

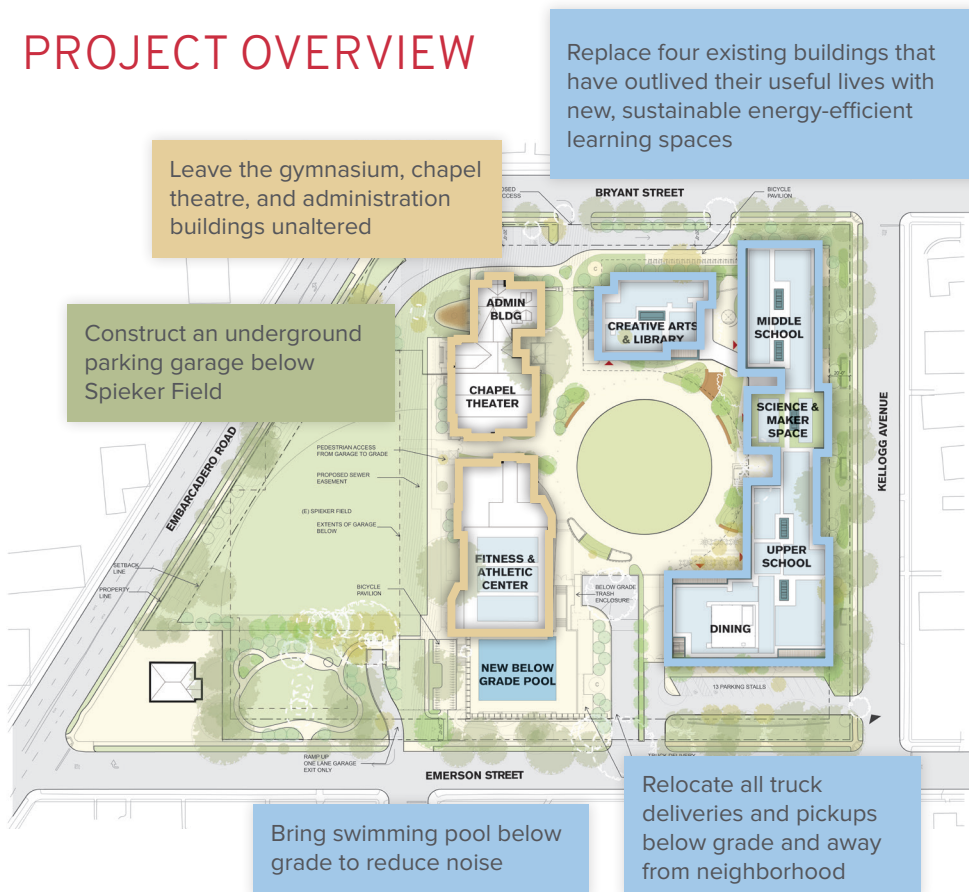


Vision for the Future

Castilleja was founded in 1907 in Palo Alto with the mission of equalizing educational opportunities for women. Since then, our school has been serving Palo Alto and neighboring communities, becoming deeply embedded in the community through our long history of engagement, working with esteemed groups such as Ada's Café, the Palo Alto VA Hospital, and the Boys and Girls Club. We are proud to call Palo Alto home.

Many of the buildings on our campus have not been renovated since the 1960s, so we are seeking permission from the City to build new learning spaces that will last for generations while better integrating with the aesthetic of the neighborhood. We also hope to gradually increase our high school enrollment by 25-27 students per year, for four years, in order to offer this unique educational opportunity to more girls and young women. We will increase our Traffic Demand Management measures at the same time to assure that daily car trips to campus do not increase.

PROJECT OVERVIEW



COMMUNITY BENEFITS



Move parking, student drop-off/pick-up, and deliveries below grade

Lower pool below grade for noise reduction



Reduce number of food service deliveries by 10%, decreasing truck trips in the neighborhood

Maintain peak trips at less than/equal to 440

440



Plant dozens of new trees

Establish school hours of operation



Limit number of special events

Use modern sustainable architecture with net zero energy usage, photovoltaic panels, and the highest green building standards



Create a park that will be shared with neighbors

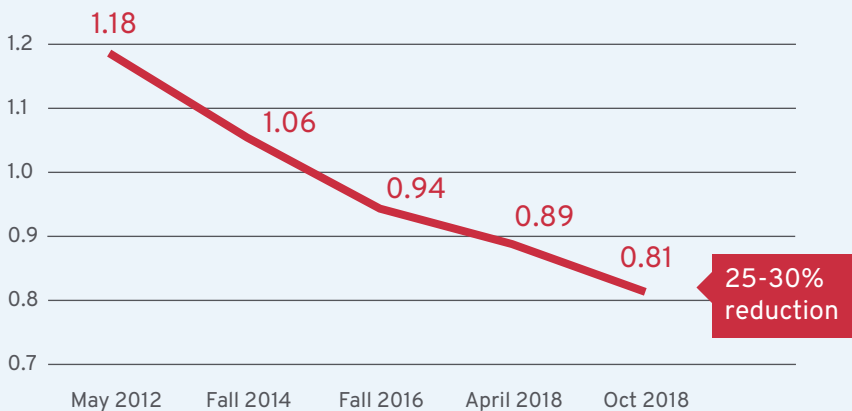
Traffic Reduction



Castilleja is dedicated to reducing car trips in Palo Alto and has demonstrated this commitment by implementing an aggressive traffic demand management (TDM) plan that has already yielded impressive results. Since applying these measures, **Castilleja has reduced the number of peak car trips to and from school by 25-30%**, replaced by alternative modes of transportation.

Castilleja Traffic Reduction

Trips per student



From 2013 to 2018



SINGLE OCCUPANCY VEHICLES
-23%



WALK
+125%



BIKE
+33%



TRANSIT/SHUTTLE
+1000%





HOW DID WE ACHIEVE A 31% REDUCTION IN CAR TRIPS?


- 1 Three bus routes
- 2 Shuttle service between Castilleja and the Caltrain Station
- 3 Remote employee parking within walking distance of the school
- 4 Education of the Castilleja community about ways to come to campus other than single-occupancy vehicles
- 5 An employee requirement to use alternative forms of transportation at least 3x per week
- 6 Reduction in food service deliveries


MORE STUDENTS, FEWER CARS


According to independent traffic studies, we can build upon our existing TDM program in order to enroll 25-27 more young women per year (up to 540) without increasing our daily car trips above our cap.

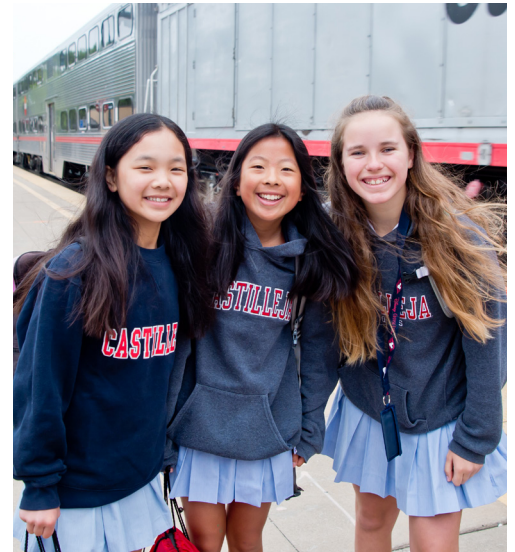
 Add additional bus route(s)

 Implement afternoon bus service

 Establish second remote parking location with shuttle service to school

 Expand carpooling through better ride matching

 Further reduce truck deliveries



ACCOUNTABILITY

- Bi-annual peak car trip counts to confirm compliance. Exceeding cap would result in penalties, among them a decrease in enrollment.
- Annual enrollment audits by an independent firm with financial consequences for over-enrollment.



“I started out biking every day because of the traffic reduction measures at Castilleja, but even without that reason, I would do it for myself now. I am less stressed with my commute, and I am more fit too. Biking is the only way to go!”

— Heather Pang, Faculty

Castilleja

Parking and Garage



Castilleja's Master Plan moves street parking as well as student pick-up and drop-off onto campus and below ground. This will quiet our neighborhood streets and restore green space by adding a new neighborhood park with more trees and gentle landscaping around the garage entrance and exit.

The proposed on-site parking plan will replace perimeter parking by moving cars on campus and underground. It cannot and will not induce more traffic. The underground garage, designed in partnership with experienced traffic engineers, will support our aggressive TDM program with dedicated space for carpools and provide drop-off and pick-up capacity that will avoid queueing on surface roads. In addition, to support Castilleja's visionary sustainability plan, one-third of the parking spaces in the garage will be EV-ready.



115
cars moved
below grade



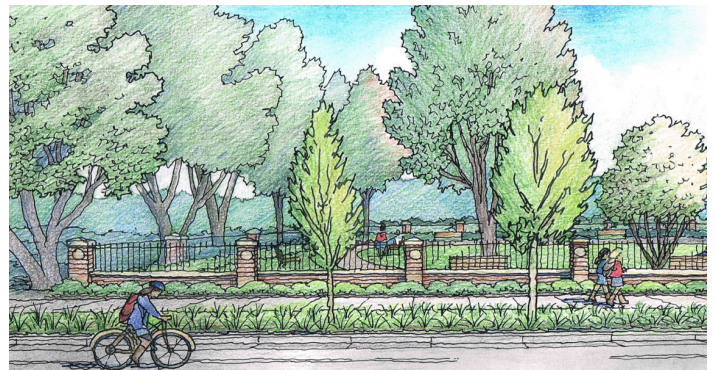
33%
of parking spaces
will be EV-ready



25-30%
reduction in car trips
since 2012



Garage Exit



New Neighborhood Park