

11.17 Neighborhood Meeting Castilleja Answers Neighbors' Questions

1. How was the enrollment number reached? Why?

Given unprecedented demand for Castilleja's exceptional all-girls education, it is incumbent on us to make this transformative education available to more young women and girls. Castilleja seeks to grow enrollment to 540 students over 4 years while extending our Transportation Demand Management program to offset any traffic impact. In creating this plan, Castilleja has reached out to various experts in their respective fields in order to determine an ideal enrollment number from a pedagogical standpoint that at the same time maintains the reduced traffic levels achieved in recent years.

2. Will additional tuition be needed to fund the capital improvements?

The school plans to fund the new campus through a capital campaign, not through tuition increases.

3. What percent of the increase will be underrepresented students?

There is no pre-determined limit or restriction set at this time, though Castilleja has a strong record of diversity and inclusion with 45% students of color and 20% of students receiving tuition assistance. Families who cannot afford the full cost of tuition are supported by a well-established tuition assistance program that distributes over \$2.2 million dollars.

4. What is the maximum number of students Castilleja will educate on this site?

Castilleja is applying for a Conditional Use Permit that would, in turn, be granted by the City of Palo Alto. The enrollment limit set in that application would be binding until any future Conditional Use Permits might be granted. With current campus conditions, city conditions, and traffic management technology, we believe 540 students is the right number for this campus. It is our expectation that our CUP would require us to meet certain targets in order to maintain our enrollment levels and any future increase would require significant technological advances in order to guarantee there be no further impact on the neighborhood.

5. Why won't you split the campus? What are the advantages of Middle & High School being together?

More than six years ago, the school analyzed an array of alternatives to accommodate enrollment growth including splitting Middle and Upper Schools onto two different campuses. This option was ruled out for several reasons. First and foremost, integrating our program 6th grade through 12th grade is a critical component of creating leadership opportunities and promoting optimal learning for students. Separating our students would detract from Castilleja's ability to deliver its mission. In addition, splitting the campus is prohibitively expensive and operationally inefficient.

6. What is Castilleja's responsibility to the neighborhood?

Over its nearly 110 years of operation, Castilleja has become part of the fabric of the neighborhood, along with other assets like Lucie Stern, Gamble Gardens, and more. Castilleja has worked diligently over the last four years to reduce its impact on the neighborhood and devote staff time and resources to working with the neighbors on a campus master plan that would blend with the neighborhood. The biggest concern heard throughout those conversations was the school's traffic and parking impact, prompting Castilleja to respond to neighbor requests for the addition of an underground parking garage, a robust TDM program, and a trip limit audited semiannually by a third-party. Castilleja believes that its impact must be measured and controlled and that maintaining our current impact level is fundamental to being a good neighbor.

7. What are the benefits to the neighbors?

Castilleja's noise reduction, event limitations, and traffic management will improve neighborhood conditions. The new campus configuration will calm the neighborhood by:

- relocating drop-off/pick-up underground;
- moving deliveries below-grade;
- creating spaces that are sufficiently sized to allow consolidation of campus events;
- expanding food storage facilities to allow for a reduction in the number of deliveries; and
- generally moving campus activity to the center of campus and away from the neighborhood.

The school has also proposed reducing the number of events held on campus and abiding by an hours of operations schedule that is more limited than current practice. The TDM program proposes investments in additional bus routes, promotes carpooling, and includes other measures to control neighborhood traffic and parking.

8. How long will building the garage take?

We expect the first phase, including the underground garage and below-grade pool, to take 12-15 months.

9. What studies have been done to analyze the lowering of the ground water table?

Castilleja is currently working with a soils engineer to assess the site condition. As a point of reference, underground facilities have existed on Castilleja's campus for over 50 years. Castilleja's current classroom and administrative buildings contain partial basements and the school's gym has two levels of basement. While additional pumping was required to build the underground portions of the gym, the proposed campus plan does not request building depths of that level.

10. How do you plan on saving the oak trees to build the garage and protect the roots?

Castilleja has assessed the feasibility of relocating several oak trees in order to preserve the canopy and root structure of the trees. An arborist has overseen the work and will continue to manage the care and preparation of the trees before and after relocation.

11. How much traffic will be backed up on Embarcadero? Won't the right turn onto Embarcadero create more northbound traffic?

The traffic associated with ingress and egress for the garage was studied assuming future background traffic growth of 31%, per the City of Palo Alto's Comprehensive Plan Traffic Model Update. The traffic consultant noted that this background condition was the primary reason for any queuing identified in the operations analysis.

12. Why not create access and egress by donating a lane of land on Embarcadero?

In analyzing possible options, Castilleja consulted with a traffic engineer to explore options for entry/exit from Embarcadero. In the end, the proposed solution allowed for the least amount of queuing.

13. Can you combine the parking exit with delivery exits at Emerson to decrease east traffic and increase parking stalls?

Due to the existing location of campus buildings that the school plans to retain, it is not feasible to relocate the delivery exit to combine with the parking garage exit.

14. Can there be a satellite parking site near Bayshore and shuttle the students in?

Castilleja plans to incorporate additional TDM measures in the new Master Plan such as more bus routes, shuttles, and off-site parking and drop-off locations, though no specific locations have been identified.

15. The proposed bike-share stations are underused. How would adding a bike station help if most students stay on campus?

The bike station is meant to be a place for staff and students commuting by bicycle to safely store bikes and also as a water and tune up station for immediate neighbors and those who use Palo Alto's Bicycle Boulevard regularly. The station is also meant to offer neighbors easy access to Bike Share bicycles. Recognizing that current Bike Share stations are underutilized, Palo Alto has announced plans to adopt a new system in which borrowed bicycles may be returned to any bike rack, allowing for more flexibility and ease of use.