

**Lamorinda School Bus Transportation Agency
Regular Meeting AGENDA**

DATE: Wednesday, November 30, 2016 TIME: 9:00 a.m.

City of Lafayette, 3675 Mt. Diablo Blvd., Lafayette CA
Conference Room 240 (Second Floor)

- 1) CALL TO ORDER
- 2) ADOPTION OF AGENDA
- 3) PUBLIC COMMENT – items not on the agenda
- 4) ADOPTION OF MINUTES – October 17, 2016
- 5) NEW BUSINESS
 - A. Select Consultant for LSBTA’s School Bus Stop Safety Study
Recommendation: Discuss subcommittee’s recommendation; Award contract
 - B. SB 1072: Paul Lee School Bus Safety Law
Recommendation: Direct staff to work with school districts to update Transportation Plans
 - C. Referral from City of Lafayette Planning: RR9440 Woodbury Highlands, Winfield Development
Recommendation: Provide feedback with regard to providing school bus service to new development.
- 6) LATE BUS REPORTS – September and October 2016
- 7) CHAIR AND BOARD MEMBERS’ REPORTS
- 8) WRITTEN COMMUNICATIONS
- 9) NEXT MEETING DATE
- 10) ADJOURNMENT

I, Juliet Hansen, declare under penalty of perjury, that this agenda has been posted at least 72 hours in advance in the following locations: City of Lafayette Offices, 3675 Mt. Diablo Blvd., in the glass case downstairs, Lafayette, CA.



Juliet Hansen, Program Manager

*Any writings or documents pertaining to an open session item provided to a majority of the LSBTA less than 72 hours prior to the meeting shall be made available for public inspection at the Lamorinda School Bus Program office at 3675 Mt. Diablo Blvd., Suite 255, Lafayette CA during normal business hours. Agendas and packets are available for review by the public during regular Monday – Friday work hours at the Lamorinda School Bus Program office at 3675 Mt. Diablo Blvd., Suite 255, Lafayette CA and on the website at www.lamorindaschoolbus.org Agendas and packets shall be made available at least 72 hours in advance of each meeting. Upon request this agenda will be made available in appropriate alternative formats to persons with disabilities, as required by Section 202 of the ADA Act of 1990 (42 U.S.D. Sec. 12132). Any person with a disability who requires a modification or accommodation in order to participate in a meeting should direct such request to Juliet Hansen, Program Manager, at 925-299-3216 at least 48 hours before the meeting if possible.

Lamorinda School Bus Transportation Agency

MINUTES

City of Lafayette Offices
3675 Mt. Diablo Blvd., Room 240
Lafayette, CA 94549

Date: October 17, 2016

Time: 9:30 a.m.

Present: Chair Tatzin, Vice Chair Metcalf, Board Members Gerson, Kendzierski, Rossiter and Worth.

Absent: Board Member O'Donnell

Also Present: Gary Hein, First Student; Juliet Hansen and Sue Graves, LSBP Staff.

1. Call to Order: The meeting was called to order at 9:30 a.m.
2. Adoption of Agenda: The agenda was adopted M/S/C/U (Gerson/Metcalf).
3. Public Comment: None.
4. Approval of Minutes: The minutes were adopted as presented, M/S/C/U (Metcalf/Gerson).
5. New Business

A. Update from First Student on Bus Operations and Bus Driver Shortage

Mr. Hein stated that we now have permanent drivers on all 22 routes in the program. The new drivers on Routes 16, 22 & 23 previously drove for Traffix and have more than two years of experience.

B. Evaluation of Orinda Routes – Request for Signage and CHP Response

Ms. Hansen reported to the Board that the subcommittee met with Legal Counsel Mala Subramanian. Ms. Subramanian suggested that the bus stops be discontinued as soon as possible. She also understood that parents need to be notified and that the Thanksgiving break would be a good time for the transition. Ms. Subramanian agreed that hiring a transportation consultant to review the safety of all stops in the system would be in the program's best interest. Board Member Metcalf raised the concern of continuing to use the stops. Chair Tatzin stated that he had heard from Teresa Geringer that she had had a discussion with the Captain Seaman regarding the cancellation of bus stops. Captain Seaman stated he would like to have a conversation with Ms. Hansen.

There was a short discussion involving the Scope of Work for a bus stop safety study.

There was a M/S/C/U (Worth/ Kendzierski) to approve the staff recommendation as amended to include contacting the CHP regarding additional review of select bus stops in its September 13th letter: 101 Camino Do Miguel, Camino Sobrante @ El Sueno, Miner @ Oak Arbor and Miner @ Gardner Court.

6. Chair's and Board Members' Report: None
7. Written Communications: No discussion.
8. Next Meeting Date: November 14, 2016 at 9:30 a.m.
9. Adjournment: The meeting was adjourned at 10:30 a.m.

Respectfully Submitted,

Sue Graves, Administrative Aide

Lamorinda School Bus Program
Staff Report

Today's Date: November 21, 2016

To: Lamorinda School Bus Transportation Agency
From: Juliet Hansen, Program Manager
Re: Select Consultant for LSBTA's School Bus Stop Safety Study

Background

At its last meeting October 17, 2016, the LSBTA approved hiring a consultant to evaluate existing bus stops in Lafayette, Moraga and Orinda. On October 20th, staff distributed a Request for Proposal to five transportation firms recommended by TRAFFIX in San Ramon. Two firms responded with proposals – School Bus Consultants and Fehr and Peers. The price for School Bus Consultants is \$55,380. The price for Fehr and Peers is \$224,145.

On November 8th a subcommittee of board members Gerson, Rossiter and Worth convened to interview the candidates and evaluate the proposals. Several questions came up after the interviews and staff was asked to: 1. Check with legal counsel re: any necessity for hiring a traffic engineering firm ; and 2. Request a revised proposal from Fehr and Peers for Orinda only and investigate if GPS coordinates could be provided by First Student.

Discussion

LSBTA's attorney Mala Subramanian (who is the attorney for the City of Lafayette and the CCTA) opined that there is no requirement to hire a traffic engineering firm, but that any firm should have Errors and Omissions insurance. Mr. Tim Ammon from School Bus Consultants indicated he would secure this insurance and has done so in the past.

In the meantime, subcommittee member Worth also asked for an opinion by Orinda's City Attorney. Both attorneys conversed on November 17th and, at the time of this writing, the Orinda City Attorney had not yet opined. We expect to have information from both attorneys at the time of the LSBTA meeting on November 30th.

Fehr and Peers submitted a revised proposal on November 10, 2016. The revised proposal for Orinda only, assuming GPS coordinates from First Student can be used, is \$116,080. LSBTA attorney Subramanian has advised that all jurisdictions should be evaluated. The Orinda study can be completed first, but Lafayette and Moraga should be evaluated, too. At this time, the cost of Lafayette and Moraga is unknown.

The subcommittee will convene again on Tuesday November 29th and will have a recommendation for the LSBTA on November 30th.

Fiscal Impact

Last spring the LSBTA adopted a budget which included \$278,192 in a contingency line item. \$78,192 will be spent on a 5th bus for Moraga this year, leaving \$200,000 in this line item. Also, it started the current fiscal year with \$165,383 more than expected due to higher than expected Measure J funds.

Summary

The two firms who submitted proposals for the School Bus Stop Safety Study are both qualified to do the study, but each proposal is different, particularly in price. The LSBTA's attorney and the City of Orinda attorney are still in discussion and the subcommittee will meet again on November 29th to consider all aspects. The subcommittee will have a recommendation for the full LSBTA on November 30th.

Recommendation: Discuss Subcommittee's Recommendation; Award Contract.

November 18, 2016

Lamorinda School Bus Program
Juliet Hansen, Program Manager
3675 Mt. Diablo Blvd., Suite 255
Lafayette, CA 94549

RE: SB 1072: The Paul Lee School Bus Safety Law

Dear Juliet,

As you know, on September 27, 2016, Governor Jerry Brown signed into law SB 1072, the Paul Lee School Bus Safety Law.

This new law seeks to prevent children from being left unattended on school buses by requiring the driver to walk the length of the bus, actively search for sleeping children and deactivate an alarm system before leaving the vehicle.

First Student applauds Senator Mendoza for introducing this Bill and Governor Brown for signing it into law. First Student has been using this very same procedure for nearly ten years!

We focus on innovation and advanced safety protocol. As early adopters of technologies that are standard on today's buses, we continue to pave the way in providing enhanced safety practices and features to our passengers.

Safety has always been at the heart of everything we do, it is a core value and a way of life for all of our employees. We are the only school transportation company in our industry to have received the prestigious National Safety Council (NSC) Green Cross for Safety® medal, the highest award for safety in North America.

I hope that you and the Lamorinda School Bus Program family take solace in knowing that your transportation provider is a safety industry leader.

Regards,

Henry J. Cooper
Location Manager

SB 1072: THE PAUL LEE SCHOOL BUS SAFETY LAW EFFECTIVE JANUARY 1, 2017 AND THE 2018-2019 SCHOOL YEAR

On September 27, 2016, Governor Jerry Brown signed into law SB 1072 (Chapter 721, Statutes of 2016), the Paul Lee School Bus Safety Law.

The new law, named after a special-needs student who tragically died after being left alone on a school bus for many hours, seeks to prevent children being left unattended on buses by requiring drivers to walk the length of the bus to deactivate an alarm system before leaving. The new law also strengthens driver protocols and training and provides the California Department of Motor Vehicles (DMV) the authority to suspend the bus driver's certificate to drive the bus.

Specifically, the new law requires the following:

- **Transportation Safety Plan Requirements.** Each school district's transportation safety plan must include procedures to ensure that a pupil is not left unattended on a school bus, school pupil activity bus (SPAB), or youth bus as well as procedures and standards for designating an adult chaperone, other than the driver, to accompany pupils on a SPAB.
- **Bus Driver Training.** During the last 12 months of the special driver certificate validity, the 10 hours of instruction shall also include the procedures to ensure that a pupil is not left unattended on a school bus, SPAB or youth bus.
- **Consequences for Bus Driver Gross Negligence.** Public school superintendents and private school owners/operators that provide transportation to or from school or school activities must notify the DMV within five (5) calendar days after ordering and upholding disciplinary action against a driver who was found to have left the immediate vicinity of his or her assigned vehicle with an unsupervised pupil onboard in a manner that constitutes "gross negligence" (defined as the want of even scant care or an extreme departure from the ordinary standard of conduct.) Being reported will be grounds for the DMV to refuse to issue or to revoke a bus driver's certificate.
- **Child Safety Alert Systems.** The new law requires the California Highway Patrol (CHP) to adopt regulation governing the specifications, installation, and use of child safety alert systems before January 1, 2018. A child safety alert system is a device located at the interior rear of a vehicle that requires the driver to manually contact the device before exiting the vehicle. The intent of such a device is to prompt the driver to inspect the entirety of the interior of the vehicle before exiting. The new law requires that each school bus, SPAB, youth bus and child care motor vehicle be equipped with a child safety alarm system on or before the beginning of the 2018-2019 school year.

- ✓ **Exception for SPABs Under Limited Circumstances.** The law does not require a SPAB to be equipped with a child safety alert system if **all** of the following conditions apply:
 - The SPAB is not used exclusively to transport pupils.
 - When the SPAB is used to transport pupils, the pupils are accompanied by at least one adult chaperone selected by a school official.
 - One adult chaperone has a list of every pupil and adult chaperone who is on the SPAB at the time of departure.
 - The driver has reviewed all safety and emergency procedures before departure and the driver and chaperone have signed a form acknowledging that the safety plan and procedures were followed.
 - Immediately before departure from any location, the chaperone shall account for each pupil on the list, verify the number of pupils to the driver, and sign a form indicating all pupils are present and accounted for.
 - After pupils have exited a SPAB and before driving away, the driver checks all areas of the bus, including overhead compartments and bathrooms.
 - The driver signs a form with the time and date verifying all required procedures have been followed.

EFFECTIVE DATES

The provisions regarding school district transportation plans, driver training and consequences for bus driver's gross negligence will go into effect on January 1, 2017.

The child safety alert system requirement will go into effect for the 2018-2019 school year.

The California Department of Education, Office of Transportation will be generating a bulletin on this topic in the near future.

Keenan & Associates is not a law firm and no opinion, suggestion, or recommendation of the firm or its employees shall constitute legal advice. Clients are advised to consult with their own attorney for a determination of their legal rights, responsibilities and liabilities, including the interpretation of any statute or regulation, or its application to the clients' business activities.



LAFAYETTE PLANNING SERVICES DIVISION
APPLICATION REFERRAL

City Council

Mark Mitchell, Mayor
Mike Anderson, Vice Mayor
Brandt Andersson, Council Member
Traci Reilly, Council Member
Don Tatzin, Council Member

- x City Engineer
- x City Landscape Consultant
- x Circulation Commission Staff
 - City Traffic Consultant
- x Central Sanitary District
- x East Bay Municipal Utility District
- x East Bay Regional Park District
 - CCC Community Development Dept.
- x CCC Fire Protection District
- x CCC Health Department
 - CCC Historical Society
- x CCC Lamorinda Building Inspection
 - Homeowners Association
- x Homeowners Council
- x AT&T*
- x Comcast*
- x PG&E*

- x Lafayette Parks, Trails & Recreation
 - Lafayette Historical Society
- X Lafayette Chamber of Commerce
- x Lafayette Police Department
- x Lafayette Post Master*
- Lafayette Public Works
- x Lafayette School District*
- x Lamorinda School Bus Program*
- MORAGA – Planning Department
- ORINDA – Planning Department
- PLEASANT HILL – Planning Department
- WALNUT CREEK – Planning Department
- x CA Department of Transportation (CalTrans)
- x CA Department of Fish & Game
- x SF Bay Regional Water Quality Control Board

* For subdivision applications

Date: November 1, 2016

Account #: 2525

From: Niroop K. Srivatsa • (925) 299-3206 • nsrivatsa@lovelafayette.org

Re: **TR9440 Woodbury Highlands, Winfield Development, LLC (Owner), C Zoning:** Request for: (1) Tract Map, (2) Downtown Demolition Permit, (3) Design Review, (4) Grading Permit, (5) Tree Permit, and (6) Variance to demolish seven existing commercial buildings totaling ~90,000-sq.ft. and construct a new 99 94-unit multi-family development comprised of seventeen new two-story and three-story buildings totaling 194,079-sq. ft., with a maximum building height of 35-ft., with 36,000 CY cut and 7,500 CY fill, removal of 156 trees and reduction of the rear yard (northern) setback from 10-feet to 5-feet, located at 3700 & 3730 Mt. Diablo Blvd., APNs 241-020-018 & 241-020-011.

Please review the materials for this application described above and submit your comments via email to me as soon as possible, **but no later than November 14, 2016**. Thank you in advance for your time and attention to this matter.

The application materials can be found at:

[TR9440 Location Maps](#)

[TR9440 Tree Report](#)

[TR9440 Geotechnical Report 2016-07-06](#)

[TR9440 Project Plans 2016-07-19 Part 1](#)

[TR9440 Project Narrative](#)

[TR9440 Traffic Report 2016-07-06](#)

[TR9440 Project Plans 2016-07-19 Part 2](#)

**3700 & 3730 Mt. Diablo Blvd.
APNs 241-020-018 & 241-020-011**



Woodbury Highlands Project Description

Introduction

The Woodbury Highlands Project is proposing 99 multi-family residential units in the west end of Lafayette. The design objectives of this “hillside” community are to extend the vision of Lafayette’s Downtown Specific Plan by providing a variety of house types to accommodate different lifestyles, pedestrian-friendly neighborhood streets, and oak-lined pathways and trails. To reinforce the landscape qualities of the West End, the project works with the topography of the site, and the public outdoor spaces and streets have vistas of the hills to the south and to the east. The project has been designed to maintain or enhance existing views both to the site and from the site. The affordable housing obligation will be filled off site with a separate project at 949 Moraga Rd.

Project Location and Site Characteristics

The Woodbury Highlands Project is located at 3700-3730 Mt. Diablo Road at the west end of Lafayette. The site is located on a strip of land between Mt. Diablo Boulevard and Highway 24 and abuts the EBMUD easement/Aqueduct Path. The 6.55 acre site is currently developed with seven commercial office buildings that have approximately 90,000 square feet of office space. To the east of the site there is existing multi-family residential project and to the west is additional office space. The site slopes steeply up from the EBMUD easement from the south and east, flattening toward the north corner of the site. There are two points of access to the site, one from the south at Mt. Diablo Boulevard; the other to the west, a fire access lane for the adjoining property.

General Plan Land Use Designation and Zoning

The Project is located in the West End Commercial District according to the City General Plan and falls in the City’s C (Commercial) zoning district, both of which designate the Project site suitable for commercial and Multi-Family High Density, allowing up to 35 dwelling units per acre. The Project is also located in the City Redevelopment District but is not located in the Hillside overlay district. The Project is being designed to comply with all standards of the City’s General Plan and Zoning code with the exception of a five foot variance needed for garages located in the rear setback.

Project Design

The project is designed to work with the existing topography and step up the hill. Units are designed to be built into the hillside, so the project heights will not exceed the maximum 35’ height limit. The project has been designed to provide approximately 5500 square feet of community gathering space and over 20,000 sq. ft of usable outdoor space for future residents. In addition, each unit has over 250 sq. ft. of private open space by means of yards, patios and/or decks.

Architecture

The architecture of Woodbury Highlands has been designed to provide a variety of housing types and elevations. The site has 2 Story Highland Walkups, 3-Story Highland Walkups, Diablo Terraces, Oakhill Flats and Vista Flats. Each of these building types will have varied floor plans. The exterior elevations of Woodbury Highlands have been designed to blend with the natural surroundings as well as match the

“Lafayette” style. These elevations are contemporary and include natural looking materials of stone and wood.

Vista Flats West

The Vista Flats West are located on the southern portion of the site and are arranged in either 2 or 5 unit buildings. The flats range in size from 1,640 sq. ft. to 2,310 sq. ft. Four of the units have one car garages while Unit D has a two car garage. Units A, B and E have private yard areas off of the main living area. Units C and D have large patios with access off of their living rooms and master bedrooms. The exterior finishes will include wood siding, corrugated metal, stone and stucco.

Vista Flats East

The Vista Flats East are located in the eastern portion of the site and are located to take advantage of the views of Mt. Diablo. Four of the units have one car garages while Unit D has a two car garage. Unit C has a private yard area off of the main living area. While the remaining Units have covered decks off of their main living areas. The exterior finishes will include wood siding, corrugated metal, stone and stucco.

Oakhill Flats

The Oakhill Flats are located in the central portion of the site and are arranged in 4 unit buildings. Each unit has a two car garage as well as a large storage area for each unit. The lower flats have large covered decks off of their main living areas and the upper flats have large covered decks with spiral staircases that lead to a roof deck and take advantage of the views. The Oakhill Flats elevations are designed to have a slightly more refined and contemporary look than the Vista Flats.

Diablo Terraces

The Garden Terraces are located in the central portion of the project. They are designed as two unit buildings that can be connected to each other. The footprints of the garden terraces range in size from 2170 sq. ft. to 2,240 sq/ fit. Each unit has a two car garage as well as an exterior deck. The Diablo Terraces floorplans are laid out to take advantage of the views and light with large two story windows.

Highland Rows

The Highland Rows are at the north end of the property. These units are designed to take the neighboring Highway 24 into account. No windows or openings will occur on the north side of the building. The units are either a two story unit with a one car garage or a three story unit with a two car garage or 1-car with optional live-work space.

Landscape

The landscape design on the project will be informal and will mimic and extend the existing surrounding natural landscape. The existing landscape veining on the hillside will be continued into and through the project running up the contours. Our goal is to intensify the hillside blending the new structures and landscaping to the existing landscape patterns to the south.

The existing site has two different design strategies and patterns in regards to the topography and landscaping. We feel the existing buildings on the eastern portion of the site successfully tie to the landscape and integrate well with hillside. Our general site design and landscape principles for the

eastern portion are to mimic and maintain what currently exists. The building locations, size/massing, and landscape strategy are all very similar to the existing development.

There will be a series of more formal landscape elements running perpendicular to the veining. They will bridge between the veins and tie the project together. Our goal is to create active and lively streets where cars and people can exist together. The landscaping will play a big role in the success of the streets. We are providing landscaping on both sides of the street and well as creating a variety in size through building articulation and gaps between the structures.

Community Space

Primary Connection Spaces:

The two Primary connection spaces are large and meant to be multi-faceted. They are designed to be our largest and most public gatherings spaces. They offer a diverse number of opportunities that can be enjoyed by both individuals and large groups. They are largely outdoor focused.

The Clubhouse will offer large flexible patio spaces, fire pit, and a large bike locker room for quick access to the EBMUD trail, a place to grab a cup of coffee in the morning and a glass of wine or beer at night. The upper floors will offer drop offices for someone looking to escape the house, a conference room, a large fire place and decks for visiting. It is big enough to host big celebrations and gatherings, yet it's situated so it can be enjoyed at all hours without disturbing your neighbors. This clubhouse is located at the entrance to the property as well as close to downtown.

The Vista Park is our second "primary community space". From this space you get a view of the iconic Reservoir Tower and surrounding hills. We relocated units to widen the view corridor and give the space enough room to provide multiple actives and allow an individual to have a strong connection to the outdoors. Potential uses for the Vista Park are community gardens, lounge chairs picnic benches and bocce ball.

Smaller and more intimate connection spaces have also been provided, these areas include gym areas that are internal to the buildings; kid's play areas and an open space for passive recreation that will be planted predominantly with drought tolerant materials. The community spaces are situated to act as a terminus to main circulation corridors.

Circulation

The Project is accessible by auto, bike and foot. The site is bordered by the EBMUD aqueduct corridor and Mt. Diablo Blvd on the southern side. Mt. Diablo Blvd is the main vehicular artery providing easy access to the site. The project is easily accessible to downtown Lafayette as well as Highway 24. There is an existing bike path on Mt. Diablo Blvd. The project will include development of the extension of a multipurpose path within the EBMUD corridor along the southern edge of the project, providing a pedestrian and bike link and access to downtown (0.4 miles), BART (0.7 miles) and the Lafayette Reservoir (0.5 miles).

The project is designed with community streets that do not loop. These "dead-end" streets will create neighborhoods that are safer and quieter. We also believe that these small streets will help create "micro-communities" within the greater project. The streets will be able to be used for pedestrian activities due to their narrow size and dead ends. The intersections will act as gateways and transitions to the various clusters. They will make people pause briefly, making them hubs for interaction.

The Clubhouse and Main public gathering space are located at the south-eastern edge of the project. This location provides the least amount of grade transition and the shortest distance to downtown. The Clubhouse will allow easy access to the lower terrace, via an elevator, enabling people to easily move from the upper pad down to the EBMUD path and downtown, potentially reducing the number of off-site car trips.

Sidewalks are provided throughout the site as well as paths through the community. The landscaping has been designed to provide a pedestrian scale enlivening the street and encourages interaction.

Sustainable Strategies

Woodbury Highlands is designed to be a sustainable community. The site plan has been designed to integrate the architecture into the natural topography of the site, and the buildings are oriented to take advantage of solar. The community will enhance pedestrian and bicycle access to the surrounding community by including sidewalks and bike paths that will connect with the EBMUD aqueduct trail. The proximity to downtown as well as the pedestrian and bike access to and from the site will help reduce vehicle trips and pollution. The project has been designed with all required Storm Water Quality. This will include an overall decrease in stormwater runoff from the project site. As well as integrating stormwater runoff treatment into the overall landscape design. The landscaping has been designed with low water and mostly native Californian plants to reduce the watering needed. Rain harvesting will be evaluated as a potential way to reduce the amount of irrigation water needed.

Energy Conservation and Efficiency

Sustainable design practices will be incorporated throughout the design of the building. The buildings will exceed the standard requirements of Title-24. Energy efficient cool roof systems that reduce heat gain and energy demand and low energy windows will be used throughout the buildings. All insulation in the homes will meet Q.I.I. and Thermal Bypass requirements as a part of the "Build It Green" program and also provides electric car chargers in the garages. The HVAC systems will be designed to include High Efficiency Mechanical Systems (15.25 SEER) when the building design allows for it. Each unit will use tank-less water heaters and all appliances will use the most current energy efficient technology. In addition, high efficacy LED exterior/interior lighting will be incorporated throughout the project.

Materials and Resources

When possible, recycled materials will be used in construction and durable long lasting exterior finish materials will be incorporated throughout the project. High efficiency windows and insulation will be used in roof and walls.

Water Conservation and Management

The project will be designed with low flow fixtures, Water Sense certified bathroom faucets and toilets, and Energy Star and Eco Sense dishwashers. The landscape design incorporates many Green initiatives; permeable pavers for storm drain management and an irrigation system that will be designed to be highly water-efficient achieving an annual allowed water use well beyond EBMUD's stringent Section 31 requirements. Also, a variety of native and climate adapted plant species were used to create an aesthetically pleasing, drought tolerant landscape throughout the site to help reduce water usage.

Footprint and Community Impact

The economic footprint and community impact is the main derivative behind the Woodbury Highlands project. High density housing is more “green” for a number of reasons; less individual yards, more common areas (community focused), and less sprawl/land use per person. New multi-purpose paths will encourage bike and pedestrian travel rather than vehicle transport. Woodbury Highlands is walking distance to Downtown Lafayette, the public transportation system (BART), and recreational park/trail system (Lafayette Reservoir). On the site itself, the selected species of diverse plantings have provided wildlife benefits and seasonal interest to the outdoor residential experience.

LAMORINDA LATE BUS REPORT - DRAFT
2016-17 September

Date	Route	School	Bell or Pick Time	Time Arrived	EXPLANATION	Liquidated Damages	Called LSBP
1-Sep	12	Wagner	1:50	unk	1:50 bus, Breakdown, covered by other routes, late	\$434.40	yes
9-Sep	14	OIS	3:30	unk	PM no driver, covered by 16, late charge	\$434.40	yes
15-Sep	17	Mir	7:45	dnf	AM Breakdown	\$434.40	yes
15-Sep	17	OIS	8:30	8:45	AM 15 min late	\$217.20	yes
16-Sep	17	OIS	8:30	9:15	AM 45 min late, Breakdown on route	\$434.40	yes
19-Sep	10	SH	1:55	2:20	PM Breakdown, other routes p/u students	\$434.40	yes
19-Sep	10	OIS	2:24	2:45	PM late, no bus available, covered by other drivers, late	\$434.40	yes
21-Sep	10	OIS	3:30	unk	PM Breakdown, other routes p/u students	\$434.40	yes
23-Sep	23	Stanley	2:53	n/a	PM no driver	\$651.60	yes
23-Sep	14	OIS	3:30	unk	PM Breakdown at OIS, covered by 16, late charge	\$434.40	yes
26-Sep	16	Mir	7:09	n/a	AM no driver	\$651.60	yes
26-Sep	16	OIS	8:30	8:45	AM late 15 min, covered by 14	\$217.20	yes
26-Sep	11	Wagner	8:00	n/a	AM no driver	\$651.60	yes
26-Sep	11	OIS	8:30	9:00	AM late 30 min, covered by 10 and 17	\$434.40	yes
26-Sep	15	Glor	7:45	8:15	AM late 30 min	\$434.40	yes
26-Sep	15	OIS	8:30	9:00	AM late 30 min	\$434.40	yes
26-Sep	16	OIS	8:30	9:10	AM late 40 min	\$434.40	yes
26-Sep	22	Stanley	2:53	4:00	PM Accident bus hit pole in Stan parking lot, 60 min late	\$434.40	yes
29-Sep	16	Mir	7:45	n/a	AM Breakdown on way to school	\$434.40	yes
29-Sep	16	OIS	8:30	9:00	AM 30 min late	\$434.40	yes
Breakdowns in September						total	\$8,905.20
1-Sep WR 12							
15-Sep Mir 17							
16-Sep OIS 17							
19-Sep OIS 10							
21-Sep OIS 10							
23-Sep OIS 14							
29-Sep Mir 16							
Accidents in September							
26-Sep Stan 22							

LAMORINDA LATE BUS REPORT - DRAFT

2016-17 October

Date	Route	School	Bell or Pick Time	Time Arrived	EXPLANATION	Liquidated Damages	Called
6-Oct	29	Stanley	8:15	9:04	No driver AM, one missed run, 22 ran after its route	\$651.60	yes
14-Oct	16	Mir	8:00	n/a	No driver AM, one missed run	\$651.60	yes
14-Oct	16	OIS	8:30	9:30	No driver AM, one missed run	\$651.60	yes
14-Oct	22	Stanley	2:53	3:09	PM late arrival to school approx 30 min.	\$434.40	yes
14-Oct	3	Moraga	3:20	4:30	PM no driver Route 3, on time school, late delivery home	\$217.20	yes
14-Oct	15	OIS	3:30	4:29	PM no driver Route 16, OIS 15 covered	\$217.20	yes
25-Oct	2	Moraga	7:54	8:10	AM late starting route	\$217.20	yes
25-Oct	13	SH	7:24	7:49	Late to first stop	\$217.20	yes
25-Oct	13	OIS	8:01	8:49	Late to first stop	\$217.20	yes
total						\$3,475.20	