associated retaining walls and landscaping.

CUP 185 Amendment #2, HDP 94-26 Amendment #2, DR 94-29 Amendment #2 were approved by the Planning Commission in March 1997. The approval allowed for revision of the landscaping plan in connection with revised tree plantings and addition of a handicapped access ramp.

Variance 94-29 Amendment was approved by the Planning Commission in April 2001, allowing for new monument signs exceeding length and area limits and for new gates exceeding the height limit.

DR 01-02 was approved by the Design Commission in February 2001, allowing for monument sign, gates, and landscaping adjacent to the west vehicular entry (at Wendover Drive).

DR 04-08 was approved by the Design Commission in May 2004, and permitted a scoreboard at the existing soccer field.

CUP 185 Amendment#3 was approved by the Planning Commission in November 2007. The approval allowed for the installation of parking lot lights within the existing upper parking area, adjacent to the auditorium, high school building and Student Activities Center.

CUP 452 was approved by the Planning Commission in July 2010. The CUP permitted the addition of two new temporary modular classrooms on the existing FSHA campus but did not permit an increase in the student population.

DR 11-27 was reviewed by the Design Commission in February 2012. The Design Commission recommended that the Planning Commission approve a master plan of improvements (parking structure, auditorium, classrooms, and tennis courts).

CUP 474 and Variance 11-02 were submitted in November 2011. The applications were for a four level, 90,000 square foot parking structure to replace existing surface level parking, a 42,700 square foot auditorium, a 13,000 square foot expansion of the existing high school building, new tennis courts, sports field and accessory building located on the northern portion of the site surrounded by Palmerstone Drive. In October 2012, the applications were amended to Zone Change 12-01, to permit the implementation of a Master Plan for FSHA. The draft EIR was circulated for public review from July 14, 2014 to August 27, 2014. The application and the associated draft Environmental Impact Report (EIR) are current applications that are pending.

DR 14-27 was approved by the Design Commission in May 2014, and permitted exterior façade, landscaping and ADA improvements for the existing auditorium building in conjunction with interior tenant improvements.

7. PENDING AND POTENTIAL ACTIONS:

As identified above, the City is in receipt of an application of FHSA for a Specific Plan that is designed to allow for improvements and modernization of the FSHA campus. The current application, CUP 185 Amendment #4, is not dependent on or tied to the Specific Plan application. The proposed increase in the student enrollment cap from 385 to 425 students will be accommodated through the utilization of existing buildings and facilities located on the FSHA campus, and no new construction is required to accommodate the increase. The ability of the FSHA campus to accommodate the increased number of students can be seen through previous enrollment numbers for the school. During the 2011-2012 school year, FSHA operated with approximately 415 students, while in 2012-2013, the student enrollment was approximately 412 students. While this was a violation of the Conditions of Approval of CUP 185, it can be clearly seen that the existing facilities can accommodate more than 385 students without necessitating additional building area.

STAFF ANALYSIS:

1. Background:

The Dominican Sisters of Mission San Jose have operated the Flintridge Sacred Heart Academy since 1931 on a ridgetop site overlooking Pasadena, La Cañada Flintridge, and Glendale. The

primary buildings were constructed in the late 19020s and briefly served as the Flintridge Biltmore Hotel.

From 1931 through 1951, FSHA operated as a boarding school with grades 1 through 12. In 1951, the school began accepting day students and phasing out the elementary grades, becoming a college-preparatory school only. The High School building was constructed in 1952 (Los Angeles County Case No. ZEC 301) and currently houses classrooms, a library and offices. The auditorium was construction in 1956 (Los Angeles County Case No. ZEC 2400).

When established, FSHA was located within the City of Pasadena. When the City of La Cañada Flintridge incorporated in 1976, the FSHA property was split between the jurisdictions of Pasadena and La Cañada Flintridge. Approximately 24.1 acres of the 42 acre site, which principally consists of steep slopes that are undeveloped, is currently outside the boundaries of La Cañada Flintridge and is within the City of Pasadena. The school operated as a legal non-conforming use until 1994, when a CUP was obtained from LCF. The 1994 CUP permitted the existing campus and use, future planned improvements including a Student Activities Center and sports fields.

The Student Activities Center and sports fields were completed in 1998. The 1994 CUP also permitted the demolition of the existing auditorium, construction of a new performing arts building and upgrades to the existing High School Building. The performing arts building and High School Building construction projects have not been constructed.

In 2014, the City of La Cañada Flintridge approved modification of the auditorium, including exterior façade improvements, upgraded electrical, mechanical, and fire protection equipment, parking lot restriping to accommodate accessibility requirements and minor landscaping modifications. These improvements are currently under construction.

The student enrollment for 2015-2016 is 384 students. The current enrollment of FSHA includes 61 (16 percent) boarding students and 323 (84 percent) day students. Day students are primarily drawn from the cities of LCF, Pasadena and Glendale. The school employees a staff of approximately 95 and 11 sisters live on-site.

2. Context:

The site is surrounded by steep terrain. Low density residential development has been slowly built up in the general vicinity since the institutional use was established.

To the south are a number of undeveloped large parcels. The nearest residences to the north are located downslope at 525, 555 and 575 Palmerstone Drive. The houses are from 50 feet to 200 feet from northeast end of the site. The ridges on the FSHA property can also be seen more distantly from properties far downslope on St. Katherine Drive.

Four properties overlook the west end of the site. The closest house to the site is at 607 Wendover Road, on a pad which is elevated an average of more than 20 feet above the street grade of St. Katherine Drive. At a higher elevation and more distant from the site are 3690 and 3650 Karen Sue Lane. To the west is a house located on a flag lot at 3651 Karen Sue Lane,

elevated approximately 30 feet above St. Katherine Drive. The views from these houses are to the northeast, over the site.

The Pasadena city boundary bisects the site. Approximately one-eighth of a mile of St. Katherine Drive is within the City of Pasadena, although that segment is accessed only from streets within La Cañada Flintridge.

3. Project Description:

The project is an application by Flintridge Sacred Heart Academy (FSHA), a college-preparatory (serving grades 9 through 12) all-girls school, for an amendment to Conditional Use Permit (CUP) 185. CUP 185 was approved by the City in 1994, and permitted an expansion of the educational and recreational facilities of the FSHA campus while limiting the total enrollment to 385 students. The current application is a request to amend the CUP by increasing the enrollment cap from 385 to 425 students.

The proposed increase in the enrollment does not differentiate between boarding and day students as the number of boarders fluctuates on a yearly basis. During the current school year (2015-2016), FSHA has enrolled 61 boarding students and 323 day students, for a total enrollment of 384 students. For the purposes of the increase in the enrollment cap, the maximum school enrollment could result in 425 day students and 0 boarding students. Due to the existing capacity of the boarding dormitories, under the 425 student cap the maximum number of boarding students that could be accommodated is 69, with 356 day students.

No construction is associated with the proposed project and the increased enrollment can be accommodated utilizing existing school facilities. With the increase in enrollment, an additional two to four employees are anticipated.

4. Conditional Use Permit Analysis:

The proposed project is an increase in the enrollment cap, from 385 to 425 students, of an existing school. When approved in 1994, the enrollment cap of 385 students was incorporated as Condition No. 25 and the school use was required to obtain an amendment to the CUP to exceed this number. The enrollment cap was not a mitigation measure identified within the environmental document prepared for CUP 185, so amending the cap will not violate a condition placed on the project to mitigate an environmental impact.

The project includes no new construction as the increase in students can be accommodated through the utilization of existing campus facilities. As such, there are few potential environment impacts associated with the amendment to the CUP, but they do include the Traffic and Noise.

Transportation/Parking

A Traffic Impact Analysis (TIA) report was prepared by Linscott, Law and Greenspan Engineers (LLG) to evaluate the potential traffic impacts of the proposed project. The analysis reviewed existing traffic volumes, forecasted the volume of existing traffic plus the proposed project,

determined proposed project-related impacts and looked at whether traffic mitigation was necessary.

Trip Generation

The TIA assessed existing traffic counts at three key intersections and the proposed project's potential impact those intersection. Manual counts for vehicular turning movements were conducted in November 2015, during times when FSHA was in session, during the weekday morning (AM) and afternoon (PM) commuter periods as well as FSHA school PM peak hour to determine peak hour traffic volumes. The existing weekday AM peak hour, school PM peak hour and commuter peak hour manual counts at the study intersection are summarized below:

Existing Traffic Volumes

Intersection	DIR	FSHA & Commuter AM Peak Hour		FSHA PM Peak Hour		Commuter PM Peak Hour	
		Began	Vol	Began	Vol	Began	Vol
Wendover Rd/St Katherine Dr	NB	7:00	47	2:30	26	4:45	15
	SB		0		0		0
	EB		11		12		4
	WB		21		53		24
Inverness Dr/Corona Dr	NB	7:30	10	2:30	9	5:00	6
	SB		63		80		57
	EB		101		136		63
	WB		0		0		0
Inverness Dr-St Katherine Dr / Inverness Dr	NB	7:00	44	2:30	122	5:00	47
	SB		105		74		59
	EB		0		0		0
	WB		15		17		8

Automatic 24-hour machine counts were conducted in November 2015 at four street segment locations during the weekday. The table below provides a summary of the counts.

Average Daily Traffic Volumes

Segment	Existing ADT Volume
St Katherine Drive west of Wendover Road	181
Wendover Road south of St Katherine Drive	275
St Katherine Drive west of Palmerstone Drive	939
St Katherine Drive south of Inverness Drive	1,260

To determine the forecasted trip generation for the project, LLG utilized the most conservative trip generation rate, whether it was the actual rate derived from the traffic counts or the generation rates from the Institute of Transportation Engineers *Trip Generation Manual*. The trip generation rate utilized for the Commuter AM and school AM peak hour (ITE rate) was 0.81 vehicle trips/student, the school PM peak hour (derived rate) was 0.65 vehicle trips/student, and the commuter PM peak hour (derived rate) was 0.25 vehicle trips/student. As shown in the table below, it is estimated that the proposed project would generate an additional 111 daily trips, with 32 AM peak hour trips and 36 PM peak hour trips (FSHA and commuter PM Peak hour), over existing conditions.

Project Trip Generation

Use	Size	Daily Trip Ends Vol.	FSHA & Commuter AM Peak Hour Volume			FHS A PM Peak Hour Volume			Commuter PM Peak Hour Volume		
			In	Out	Total	In	Out	Total	In	Out	Total
Private School	40 students	111	24	8	32	8	18	26	4	6	10
Net Increase		111	24	8	32	8	18	26	4	6	10

Intersection Analysis

A summary of the volume to capacity (v/c) ratios, delays, and corresponding level of service (LOS) values for the study intersection during the weekday AM, school PM and commuter PM peak hours is provided below. All study intersections currently operate at LOS A during the AM, school PM and commuter PM peak hours. The analysis shows that with the addition of the 40 additional students, none of the study intersections exceed the significance criteria (does not cause an intersection to worsen from LOS D or better to LOS E or worse or for an intersection operating at LOS E or F conditions, the addition of project traffic increases the v/c by 0.02 or greater).

Summary of Volume/Capacity Ratios, Delay and Level of Service

Intersection	Peak Hour	Existing		Existing with project		Change in Delay	Sig. Impact	Year 2016 Future Pre-Project		Year 2016 Future With Project		Change In Delay	Sig. Impact
		Delay	LOS	Delay	LOS			Delay	LOS	Delay	LOS		
Wendover Rd/St Katherine Dr	FSHA AM	8.5	A	8.5	A	0.0	No	8.5	A	8.5	A	0.0	No
	FSHA PM	8.5	A	8.5	A	0.0	No	8.5	A	8.5	A	0.0	No
	Commuter PM	8.4	A	8.4	A	0.0	No	8.4	A	8.4	A	0.0	No
Inverness Dr /Corona Dr	FSHA AM	9.2	A	9.3	A	0.1	No	9.2	A	9.3	A	0.1	No
	FSHA PM	9.4	A	9.5	A	0.1	No	9.4	A	9.5	A	0.1	No
	Commuter PM	8.9	A	8.9	A	0.0	No	8.9	A	8.9	A	0.0	No
Inverness – St Katherine/ Inverness	FSHA AM	8.7	A	8.8	A	0.1	No	8.7	A	8.8	A	0.1	No
	FSHA PM	9.0	A	9.0	A	0.0	No	9.0	A	9.1	A	0.1	No
	Commuter PM	8.6	A	8.6	A	0.0	No	8.6	A	8.6	A	0.0	No

Neighborhood Street Segments

To determine the potential traffic impacts on existing local residential streets near the project site, four roadway segments were selected for analysis. Automatic 24-hour machine counts were conducted on a weekday when school was in session. LCF’s Circulation Element of the General Plan contains traffic volume thresholds regarding “environmental capacity” of local and collector street segments. LCF identifies all studied streets as a “Local Street”, meaning its environmental capacity is 2,500 vehicle per day (vpd). In the event that daily traffic volumes exceed the threshold, that segments is considered to be impacted.

As shown in below, the existing, existing with project and future with project traffic volumes are not anticipated to significantly impact any of the analyzed street segments.

Neighborhood Street Segment Impact Analysis

Segment	Roadway Classs.	Env. Roadway Capacity	Existing ADT Vol.	Future ADT Vol.	Proposed Project					
					Total project Dist. %	Daily Project Trip Ends	Total Existing + Project ADT	Sign. Impact	Total Future ADT	Sign. Impact
St Katherine Dr west of Wendover Rd	Local Street	2,500	181	183	6%	7	188	No	189	No
Wendover Rd south of St Katherine Dr	Local Street	2,500	275	278	10%	11	286	No	289	No
St Katherine Dr west of Palmerstone Dr	Local Street	2,500	939	948	84%	93	1,032	No	1,042	No
St Katherine Dr south of Inverness Dr	Local Street	2,500	1,260	1,273	84%	93	1,032	No	1,366	No

Transportation Demand Management Program

Beginning in school year 2013-2014 FSHA developed and implemented a Transportation Demand Management ("TDM") Program aimed at increasing overall transportation system efficiency by decreasing the number of vehicles on roadways during peak period traffic hours. TDM strategies reduce the overall volume of vehicle trips, thereby resulting in secondary benefits to air quality, parking demand, and other environmental aspects. The TDM Program focuses on shifting from single-occupancy vehicle ("SOV") trips to non-SOV modes through carpooling and busing students to and from the FSHA Campus from off-site bus-stops. The TDM Program also employs incentives to shift auto trips out of peak periods by use of both non-SOV modes and non-peak hour travel schedules. A copy of the FSHA TDM program is included as Attachment 2.

The TDM for students that commute to school during the morning drop-off period (between 7:00 a.m. and 8:00 a.m. The transportation program consists of a carpool program and bus transportation program. Each student is required to register for the mode of transportation that they will use during the school year. Student are given the following options: 1) bus; 2) parent driven carpool (a minimum of two students required per vehicle); 3) student drive carpool (a minimum of two students required per vehicle and with a valid parking permit); 4) senior single occupancy vehicle drive (limited to seniors who are not eligible to carpool and with a valid parking permit); and 5) early arrival (prior to 7:00 a.m.).

The analysis conducted by LLG determined while the Institute of Transportation Engineer's (ITE) Trip Generation Manual published trip generation rate for Land Use Code 536 [Private School (K-12)] for the AM peak hour was 0.81 vehicle trips per student, the actual trip generation rate for FSHA during the AM peak was 0.53 vehicle trips per student. Based on this, the implementation of the FSHA Transportation Program has had a positive impact, decreasing AM peak period trips below that anticipated by the ITE Trip Generation Manual. The maintenance of the FSHA TDM program will be made a Condition of Approval of the CUP Amendment, if approved by the Planning Commission.

Vehicle Queueing

Vehicular access to the site is provided from three driveways on St Katherine Drive. The upper driveway provides access to the main high school parking lot, high school building, Student Activity Center, auditorium and sports field and is located on the north side of St Katherine Drive, east of Wendover Road. Only student and parent drive carpools with three to four students are allowed to utilize this driveway for parking and drop-off. The lower driveway provides access to the lower parking lot, which is designated for students, and is located on the north side of St Katherine Drive. Student and parent driven car pools with less than three students are allowed to utilize this driveway for parking and drop-off. The third driveway provides access to the parking lot for the Administration Building and swimming pool and is located on the south side of St Katherine Drive.

With the proposed increase in student enrollment, student drop-off and pick-up will continue to occur within the upper and lower parking lots. Within the upper parking lot, the drop-off and pick up zone consists of a one way internal drive aisle and vehicle queueing area. The designated queueing area is approximately 320 feet in length and can accommodate approximately 17 passenger cars. The drop-off and pick up area within the lower parking lot consists of a one way internal drive aisle and vehicle queueing area. The designated queueing area is approximately 440 feet in length and can accommodate approximately 24 passenger vehicles. Therefore, the combined queueing area can accommodate a total of 41 passenger vehicles.

LLG reviewed published articles and studies associated with vehicle queueing and based on the studies, the actual derived FSHA PM peak hour of generator trip generation rate, the processing time for each vehicle during both drop-off and pick up periods, it was determined that the onsite maximum queue length, in vehicles, is approximately 8.8 percent of total student enrollment. If the enrollment is increased to 425, and all students were day students (commuters), the total number of queueing spaces required would be 38. Based on this, between the upper and lower parking lots, sufficient vehicle queueing space is currently available to accommodate anticipated demand with the increase in student enrollment without obstructing access on St Katherine Drive.

Parking

Between the three existing parking lots on the FSHA campus, a total of 201 parking spaces are currently provided. The Public/Semi-Public zone contains the following parking requirements for school (grades 9-12): one space per classroom, plus one space for each fifteen (15) students. Based on 36 classrooms and 425 students, the total number of required parking spaces is 93. When the 300-seat auditorium is included (1 space per 5 fixed seats), a total of 153 parking spaces are required.

FSHA has implemented student parking permits as part of the Transportation Program; students that have not obtained a required parking permit would not be permitted to drive a vehicle to school or park on campus. The number of parking permits is limited each academic year in accordance with the number of parking spaces remaining after consideration of faculty/staff, visitor and boarding student parking totals are determined. As previously stated, students are required to register the mode of transportation they will utilize at the start of the academic

year. Monitoring of drivers occurs as vehicles enter the upper and lower parking lots for compliance. Students are subject to disciplinary action and fines for non-compliance with the Transportation Program. Therefore, as the total number of existing parking spaces is 201, sufficient parking is available to accommodate the proposed increase in the student enrollment cap

Summary of Transportation/Parking Issues

The TIA prepared for the project analyzed existing three key intersections in proximity to the school, the existing delays at those intersections, and the number of daily trips on four street segments in the vicinity of the school. Analysis of the existing driveways at the FSHA campus was undertaken to determine the existing trip generation of the school and to derive a trip generation rate for the proposed project. The most conservative trip generation rate, either the derived rate or the rate from the ITE Trip Generation Manual, was utilized to determine the proposed projects trip generation and to determine potential impacts to the identified intersections and street segments. The analysis shows that the proposed project would not have a significant impact on any of the intersections or street segments.

Noise

The existing ambient noise environment of the residential area in the vicinity of the project site is characteristic of an urban environmental, with local vehicle traffic as the dominant noise source. Other noise sources within the surrounding area or on the site include people talking, landscape maintenance activities and traffic associated with Interstate 210. Noise sensitive uses within the vicinity include surrounding residential development, classrooms, outside areas where students congregate, and outdoor fields. Based on the LCF General Plan Noise Element, Table NE-6 Interior and Exterior Noise Guidelines, the maximum exterior noise level for single family residential uses is 65 dBA CNEL/L_{dn}. Institutional/school uses, such as FSHA, have a maximum exterior noise level of 67 dBA CNEL/L_{dn}.

In 2013, a noise analysis was prepared to evaluate noise impacts associated with an increase in the enrollment cap and the construction of approximately 40,500 square feet of new building area. Five off-site receptors and two on-site (FSHA campus) receptors were modelled. The analysis determined that for the off-site receptors, a 0-1 dBA increase in noise over existing levels was anticipated and the noise level would not exceed the exterior noise threshold of 65 dBA for residential and 67 dBA for school uses. For on-site noise impacts, the increase in traffic noise associated with the project would be approximately 1 dB CNEL over existing conditions. Similar to off-site uses, the anticipated noise level would not exceed the noise threshold of 67 dBA for school uses. Based on the analysis, the existing and anticipated noise levels would be consistent with the City's General Plan standards and there would not be a significant change in the noise environment of the area.

General Plan Considerations

The project site has a General Plan land use designation of "Institutional". According to Section 2.3.3.4 of the Land Use Element of the LCF General Plan, the Institutional land use designation "applies to private school campuses and sites... It is implemented by the Public and Semi-Public zoning classification. A maximum 0.35:1 FAR is permitted. Because institutional uses often extend over multiple properties, the FAR may be applied campus-wide rather than to individual parcels".

The CLF General Plan (2013) identifies a number of objectives and policies that are relevant to the proposed project, including:

LUE Objective 1.4: Preserve and protect the areas designated for public and institutional uses.

LUE Policy 1.4.1: Provide opportunities for high quality educational facilities in the community.

The project site has a General Plan land use designation of "Institutional" and a zone designation of "Public / Semi-Public". The site has been utilized by FSHA since 1931 as an educational facility. From 1931 through 1951, FSHA operated as a boarding school with grades 1 through 12. In 1951, the school began accepting day students and phasing out the elementary grades, becoming a college-preparatory school only. FSHA serves the community of LCF, as well as drawing students from a wider geographical area, including the cities of Glendale and Pasadena.

LUE Policy 1.5.1: Ensure the character of existing residential neighborhoods is not detrimentally altered as a result of home occupations or by other related non-residential uses.

The project site is surrounded by existing low density residential development within both LCF and the City of Pasadena. Within LCF, the surrounding zoning is R-1-40,000 (Single Family Residential, 40,000 square foot minimum lot size) and within the City of Pasadena, the properties to the south are zoned RS-2 HD (Single-Family Residential within the Hillside Overlay District). Implementation of the proposed project would increase the enrollment cap, resulting in an increase in vehicular traffic travelling to and from the FSHA campus and a corresponding increase in vehicular noise. However, the Initial Study and Draft Negative Declaration prepared for the proposed project show that with the ongoing implementation of FSHA's transportation demand management program, the incremental increase in traffic and noise will not be significant and will not result in detrimental impacts to the existing residential neighborhood.

LUE Policy 3.2.2: Conduct appropriate environmental reviews for all projects affecting land use.

Upon receipt of the proposed project, City staff mailed letters to the cities of Glendale and Pasadena, providing opportunity for identification of any potential environmental impacts associated with the project. Staff prepared an Environmental Initial Study pursuant to the requirements of the California Environmental Quality Act (CEQA) and the CEA Guidelines for the proposed project. It has been determined that the project will not have a significant effect on the environment and a Draft Negative Declaration has been prepared. The Initial Study and Draft Negative Declaration were circulated between December 17, 2015, and January 7, 2016, for a 20-day review.

CE Policy 1.2.2: Require new developments to conform to LOS standards and project impact criteria of the City of La Cañada Flintridge and other mandated programs. This includes mitigation of traffic impacts to the surrounding street system.

The potential for the proposed project to impact the street system surrounding the project site or the exiting LOS of an intersection was analyzed within the project Initial Study/Negative Declaration. The Traffic Impact Analysis prepared for the project by Linscott, Law and Greenspan Engineers shows that the proposed project will not significantly impact the three key intersections within the vicinity of the FSHA campus, with all intersections continuing to operate at a LOS A during the commuter and school AM peak hour, school PM peak hour and commuter PM peak hour. Additionally, the analysis of the four street segments within the vicinity of the site shows that the proposed project will not exceed the "environmental capacity" of 2,500 vehicles per day of the existing "Local Streets".

CE Policy 4.2.7: Investigate and adopt strategies to improve vehicular circulation around public and private schools and school-owned facilities located within the City.

AQ Objective 2.1: Reduce the amount of vehicular emission by promoting alternative modes of transportation and transportation demand management strategies.

AQ Objective 2.2: Encourage local employers and businesses to implement policies and programs that reduce their employee's dependence on single-passenger vehicles for travel to and from work.

As explained above, in school year 2013-2014 FSHA implemented a transportation demand management program. The TIA prepared by LLG noted the difference between the existing school AM peak hour trip generation rate (0.53 vehicle trips/student) and that identified within the ITE Trip Generation Manual (0.81 vehicle trips/student), attributing the difference to the mandatory participation in FSHA's TDM program. The maintenance of the TDM program will be included as a Condition of Approval if the Planning Commission approves the proposed project.

NE Policy 2.2.1: Adopt and apply the Noise and Land Use Compatibility Matrix and the Interior and Exterior Noise Guidelines as guidelines to establish acceptable noise standards for various uses throughout the City, to avoid noise and land use conflicts, and to mitigate unacceptable levels of noise on new and existing development.

As stated above within the analysis of noise, the proposed project will increase the noise level in the vicinity of the project site between 0-1 dBA over existing levels. With the increase associated with the proposed project, the maximum exterior noise level for single family residential uses would not exceed 65 dBA CNEL/L_{dn} and the maximum for school uses would not exceed 67 dBA CNEL/L_{dn}. Therefore, the proposed project would not increase noise levels above those identified within the Noise Element of the General Plan.

FINDINGS:

The Planning Commission may approve an application for a conditional use permit where the information submitted by the applicant and/or presented at public hearing substantiates the following findings:

- A. That the proposed use will not be in substantial conflict with the adopted general plan for the area. Where no general plan has been adopted, this subsection shall not apply.

The General Plan Land Use designation for the site is Institutional. The existing and proposed private school uses is consistent with the land use designation and the maximum floor area ratio of 0.35:1 is not exceeded for the FSHA campus. The proposed project is also consistent with the following General Plan objectives and policies, as detailed above: *LUE Objective 1.4, LUE Policy 1.4.1, LUE Policy 1.5.1, LUE Policy 3.2.2, CE Policy 1.2.2, CE Policy 4.2.7, AQ Objective 2.1, AQ Objective 2.2, and NE Policy 2.2.1.*

- B. That the requested use at the location proposed will not:

1. Adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area:

The proposed project will not result in new construction that could adversely affect the existing low density residential neighborhoods in the vicinity of the FSHA campus. The proposed increase in the enrollment cap will result in an incremental increase in traffic associated with parents/students/staff accessing the site; however, the TIA undertaken shows that the increase in traffic associated with the project will not be significant, especially with the maintenance of the exiting FSHA TDM program. The Initial Study analyzed the potential changes in air quality and noise associated with the increase in traffic and determined both to be less than significant. Therefore, the proposed project will not adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area.

2. Be materially detrimental to the use, enjoyment or valuation of property of other persons located in the vicinity of the site:

The neighborhoods surrounding the existing FSHA campus consist of low density residential uses. Impacts associated with the proposed project that have the potential to be detrimental to these neighborhoods include an increase in traffic and noise. The Initial Study prepared for the proposed project analyzed the potential impacts associated with the project. Traffic associated with the increase in student enrollment would not significantly impact intersections and street segments within the vicinity of the project site. The noise associated with the increase in traffic would result in a 0-1 dBA increase for both off- and on-site receptors above existing levels. This increase is not sufficient to be materially detrimental to the use, enjoyment or valuation of property of other persons located in the vicinity of the site.

3. Jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare.

The proposed increase in the student enrollment cap includes no new construction at the FSHA campus to accommodate the increase in students. Based on FSHA's previously implemented TDM program, the incremental increase in traffic at the studied intersections and street segments within the vicinity of the project site will not be significantly impacted. The proposed project is anticipated to increase the average daily trips within the vicinity by 111 vehicle trips. This increase will not result in any street segments exceeding its environmental capacity of 2,500 trips per day or any of the studied intersections to operate at a level less than LOS A

during the commuter and school AM peak hour, school PM peak hour or commuter PM peak hour. Therefore, the proposed project will not jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare.

- C. That the proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features prescribed in this code, or as is otherwise required in order to integrate said use with the uses in the surrounding area.

No new construction is proposed or anticipated as a result of the proposed project. The increase in student enrollment from 385 to 425 students can be accommodated through the utilization of existing facilities on the FSAH campus. This can be seen through the previous enrollment of the school. Although it was a violation of Conditional Use Permit 185, the student enrollment of FSHA in school year 2011-2012 was approximately 415 students, while in 2012-2013 the student enrollment was approximately 412 students. Therefore, the existing site is adequate in size and shape to accommodate existing improvements and facilities and to accommodate the proposed increase in student enrollment.

- D. That the proposed site is adequately served:
 - 1. By highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such use would generate.

The TIA prepared for the project by LLG analyzed existing three key intersections in proximity to the school, the existing delays at those intersections, and the number of daily trips on four street segments in the vicinity of the school. Analysis of the existing driveways at the FSHA campus was undertaken to determine the existing trip generation of the school and to derive a trip generation rate for the proposed project. The most conservative trip generation rate, either the derived rate or the rate from the ITE Trip Generation Manual, was utilized to determine the proposed projects trip generation and to determine potential impacts to the identified intersections and street segments. The analysis shows that the proposed project would not have a significant impact on any of the intersections or street segments in the vicinity of the proposed project.

- 2. By other public or private service facilities as are required;

An Initial Study and Draft Negative Declaration was prepared for the project, in compliance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines and circulated between December 17, 2015, and January 7, 2016, for a 20-day review. The Initial Study reviewed the existing setting and the implications of the proposed project on both public and private facilities serving the site, including but not limited to: water supply, stormwater drainage systems, wastewater, solid waste, fire and police protection, street system, parks, recreation and other public facilities. Based on the analysis contained within the Initial Study, it has been determined that the project will not have a significant effect on public or private service facilities.

- E. That the proposed project preserves the existing scale and character of the surrounding neighborhood and protects public views, and aesthetic values in the neighborhood.

The proposed increase in the student enrollment cap of FSHA is not anticipated to result in new construction as the increase can be accommodated through the utilization of existing buildings and facilities. As there will be no new construction associated with the project, there will be no change in the existing scale and character of the surrounding neighborhood. The project will have no impact on existing public views and the aesthetic values in the neighborhood. The incremental increase in traffic and associated noise were reviewed within the Initial Study and Negative Declaration prepared for the project and determined to be less than significant.

RECOMMENDATION:

Flintridge Sacred Heart Academy has been operating from the project location and educating students from LCF, Glendale and Pasadena since 1931. Conditional Use Permit 185 was approved by the Planning Commission in 1994 with a Condition of Approval (#25) that capped enrollment at 385 students. The enrollment cap was not set in place to mitigate an environmental impact associated with the original approval. The potential for amendment of the CUP and an increase in the enrollment cap was provided for within the original condition with approval by the Planning Commission. The potential impacts of increasing the enrollment cap have been analyzed through the preparation of an Initial Study and a Draft Negative Declaration, and it has been determined that the project will not significantly impact the environment.

Based on the above analysis and findings, staff recommends that the request BE APPROVED, subject to the attached conditions.

Attachments:

1. Draft Resolution and Conditions of Approval
2. CUP 185 - Conditions of Approval
3. FSHA Transportation Program
4. Initial Study/Draft Negative Declaration

RESOLUTION NO. 16-XX

**A RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF LA CAÑADA FLINTRIDGE
APPROVING CONDITIONAL USE PERMIT 185 AMENDMENT #4
FOR FLINTRIDGE SACRED HEART ACADEMY
AT 440 ST KATHERINE DRIVE**

WHEREAS, a request by Flintridge Sacred Heart Academy (FSHA) has been received for an amendment to Conditional Use Permit 185, said request attached hereto and incorporated herein by reference; and

WHEREAS, the request applies to seven parcels within the Public/Semi-Public zone district, referred to on the County Assessor's roles as APNs 5704-007-004, 5704-012-015, 5822-024-018, 5822-027-001, 5822-027-002, 5822-028-001, and 5822-028-002, and located at 440 St Katherine Drive; and

WHEREAS, Conditional Use Permit 185, an approval to expand the educational and recreational facilities of FSHA, was approved by the Planning Commission on December 13, 1994; and

WHEREAS, the application is a request is to modify Condition No. 25 of CUP 185, to amend the enrollment cap of FSHA from 385 to 425 students; and

WHEREAS, no new construction is proposed or anticipated on the subject parcels to accommodate the increase in the student enrollment as the proposed enrollment of 425 students can be accommodated utilizing existing buildings and facilities located at the FSHA campus; and

WHEREAS, after publication and posting of the request in the prescribed manner, the Planning Commission, on January 12, 2016, held a public hearing on the project and concluded said hearing on that date; and

WHEREAS, an Initial Study was prepared for Conditional Use Permit 185 Amendment #4 in compliance with the California Environmental Quality Act (CEQA) and CEQA Guidelines and circulated for public review between December 17, 2015 and January 7, 2016, for a 20-day review. Based on the Initial Study, it has been determined that the project will not have a significant effect on the environment and a draft Negative Declaration has been prepared for the project; and

WHEREAS, the Planning Commission has reviewed the facts contained in the staff reports dated January 12, 2016, regarding the application for the amendment to Conditional Use Permit 185, and heard and considered the testimony of the applicant and the public; and

WHEREAS, based on the evidence presented by the application materials, staff report, and public testimony, the Planning Commission hereby finds as follows:

Conditional Use Permit 185 Amendment #4

1. That the proposed use will not be in substantial conflict with the adopted general plan for the area. Where no general plan has been adopted, this subsection shall not apply.

The General Plan Land Use designation for the site is Institutional. The existing and proposed private school uses is consistent with the land use designation and the maximum floor area ratio of 0.35:1 is not exceeded for the FSHA campus. The proposed project is also consistent with the General Plan objectives and policies, including:

LUE Objective 1.4: Preserve and protect the areas designated for public and institutional uses and LUE Policy 1.4.1: Provide opportunities for high quality educational facilities in the community. The project site has a General Plan land use designation of "Institutional" and a zone designation of "Public / Semi-Public". The site has been utilized by FSHA since 1931 as an educational facility. From 1931 through 1951, FSHA operated as a boarding school with grades 1 through 12. In 1951, the school began accepting day students and phasing out the elementary grades, becoming a college-preparatory school only. FSHA serves the community of LCF, as well as drawing students from a wider geographical area, including the cities of Glendale and Pasadena.

LUE Policy 1.5.1: Ensure the character of existing residential neighborhoods is not detrimentally altered as a result of home occupations or by other related non-residential uses. The project site is surrounded by existing low density residential development within both LCF and the City of Pasadena. Within LCF, the surrounding zoning is R-1-40,000 (Single Family Residential, 40,000 square foot minimum lot size) and within the City of Pasadena, the properties to the south are zoned RS-2 HD (Single-Family Residential within the Hillside Overlay District). Implementation of the proposed project would increase the enrollment cap, resulting in an increase in vehicular traffic travelling to and from the FSHA campus and a corresponding increase in vehicular noise. However, the Initial Study and Draft Negative Declaration prepared for the proposed project show that with the ongoing implementation of FSHA's transportation demand management program, the incremental increase in traffic and noise will not be significant and will not result in detrimental impacts to the existing residential neighborhood.

LUE Policy 3.2.2: Conduct appropriate environmental reviews for all projects affecting land use. Upon receipt of the proposed project, City staff mailed letters to the cities of Glendale and Pasadena, providing opportunity for identification of potential environmental impacts associated with the project. Thereafter, staff prepared an Environmental Initial Study pursuant to the requirements of the California Environmental Quality Act (CEQA) and the CEA Guidelines for the proposed project. It was determined that the project would not have a significant effect on the environment and a Draft Negative Declaration was prepared. The Initial Study and Draft Negative Declaration were circulated between December 17, 2015, and January 7, 2016, for a 20-day review.

CE Policy 1.2.2: Require new developments to conform to LOS standards and project impact criteria of the City of La Cañada Flintridge and other mandated programs. This includes mitigation of traffic impacts to the surrounding street system. The potential for the proposed project to impact the street system surrounding the project site or the exiting LOS of an intersection was

analyzed within the project Initial Study/Negative Declaration. The Traffic Impact Analysis prepared for the project by Linscott, Law and Greenspan Engineers shows that the proposed project will not significantly impact the three key intersections within the vicinity of the FSHA campus, with all intersections continuing to operate at a LOS A during the commuter and school AM peak hour, school PM peak hour and commuter PM peak hour. Additionally, the analysis of the four street segments within the vicinity of the site shows that the proposed project will not exceed the "environmental capacity" of 2,500 vehicles per day of the existing "Local Streets".

CE Policy 4.2.7: Investigate and adopt strategies to improve vehicular circulation around public and private schools and school-owned facilities located within the City. AQ Objective 2.1: Reduce the amount of vehicular emission by promoting alternative modes of transportation and transportation demand management strategies. AQ Objective 2.2: Encourage local employers and businesses to implement policies and programs that reduce their employee's dependence on single-passenger vehicles for travel to and from work. In school year 2013-2014 FSHA implemented a transportation demand management program. The Traffic Impact Analysis prepared by Linscott, Law and Greenspan Engineers noted the difference between the existing school AM peak hour trip generation rate (0.53 vehicle trips/student) and that identified within the ITE Trip Generation Manual (0.81 vehicle trips/student), attributing the difference to the mandatory participation in FSHA's TDM program. The maintenance of the TDM program will be included as a Condition of Approval if the Planning Commission approves the proposed project.

NE Policy 2.2.1: Adopt and apply the Noise and Land Use Compatibility Matrix and the Interior and Exterior Noise Guidelines as guidelines to establish acceptable noise standards for various uses throughout the City, to avoid noise and land use conflicts, and to mitigate unacceptable levels of noise on new and existing development. As stated above within the analysis of noise, the proposed project will increase the noise level in the vicinity of the project site between 0-1 dBA over existing levels. With the increase associated with the proposed project, the maximum exterior noise level for single family residential uses would not exceed 65 dBA CNEL/L_{dn} and the maximum for school uses would not exceed 67 dBA CNEL/L_{dn}. Therefore, the proposed project would not increase noise levels above those identified within the Noise Element of the General Plan.

B. That the requested use at the location proposed will not:

1. Adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area:

The proposed project will not result in new construction that could adversely affect the existing low density residential neighborhoods in the vicinity of the FSHA campus. The proposed increase in the enrollment cap will result in an incremental increase in traffic associated with parents/students/staff accessing the site; however, the TIA undertaken shows that the increase in traffic associated with the project will not be significant, especially with the maintenance of the exiting FSHA TDM program. The Initial Study analyzed the potential changes in air quality and noise associated with the increase in traffic and determined both to be less than significant. Therefore, the proposed project will not adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area.

2. Be materially detrimental to the use, enjoyment or valuation of property of other persons located in the vicinity of the site:

The neighborhoods surrounding the existing FSHA campus consist of low density residential uses. Impacts associated with the proposed project that have the potential to be detrimental to these neighborhoods include an increase in traffic and noise. The Initial Study prepared for the proposed project analyzed the potential impacts associated with the project. Traffic associated with the increase in student enrollment would not significantly impact intersections and street segments within the vicinity of the project site. The noise associated with the increase in traffic would result in a 0-1 dBA increase for both off- and on-site receptors above existing levels. This increase is not sufficient to be materially detrimental to the use, enjoyment or valuation of property of other persons located in the vicinity of the site.

3. Jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare.

The proposed increase in the student enrollment cap includes no new construction at the FSHA campus to accommodate the increase in students. The existing enrollment cap of 385 students was not put in place to mitigate environmental effects of the original project approved by the Planning Commission in 1994 and amending the enrollment cap will not violate any mitigation measure designed to alleviate environmental impacts associated with the project site or use. Based on FSHA's previously implemented TDM program, the incremental increase in traffic at the studied intersections and street segments within the vicinity of the project site will not be significantly impacted. The proposed project is anticipated to increase the average daily trips within the vicinity by 111 vehicle trips. This increase will not result in any street segments exceeding its environmental capacity of 2,500 trips per day or any of the studied intersections to operate at a level less than LOS A during the commuter and school AM peak hour, school PM peak hour or commuter PM peak hour. Therefore, the proposed project will not jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare.

- C. That the proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features prescribed in this code, or as is otherwise required in order to integrate said use with the uses in the surrounding area.

No new construction is proposed or anticipated as a result of the proposed project. The increase in student enrollment from 385 to 425 students can be accommodated through the utilization of existing facilities on the FSAH campus. This can be seen through the previous enrollment of the school. Although it was a violation of Conditional Use Permit 185, the student enrollment of FSHA in school year 2011-2012 was approximately 415 students, while in 2012-2013 the student enrollment was approximately 412 students. Therefore, the existing site is adequate in size and shape to accommodate existing improvements and facilities and to accommodate the proposed increase in student enrollment.

- D. That the proposed site is adequately served:

1. By highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such use would generate.

The TIA prepared for the project by LLG analyzed existing three key intersections in proximity to the school, the existing delays at those intersections, and the number of daily trips on four street segments in the vicinity of the school. Analysis of the existing driveways at the FSHA campus was undertaken to determine the existing trip generation of the school and to derive a trip generation rate for the proposed project. The most conservative trip generation rate, either the derived rate or the rate from the ITE Trip Generation Manual, was utilized to determine the proposed projects trip generation and to determine potential impacts to the identified intersections and street segments. The analysis shows that the proposed project would not have a significant impact on any of the intersections or street segments in the vicinity of the proposed project.

2. By other public or private service facilities as are required;

An Initial Study and Draft Negative Declaration was prepared for the project, in compliance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines and circulated between December 17, 2015, and January 7, 2016, for a 20-day review. The Initial Study reviewed the existing setting and the implications of the proposed project on both public and private facilities serving the site, including but not limited to: water supply, stormwater drainage systems, wastewater, solid waste, fire and police protection, street system, parks, recreation and other public facilities. Based on the analysis contained within the Initial Study, it has been determined that the project will not have a significant effect on public or private service facilities.

- E. That the proposed project preserves the existing scale and character of the surrounding neighborhood and protects public views, and aesthetic values in the neighborhood.

The proposed increase in the student enrollment cap of FSHA is not anticipated to result in new construction as the increase can be accommodated through the utilization of existing buildings and facilities. As there will be no new construction associated with the project, there will be no change in the existing scale and character of the surrounding neighborhood. The project will have no impact on existing public views and the aesthetic values in the neighborhood. The incremental increase in traffic and associated noise were reviewed within the Initial Study and Negative Declaration prepared for the project and determined to be less than significant.

Negative Declaration

1. Pursuant to the California Environmental Quality Act ("CEQA") and the City's Local CEQA Guidelines, the City staff prepared an Initial Study for the project. City staff determined that there was no substantial evidence that the project would have a significant effect on the environment. Based on that determination, a Negative Declaration was prepared. Thereafter, the City staff provided public notice of the public comment period and of the intent to adopt the Negative Declaration.

2. The Planning Commission has reviewed the Initial Study and Negative Declaration and all comments received regarding the Negative Declaration and, based on the whole record before it, finds: (i) that the Negative Declaration was prepared in compliance with CEQA; and (ii) that there is no substantial evidence that the project will have a significant effect

on the environment. The Planning Commission further finds that the Negative Declaration reflects the independent judgment and analysis of the Planning Commission. Based on these findings, the Planning Commission hereby adopts the Negative Declaration.

3. The custodian of records for the Initial Study, Negative Declaration and all other materials which constitute the record of proceedings upon which the Planning Commission's decision is based, is the Director of Community Development of the City of La Cañada Flintridge. Those documents are available for public review in the Planning Department of the City of La Cañada Flintridge located at 1327 Foothill Boulevard, La Cañada Flintridge, California, 91011, telephone (818) 790-8881.

NOW, THEREFORE, Based on the above findings, the Planning Commission of the City of La Cañada Flintridge hereby approves Conditional Use Permit 185 Amendment #4, located at 440 St Katherine Drive, subject to the conditions listed in Exhibit "A", and attached to this Resolution.

PASSED, APPROVED AND ADOPTED this 12th day of January, 2016.

Chair of the Planning Commission

ATTEST:

Secretary to the Planning Commission

EXHIBIT "A"

CONDITIONS OF APPROVAL CONDITIONAL USE PERMIT 185 AMENDMENT #4 440 St Katherine Drive

1. This approval is granted for the land use as described in the application and any attachments thereto labeled CUP 185 Amendment #4. The Conditions of Approval for Conditional Use Permit 185, approved December 13, 1994, with the exception of Condition No. 25 remain applicable with the approval of the current entitlement.
2. Within 30 days hereof, the applicant and property owner shall file with the Secretary of the Planning Commission written acknowledgement of the conditions stated herein on forms provided by the Planning Department.
3. Compliance with and execution of all conditions listed herein shall be necessary prior to inauguration of the increase of the enrollment cap from 385 to 425 students. Deviation from this requirement shall be only by written consent of the Director of Community Development.
4. All applicable requirements of any law, ordinance, or regulation of the State of California, City of La Cañada Flintridge, and any other governmental entity shall be complied with.
5. In the event the City determines that it is necessary to take legal action to enforce any of the provisions of these conditions, and such legal action is taken, the applicant shall be required to pay any and all costs of such legal action, including reasonable attorney's fees, incurred by the City, even if the matter is not prosecuted to a final judgment or is amicably resolved, unless the City should otherwise agree with the applicant to waive said fees or any part thereof. The foregoing shall not apply if the permittee prevails in the enforcement proceeding.
6. The applicant shall defend, indemnify, and hold harmless the City and its officers, agents, and employees from any claim, action or proceeding against the City or its officers, agents, or employees to attack, set aside, void, or annul approval of this Amendment to Conditional Use Permit 185. The City shall promptly notify the applicant of any such claim, action, or proceeding and shall cooperate fully in the defense.
7. Enrollment shall not exceed 425 students unless an amendment to the Conditional Use Permit is obtained from the Planning Commission. No expansion of non-educational activity programs, aside from use of the athletic fields and tennis courts as limited by Conditions 26, 27, and 28 of CUP 185 approved December 13, 1994, may occur unless an amendment to the Conditional Use Permit is obtained from the Planning Commission.

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