

**Comment Received During the January 23, 2017 to May 12,  
2017 Notice of Preparation Comment Period for the Castilleja  
Conditional Use Permit Amendment and Campus Renovations**

*Prepared by:*

**City of Palo Alto**



	Commenter	Date
1	Stan Shore (1)	1/26/2017
2	Stan Shore (2)	1/30/2017
3	Stan Shore (3)	4/10/2017
4	Stan Shore (4)	4/11/2017
5	Leila H. Moncharsh (1)	1/30/2017
6	Leila H. Moncharsh (2)	5/12/2017
7	Tom Shannon (1)	1/31/2017
8	Tom Shannon (2)	5/12/2017
9	Kimberley Wong (1)	2/6/2017
10	Kimberley Wong (2)	5/11/2017
11	California Department of Toxic Substances Control	2/28/2017
12	Debbie Nichols	3/1/2017
13	Jim Migdal	3/1/2017
14	Bill Burch	3/2/2017
15	Matt Apfel	3/2/2017
16	Neva Yarkin, with 5 enclosures listed below	3/3/2017
	Enclosure 1 - Hank Sousa Letter to the Editor	not dated
	Enclosure 2 - newspaper article	2/8/2017
	Enclosure 3 - Palo Alto Online article	2/10/2017
	Enclosure 4 - Yarkin Letter to Editor of Palo Alto Weekly	2/14/2017
	Enclosure 5 - Kerry Yarkin letter	3/1/2017
17	Neva Yarkin	5/3/2017
18	Neva Yarkin	5/4/2017
19	Neva Yarkin	5/10/2017
20	Ana Marshall	3/4/2017
21	Barbara Lindsay	3/4/2017
22	Joe and Diane Rolfe	3/4/2017
23	Pat Marriot	3/5/2017
24	Peter Costello	3/6/2017
25	Terrie McDonald	3/6/2017
26	Meimei Pan	3/6/2017
27	Nanci Kauffman	3/6/2017
28	Kathryn Verwillow	3/7/2017
29	David Nudell	3/7/2017
30	Theresia Gouw	3/7/2017
31	Duco Pasmooij	3/8/2017
32	Kitty Price	3/8/2017
33	Deborah Goldeen	3/8/2017
34	Deborah Fife	3/11/2017
35	Doria Summa	3/13/2017
36	William Powar	3/20/2017
37	Lynn Pieron	3/21/2017
38	Lee Price	3/31/2017
39	Mary Sylvester (1)	4/7/2017
40	Mary Sylvester (2)	5/12/2017
41	Rita Vrhel	4/14/2017

	Commenter	Date
42	Jim Poppy (1)	4/14/2017
43	Jim Poppy (2)	5/3/2017
44	Jim Poppy (3)	5/1/2017
45	Hongmei Lu & Robert Hallewell	4/22/2017
46	Megan Barton	4/26/2017
47	Anna Jaklitsch	4/19/2017
48	Devon Cohn	4/27/2017
49	Eric Nordman	5/2/2017
50	Andie Reed	5/3/2017
51	Rob Levitsky (1)	5/4/2017
52	Rob Levitsky (2)	5/9/2017
53	Rob Levitsky (3)	5/9/2017
54	Rob Levitsky (4)	5/9/2017
55	Rob Levitsky (5)	5/10/2017
56	Rob Levitsky (6)	5/10/2017
57	Diana Lee	5/11/2017
58	Al Kendrick	5/11/2017
59	Nelson Ng and Kimberly Wong	5/11/2017
60	Bruce McLeod	5/12/2017
61	Annie Yamashita	5/12/2017
62	Wallace Whittier	5/12/2017
63	Alan Cooper (1)	5/12/2017
64	Alan Cooper (2)	5/12/2017
65	Mindie Romanowsky (on behalf of Castilleja)	5/12/2017
66	Carla McLeod	5/15/2017
67	Kerry Yarkin (submitted as enclosure 5 to Neva Yarkin's 3/3/17 letter)	3/1/2017
68	Daniel Marshall (1)	3/4/2017 (10:20 p.m.)
69	Daniel Marshall (2)	3/4/2017 (10:28 p.m.)
	Form Letter	
70	Laurie and Duco Pasmooji	3/2/2017
71	Paige McClellan	3/6/2017
72	Karen Hohner	3/8/2017
73	Carloyn H. Way	3/7/2017
74	Carole Borie	3/7/2017
75	Bethany Liou	not dated
76	Jose Heribeto Rocha	3/7/2017
77	Stephanie and Bob Day	not dated
78	Phillip C. Yang	3/7/2017
79	Megan Miller	3/3/2017
80	Lila Fitzgerald	3/7/2017
81	GD Ramkumar	3/6/2017
82	Tom Dickson	3/6/2017
83	Ward Vercruyse	3/6/2017
84	Yuko and Ashmeet Sidana	3/5/2017
85	Caroline and Michael Flexer	3/2/2017

	Commenter	Date
86	Joyce Hanna	3/2/2017
87	Megan and Michael Parker	3/1/2017
88	Jessica Radomiski	3/1/2017
89	Ahmed Elgasseir	3/1/2017
90	Kathy Burch	3/1/2017
	Scoping Meeting 3-8-17	
91	Peter Costello	3/8/2017
92	Roy Wong	3/8/2017
93	Carolyn Schmartz	3/8/2017
94	Rita Vrhel	3/8/2017
95	Barbara Haslet	3/8/2017
96	Lisa VanDusen	3/8/2017
97	Nancy Tuck	3/8/2017
98	Christine Stone	3/8/2017
99	Bruce McLeod	3/8/2017
100	Caroline Abassi	3/8/2017
101	Katy Hannah Dickson	3/8/2017
102	Julia Ishiyama	3/8/2017
103	Lisa Carr	3/8/2017
104	Terry McDonald	3/8/2017
105	Jeanine Master	3/8/2017
106	Gerry Marshall	3/8/2017
107	Martin O'Malley	3/8/2017
108	Kathleen Hughes	3/8/2017
109	Kris Loew	3/8/2017
110	Dan Chapman	3/8/2017
111	Deglin Kenealy	3/8/2017
112	William Powar (Bill Powar)	3/8/2017
113	Bill Ross	3/8/2017
114	Catherine Garber	3/8/2017
115	Nanci Kauffman	3/8/2017
116	Rob Levitsky	3/8/2017
117	Kimberly Wong	3/8/2017
118	Alan Cooper	3/8/2017
119	Nelson Ng	3/8/2017
120	Carla Befera	3/8/2017
121	Dave Lyons	3/8/2017
122	Tolu Akinoza	3/8/2017
123	Diane Guint	3/8/2017
124	Keith Bennett	3/8/2017
125	Chi Wong	3/8/2017
126	Amy Yamashita	3/8/2017
127	Sara Cody	3/8/2017
128	Mindi Romanowski	3/8/2017
129	Lee Price	3/8/2017
130	Kerry Yarkin	3/8/2017

	Commenter	Date
131	Rob Steinberg	3/8/2017
	No Garage Form Letter	4/30/2017
132	Kyle D'Souza	4/30/2017
133	Annie Kaufman	4/30/2017
134	Rob Levitsky	4/30/2017
135	Angela Heile	4/30/2017
136	Tareq Aisamman	4/30/2017
137	Kamakshi Duvvuru	4/30/2017
138	Donald Abuy	4/30/2017
139	Red Daly	4/30/2017
140	Nelson Ng and Kimberly Wong	4/30/2017
141	Thomas O'Malley	4/30/2017
142	William Powar	4/30/2017
143	Jeanie Waltuch	4/30/2017
144	Chi Wong	4/30/2017
145	Patricia Wong	4/30/2017
146	Pamela McCroskey	4/30/2017
147	Joseph Rolfe	4/30/2017
148	Diane Rolfe	4/30/2017
149	Carrol Reid	4/30/2017
150	Shinu Singh	4/30/2017
151	Polina Levitan	4/30/2017
152	Steven Levitan	4/30/2017
153	John Myers Jr and Yvonne M Myers	4/30/2017
154	Erik Journey	4/30/2017
155	Michael Manneh	4/30/2017
156	Yulia Shore	4/30/2017
157	Jared Wilcox	4/30/2017
158	Robert Yamashita	4/30/2017
159	Annie Yamashita	4/30/2017
160	Lucia Ugarte	4/30/2017
161	Anwar Khan	4/30/2017
162	Michael M Lyzwa Sr	4/30/2017
163	Thomas M Joseph	4/30/2017
164	Kiana Brown	4/30/2017
165	Kelsey Townsend	4/30/2017
166	Phillip B Coulson	4/30/2017
167	Kelley Luyken	4/30/2017
168	Jack Lane	4/30/2017
169	Antonia Fuentes	4/30/2017
170	Denise New Woo	4/30/2017
171	Alanna Coughran	4/30/2017
172	Ashley Galvez	4/30/2017
173	Al Kenrick	4/30/2017
174	Al Kenrick and Josefin Kenrick	4/30/2017
175	Jacqueline Taylor	4/30/2017

	<b>Commenter</b>	<b>Date</b>
176	James Poppy	4/30/2017
177	Mary Sylvester	4/30/2017
178	Elizabeth Olson	4/30/2017
179	William Macy Jr	4/30/2017
180	Arthur Whitney	4/30/2017
181	Hank Sousa	4/30/2017

# STAN SHORE

242 Kellogg Avenue  
Palo Alto, Calif. 94301  
Tele 650-326-3310 Fax 650 321-4955  
StanShore@ihot.com

January 26, 2017

Katherine Waugh  
DUDEK  
853 Lincoln Way, Suite 208  
Auburn, CA 95603

**Subject:** "Castilleja School Conditional Use Permit and Master Plan Initial Study"

Dear Ms. Katherine Waugh,  
I am a resident of Palo Alto who has been reading the Castilleja Master Plan Initial Study, January 2017. There are two significant errors and there may be others. I am focused on the section 3.13a, b and c. Page 30 of your report.

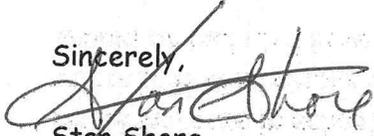
#### Section 3.13a

"The proposed project would increase the school's student capacity and is expected to require a slight increase in school staff." Nancy Kauffman (representing Castilleja) in a public announcement told the community, "there would NOT be a single increase in school staff". Meaning no additional teachers or additional staff whether it is an employee or additional contracted services. Her public statement should be included in your report.

#### Section 3.13b and 3.13c

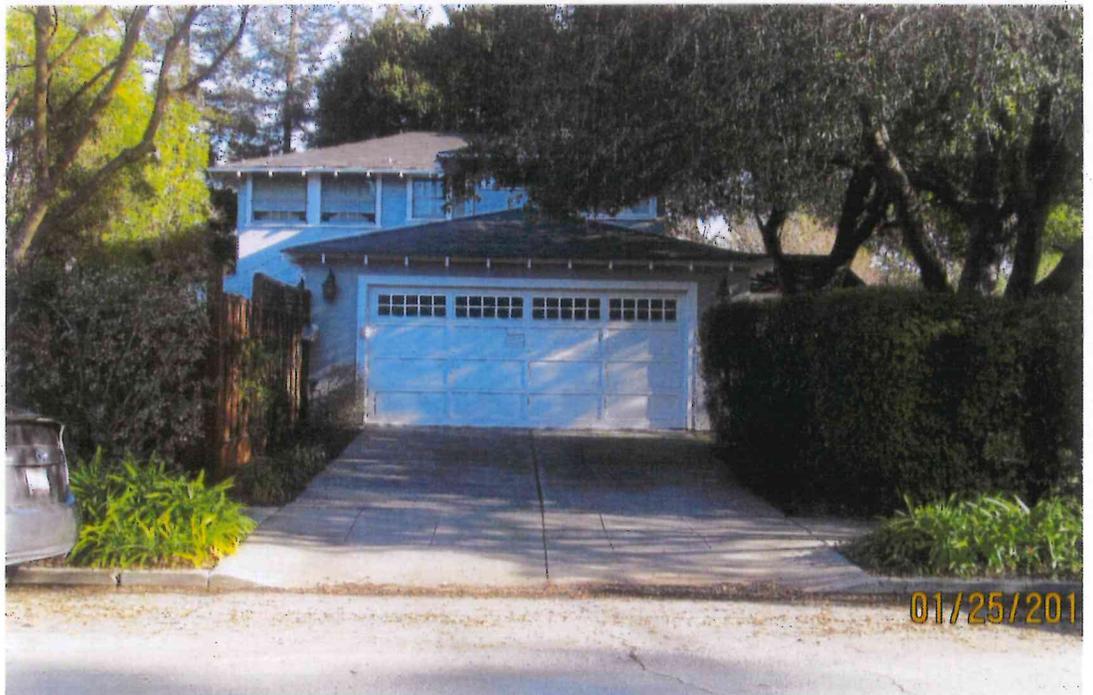
See enclosed two photos of the two single-family homes at 1235 Emerson Street and 1263 Emerson Street. Both parcels are in a R1 zone. Castilleja is requesting that both homes be demolished. Palo Alto has a severe housing shortage. The Palo Alto community will fight against any action that further m reduces the residential housing inventory. Furthermore, a significant portion of the neighborhood is opposed to Castilleja gobbling up more land in our residential neighborhood.

Sincerely,

  
Stan Shore

c.c. Amy French, Chief Planning Official and Palo Alto City Council

Encl. two photos



**Stan Shore**

650-326-3310

StanShore@ihot.com

*memo*

January 30, 2017

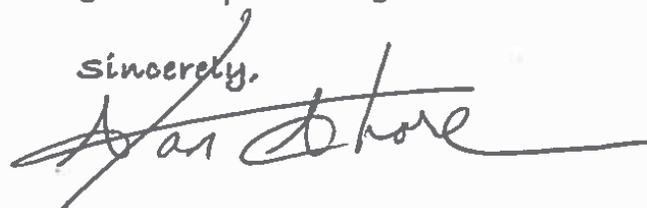
Hi Amy,

You may or may not know, that Castilleja owns another home across the street from 1235 Emerson Street. Neighbors are concerned that Castilleja will slowly gobble up the community.

Neighbors believe the proposed demolition of the two homes (photos enclosed) should go through the normal rezoning process. Allowing Castilleja to use the variance process to demolish the two homes sets a precedent that in the future Castilleja could acquire other residential homes, in the neighborhood, and then demolish them.

1235 and 1263 Emerson Street are zoned R1. Neighbors believe these two homes should remain as homes. Any change should go through the formal R1 zoning process. Neighbors do not want Castilleja to gobble up the neighborhood.

Sincerely,

A handwritten signature in black ink that reads "Stan Shore". The signature is written in a cursive style with a long horizontal line extending to the right.

**From:** Stan Shore <[stanshore@ihot.com](mailto:stanshore@ihot.com)>

**Date:** April 10, 2017 at 8:41:57 AM PDT

**To:** [Planning.Commission@CityofPaloAlto.org](mailto:Planning.Commission@CityofPaloAlto.org), "French, Amy" <[amy.french@cityofpaloalto.org](mailto:amy.french@cityofpaloalto.org)>

**Cc:** Michael Manneh <[michael.manneh@gmail.com](mailto:michael.manneh@gmail.com)>, Tom Shannon <[tshannon2@cs.com](mailto:tshannon2@cs.com)>, Cooper Alan <[akcooper@pacbell.net](mailto:akcooper@pacbell.net)>, Nelson Ng <[lofujai@ymail.com](mailto:lofujai@ymail.com)>, Rob Levitsky <[roblevitsky@yahoo.com](mailto:roblevitsky@yahoo.com)>, Erika Journey <[jurneys@gmail.com](mailto:jurneys@gmail.com)>, Cal & Dee <[DeeCal@volcano.net](mailto:DeeCal@volcano.net)>

**Subject:** Heritage Tree on Kellogg Ave entrance

SUBJECT: Heritage tree 255 Kellogg Ave. Castilleja development project.

TO: Planning and Transportation Commission

TO: Amy French

In front of 255 Kellogg Avenue entrance to Castilleja, is a magnificent heritage tree, 150 - 250 years old, 75+ feet tall. This tree has been at the same 255 Kellogg Ave spot, before Castilleja ever occupied the land. This tree is the focal point of the Kellogg Ave. street, between Emerson and Bryant. This 75 foot+tree is also the soul of this block of Kellogg Ave. In fact, the magnificence of that tree, is one of the reasons we purchased our home at 242 Kellogg Ave.

A condition of the proposed Castilleja construction project should be, that this tree must not be disturbed. The root system must be protected for 30 feet in all directions. Castilleja should NOT be permitted to move or replace that tree.

This tree is very valuable to this block of Kellogg Ave. Planning and Transportation commission should recommend to City Council that this tree not be removed. The commission should also recommend to City Council that, if during construction the tree is accidentally harmed, the City will fine the school \$250,000.00. This large fine, must be meaningful enough, to prevent any accidental harm to the tree.

Sincerely,

Stan Shore  
242 Kellogg Ave.,  
Palo Alto, CA 94301

**From:** Stan Shore [mailto:stanshore@lhot.com]  
**Sent:** Tuesday, April 11, 2017 4:05 PM  
**To:** Planning Commission; French, Amy  
**Subject:** Height and Set back requirements; Castilleja Development project.

SUBJECT: Proposed Castilleja new construction project.

TO: Amy French  
TO: Planning & Transportation Commission

SUBJECT: Building height requirements.  
Building set back requirements.  
Daily impact of 600+ students, faculty, staff and visitors to a residential neighborhood.

The Castilleja private, non-profit all girls school, is located smack in the middle of what is supposed to be a quiet R1, residential neighborhood. Proposed Castilleja project should blend in with the surrounding single family homes and should NOT dominate the neighborhood. New Castilleja buildings should NOT be a giant monument to Castilleja. All new buildings should blend in with the neighborhood..

1. The city should NOT allow any new buildings to exceed the average height of all residential homes surrounding Castilleja. Average height of surrounding residential homes is estimated at twenty-three (23) feet. A condition to any new CUP approval would be any new constructed Castilleja buildings shall NOT exceed the average height of all residential homes surrounding Castilleja.
2. To maintain character of this R1 neighborhood all new Castilleja buildings, should not exceed minimum required set backs for residential buildings. Castilleja should no be given preferential set-back treatment which is not afforded to surrounding homeowners.
3. Garages or other one story residential structures surrounding Castilleja appear to have a minimum set back from sidewalk of Twenty-Two (22) feet. Homes or other two story residential structures appear to have a minimum set back from sidewalk of thirty eight (38) feet. Consequently, to keep with character of the neighborhood, any new one story Castilleja building should be set back twenty-two (22') or more feet from the sidewalk. Any new two story structure structure should be set back thirty-eight (38) feet or more from the sidewalk.
- 4./ Attached table submitted by Castilleja indicates current building set back on Kellogg Ave is 25' 2". That is incorrect. I measured the set backs at the entry way of 255 Kellogg Ave . Below are the correct measurements.

Exterior entry way is set back 4' 4" from the outer wall. Below ground light well extends out 5' 2" from the wall. Entryway to outside edge of light well extends out a total of 9' 6". Outside edge of light well to sidewalk is 28' 8". Setback from building to sidewalk is 33' 10". Set back from entry door to sidewalk is 33' 10' plus 4' 4" = 38' 2". NOT 25' 2"!

Based on above measurements, every new building should be set back a minimum of 38' from the sidewalk. To offset the mass and scale of this very commercial project, in the middle of a what is supposed to be a quiet R1 residential neighborhood, setback for all new two story buildings should be an additional ten feet which is 48' from the sidewalk. Furthermore, no building should be taller than 23 feet. Increased set backs will allow for more landscaping providing for a more calming and park like setting to blend in with the character of this residential neighborhood. Keep in mind, this project is about what is good for both Castilleja and the community. Not, what is just good for Castilleja.

5. Planning and Transportation Commission should consider whether such an enormous commercial project, of this mass and scale, with 600+ students, faculty, staff and visitors arriving each day, on this small six acre parcel, should even be in this quiet R1 residential neighborhood? A project of this size does NOT belong in a quiet R1 residential neighborhood. Castilleja, is using its enormous wealth and political connections to ram this project through. A project of this scale does NOT belong in a quiet residential neighborhood. For this reason alone, Planning and Transportation Commission should kill the entire project.

Sincerely,

Stan Shore  
242 Kellogg Ave.  
Palo Alto, CA

**B. Project Description** The following table summarizes the project details compared to existing conditions:

Figure 3

<b>Project Detail</b>	<b>Master Plan Proposed</b>	<b>Current Campus</b>
Above Grade S.F.	105,700 sf.	105,700 sf.
Basement Level S.F.	69,000 sf.	42,300 sf.
Total Square Footage	174,700 sf.	148,000 sf.
Floor Area Ratio	0.37	0.37
Maximum Building Height <sup>3</sup>	34'6"	34'6"
Minimum Setbacks		
Emerson	71'6"	15'6"
Kellogg	16'0"	25'2"
Bryant	38'5"	17'9"
Embarcadero	108'6"	108'6"
On-Site Parking Spaces	170 spaces	73 spaces
Underground Spaces	130 spaces	0 spaces
Surface Spaces	40 spaces	73 spaces
Site Coverage	21%	22%
Open Space	99,480 sf.	93,298 sf.

DONNA M. VENERUSO (d.'09)  
LEILA H. MONCHARSH

LAW OFFICES  
VENERUSO & MONCHARSH  
5707 REDWOOD ROAD, SUITE 10  
OAKLAND, CALIFORNIA 94619  
TELEPHONE (510) 482-0390  
FACSIMILE (510) 482-0391

January 30, 2017

Amy French, Chief Planning Official  
City of Palo Alto  
250 Hamilton, 5<sup>th</sup> Floor  
Palo Alto, CA 94301

Re: Castilleja School Expansion Plans

Dear Ms. French:

I represent a group of neighbors living in the vicinity of Castilleja School. This is to request that you continue the upcoming scoping session hearing date and the due date for written comments. The hearing date of February 8, 2017 and a comment cutoff date of February 22, 2017 do not allow sufficient time for the public to review the relevant documents, obtain expert review where necessary, and provide full comments.

The scoping session is important to my clients due to the negative impacts presented by Castilleja's expansion plans. The project, if approved, will destroy many characteristics of the surrounding residential neighborhood because it essentially encroaches an institutional use into the surrounding single-family neighborhood. The current setting is one of single family homes, at least some of which appear to be historic resources, ample trees throughout the neighborhood and streets, minor traffic uses during non-school or school event hours, quietude, and narrow streets. The proposed changes would involve removal or attempted transplanting of an enormous number of established trees, installation of an underground garage and entry to it that are consistent with a downtown or industrial location, demolition of houses to be replaced by institutional uses, increased noise during school hours and events, increased student and employee traffic, and a very long three-year construction period. These changes are very consistent with institutions that are located on large, many-acre parcels and very inconsistent with a typical school, located in a residential neighborhood.

The Notice of Preparation and subsequent documents were issued, despite that the application for development was incomplete. The documents that you requested from Castilleja in July 2016 are just now starting to trickle in, with thus far only two of them released to the public. Please see the Public Records Act request we submitted in hopes that the public will receive access to the rest of the ones you requested over five months ago. The Initial Study, which is the seminal document for the public to understand the potential scope of the EIR was not released until January 23, 2017 and is 54 pages long. The geo-tech report is nearly 100 pages long and was just released by your office on January 26, 2017. Yet, we have a hearing date of February 8, 2017, less than two-weeks from now, when my clients would like to fully participate with the decision-makers in commenting orally on the scope of the EIR. None of the rest of the documents that were requested by your department in July 2016 appear to have been provided by the institution.

Amy French, Chief Planning Official  
City of Palo Alto  
250 Hamilton, 5<sup>th</sup> Floor  
Palo Alto, CA 94301  
Re: Castilleja Project  
January 30, 2017  
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We also notice that there is no Identification Number on the Initial Study or any other document that was released after the Notice of Preparation was issued. Under CEQA Guideline section 15082, subdivision (e), the Identification Number should have been available shortly after you served the State Clearinghouse. This also causes concern as to whether other relevant agencies have been notified of the scoping session and comment period dates, and whether they have had, or will have, sufficient time to provide comments.

Furthermore, under Guidelines section 15082, subdivision (a)(1)(C), as the lead agency the City was required to provide the “probable environmental effects of the project” in the Notice of Preparation to responsible agencies and the Office of Planning and Research so that other agencies could “make a meaningful response.” The one paragraph in the Notice of Preparation constitutes a woefully inadequate description of the probable environmental impacts. The document with those impacts from this project is the Initial Study. However, it is unclear how other agencies are expected to participate in the scoping process when the Initial Study was not even available until six days ago. Therefore, the Initial Study and a revised notice of the scoping session for later dates (hearing and written comments), with the Identification Number should be provided to the Clearinghouse and the public.

In reviewing your timeline for the EIR process posted on the City’s website, it appears that the City’s position is that this project should be rushed through the CEQA process within a matter of a very few months. In my experience of over 20 years handling land use matters, that is either an unrealistic timetable or one that evidences an interest by the City in doing an inadequate job informing decision-makers and the public that holds them accountable regarding the environmental impacts of the project. An inadequate, rushed EIR that does not meet the informational requirements of CEQA is simply a recipe for a similar rush into litigation over those inadequacies.

For example, I see that the institution’s geo-tech report apparently does not contemplate dewatering and contends that the project will not intrude deeply enough to involve the water table. The City’s engineer discusses all of the possible needs for dewatering and methods the City generally requires. An EIR needs to thoroughly vet this issue lest it turns out that dewatering was needed and no effort was made to quantify the amount of water coming out of the project site. The EIR also needs to provide the solution to the eventuality of the pumping system wearing out or becoming non-operable.

The work done thus far on the historic resources topic is also highly problematic. In quickly reviewing your file, it contains a hodge-podge of addresses and rating sheets. One of the sheets was filled out by Michael Corbett, a well-known architectural historian here in Berkeley. As the current Vice-President of the Berkeley Architectural Heritage Association, I am very familiar with Michael’s work and what I see in the file is incredibly inadequate, and not at all

Amy French, Chief Planning Official  
City of Palo Alto  
250 Hamilton, 5<sup>th</sup> Floor  
Palo Alto, CA 94301  
Re: Castilleja Project  
January 30, 2017  
Page 3

consistent with a properly drafted historic report. There is also a memo that appears to state that certain structures surrounding the school are not historic resources because they are not on a registry. The law in California has been contrary to that position for many years – the issue is whether a structure is “eligible” for inclusion in a registry. (See, *League for Protection of Oakland's etc. Historic Resources v. City of Oakland* (1997) 52 Cal.App.4th 896.) The environmental issue is also not restricted to the houses slated for demolition, but also involves the potential negative impact of the project on nearby historic resources.

From walking around the neighborhood, it appears that it has already been incrementally damaged by Castilleja’s expanding institutional uses. Several of the houses have been converted into either institutional uses or rentals, instead of home ownership. These conversions of needed housing, if allowed to continue, will no doubt fuel more demolitions in the future as the incremental encroachments into the residential area continue. The housing, streetscape, and history suggest that the housing and at least one major structure on the Castilleja property have historic value, both due to at least locally important architects and former residents. Yet, the City appears to be on the brink of allowing this neighborhood to become “salvage” for a private institution that only minimally serves its citizens.

Under Guideline section 15083, the City should seriously consider the benefits of a full scoping process. That section states, “Many public agencies have found that early consultation solves many potential problems that would arise in more serious forms later in the review process.” Based on my experience with CEQA, that statement rings true. Please continue the scoping session and comment due dates.

Very truly yours,

*Leila H. Moncharsh*

Leila H. Moncharsh, J.D., M.U.P.  
Veneruso & Moncharsh

LHM:lm

cc: Clients  
Hillary Gitelman  
Planning and Transportation Commission  
City Manager  
Mayor  
Vice-Mayor  
City Council  
Historic Resources board

DONNA M. VENERUSO (d.'09)  
LEILA H. MONCHARSH

LAW OFFICES  
**VENERUSO & MONCHARSH**  
5707 REDWOOD ROAD, SUITE 10  
OAKLAND, CALIFORNIA 94619  
TELEPHONE (510) 482-0390  
FACSIMILE (510) 482-0391  
Email: 101550@msn.com

May 12, 2017

Amy French, Chief Planning Official  
City of Palo Alto  
250 Hamilton, 5<sup>th</sup> Floor  
Palo Alto, CA 94301

Re: Castilleja School EIR Scoping Session

Dear Ms. French:

My law firm represents Protect Neighborhood Quality of Life Now (PNQL), a group of neighbors living in the vicinity of Castilleja School. Below are my comments for the CEQA scoping session.

#### **A. Staff Report**

Preliminarily, I note that the staff report indicates that the project application is for a type of CUP that is not legally available in California.

Castilleja School Foundation (CSF) proposes to increase enrollment by 27 students each year and make the increases contingent on strict transportation demand measures such as a “cap” on student trips by automobile, as well as on specific physical improvements to the site.

(Staff report, p. 4.)

This method of addressing increased student enrollment creates a legal conundrum. Once the City grants a CUP for 125 additional students (540 – 415 allowed under current CUP = 125), the permission to have those 125 additional students becomes a “vested” property right of the school, regardless of whether they are all added to the enrollment at one time or in phases over time. Pulling back the permission in the CUP to increase enrollment by 125 students is not legally or realistically possible without an administrative hearing that provides due process to the school.

Furthermore, these “phases” present enforcement problems with schools that have a history of use permit violations. In one instance, a private school in Oakland simply increased the student enrollment from each phase to the next as it “felt” that it was in compliance with the use permit, although the planner specifically informed the private school that it was not *and* that it was not permitted to increase enrollment to the next phase. The City of Oakland then ended up, as here, requiring a new use permit to “legalize” the over enrollment. Therefore, the EIR will need to address the problem of a description for a project that has illegal, unenforceable

Amy French, Chief Planning Official  
City of Palo Alto  
250 Hamilton, 5<sup>th</sup> Floor  
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Re: Castilleja Project  
May 12, 2017  
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contingencies in it because of the “phasing” provisions. The project description needs to be accurate. (Guideline § 15124.) The only way to deal with the enrollment problem is to assume for all environmental analyses a difference between the baseline of 415 students that are allowed under the current use permit and 540 students, which will potentially be allowed under a new use permit.

On pages 4-5 of the staff report, there is a brief summary of the build-out phases, but no time estimate as to how long this project will take to construct. The EIR project description needs to accurately state the duration of time necessary for the project to be completed. In Brentwood (So. Cal), a private school came up with a description of its expansion plan that would take over three years. The City Council quite rightly forced the school to reduce the size of its project so it could be completed in considerably less time. The EIR here needs to evaluate the impact on the neighbors of what potentially could be a five year period of construction. How much noise does the EIR believe will occur for each phase? Is there a way to mitigate the noise by reducing the size of the project? What mitigations does the EIR recommend to the decision-makers for this project?

Further, the EIR needs to specifically discuss the impact of long-term construction on the accessibility of neighbors to the roadways, the condition of those roadways as construction continues, and whether the elderly will be adversely affected in any way. Many of the residents near the project site are elderly retired people. Will they spend the last few years of their lives living with all the construction noise from this project? What mitigations would protect these sensitive receptor individuals from noise and air pollution?

This proposed project does not appear to meet the state’s greenhouse gas reduction requirements. It envisions a school that serves only 30% of students from the City of Palo Alto, with all the rest, and presumably much of its employees and visitors coming from other cities. The further intrusion from years of heavy construction equipment exhaust also is a concern. The EIR needs to address the greenhouse gas emission issue and how it will impact the neighbors. (See article on pgs. B and continued on B5 - <http://enewspaper.latimes.com/desktop/latimes/default.aspx?pubid=50435180-e58e-48b5-8e0c-236bf740270e>. ) How will this project comply with the climate change requirements discussed in the article and elsewhere? The EIR should explain whether and how the proposed project will comply with any state, county, and local regulations designed to reduce greenhouse gases.

On page 7, the staff report indicates that the applicant is still deciding upon various aspects of the project and will provide a geotechnical study to the City, but does not state that this study will be reviewed for accuracy by the EIR preparer’s experts.

The applicant is also preparing a geotechnical study for the City’s review and use as a source document for the Draft EIR. The applicant is studying the potential

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for relocation of the Emerson access ramp to align with Melville Avenue, which would likely result in reconfiguration of below-grade parking spaces. The applicant is also preparing revisions to the plans to describe the revised proposal for the Circle. These proposals would be analyzed by the City and City's consultant, with potential for revisions to the technical studies.

Arriving at an accurate project description without plans that are at least conceptually accurate presents a problem under CEQA. Unless the plans are more formalized than apparently they are now, the project description in the EIR will not be accurate. Either the EIR will need to be redone and re-circulated or at least there will need to be a supplemental EIR with public circulation. Recently, Castilleja has submitted further plans. Hopefully, this is the final set of plans for its proposed project. Otherwise, the project description and the EIR will not be accurate.

Leaving the vetting of the geotech piece to the applicant, assuming that is what the planner intends, would be inadequate for CEQA purposes. The reason for an EIR is to have a presumably independent review of the potential negative environmental impacts from the project. The applicant is clearly biased and the geotech company it pays will also be biased in favor of downplaying any negative impacts. This also applies to the recent memo that was released by the city indicating an intention to move the storm drainage system and other items from the city's easement.

## **B. Aesthetics**

The Initial Study admits that the proposed project presents potentially significant impacts on scenic vista(s), would substantially damage scenic resources, degrade the visual character quality of the site and its surroundings, and create new sources of substantial light or glare that would adversely affect day or nighttime views of the area. (IS, p. 7.) That is an impressive list of impacts! The EIR must analyze each of these impacts and propose mitigations for each of them under CEQA.

The obvious negative impacts involve the large number of trees proposed to be removed or transplanted on the project site. The reality is that transplanting mature trees is very difficult and the success rate slim. The EIR preparer will need to hire an arborist, at the applicant's expense, to figure out the potential survival rate of any transplanted trees. The EIR also should offer mitigations that would reduce the number of trees proposed for removal, including redesigning the project or reducing its size. The alternatives to the project should include these other possible approaches to avoid removal.

We note that one of the project objectives includes improving "site aesthetics through landscaping." The EIR should explain how that can be accomplished by removal of so many

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trees. Most cities have tree protection ordinances because mature trees make an entire neighborhood aesthetically pleasing and their removal damages not only the project site, but all of the surrounding area. Neighbors from blocks away see the sylvan landscape at the school from their windows. What are the ages, height, and canopy of each tree proposed for removal and how does the EIR propose mitigating that loss? Surely, new trees will not be sufficient to recreate the aesthetic. Recently, Castilleja has suggested that it will transplant 45 trees, instead of removing them. However, no responsible arborist would ever suggest that transplanting grown trees is a responsible solution.

Established, grown trees do not transplant well. The accepted loss ratio is at least 50%, and often quite a bit higher. The process involves removing the tree and its roots, placing the tree in some type of holding container, and then planting the tree elsewhere then where it originated after several years of construction is completed. During the construction time period, the trees must be watered regularly and care for. It is a difficult and very expensive process, which explains why the loss ratio is so high. While offering to transplant grown trees may sound environmentally sensitive, in fact it is not. Transplantation of grown trees is simply a way to soothe the feelings of neighbors in the short end, so that the developer could destroy the trees when they die later on. Further, there is no provision for replacement of the trees because of the so-called transplantation plan. The EIR needs to discuss how the plans can be altered to preserve the fully grown trees currently on the property.

The EIR needs to include photos of the streetscape and the housing that surrounds the project site. It needs to include “before” and “after” views of both and also of what the area would look like if the trees are to be removed. The garage opening is also an issue as it looks very industrial or like something one expects to see downtown below Macy’s. What mitigations does the EIR plan for addressing that issue? Almost the entire short block of Emerson will be reduced to one side being school fencing instead of two attractive historic homes and tree canopies. The EIR should discuss ways to avoid changing the exterior to one that is extremely industrial appearing.

The historic resources topic and aesthetics overlap one another. The proposal includes removal of two houses that the City seems to believe do not constitute historic resources. We disagree. Whether a structure is on an inventory does not dictate alone whether it is a historic resource. However, there is another related issue that the surrounding neighborhood does contain some houses that are definitely on the city’s inventory and are historic resources. Will they be aesthetically impacted by tearing down the two houses and replacing them with an ugly, industrial style garage entry and exit or with institutional buildings constructed downstream?

The school has been systematically purchasing residential houses, replacing buildings with more institutional appearing ones and in effect, encroaching into the residential neighborhood. Will the proposed project continue that same pattern and if so, what will the EIR

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propose as mitigations? The Initial Study acknowledges that the project will degrade the visual character or quality of this neighborhood and therefore, the EIR must discuss proposed mitigations.

It is unclear in the Initial Study as to how the project will create new light or glare and this needs to be spelled out in the EIR along with proposed mitigations. It should include provisions for turning off lighting at night once the school closes. Will this be included in the mitigations? At minimum, it should be included in the conditions of approval with specific hours for turning off the lighting. It needs to be self-activated and not reliant on employees to remember to turn off the lighting. Also, what type of lighting equipment does the EIR recommend to make sure that the lighting is facing downwards and not into neighboring houses? How much lighting will be there compared with the amount that is now extant at the project site? Another recent issue has been headlights from cars leaving events. These headlights face into the housing and are disruptive for the neighbors. Part of the solution may be restricting the number of events and the hours of the events. However, the EIR should discuss mitigations to avoid headlights shining into neighbors' homes.

### **C. Air Quality**

The Initial Study denies that there would be any potentially significant impacts to air quality, but only evaluates this item from the standpoint of a completed project. In the text section, the study concedes that, "However, it is possible that the project would exceed air quality standards during construction, resulting in potentially significant impacts. Thus, the air quality impacts of project construction will be analyzed in the project EIR." It also admits that the project construction may produce odors.

The EIR needs to evaluate the impact of particulate matter on sensitive receptors, including seniors living in the area, during construction. If the construction period lasts years, it is important to consider the emissions from the construction equipment. Will those emissions expose "sensitive receptors to substantial pollutant concentrations?" (Checklist III, subd. d.) Also, will the emissions in combination with the dust from the construction expose seniors to substantial pollutant concentrations over several years? Normally, construction impacts on air quality are viewed as transitory. However, in this instance, they may not be if the construction period is extensive and given that it will be located in a residential neighborhood, not in an industrial or downtown area of a city. These impacts need to be quantified and evaluated. The EIR must pin down the realistic time frame for the construction period. Also, see my comments above regarding the staff report statements about air quality.

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#### **D. Biological Resources**

The Initial Study contains the standard language concerning avoidance of destroying habitat during nesting season. These mitigations need to be included in the Mitigation Monitoring and Reporting Program document and in the EIR. They should also be included as conditions if a modified use permit is granted.

The study acknowledges that the project “would require removal of trees regulated under the City’s Tree Ordinance. The project’s impact on tree resources is potentially significant and will be analyzed in the project EIR.” My comments under Aesthetics are incorporated here. This topic actually overlaps three sections: aesthetics, biological resources, and conflicts between the city’s ordinances and General Plan on one hand and the project on the other. The relevant policies include the following:

**POLICY N-14:** Protect, revitalize, and expand Palo Alto’s urban forest through public education, sensitive regulation, and a long-term financial commitment that is adequate to protect this resource.

**POLICY N-16:** Provide on-going education for City staff, homeowners, and developers regarding landscaping and irrigation practices that protect the urban forest.

**POLICY N-17:** Preserve and protect heritage trees, including native oaks and other significant trees, on public and private property.

The new, recently submitted plans call for 45 trees to be relocated instead of cut down. There needs to be further investigation into the feasibility of transplanting, considering both the actual removal from where the tree thrived to a destination where it would have the best chance of survival. For example, further study of redwoods number 115 – 120 is needed to identify how closely their root systems are intertwined. The current drawings are not adequate to determine if a root ball of sufficient size can be dug up without killing the tree next to it. The proposed “moved to” location appears to be under a canopy of a mature oak tree, and hemmed in between two-story temporary classrooms. Since oaks and redwoods have extremely different watering needs, this doesn’t appear feasible, and survival of the transplanted trees is painfully unlikely. As stated above, I have serious doubts as to the “relocating” of trees as a solution to saving trees; again, one transplanted tree does not equal one tree left alone. Discuss plan.

Also, please note that the new plans seem to be arbitrary about where root protection zones can be violated. Further study is needed to determine if the new parking spaces can actually exist in the area described in the drawings and not disturb and eventually kill the trees nearby.

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The EIR preparer has a duty to provide alternatives to the project as currently designed. Those alternatives should factor in ways to achieve the school's goals without destroying so many trees. The EIR should rely on an independent arborist and landscape designer to provide the information necessary to the decision-makers regarding ways to avoid the extensive tree loss.

### **E. Cultural Resources**

It is curious why the Initial Study checks boxes for burial and archeological sites when these are not relevant. The issue is whether the project, especially the planned demolitions, will have an adverse effect on any historic resources in the neighborhood. Our preliminary information is that the Lockey house was built around 1917 by a well-respected local architect. It may be that he also designed buildings on the proposed project site, which is important in figuring out whether the buildings fit together aesthetically and historically. If so, it may be that treating them as separate and demolishing one of them will also remove features that should be preserved from the other extant historic resources on the project site or in the neighborhood. It was not uncommon in the early part of the 20<sup>th</sup> century for notable architects to design several structures in one neighborhood – losing any of them will also involve losing a cultural resource.

The EIR preparer needs to hire an independent architectural historian to do a complete study of the two houses slated for demolition. There have been some alterations, but that alone does not rule out that a structure is historically significant. Also, the expert needs to locate and describe other historic resources in the neighborhood near the two houses that the school wishes to demolish. Are there other nearby structures designed by the same notable architect? If so, what is the history of those structures?

Concerning is the lack of information in the historic work already completed by the City. The fact that a building is not in an inventory doesn't preclude it from eligibility for inclusion in a registry or that it is not a historic resource. It appears, again preliminarily, that Palo Alto started two inventories, but one of them was stopped by the city council around 1999. That was not uncommon because cities often ran out of money for inventories or the city council became concerned that inclusion in a local inventory would interfere with future development. The EIR needs to indicate the history of the inventories. I also thought that I saw one of the structures on a local inventory. Is it? And if so, what was the rating and what does that rating mean?

While most historic reports start with the history of the Ohlone Indians in the area, this EIR needs to focus on the history of Professorville. It should chronicle its development and identify the architecturally significant architects who participated in developing the area around and on the project site. It also needs to identify who lived in the housing around the area of the proposed project site. Photos are going to be important in understanding the development of the immediate area. The two structures cannot be viewed historically in a vacuum.

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I would expect to see building permits and copies of the relevant Sanborn maps over time so that the decision-makers could determine the value of the two structures and the surrounding neighborhood's historic resources. There should be a sizeable portion of the report devoted to the professors who lived in Professorville. Stanford University was founded in 1885. The professors who taught there and lived in Professorville were not only responsible for creating one of the world's most respected universities, they were also active in the Palo Alto community and their contributions need to be described in sufficient detail that the decision makers can decide whether to preserve at least Lockey House.

A word about alterations. Too often I see historic reports prepared by expensive companies that are hired by developers to "disappear" historic resources. All that would be left is a plaque of many valuable resources if these paid historians had their way. They always focus on alterations over the years, instead of the Secretary of Interior Standards. The EIR must reference those standards if the preparer, as happens so often, just chooses to make the case for demolition. There are almost no 100-year-old buildings that have not been altered in some way over the years. That fact, alone, does not mean that the structure is no longer a historic resource. In looking at the Lockey house, it appears that there was an addition on the façade, but that the building could easily be returned to its original state without resorting to "false historicism." If the EIR preparer wishes to go down the "alterations" route, the EIR must identify in detail the windows, doors, and other features that are the same as the original, and which ones are different.

The EIR must be truthful and already we are off to a bad start with misinformation, including the date that the Lockey house was constructed – something that the building permits, the Sanborn maps, and the telephone directories for the relevant time period would have identified had they been consulted. It is beyond disrespectful to the history of Palo Alto for an EIR to contain or be based on false information in a biased expert report. It is also grounds for a court to order a new EIR. (*Berkeley Keep Jets Over the Bay Com. v. Board of Port Cmrs.* (2001) 91 Cal.App.4th 1344.)

## **F. Geology**

The Initial Study admits that the proposed project may present significant impacts in the context of earthquakes and land stability. (IS, pp. 17-18.) However, it does not seem to recognize that the excavation process alone presents a myriad of potential negative impacts. Tunneling underground to make more below-surface structures requires inquiry into several areas. What rock formations are located below ground and will there be any need for dynamite or means to break up the rock? The walls of the garage are going to require some method of stabilization – does the project involve stabilizing pins or anchors that will go beneath housing or the City's right-of-way? What steps will be taken to insure that the above-ground buildings will not be destabilized during construction or during an earthquake?

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### **G. Land Use Planning**

I incorporate my comments from the biological section regarding inconsistency with the General Plan's treatment of trees. Further, this project requires parcel map approval and it does not appear that combining all of the various lots corresponds with the zoning for this residential neighborhood. The EIR needs to demonstrate how the project complies in this regard with the General Plan and the zoning code. It appears that they are inconsistent.

### **H. Traffic**

The W-Trans scope of work makes the incorrect assumption that its task is to weigh the traffic increase from 438 students to 540 students. That is incorrect as the City Council never voted to modify the enrollment in the CUP from 415 students, the number in the 2000 use permit. The EIR must identify a correct baseline for the traffic study and that would mean 415, and not 438 students. (WT report, p. 1.)

The site visits conducted by W-Trans need to be unannounced. As I have seen with other non-complying private schools in Oakland, the school will just alter its traffic pattern to alter the statistics if it has advance notice of independent monitor visits. The company also needs to visit during events, large and small, to observe and record the number of cars attending the events. The same analysis for events as for drop-off and pick-up needs to be included in the EIR and its supporting traffic study. (WT, p. 2.)

The W-Trans report states: "The survey data will be compared to standard trip generation rates for a K-8 private school published in the latest edition of ITE's Trip Generation, and then a recommended trip generation rate will be reviewed with City staff prior to analysis." The ITE for a K-8 school is not consistent with Castilleja which is a 6<sup>th</sup> through 12<sup>th</sup> school. It appears that the school allows the older students to drive to the school. The issue is how many of the cars arriving and leaving the school are single occupancy vehicles (SOV). It also would not include the trips generated by events, which are also annoying to the neighbors as they tie up traffic. On page 78 of the staff report attachments, the school represents that it plans to host up to 90 events per year with over 50 attendees, but there is no description as how it plans to handle the parking, pick-up and drop-off, and traffic congestion for this many events. Furthermore, how will the lights of the cars impact the neighbors if these events are at nighttime?

The surveys referenced at the end of page 2 in the W-Trans report are based on "self-reporting," which is not reliable for two reasons: 1. The reporters know that the outcome of the survey will impact their ability to obtain a modified CUP so they are motivated to skew their responses; and 2. We have found that "self-reporting," with schools that have a history of use

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permit non-compliance does not work. They view the self-reporting as an opportunity to prove that they are right and the neighbors are wrong.

On page 3 of the W-Trans report, there is a list of intersections for LOS study. That study needs to also include special events. I understand that the data W-Trans will obtain is recent, which is required under CEQA. If an in-ground counter is used, it should be left to run 24/7 because there are also deliveries to the school that need to be factored into the study. For a period of time, these deliveries were occurring between 5:00 a.m. and 6:00 a.m., which is generally not allowed in residential neighborhoods. It is not clear when, and how many, are occurring now. This page also includes a great deal of reliance on manuals, and presumably ordinance standards. However, private schools do not fall neatly into that type of analysis because traffic safety and congestion around the immediate neighborhood are more the issues than only queues. The EIR should study whether the increase of students from 415 is going to create safety issues and propose mitigations.

The EIR should study evacuation parameters. By now the City should have obtained an evacuation plan for this school. A common problem is that parents will often ignore the direction not to come to the school in the case of an emergency and then end up adding to the traffic. The EIR needs to consider whether the narrow streets adjacent to the school can handle all three types of traffic at one time in an emergency: responders, neighbors evacuating, and parents showing up to “save” their children.

W-Trans must consider how the traffic will be mitigated and how those mitigations will be enforced. A recent choice has been hefty penalties for private schools with a history of use permit violations. How will the EIR structure enforcement as to the enrollment number and compliance with the eventual traffic plan? It also needs to consider how the traffic plan will be implemented – how many monitors, what kind (school or outside traffic engineering company?) and where will they be situated during what hours? How does the EIR intend to enforce the monitoring requirement? Will there be independent traffic monitoring to make sure that the school stays in compliance, given its non-compliance history?

Parking in and of itself is not a CEQA issue. However, when parking interferes with traffic, it does fall within CEQA. The EIR should verify that all of the proposed parking spaces for the school are legal and not configured to avoid the code requirements. The parking assessment must include employees, visitors, and others coming and going from the school site and should be predicated on accurate current and future parking counts. It also needs to include event parking. The analysis has to go beyond the four corners of the school because parking often occurs on streets surrounding the school and beyond. The EIR should propose a way to monitor the parking of parents, employees, and visitors. Will it recommend a pass on the bumper, a database with all of the affiliates of the school in the database with a description of

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their cars and the license numbers, or some other method to assure that everyone affiliated with the school is complying with the parking plan?

The amount of space allocated to drop-off and pick-up needs to be reviewed in the EIR. The problem with private schools is that they depend on income from selling their services, unlike public schools. As a result, every square foot of school property needs to generate income for the school. Unfortunately, creating a circulation plan that permits the maximum number of students to be let out of busses and cars also requires a great deal of square footage. What would be adequate square footage for a school with 60 students is going to be significantly different than for a school of 540 students. Parking spaces and safe, onsite drop-off and pick-up facilities do not generate any income. As a result, private schools tend to under assess the amount of square footage that is actually needed, resulting in pushing the excess cars into the neighborhood streets. This also will occur if the school violates the use permit and increases enrollment again.

I did not see where in the W-Trans report there would be an evaluation of the request for a variance to provide pedestrian access and a vehicle ramp into the underground garage, other than view points. This garage needs to be assessed in the EIR as to all of its uses: deliveries, event parking, drop-off and pick-up, etc. I notice that the plans seem to envision a rather low height limit. How will that impact large delivery trucks?

Trip counts were apparently supposed to be under 440, but it is unclear whether this number represents 220 in and 220 out, or up to 440 in and 440 out. That needs to be clarified in the EIR. Page 2 of the school's presentation states that trips will be  $\leq 440$  during peak periods. The "about" is not advisable; nor is averaging, which was a dismal failure in Oakland, requiring later changes to the use permit. The number should be clearly set forth and defined in the traffic study and in the EIR. The presentation's penalties are not designed to accomplish the goal of making sure that it does not increase trips in violation of the use permit. The EIR should propose clear and enforceable mitigations to prevent the violation in the first place.

I noticed that in the past, the school has requested a condition that permits the monitors not to wear uniforms. However, the "uniform" is usually a lightweight vest in either red or the color of the school over clothes. It allows the parents to quickly identify monitors and follow their instructions during drop-off and pick-up. It also allows the independent monitor to check whether the school is complying with the use permit as far as number of monitors and locations. The EIR should discuss ways to make sure that the monitors are clearly visible. It also needs to specify where, exactly, the monitors should be posted during drop-off, pick-up, and events.

The "Monitoring Measures and Consequences" section of the school's Executive Summary, page 77 of the staff report attachments, should be reviewed by the EIR preparer. The term "additional TDM measure" is vague and does not appear to bring about compliance. Nor do terms like "more intensive TDM measure" help clarify what is meant. What specifically would

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the EIR propose to prevent further violations of the use permit? Similarly, the \$500 fine is clearly inadequate given that the last substantial fine did not work. The EIR needs to consider effective penalties for noncompliance with the use permit.

### **I. Noise**

The Initial Study admits that the proposed project would potentially create a permanent increase in ambient noise above the current sound level. It also concedes that the project may have a temporary “or periodic” increase in ambient noise. A study of that increased noise on the school site should also include noise from events. The EIR must consider Palo Alto’s sound ordinance (PAMC ordinance, section 9.10.) Leaf blowers and other equipment that may be used on the school campus should be considered. Today, most schools do not use bells any longer, but the EIR should indicate if this is the case. The EIR must consider all sources of noise, including students walking between classes, outdoor assemblies during the day, and whether amplified sound will be used. For example, a typical condition of approval for a school would prohibit bounce houses (generator noise), loud speakers, outdoor intercom systems, and other devices that would be disruptive to neighbors.

### **J. Hydrology**

I have reviewed the document entitled, “Castilleja school utility reroute feasibility study”. This appears to be a document that was prepared by somebody in the employ of Castilleja, who was asked to figure out how to move the sewer system and other utilities that are now located in a city easement. The storm drain removal and replacement elsewhere is of concern because it apparently would involve use of a pump. The current storm drainage system appears to work adequately. Moving the system and changing it to become pump-dependent needs analysis. Even reading the memo, it is not clear that these utilities can be moved out of the easement such that they will work effectively in a new location.

Furthermore, the hydrology study also should consider the effects of digging out the ground to construct the garage. It can be anticipated that there will be a need to remove water as the digging proceeds. There was mention in a city document from an engineer about how that could be accomplished, but it needs to be reviewed in the EIR.

Thank you for considering my comments.

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Very truly yours,

*Leila H. Moncharsh*

Leila H. Moncharsh, J.D., M.U.P.  
Veneruso & Moncharsh

LHM:lm

cc: Clients

## Katherine Waugh

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**From:** French, Amy <Amy.French@CityofPaloAlto.org>  
**Sent:** Tuesday, January 31, 2017 9:28 AM  
**To:** Katherine Waugh  
**Cc:** Mullen, Jarrett; Mello, Joshua  
**Subject:** FW: Castilleja Expansion - Traffic Counts

Here is a comment on the scope for Wtrans. I will let them know I forwarded it to you to share with Wtrans (and be prepared to respond at or prior to the PTC scoping meeting next week). I also copy transportation staff.

**From:** Tom Shannon [mailto:tshannon2@cs.com]  
**Sent:** Tuesday, January 31, 2017 9:16 AM  
**To:** French, Amy  
**Cc:** akcooper@pacbell.net; mcleod.bruce@gmail.com; carlab@cb-pr.com  
**Subject:** Castilleja Expansion - Traffic Counts

Hi Amy,

Thanks for the email updating us on scoping info. One comment on the Transportation Sub-Consultant's Scope ... in addition to the traffic counts outlined in the scope, the traffic consultant needs to measure trips on days when Castilleja is CLOSED and not holding any functions at the school while Palo Alto HS is in session. Castilleja represents that some of the traffic on our streets is related to Palo Alto HS. Yet, on days when Castilleja is CLOSED and Palo Alto HS is in session, our neighborhood streets (especially Kellogg Ave.) are very quiet. Thus, we can conclude that 90% of our neighborhood traffic comes almost entirely from Castilleja's operations.

I have video recordings of what the traffic looks like on days when Castilleja is closed and Palo Alto is in session. There is no traffic to speak of on Kellogg and very little at the intersection of Kellogg and Bryant. However, I realize that traffic counts and videos from neighbors don't hold much water so I'd like to request that the traffic engineers measure the traffic impact when Castilleja is CLOSED and not holding any functions while Palo Alto HS is in session. You can find these opportunities when the school's take their breaks. Paly and Castilleja are on different "break" schedules. Please make sure Castilleja is not holding any functions on the days that the traffic engineers make the counts.

Thanks,  
Tom Shannon  
256 Kellogg Ave.

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

**From:** Castilleja Expansion <Castilleja.Expansion@CityofPaloAlto.org>  
**To:** Castilleja Expansion <Castilleja.Expansion@CityofPaloAlto.org>  
**Sent:** Mon, Jan 30, 2017 10:06 am  
**Subject:** Castilleja School Project Update - Multiple Documents Uploaded

Hello,

You are receiving this email because you are subscribed to the Castilleja School Project Update email list.

Multiple documents have been uploaded to the Castilleja School web page on the City's website.

The documents are outlined below:

### Castilleja School CUP Application Submittal Items

- Geotechnical Report prepared by Applicant's Consultant

**City Staff and Consultant Documents for Castilleja School CUP Review**

- Transportation Sub-Consultant's Scope

Thank you,  
City of Palo Alto

**From:** Tom Shannon [mailto:tshannon2@cs.com]  
**Sent:** Friday, May 12, 2017 10:52 AM  
**To:** French, Amy  
**Cc:** akcooper@pacbell.net; mcLeod.bruce@gmail.com; carlab@cb-pr.com  
**Subject:** Castilleja EIR scoping - Traffic Patterns

Hi Amy,

For the Castilleja EIR scoping input, the City and EIR consultants need to study further the impact of the parking lot ENTRANCE on Bryant Street which will conflict with the Bryant Street bike boulevard and Safe School Pathways and the EXIT onto Emerson Street which will conflict with the R-1 neighborhood.

A huge problem will be the resultant traffic pattern that will be created. I call it the "merry go round" effect. Cars will exit the proposed garage on Emerson and have to decide how to get to Alma by either going straight down Melville or making a right turn on Embarcadero and then another right turn onto Bryant or Waverley and then another right turn onto Kellogg making their way back to Alma. I doubt many cars will be able to merge into a left turn onto Bryant given the proposed dedicated lanes being proposed for Embarcadero. As you know, all of the Embarcadero traffic will be funneled into one lane (the left hand lane) from the underpass to Bryant Street. That one lane will be jammed most of the day and will make for a tough merge for the exiting Castilleja cars to move left once they turn right from Emerson onto Embarcadero.

Over 70% of the Castilleja students live outside of Palo Alto and reside in Menlo Park, Atherton, Woodside, Portola Valley and Los Altos Hills. All of the drop off / pick up student traffic will have to make its way to Alma to exit the City. That translates to a huge impact on our residential streets - Bryant, Kellogg, Emerson, Melville and maybe Churchill - possibly being impacted with an additional 1,000+ cars per day. That's an unreasonable impact for an R-1 neighborhood.

I would appreciate it if you would have the EIR and traffic consultants study the resultant traffic patterns and come up with alternative solutions to preserve our neighborhood.

Thanks,  
Tom Shannon  
256 Kellogg Ave.

February 6, 2017

Dear honorable Mayor, Vice Mayor and City Council members,

My name is Kimberley Wong. My husband Nelson Ng and I have lived at 1260 Emerson Street for 20 years and many of our neighbors have been living there for 30-40 years.

First of all I would like to bring up 3 facts:

1. Castilleja is located in Single Family R1 Neighborhood
2. Castilleja is currently operating under a Conditional Use Permit(CUP) granted by the City in the year 2000 limiting the maximum enrollment at 415 students
3. Castilleja has been violating the CUP since year 2002 for over 15 years. Currently, their enrollment is at 438 students. Despite this non-compliance, they are asking for more. And what's to say they will comply with the new CUP limit?

For decades, the neighbors have been trying to co-exist with the school. As Castilleja grew from a small boarding school to a day school, many of the neighbors endured the school's impact including increased traffic, safety issues and events all hours of the day. We have endured this largely in silence because we respected the merits of the school. However, the school mistook this goodwill as an invitation for us to endure more impact in their relentless quest for expansion in our Single Family R1 Neighborhood. After learning of Castilleja's latest plan to increase their enrollment by 30% and master plan to rebuild their campus, we have become increasingly concerned for our quality of life.

The immediate neighbors have formed a grass root group PNQL(Preserve Neighborhood Quality of Life) to save the neighborhood from being institutionalized by the school and to have Castilleja abide by the Zoning Ordinance for R1 neighborhoods in the Palo Alto Municipal Code.

Over the last few months, the PNQL group collected over 400 signatures from the citizens of Palo Alto for a petition to ask the City Council to enforce Castilleja's existing Year 2000 Conditional Use Permit(CUP). Tonight I am submitting this petition on behalf of PNQL and concerned citizens of Palo to let the City Council know enough is enough and we are requesting the City Council to enforce the law now! In addition to submitting this petition tonight, we will also be filing a formal code violation complaint with the City of Palo Alto citing this petition.

Thank you for your time and we are looking forward to your speedy resolution.

Kimberley Wong  
On Behalf of  
**PNQLnow.org**  
Andie Reed  
Hank Sousa  
Jacqueline Taylor  
Jim Poppy  
Kimberley Wong  
Mary Sylvester  
Nelson Ng  
Neva Yarkin  
Rob Levitsky

**From:** Kimberley Wong [mailto:sheepgirl1@yahoo.com]  
**Sent:** Thursday, May 11, 2017 11:24 PM  
**To:** Planning Commission  
**Cc:** French, Amy; Gitelman, Hillary  
**Subject:** Scoping Comments on the Castilleja Expansion Plan

Dear Planning Commission,

I would like to present to you my revised comments to the Scoping of the Castilleja Expansion plan focused on the Cultural, Aesthetic and Biological impacts of the Castilleja plan on its neighboring community. Previously I submitted one by hand based on my speech to your board on March 8, 2017.

I would note inaccuracies and lack of studies discussed in the current DUDEK initial report and even the updated NOP. Alternatives I believe should be considered to ease the impact to neighborhood. Lastly, I would like the Architectural and Historic Review Board to jointly review the impact that the potentially historic Lockett house and the neighboring home in terms of aesthetic and surrounding canopy to the neighborhood. Please consider studying the alternatives to building a garage such as more aggressive shuttling and satellite parking and perhaps a split campus.

I hope that you can inform us well ahead of time (at least a month) when the Draft EIR is for review and offer a chance for public comment and letters and encourage the applicant to submit more detailed plans regarding the garage, the use of the field above to bring even more cars into the campus during large events at least a month before for time for the public to properly address any concerns.

Thank you,  
Kimberley Wong  
owner and resident of 1260 Emerson St, Palo Alto

May 11, 2017

My name is Kimberley Wong and I have lived at 1260 Emerson St for 20 years. Before that I lived in Palo Alto 1970-present minus a few years for college. My grandfather moved to Palo Alto in 1905 two years before the first Castilleja school was built and lived in a Queen Anne Victorian a lovely home which was moved to South Palo Alto. I take great pride in the fact that this home was not thrown into the scrap heap but rather lovingly saved and renovated. I hope that the same can be done for the Lockey house.

We live opposite the Lockey house, dedicated to Castilleja's founder Ms. Mary Lockey. The NOP as well as The DUDEK initial report mislabeled 1235 Emerson as the "Lockey" house, but the Lockey plaque at 1263 Emerson proves otherwise. I hope that this will be acknowledged. The DUDEK study #3.13 states "no impact" to housing, but we need further studies for the following reasons:

Removing these the Lockey house and the neighboring home will reduce this short block of 8 homes to 6 with a very long wall and garage exit. I request that the EIR bring in the (HRB) Historic Resources Board and (ARB) Architectural Review Board jointly evaluate the impact of losing homes on a block which looks and feels like an extension of Professorville just north of the campus. They should also provide a discretionary review on aesthetics of the entire project in terms of massing and fitting in with the surrounding neighborhood.

In the Dames and Moore Study, Sandborne Maps, PAST research using city directories online records there are different build dates and parcel numbers as demonstrated in my attachments. Because of these discrepancies, I ask that the EIR provide a full Historical Evaluation of the Lockey house with peer review.

And with the correct research and build date, I would like the EIR to determine whether the Lockey house is eligible to be on National Registry as its neighboring buildings at 1215 Emerson and administration building at 1310 Bryant or at least to be placed on the Local Historical Inventory. Gustav Laumeister built the campus, many Professorville homes, the Castilleja Administration building and perhaps the Lockey house. This needs to be researched further by the HRB and ARB boards.

Another item of concern are biological impacts of removing the Lockey house and its neighboring home. I would like the EIR to study the effects demolition of homes to neighboring mature trees and their vast root systems, especially of the protected coastal live oaks. Oak Trees send roots to double their canopy diameter. And coastal redwood trees are known to send out roots way out beyond their canopy also. The EIR needs to study the success of moving and reestablishing between the wall alongside Embarcadero and the temporary portables that will remain during the many years of campus construction and how they will survive in such tight quarters. The EIR needs to study how the abundant water needed to establish those transplanted trees will detrimentally affect the Coastal Oaks nearby with overwatering. Please look at the yellow trees in Original Tree Locations and Phase II drawings.

Lastly, I would like the EIR to consider alternatives to removing trees and demolishing 2 homes when there is such a great need for housing stock: They can explore:

1. Benefits of robust shuttling of students and staff to satellite parking away from the already congested Embarcadero corridor rather than building a garage.
2. Benefits of turning the Lockey house into a historical museum to showcase 100+ years of Castilleja history and retain housing for out of town visitors as is done presently.
3. Moving the Lockey home to different location as my grandfather's home was in the 1980's.

In closing, I would like the EIR to have a Full Historic Evaluation of the Lockey house in terms of date built, architectural significance and its notable inhabitants. I would like also like the EIR to study alternatives to razing the homes and protected trees. And lastly, I would like the ARB and HRB to study the impact of removing homes to the aesthetic and cultural fabric of the neighborhood.

Thank you,  
Kimberley Wong  
1260 Emerson St Palo Alto CA

member of [pnqlnow.org](http://pnqlnow.org)

Study Priority 2: Preliminary Assessments						
Map	Address	APN	Construction Date	Resource Attribute	Assessments	
					Potential NRHP Eligibility	Potential CRHR Eligibility
6G	1215 Emerson	124-12-16	1906	HP2	B	2 3
6F	1234 Emerson	124-15-3	1910	HP2	NO	3
6G	1263 Emerson	124-12-30	1929	HP2	NO	3
6G	1300 Emerson	124-15-45	1925	HP2	NO	3
6G	1352 Emerson	124-15-10	1925	HP2	NO	3
6G	1360 Emerson	124-15-11	1930	HP2	NO	3
6G	1402 Emerson	124-16-10	1921	HP2	NO	3
6G	1429 Emerson	124-16-29	1923	HP2	NO	NO
6G	1436-1464 Emerson	124-16-33	1937	HP2	C	1 3
6G	1505 Emerson	124-16-57	1922	HP2	NO	3
6G	1510 Emerson	124-16-72	1947	HP2	NO	3
6G	1520 Emerson	124-16-73	1947	HP2	A	1
7G	1652 Emerson	124-17-25	1937	HP2	NO	3
7G	1664 Emerson	124-17-26	1937	HP2	NO	3

Property Detail Report

**For Property Located At :**  
**1263 EMERSON ST, PALO ALTO, CA 94301-3529**



**Owner Information**

Owner Name: **CASTILLEJA SCHOOL FOUNDATION**  
 Mailing Address: **1310 BRYANT ST, PALO ALTO CA 94301-3507 C049**  
 Vesting Codes: **// CO**

**Location Information**

Legal Description: **TRACT 8593 BOOK 648 PAGE 1 PAGE 2 LOT 1**  
 County: **SANTA CLARA, CA** APN: **124-12-033**  
 Census Tract / Block: **5114.00 / 1** Alternate APN:  
 Township-Range-Sect: **Subdivision:**  
 Legal Book/Page: **Map Reference: 44-A2 /**  
 Legal Lot: **1** Tract #: **8593**  
 Legal Block: **School District: PALO ALTO**  
 Market Area: **237** School District Name:  
 Neighbor Code: **Munic/Township: PALO ALTO CITY**

**Owner Transfer Information**

Recording/Sale Date: **/** Deed Type: **DEED (REG)**  
 Sale Price:  
 Document #: **11976903** 1st Mtg Document #:

**Last Market Sale Information**

Recording/Sale Date: **07/01/1993 /** 1st Mtg Amount/Type: **/**  
 Sale Price: **\$665,000** 1st Mtg Int. Rate/Type: **/**  
 Sale Type: **FULL** 1st Mtg Document #: **/**  
 Document #: **11976903** 2nd Mtg Amount/Type: **/**  
 Deed Type: **GRANT DEED** 2nd Mtg Int. Rate/Type: **/**  
 Transfer Document #: **Price Per SqFt: \$272.32**  
 New Construction:  
 Title Company: **SANTA CLARA LAND TITLE CO.** Multi/Split Sale:  
 Lender:  
 Seller Name: **POWAR WILLIAM & PAULA**

**Prior Sale Information**

Prior Rec/Sale Date: **/** Prior Lender:  
 Prior Sale Price: **Prior 1st Mtg Amt/Type: /**  
 Prior Doc Number: **Prior 1st Mtg Rate/Type: /**  
 Prior Deed Type:

**Property Characteristics**

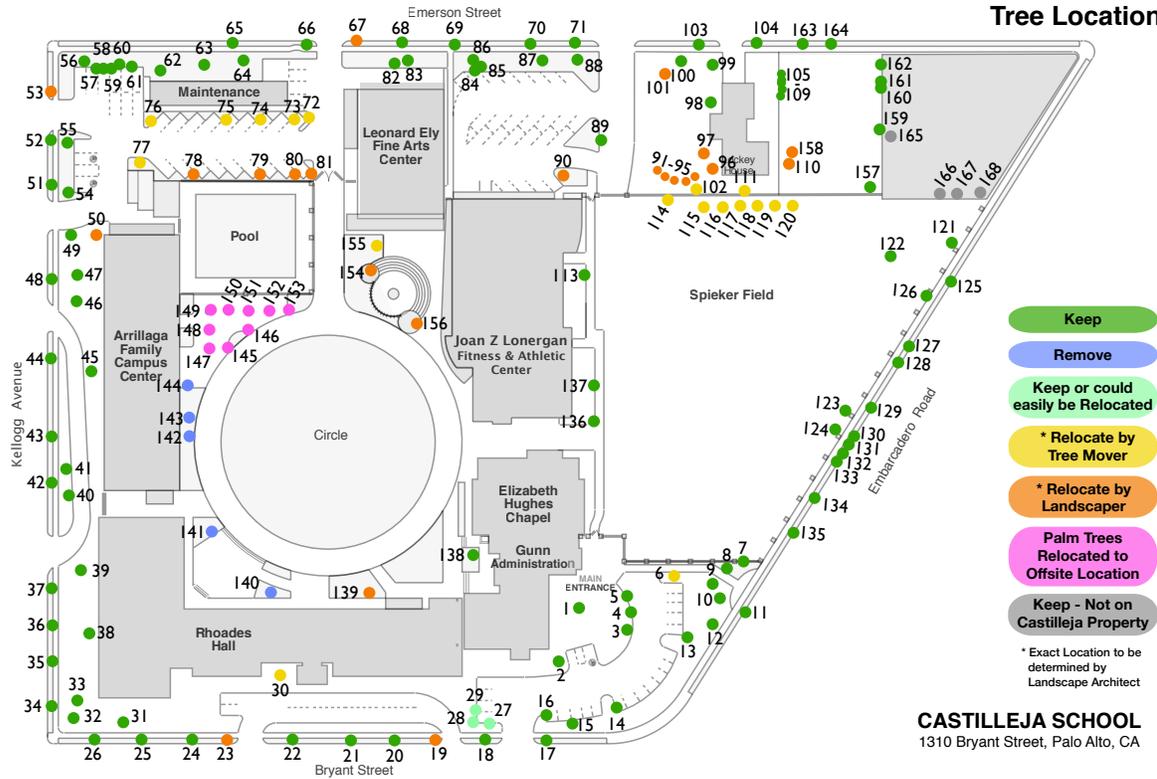
Gross Area: 2,442	Parking Type: GARAGE	Construction: WOOD
Living Area: 2,442	Garage Area: 528	Heat Type: HEATED
Tot Adj Area:	Garage Capacity:	Exterior wall:
Above Grade:	Parking Spaces:	Porch Type: NONE
Total Rooms: 8	Basement Area:	Patio Type: NONE
Bedrooms: 3	Finish Bsmnt Area:	Pool:
Bath(F/H): 2 / 1	Basement Type:	Air Cond:
Year Built / Eff: 1912 / 1912	Roof Type:	Style: U-SHAPE
Fireplace: /	Foundation:	Quality: GOOD
# of Stories: 2.00	Roof Material:	Condition: AVERAGE
Other Improvements: <a href="#">Building Permit</a>		

PAST (Palo Alto Stanford Heritage) <http://www.pastheritage.org/> website shows the Lockey house at 1263 Emerson as “Threatened” and built in 1916

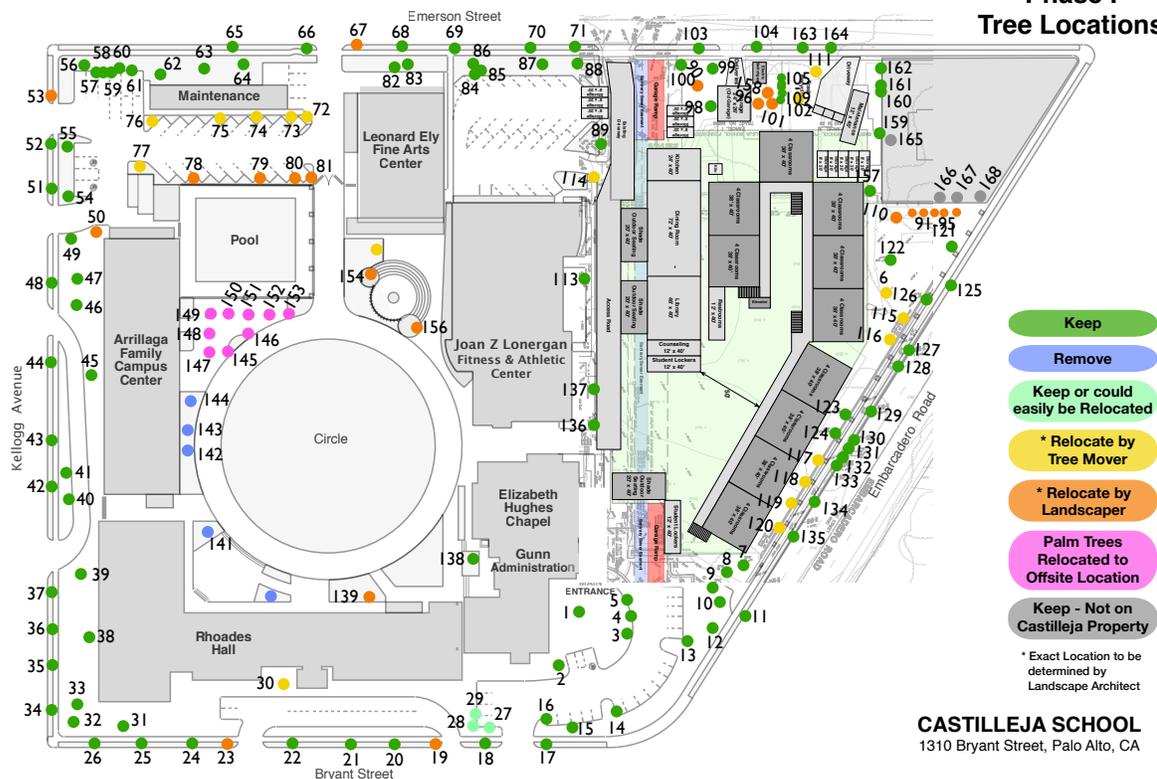




## Original Tree Locations



## Phase I Tree Locations





## Department of Toxic Substances Control

**Matthew Rodriguez**  
Secretary for  
Environmental Protection

Barbara A. Lee, Director  
8800 Cal Center Drive  
Sacramento, California 95826-3200

**Edmund G. Brown Jr.**  
Governor

February 28, 2017

Ms. Amy French  
Chief Planning Official  
City of Palo Alto  
250 Hamilton Avenue, 5<sup>th</sup> Floor  
Palo Alto, California 94301

REVIEW OF NOTICE OF PREPARATION OF DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE CASTILLEJA SCHOOL CONDITIONAL, 1310 BRIANT STREET AND 1235 AND 1263 EMERSON STREETS, PALO ALTO, SANTA CLARA COUNTY (SCH #2017012052)

Dear Ms. French:

The Northern California Schools Unit of the Department of Toxic Substances Control (DTSC) has reviewed the Notice of Preparation (NOP) for the Castilleja School Conditional Use Permit Amendment and Master Plan draft Environmental Impact Report (EIR) proposed by the City of Palo Alto (City). The due date to submit comments was February 24, 2017.

As reported in the NOP, the Castilleja School Foundation (CSF) is requesting an amendment Permit from the City for their existing Conditional Use Permit, a Parcel Map to consolidate the three parcels on which the Castilleja School campus is located into a single parcel, Architectural Review, and approval of a master plan. Construction of proposed physical improvements would occur in three phases. These include demolishing two residential structures, constructing a below-grade parking structure, relocating the existing pool, completing a bikeway station, relocating service deliveries to the parking structure, and demolishing four classroom buildings and replacing them with a single building.

Based on a review of the NOP, DTSC would like to provide the following comments:

1. If the CSF plans to use State funds for the Project, then the CSF shall comply with the requirements of California Education Code, sections 17210, 17213.1 and 17213.2, unless otherwise specifically exempted under section 17268. If the CSF is not using State funds for the project, or is otherwise specifically exempted under

section 17268, DTSC recommends that CSF continue to investigate and clean up the site under County oversight and in concurrence with all applicable DTSC guidance documents.

A local education agency may also voluntarily request California Department of Education (CDE) site/plan approval for locally funded site acquisitions and new construction projects. In these cases CDE will require DTSC review and approval prior to its final approval, except when exempt under section 17268.

2. Because the Project is school site related, DTSC recommends that an environmental review, such as a Phase I Environmental Site Assessment and/or Preliminary Endangerment Assessment, be conducted to determine whether there has been or may have been a release or threatened release of a hazardous material, or whether a naturally occurring hazardous material is present based on reasonably available information about the property and the area in its vicinity. Such an environmental review should generally be conducted as part of the California Environmental Quality Act (CEQA) process. Also, such an environmental review is recommended for compliance with the requirements of California Education Code, section 17268(a) or 17213(a). If the CSF elects to proceed to conduct an environmental assessment for the site under DTSC oversight, it should enter into a Voluntary Cleanup Agreement with DTSC to oversee the preparation of the environmental assessment.
3. The presence of existing, older or former structures may result in potential environmental concerns due to lead from lead-based paint and/or organochlorine pesticides from termiticide applications and polychlorinated biphenyls (PCBs) from electrical transformers, light ballast or window caulking or glazing. DTSC recommends that these environmental concerns be investigated and possibly mitigated, in accordance with DTSC's *"Interim Guidance, Evaluation of School Sites with Potential Soil Contamination as a Result of Lead from Lead-Based Paint, Organochlorine Pesticides from Termiticides, and Polychlorinated Biphenyls from Electrical Transformers, dated June 9, 2006"*, and in accordance with the recommendations provided in the United States Environmental Protection Agency's website *"PCBs in Caulk in Older Buildings"* (<http://www.epa.gov/pcbsincaulk/index.htm>).
4. If the site was previously used for agricultural purposes, pesticides (such as DDT, DDE, and toxaphene) and fertilizers (usually containing heavy metals) commonly used as part of agricultural operations are likely to be present. These agricultural chemicals are persistent and bio-accumulative toxic substances. DTSC recommends that these environmental concerns be investigated and possibly mitigated, in accordance with the *"Interim Guidance for Sampling Agricultural Soils"*

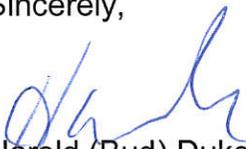
(Third Revision)", dated August 2008. This guidance should be followed to sample agricultural properties where development is anticipated.

5. The Site appears to be located within 10-miles of a geological unit potentially containing naturally occurring asbestos (NOA). Pursuant to DTSC's "Interim Guidance – Naturally Occurring Asbestos at School Sites", revised September 24, 2004, further action should be considered and conducted to determine whether a naturally occurring hazardous material (i.e., NOA) is present, based on reasonably available information about the Site and the areas in its vicinity.
6. If a response action is required based on the results of the above investigations, and/or other information, the EIR will require an analysis of the potential public health and environmental impacts associated with any proposed response action, pursuant to requirements of the CEQA (Pub. Resources Code, Division 13, section 21000 et seq.), and its implementing Guidelines (California Code of Regulations, Title 14, section 15000 et seq.), prior to approval or adoption of an EIR for the project. A discussion of the mitigation and/or removal actions, if necessary, and associated cumulative impacts to the project properties and the surrounding environment, should be included in the EIR. If sufficient information to discuss the proposed mitigation and/or removal actions, and their associated impacts to the project properties and the surrounding environment, are not available for inclusion in the EIR, then an Addendum or Supplement to the EIR may be required.

DTSC is also administering the Revolving Loan Fund (RLF) Program which provides revolving loans to investigate and clean up hazardous materials at properties where redevelopment is likely to have a beneficial impact to a community. These loans are available to developers, businesses, schools, and local governments.

For additional information on DTSC's Schools process or RLF Program, please visit DTSC's web site at [www.dtsc.ca.gov](http://www.dtsc.ca.gov). If you would like to discuss this matter further, please contact me at (916) 255-3695, or via email at [bud.duke@dtsc.ca.gov](mailto:bud.duke@dtsc.ca.gov).

Sincerely,



Harold (Bud) Duke  
Senior Engineering Geologist  
Northern California Schools Unit  
Brownfields and Environmental Restoration Program

cc: (see next page)

Ms. Amy French  
February 28, 2017  
Page 4

cc: (via email)

State Clearinghouse ([State.clearinghouse@opr.ca.gov](mailto:State.clearinghouse@opr.ca.gov))  
Office of Planning and Research

Lesley Taylor ([LTaylor@cde.ca.gov](mailto:LTaylor@cde.ca.gov))  
Department of Education – Sacramento, CA

John Gordon ([JGordon@cde.ca.gov](mailto:JGordon@cde.ca.gov))  
Department of Education – Sacramento, CA

Jackie Buttle ([Jackie.Buttle@dtsc.ca.gov](mailto:Jackie.Buttle@dtsc.ca.gov))  
DTSC CEQA Tracking Center – Sacramento, CA

Jose Salcedo ([Jose.Salcedo@dtsc.ca.gov](mailto:Jose.Salcedo@dtsc.ca.gov))  
DTSC Schools Unit – Sacramento, CA

**French, Amy**

---

**From:** Gitelman, Hillary  
**Sent:** Wednesday, March 01, 2017 1:18 PM  
**To:** French, Amy  
**Subject:** FW: Castilleja

Hillary Gitelman | Planning Director | P&CE Department

250 Hamilton Avenue | Palo Alto, CA 94301

T: 650.329.2321 | E: [hillary.gitelman@cityofpaloalto.org](mailto:hillary.gitelman@cityofpaloalto.org)

Please think of the environment before printing this email – Thank you!

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

**From:** Nichols, Debbie [<mailto:dnichols@cbnorcal.com>]  
**Sent:** Wednesday, March 01, 2017 1:16 PM  
**To:** Gitelman, Hillary  
**Subject:** Castilleja

I oppose the proposed enlargement of Castilleja School. Thank you.  
Debbie Nichols, 2070 Bryant Street, Palo Alto.

Sent from my iPad

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## French, Amy

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**From:** Gitelman, Hillary  
**Sent:** Wednesday, March 01, 2017 11:27 AM  
**To:** French, Amy  
**Subject:** FW: Note in support of Castilleja



Hillary Gitelman | Planning Director | P&CE Department  
250 Hamilton Avenue | Palo Alto, CA 94301  
T: 650.329.2321 | E: [hillary.gitelman@cityofpaloalto.org](mailto:hillary.gitelman@cityofpaloalto.org)

CITY OF  
**PALO  
ALTO**

*Please think of the environment before printing this email – Thank you!*

**From:** Jim Migdal [<mailto:jimmigdal@gmail.com>]  
**Sent:** Wednesday, March 01, 2017 11:02 AM  
**To:** Gitelman, Hillary  
**Cc:** Victoria Thorp  
**Subject:** Note in support of Castilleja

Hi Hillary,

I am writing to express my support for Castilleja's site modifications. My wife, Victoria Thorp, our two daughters, and I moved to Palo Alto from San Francisco for the community and the schools ten years ago. We feel very lucky to be able to raise a family here.

Both of our daughters had a great experience at our neighborhood elementary school, Addison, and have continued to have a great experience at Castilleja where they are in 7th and 9th grade. We have been actively involved in our community, playing volunteer leadership roles at Addison, PIE and the public art commission, and helping to make people aware of the great things going on in Palo Alto via [Palo Alto Pulse](#).

We feel that Castilleja's mission of educating strong young women leaders fits squarely in the vision of what makes Palo Alto a vibrant and diverse community. I know that Castilleja's leadership has been working closely with the community and the city to be a good neighbor, and I'd like to see the opportunity for the school to expand and serve more girls.

I'd be happy to discuss live with you if you like.

Thank your for your time and consideration.

Best regards,

Jim

**French, Amy**

---

**From:** Gitelman, Hillary  
**Sent:** Thursday, March 02, 2017 3:37 PM  
**To:** French, Amy  
**Subject:** FW: My support for Castilleja



Hillary Gitelman | Planning Director | P&CE Department  
250 Hamilton Avenue | Palo Alto, CA 94301  
T: 650.329.2321 | E: [hillary.gitelman@cityofpaloalto.org](mailto:hillary.gitelman@cityofpaloalto.org)



*Please think of the environment before printing this email – Thank you!*

**From:** Bill Burch [<mailto:bill.burch@gmail.com>]  
**Sent:** Thursday, March 02, 2017 3:21 PM  
**To:** Gitelman, Hillary  
**Subject:** My support for Castilleja

Hillary Gitelman

Planning Director

City of Palo Alto PCE Department

Dear Hillary,

My name is Bill Burch and I'm a 34-year resident of Palo Alto. I'm also the son of Jim Burch, one of Palo Alto's recent Mayors known for his efforts to promote sustainability. Finally, in the interest of full transparency, I am also the spouse of a 20-year staffer at Castilleja and the father of a Castilleja student.

I am writing to voice my support for Castilleja's request to amend its CUP and expand its enrollment. As you know, Castilleja has a 100-plus year history of educating young women. Established as a preparatory school for Stanford University, Castilleja continues to this day to provide outstanding education as well as global awareness for young women in our area.

I am also keenly aware that the school has been very pro-active in its efforts to be a good neighbor to those residents living near the campus. Whether its setting up a shuttle bus system, carpooling, restricting on-street parking, or hiring traffic control officers, the school has willingly embraced many solutions to lessen traffic congestion.

My appeal to you would be to filter the rhetoric and emotion-laden misinformation being presented by the various vocal neighborhood groups and look objectively at Castilleja's request. Living in a community requires balance and respect. Weighing homeowner rights vs the burden that an increased population density places on a finite system is tough. The Planning Department's job is not an easy one. People love to dictate what *others* should do, but don't want to be told what *they* can and cannot do.

You'll get lots of emails and communications from both sides of this issue. I have seen a lot of polarization in our community recently, such as "residentialists vs developers". And I can totally identify with the frustration we all feel as we try to navigate our streets during heavy traffic periods. What I *do* know is that the Castilleja community truly wants to be a good citizen while expanding its program to reach even more young women. I trust Castilleja to proceed with thoughtful design, with an eye on their environmental impact as well as their relationships to the community. And to that end, I trust that you'll look at their proposal with a fair lens.

Thank you,

Bill Burch

777 Marion Avenue

Palo Alto, CA 94303

## French, Amy

---

**From:** Gitelman, Hillary  
**Sent:** Thursday, March 02, 2017 9:10 AM  
**To:** French, Amy  
**Subject:** FW: Castilleja Scoping

Hillary Gitelman | Planning Director | P&CE Department

250 Hamilton Avenue | Palo Alto, CA 94301

T: 650.329.2321 | E: [hillary.gitelman@cityofpaloalto.org](mailto:hillary.gitelman@cityofpaloalto.org)

Please think of the environment before printing this email – Thank you!

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

**From:** Matthew Apfel [<mailto:mattapfel@yahoo.com>]  
**Sent:** Thursday, March 02, 2017 7:42 AM  
**To:** Gitelman, Hillary  
**Subject:** Castilleja Scoping

Ms. Gitelman,

I am a parent of 1 (soon 2) daughters at Castilleja, and I am writing in support of the amendment to Casti's Conditional Use Permit application filed last year.

Let me start by saying that I am aware of, and sensitive to, the strong emotions of the local residents. It is hard to miss the "Stop Casti" signs and placards that dot the lawns and driveways around Campus. I understand our neighbors' desire to maintain status quo; it's just human nature to fear change.

But I must say, it is disheartening to see the level of animosity and hysteria for a local institution that plays such a valuable role in our community. Casti has been a part of Palo Alto for over 100 years, which is far longer than us residents! It is a local and national institution that does so much good for the community, not just for the young women who are fortunate enough to attend.

Our family had heard about the supposed traffic and parking issues when we started at Casti last year; it's actually one of the first things the school reviews with new families. As a parent, I've been as diligent as I can — never parking on the immediate streets (even though we have the legal right to do so), pulling in and out of the assigned driveways in rapid fashion, and more. I do school drop off almost every morning, and it is incredibly well organized. I can honestly and objectively say that I have never observed any excess flow or congestion in what is already a very busy area. Ironically, the real traffic issues are painfully apparent just 1/4 mile away at Palo Alto High School, but that's to be expected with such a large student body.

Even on so-called “high impact days”, Casti goes to great lengths to alleviate noise and traffic. Emails are sent to parents in advance, with detailed parking instructions. There are hired traffic reps at every key intersection. The school closes its one and only athletic field to handle overflow parking — which damages the field and adds maintenance costs. Casti does all of this, at great expense, to make sure the school will have the lowest impact possible on the community.

So what’s really going on here? Can another 20, 30, or even 50 students really have that dramatic of an impact? It defies logic — especially when you consider that there’s already a strong flow of traffic from Alma, Embarcadero and of course the Cal Train which rumbles through everyone’s backyard every 5 or 10 minutes!

It would be one thing if Casti wasn’t willing to work with the community, or if there were patterns of incidents, or if the plan was to build a 10-story high rise. But that is not the case here; you can drive by Campus on any given day and the streets are much quieter and almost traffic-free compared to the immediate surroundings.

I would urge you to look at the big picture and the greater good here, and to look past the well-organized and highly vocal minority. Casti is already taking extraordinary measures to alleviate traffic and be a good neighbor, and those efforts will grow even stronger under the proposed Amendment. The School deserves the benefit of the doubt for this small increase in students — and its huge positive impact on young women and our community.

Sincerely,

Matt Apfel  
680 Manzanita Way  
Woodside, CA 94062

March 3, 2017

Hillary Gitelman  
Director of Planning & Community Environment  
City of Palo Alto  
250 Hamilton Ave.  
Palo Alto, CA 94301

Amy French  
Planning Manager

Jim Keene  
City Manager

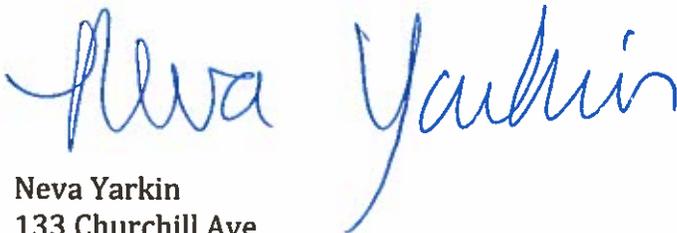
Greg Scharff  
Mayor

Dear Ms. Hillary Gitelman, Ms. Amy French, Jim Keene, and Greg Scharff,

All the newspaper letters below are written by people who reside in Palo Alto and would be impacted by Castilleja's expansion.

I am asking that all the letters be included in the public record and I would like to know what date and where they can be found in city records? Please let me know when they are posted?

Thank you for your time.



Neva Yarkin  
133 Churchill Ave.  
Palo Alto, CA 94301  
[nevayarkin@gmail.com](mailto:nevayarkin@gmail.com)  
650-833-8851

Enclosures 5

## Castilleja expansion

Dear Editor: I live in Old Palo Alto and am opposed to the overwhelming expansion that the board of trustees and administration of Castilleja School proposed in June 2016.

After 15 years of non-compliance with their conditional use permit that calls for a maximum of 415 students, they are now requesting a 30% increase in student enrollment. In addition their plans include demolishing two beautiful old family houses, impacting 167 trees, and building an underground garage that empties into narrow Emerson Street and then already crowded Embarcadero Road.

We appreciate the school's mission of teaching girls, and we have no quarrel with the parents and students, who

we hope will end up running the tech companies around here in a few years. I would think that, rather than overcrowd a small space with too many students, Castilleja would take the example of high-tech companies and teach their girls that to accommodate growth, you add a satellite campus. To be emission and traffic friendly, you shuttle in students rather than build an underground garage. Also important to teach is that you should not ignore your neighbors' desire to live quietly in their homes, which are already being adversely affected by almost continual weeknight and weekend activities.

To learn more about this matter visit the concerned neighbors group's website at [www.PNQLnow.org](http://www.PNQLnow.org).

**Hank Sousa**  
**Melville Avenue**

enclosure 1

enclosure 2

NEWS

# Castilleja's neighbors fight expansion plans

## They give city petition signed by 400 people

BY JEN NOWELL  
Daily Post Staff Writer

Neighbors against Castilleja School's plans to expand its campus in Palo Alto submitted a petition with 400 signatures to the City Council.

The petition asks council to enforce the all-girls school's allowable enrollment of 415 students — a number the school has exceeded since 2002, said Rob Levitsky, who lives across the street from the school.

The petition was given to council at its Monday night meeting.

### Enrollment

Currently, there are 438 students enrolled at Castilleja. The school vowed to cut enrollment to 415 by 2018, Nanci Kauffman, Castilleja's head of school, previously told the Post. But the city instead requested the school apply for a new conditional use permit, or CUP, allowing more students at



**THIS SIGN** is on the 1200 block of Emerson Street in Palo Alto.

the school, she said. The school is asking for permission to increase its enrollment from 438 to 540 students over the next four years.

Levitsky said the 400 signatures include 70 households within 600 feet of the school at 1310 Bryant St. who are opposed to the school's over-enrollment.

### More signatures sought

Neighbors have been circulating the petition for several weeks by going door-to-door, Levitsky said. The residents will start hitting up the farmers markets in the city to gather more signatures, he said.

In addition to the petition, residents have also been posting signs in their front yards — 50 were

posted on Monday, with another 50 coming this Friday, Levitsky said. The hope is parents dropping off their children at the school will see the signs and realize neighbors aren't happy with the expansion plans.

The signs say, "Stop Castilleja expansion," "Stop 15 years of permit violations" and "Save PA neighborhoods."

### Meeting rescheduled

The expansion project was supposed to go before the city's planning commission today, but it has been postponed until March 8, according to city officials. The meeting was delayed so it didn't conflict with the annual Mayor's State of the City address, which is at 7 p.m. tonight. The meeting on Castilleja will focus more on the scope of the environmental impact report rather than the project itself.

Along with this CUP, Castilleja submitted plans that include the construction of an underground garage, moving the student drop-off and pickup from Kellogg Avenue to the garage, and lowering the center of campus and pool to help keep down noise.

# Neighborhoods

A roundup of neighborhood news edited by Sue Dremann



Members of the group Protect Neighborhood Quality of Life Now include, from left, Nelson Ng, Neva Yarkin, Hank Sousa, Andie Reed, Kimberley Wong, Rob Levitsky and Jim Poppy. They oppose Castilleja School's proposed expansion, which would remove trees such as redwoods, and construct an underground garage where the blue home (behind the group) now stands.

## OLD PALO ALTO

### Residents form watchdog group around Castilleja plans

Protect Neighborhood Quality of Life Now plans to vet proposal for expanded campus, enrollment

by Sue Dremann

Promising vigorous scrutiny of every aspect of a proposed expansion at Castilleja School, Old Palo Alto residents have formed a group with the purpose, they say, of holding city and school officials accountable.

Protect Neighborhood Quality of Life Now was started by school neighbors who say they have been negatively affected by Castilleja's policies for 15 years. The all-girls school now wants to expand its campus in a way that would increase enrollment up to 30 percent over its previous allowance, which could increase noise, air pollution and traffic problems, the residents fear.

In an opening salvo, the watchdog group presented a petition with 400 signatures to the Palo Alto City Council on Monday night. The petition, whose signers represent more than 70 households within 600 feet of the project, asks

the council to require Castilleja to roll back its student population to 415 students, a cap required by its current permit.

Castilleja officials are seeking a new conditional-use permit that would increase campus enrollment to 540 students over four years. Middle- and high school classroom buildings would be overhauled and an underground-parking garage built for students and employees, the school noted in its application.

But mistrust among group members toward the school and the city runs deep, prompted by the school's past violation of its enrollment cap: The school currently has 438 enrolled students; it had 450 in 2012. The council levied a \$265,000 fine against the school in 2013 but allowed Castilleja to reduce its enrollment through attrition and a reduction in new

admissions rather than slashing the enrollment immediately.

Group members Nelson Ng and Kimberley Wong have lived on Emerson Street across from the back of the school for 20 years. They said they support high-quality education and understand they bought a home near a school. But Castilleja isn't just a school: It is also a business in a residential neighborhood, they and other residents in the group said.

"The school tests the good will of the neighbors," said Ng, whose home will face the proposed exit of the underground-parking garage.

Ng and Wong do not see how the garage for 130 cars would be compatible with their tree-lined street.

Construction would affect 168 trees on the campus and in the vicinity, according to the school's consulting arborist's report. Residents fear the proposal to remove 57 trees

and transplant 25 others would irreparably alter the neighborhood's character, although any trees taken out would be replaced in accordance with the Tree Technical Manual, the consultant's report noted.

Ron Levitsky lives on Emerson and his home would be next to the proposed parking garage. To demonstrate the scale and impact of the proposed tree plan, on Monday he showed the council a light-up poster that illuminates the trees' potential fate in red, yellow and blue.

That prompted an email to residents on Tuesday by Head of School Nanci Kaufmann, which showed a revised tree map. Under the new proposal, five trees would be removed, six others would be kept or relocated and 42 would be relocated.

"Castilleja has been a proud member of the Palo Alto community for more than 100 years. Since we began our master-planning process four years ago, we've had numerous conversations with our neighbors that have led us to make adjustments to our plans. These include moving underground our parking, student drop-off, buses, truck deliveries and garbage pick-up to limit street congestion," Kaufmann said in an email to the Weekly on Thursday.

"These conversations will continue, and we expect more compromises down the road to create the best possible plan for all involved. We want to be clear: Our goal is to disrupt as few trees as possible, adjusting building plans and re-locating trees wherever possible," she added. "We hope that as our discussions continue, however difficult, we can all remember that our primary mission is educating young women."

Levitsky said the group will continue its scrutiny.

"However, the garage project isn't dead yet, and houses (owned by Castilleja) at 1235 and 1263 Emerson are still threatened (with demolition), as well as six tall redwoods and some other large oaks," he said.

Levitsky has been studying reports about the health of the trees, criteria for their removal and whether proposed transplanting can be done successfully.

Group members also recently filed a California Public Records Act request for a soils report that was conducted, which could reveal information about the potential impact of the garage excavation on the land and on flooding. The residents will also look for evidence of contaminated groundwater from a Superfund plume originating from Stanford Research Park that might be disturbed by excavation.

Resident Mary Sylvester said the group will also ask that a 24/7 traffic study be conducted — to

(continued on page 10)

## Upfront

### Castilleja

(continued from page 9)

supplement the school's transportation-demand management report, which focuses on the school's peak-hour traffic — to gauge the effects of after-school and weekend traffic from the school's many extracurricular events.

Castilleja officials have said they recognize that mistrust runs deep. At last October's meeting regarding the removal of a 120-foot redwood, Kaufmann acknowledged the past mistakes, which occurred before she was hired by the school. She said she hopes to rebuild trust.

As part of its settlement over the enrollment violations, the school agreed to twice-annual community meetings and a traffic-management plan, which has included a morning shuttle service that serves 40 to 60 students from Woodside and Los Altos and additional on-campus parking spaces, she noted.

But the residents said at a

November meeting that their opportunity to voice concerns has been limited; they were largely outnumbered by Castilleja parents at the community meeting.

On Monday the group began its campaign to gather broader neighborhood support, posting the first of 50 lawn signs urging other residents to help stop the expansion and calling for Castilleja to cap enrollment at 415 students.

"We always believed that it is a great school. But what is the price?" Ng said.

Resident Jacqueline Taylor asserted that decisions shouldn't benefit the school only.

"The question on both sides should be, 'How can we co-exist harmoniously?'"

The city's Planning and Transportation Commission will hold a scoping meeting for the project's environmental review on March 8 at 6 p.m. at Palo Alto City Hall, 250 Hamilton Ave. ■

Staff Writer Sue Dremann can be emailed at [sdremann@paweekly.com](mailto:sdremann@paweekly.com).

Feb. 14, 2017  
Palo Alto Weekly  
Castilleja's Expansion

enclosure 4

Is there an end to Castilleja's enrollment policy? What will keep the administration from asking for another 100 students in 2 years or 5 years from now? Expansion will continue for years to come. The city has not enforced their existing Conditional Use Plan (CUP) of 415 so why would we hope for them to enforce any other agreement!

What I am very upset about is that Castilleja wants to add a commercial parking garage for 130 parking spaces. The entrance would be on Bryant off of Embarcadero and exit would be Emerson onto Embarcadero. What will that do to Embarcadero or other streets surrounding Castilleja? Both sides of Embarcadero will become gridlocked at peak hours and throughout the rest of the day. Embarcadero is already at a stand-still at 8am in the morning by Emerson in one lane.

By adding another 125 students it will affect traffic flow into Paly, Stanford, Town and Country and schools, Addison and Walter Hayes. The bike path on Bryant, and pedestrians trying to cross over on Embarcadero will be at risk. When people in cars are at a stand-still and in a rush, accidents are likely to happen.

If Stanford can float other locations for their housing shortages, and all the other private schools in Palo Alto have split their campuses and years ago Palo Alto Medical Clinic moved their location, then I think Castilleja should consider the same. They have overgrown their location and they can't keep asking and asking every year to enroll more students.

Neva Yarkin  
Churchill Ave.  
Palo Alto

Printed PA Weekly, Feb 24, 2017

March 1, 1917

Why is the Castilleja proposal being considered?

As a native Palo Alto, with roots in the Castilleja neighborhood, I feel the City needs to go back and re - evaluate their position for entertaining the Castilleja Expansion Project. As a Palo Alto, I want transparency and accountability from our Planning Dept.

Sixteen years ago, in 2001, I attended 2 -3 Neighborhood Community Meetings with Planning Manager (John Lusardi) present to answer questions and explain Castilleja's Conditional Use Permit application. The CUP reconfigured the parking lot, opened up a playing field, and allowed Castilleja to increase their enrollment from 385 - 415 plus 2 faculty members. At the time, neighbors questioned if there would be any more increases for Castilleja enrollment going forward. The City Planner stated NO ( Lisa Grote, Chief of Planning at the time). As a neighbor, I was able to live with this compromise, never imagining that Castilleja would get the City to reopen this agreement.

The cap of 415 students was not enforced by the City from 2002 -2016. Yes, they paid a fine, but lost the trust of the Neighborhood. On June 22, 2016 Castilleja put forth their architectural plans for rebuilding Castilleja and increasing enrollment to 540. The neighbors had 8 days to look at the Plans. On June 30, 2016 the Building Plans were

enclosure 5

submitted to the City.

For me, the City needs to spend time enforcing their agreements, reading all the pages in the file, put some teeth into their verification processes, and regain the trust of the neighbors before rewarding a private school that has pushed the envelope and basically gotten away with it!

Kerry Yarkin  
Clara Drive

**From:** neva yarkin [<mailto:nevayarkin@gmail.com>]  
**Sent:** Wednesday, May 03, 2017 12:02 PM  
**To:** French, Amy  
**Subject:** from neva yarkin, EIR Castilleja Expansion

May 3, 2017

Dear Amy French,

I would like the EIR to study the following:

- 1) I would like the EIR to study the **traffic flow** from Melville to Alma. Will there be traffic backup from Alma, down Melville, to Emerson with the revised expansion plan?
- 2) Since there has been flooding at the underpass on Embarcadero I would like the EIR to study flooding on Embarcadero by Underpass, Emerson, and flooding of the underground garage proposed. It was only a few years ago that this underpass was flooded out, and the water went down Embarcadero and side streets.
- 3) I would like the EIR to study the impact of traffic on the 100 block of Churchill because of the increase in student population proposed.

Thank you.

Sincerely,

Neva Yarkin  
133 Churchill Ave.  
Palo Alto, CA 94301  
[nevayarkin@gmail.com](mailto:nevayarkin@gmail.com)

**From:** neva yarkin [<mailto:nevayarkin@gmail.com>]  
**Sent:** Thursday, May 04, 2017 10:54 AM  
**To:** Keene, James; Gitelman, Hillary  
**Subject:** from neva yarkin, EIR Castilleja Expansion

May 4, 2017

Dear Jim Keene, and Hillary Gitelman,

I would like the EIR for Castilleja Expansion to study the following:

- 1) Study the **traffic flow** patterns from Melville to Alma. Will there be traffic backup from Alma, down Melville, to Emerson with the revised expansion plan from Castilleja?
- 2) Since there has been flooding at the underpass on Embarcadero I would like the EIR to study flooding on Embarcadero by Underpass, Emerson, and flooding of the underground garage proposed. It was only a few years ago that this underpass was flooded out, and the water went down Embarcadero and side streets.
- 3) I would like the EIR to study the impact of traffic on the 100 block of Churchill because of the increase in student population proposed.

Thank you.

Sincerely,

Neva Yarkin  
133 Churchill Ave.  
Palo Alto, CA 94301  
[nevayarkin@gmail.com](mailto:nevayarkin@gmail.com)

**From:** neva yarkin [<mailto:nevayarkin@gmail.com>]  
**Sent:** Wednesday, May 10, 2017 10:21 AM  
**To:** Keene, James; Gitelman, Hillary; French, Amy  
**Subject:** from neva yarkin regarding EIR for Castilleja Expansion

May 10, 2017

Dear James Keene, Hillary Gitelman and Amy French,

I would like to add one more question to my May 4, 2017 Castilleja questions for the EIR to study.

4) I would like the EIR to study the impact the expansion would have on the surrounding houses in the neighborhood to Castilleja. For example, shifting, sinking, and tilting of land that could cause all kinds of problems to surrounding neighbors. The impact of the massive Garage and what that would do this area?

Example of this is the Millennium Tower in San Francisco and the transit center next door. The Millennium Tower has sunk 16 inches and tilted 2 inches since last year.

Thank you.

Sincerely,

Neva Yarkin  
133 Churchill Ave.  
Palo Alto, CA 94301  
[nevayarkin@gmail.com](mailto:nevayarkin@gmail.com)

## French, Amy

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**From:** Ana Marshall <AMarshall@hewlett.org>  
**Sent:** Saturday, March 04, 2017 8:44 PM  
**To:** Gitelman, Hillary  
**Subject:** Opposition to castilleja project

I am writing as a concerned neighbor residing at 538 Churchill Avenue. I have been a resident of Palo Alto for 27 years and believe we need to conserve the ability of people to ride bikes safely and enjoy living in a congestion free residential zone. I am firmly opposed to allowing Castilleja an increase in enrollment and permit to construct an underground garage and new school buildings. I am opposed for the following reasons:

Casti has been in violation of their permit for many years and the construction project is unnecessary. Many private schools in the area have multiple campuses. Casti could move the middle school to a different site.

The construction project will take six years so all those trucks will use embarcadero, alma, and Churchill. It will be highly disruptive and increase congestion to all neighbors along Churchill, Cowper, waverley, Bryant, Kellogg, Emerson, Coleridge, and Alma.

They plan to cut down over 20 heritage oaks and redwoods and many other trees which no one else in Palo Alto is allowed to do.

The plan to block the right lane of embarcadero to make it only for right turn into the new casti parking garage increasing congestion on embarcadero.

As homeowners we get NO benefit from increased congestion on all the side streets as people try to avoid embarcadero

More cars make it really unsafe for bike riders going to Paly and Casti and going to work in downtown Palo Alto. As a frequent bike rider during morning commute hours the prospect of additional traffic will make Churchill (the main artery for bike riders to Paly and Stanford) even more unsafe.

Feel free to contact me if you would like additional information.

Kindly,

Ana Marshall

**French, Amy**

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**From:** Barbara Lindsay <blindsay@pausd.org>  
**Sent:** Saturday, March 04, 2017 8:10 PM  
**To:** Gitelman, Hillary  
**Cc:** Barbara Lindsay  
**Subject:** Support for Castilleja

Dear Hillary,

I am writing to share my support for Castilleja School's amendment to its Conditional Use Permit application filed last year. Castilleja has shown itself to be a conscientious neighbor, and has taken steps to meaningfully reduce its on-street traffic and parking; consumption of water, natural gas, and electricity; and its overall carbon footprint. I believe the proposed scope of study, as described in City filings, is appropriate. I hope the Planning Department and the City of Palo Alto will consider the merits of the proposal without undue delay so the school is able to continue its proud tradition of educating the next generation of female leadership, while maintaining good relations with its neighbors and the greater Palo Alto community.

As a local elementary school teacher I have long be proud of what Castilleja stands for and its role in our community. I truly hope that the school's proposal will be thoughtfully and respectfully considered.

Sincerely,

Barbara Lindsay

## French, Amy

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**From:** Gitelman, Hillary  
**Sent:** Monday, March 06, 2017 8:54 AM  
**To:** French, Amy  
**Subject:** FW: Castilleja Girls' School Expansion



Hillary Gitelman | Planning Director | P&CE Department  
250 Hamilton Avenue | Palo Alto, CA 94301  
T: 650.329.2321 | E: [hillary.gitelman@cityofpaloalto.org](mailto:hillary.gitelman@cityofpaloalto.org)

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*Please think of the environment before printing this email – Thank you!*

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**From:** Diane [<mailto:onedianerolfe@comcast.net>]  
**Sent:** Saturday, March 04, 2017 5:29 PM  
**To:** Council, City  
**Subject:** Castilleja Girls' School Expansion

Dear Mayor Scharff and City Council Members,

Castilleja has proposed expanding from their present enrollment of 438 to 540 students (their Conditional Use Permit (CUP) is for only 415 students—they have been out of compliance). We oppose Castilleja's proposed expansion for the following reasons:

- There will be hundreds of additional car trips per day on Embarcadero and surrounding streets.
- They have a poor record of respecting the civil rights of the residents by violating their CUP for the past 15 years. This shows a disrespect for the neighbors and the government of our City.
- Castilleja's plan to build a massive concrete garage on Emerson which will be ugly, polluting, and totally out of character with an R-1 Neighborhood.
- Expansion will cause 5 – 6 years of noisy, polluting, and disruptive construction.
- This project will affect negatively the entire City with increased gridlock, pollution, and noise.
- It will destroy or impact more than 168 trees.
- Two homes will be demolished - when we need more housing. One is the historic Lockey House and the other a single family home.
- Nearly 75% of these students are not from Palo Alto. Castilleja has gone from a non-intrusive school to an ambitious business.

We appreciate that Castilleja provides an outstanding education for girls. We are longtime residents living at 1360 Emerson Street, across from Castilleja School. We have seen Castilleja grow from a quiet boarding school to a busy commuter school for girls in grades 6 – 12. Castilleja seems intent on steady expansion without regard to the negative and disruptive impact on the neighborhood.

Sincerely – Joe and Diane Rolfe

## French, Amy

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**From:** Gitelman, Hillary  
**Sent:** Monday, March 06, 2017 8:54 AM  
**To:** French, Amy  
**Subject:** FW: Castilleja



Hillary Gitelman | Planning Director | P&CE Department  
250 Hamilton Avenue | Palo Alto, CA 94301  
T: 650.329.2321 | E: [hillary.gitelman@cityofpaloalto.org](mailto:hillary.gitelman@cityofpaloalto.org)

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*Please think of the environment before printing this email – Thank you!*

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**From:** Pat Marriott [<mailto:patmarriott@sbcglobal.net>]  
**Sent:** Sunday, March 05, 2017 11:06 AM  
**To:** Council, City  
**Subject:** Castilleja

Council Members:

I am strongly opposed to expansion at Castilleja. I know it's a terrific school, but it has violated the terms of its conditional use permit for years, and now it wants to increase enrollment by 30%.

The simple fact is that this campus should not be in a residential neighborhood. Hundreds of students means hundreds of cars throughout the day. An underground garage would impact the already horrific traffic on Embarcadero.

You have a moral, ethical and governmental responsibility to residents to provide the quality of life one expects in a R1 neighborhood. These folks have put up with Castilleja's irresponsibility long enough. Don't make their lives worse.

Please deny Castilleja's expansion.

Thank you,

Pat Marriott, Palo Alto property owner (nowhere near Castilleja)

## French, Amy

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**From:** Gitelman, Hillary  
**Sent:** Tuesday, March 07, 2017 1:59 PM  
**To:** French, Amy  
**Subject:** FW: Supportive of Castilleja



Hillary Gitelman | Planning Director | P&CE Department  
250 Hamilton Avenue | Palo Alto, CA 94301  
T: 650.329.2321 | E: [hillary.gitelman@cityofpaloalto.org](mailto:hillary.gitelman@cityofpaloalto.org)

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*Please think of the environment before printing this email – Thank you!*

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**From:** Terrie McDonald [<mailto:mcdonald7@ix.netcom.com>]  
**Sent:** Monday, March 06, 2017 5:23 PM  
**To:** Gitelman, Hillary  
**Subject:** Supportive of Castilleja

Dear Ms. Gitelman,

I am a Castilleja neighbor who supports the school and who does not blame the school for traffic congestion and/or the inconvenience of construction. My husband has lived on Lowell Avenue since he moved here as a child with his family in 1952; I moved to the street when we married in 1980; our daughter attended Castilleja from 2002 until 2009. We have seen the neighborhood (not to mention Palo Alto and the entire Peninsula) change a lot over the decades and support Castilleja's responsible plan for modernizing and making improvements.

For more than a decade, all of Old Palo Alto in particular and all of Palo Alto in general have been a construction zone. For the last five years, I have had continuous construction on two sides of my home; it goes on today and will likely go on for at least another year (I'm happy to supply the addresses and names of owners if you'd like to verify the longevity of the projects). These are in addition to the numerous more conventional one- to three-year projects that have also periodically wrecked sidewalks and filled my street with massive trucks, cement mixers, trade vehicles, and the like. Do I love the dirt, inconvenience and noise? Do I love the wildly varying architecture and the sometimes peculiar landscaping? Absolutely not, but I appreciate that everyone is satisfying their personal agendas within Palo Alto's purview; also, these are/will be my neighbors' homes, and I hope to be on friendly terms with my neighbors. We are, indeed, all getting along, and I am sorry to see Castilleja beset by people who moved into the area long after the school was established (it was here well before even my husband's family!). A school has staff, students, traffic, noise, programs: life! Castilleja's neighbors knew this when they bought their homes, and many have complained for years about the situation they essentially "bought into"; their complaints about changes designed to mitigate conditions they have been unhappy about throughout are especially unfortunate.

It makes sense to me that the school will be tearing down structures it doesn't need and replacing them with more appropriate and efficient facilities. Castilleja is approaching the situation with compromises and

resourcefulness (an underground garage is a great idea!); the objecting neighbors, not so much (Castilleja needs to be—additionally—punished for exceeding its permitted enrollment; it should move out of town!). I'm hopeful that with your guidance, the neighbors will end up no worse off and Castilleja (and perhaps at least some neighbors) will have their situation improved as Castilleja's plan to modernize its campus goes forward.

Sincerely,

Terrie McDonald  
555 Lowell Ave.

Hillary Gitelman  
Director of Planning & Community Environment  
City of Palo Alto  
250 Hamilton Avenue  
Palo Alto, CA, 94301

March 6, 2017

Ms. Gitelman,

I live within a block of Castilleja and have a daughter who attended Castilleja. While I support the school and their mission, I oppose the proposed expansion of the school. My primary concern is the conversion of our neighborhood to a commercial district. In particular, I strongly oppose the construction of an underground parking garage, an increase in building square footage and the proposed 25% increase in students and staff. I have specific concerns about the water table and traffic, and I would like to highlight that the immediate neighbors unanimously oppose the expansion, while much of the "community support" has been orchestrated by the Castilleja administration.

To me, the proposed underground parking facility is completely inconsistent with a quiet, residential neighborhood. An underground garage is the most egregious example of the commercialization represented by the proposed project. The neighborhood is residential, it is zoned residential, and commercial development within this neighborhood will decrease the quality of the neighborhood and negatively impact property values. Castilleja has a right to improve their property within the zoning laws, but they do not have the right to do so at the expense of their residential neighbors.

Castilleja's proposal includes the removal of a significant quantity of dirt and construction of significant underground square footage. When the new gymnasium was built, there was a 6" pipe pumping continuously at full capacity to lower the water table. This pipe discharged into a shipping container and then flowed through the sewer lines into the bay. The pumped water could have filled a 32 gallon trash can within a few seconds, so the scale of the pumping was huge. At the time, the Castilleja head of school said that the excavation exposed an "aquifer." It is my understanding that this pumping continues today in order to prevent the gymnasium from floating on the water table. Castilleja's pumping lowers the water table which, in turn, stresses the local trees, allows saline water to flow inland, and can cause the settling of nearby structures. Castilleja is at an elevation of 50ft, and, intuitively, it seems that pumping below that depth is guaranteed to cause long-term saline intrusion. The environmental impact report should address the water table, water pumping, saline intrusion, and impacts on trees. In my opinion, Castilleja should not be allowed to excavate significant quantities of soil or alter the water table.

My third point is that there is an existing conditional use permit. Castilleja has not respected that previous enrollment limits, and now wants a 25% increase in enrollment. The proposed increases in density are not consistent with a residential neighborhood and represent a significant commercialization of our neighborhood. The number of residents in the blocks surrounding Castilleja has not changed



Exhibit



Peter Costello <peterwcostello@gmail.com>

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**Scoping Meeting March 8—We Need Your Help**

1 message

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Nanci Kauffman <noreply@notify.castilleja.org>  
Reply-To: Nanci Kauffman <klayendecker@castilleja.org>  
To: peterwcostello@gmail.com

Tue, Feb 28, 2017 at 6:05 PM



**CASTILLEJA**  
S C H O O L

Exhibit



Peter Costello <peterwcostello@gmail.com>

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## Reminder: Scoping Meeting March 8—We Need Your Help

1 message

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Castilleja School <noreply@notify.castilleja.org>  
Reply-To: Castilleja School <klayendecker@castilleja.org>  
To: peterwcostello@gmail.com

Tue, Mar 7, 2017 at 3:28 PM



### **A friendly reminder**

Scoping Meeting

Wednesday, March 8 at 6:00pm

City of Palo Alto Council Chambers

**Please arrive by 5:30pm**

**Join Us**

RSVP

# Exhibit

Hillary Gitelman  
Director of Planning & Community Environment  
City of Palo Alto  
250 Hamilton Avenue  
Palo Alto, CA, 94301

Dear Hillary,

I am writing to share my support for Castilleja School's amendment to its Conditional Use Permit application filed last year. Castilleja has shown itself to be a conscientious neighbor, and has taken steps to meaningfully reduce its on-street traffic and parking; consumption of water, natural gas, and electricity; and its overall carbon footprint. I believe the proposed scope of study, as described in City filings, is appropriate. I hope the Planning Department and the City of Palo Alto will consider the merits of the proposal without undue delay so the school is able to continue its proud tradition of educating the next generation of female leadership, while maintaining good relations with its neighbors and the greater Palo Alto community.

The Master Plan and CUP application include new measures that will continue Castilleja's efforts to lessen impacts to neighbors, and keep the best interests of the Palo Alto community in focus.

The proposed measures include:

- A commitment to preventing traffic increases, even with additional students, by extending its carpool, shuttle, and busing programs.
- A determination to keep cars off neighborhood streets through the construction of an underground garage for parking and all student pick-ups and drop-offs.
- A new community-accessible park along Emerson Street, drought-tolerant plantings, and a new tree canopy that meets or exceeds current conditions.
- A concerted effort to reduce noise by relocating the pool below-grade, and limiting hours of operation and frequency of school events.

These are measurable actions that show Castilleja's commitment to long-term accountability and its desire to be a good neighbor. I am proud to show my support for Castilleja School because it continues to be a responsible community member while maintaining its role as a leading educator of young women.

Sincerely,

[Insert name, address]

## French, Amy

---

**From:** Meimei Pan <meimeipan@gmail.com>  
**Sent:** Monday, March 06, 2017 1:56 PM  
**To:** Dave Price  
**Cc:** French, Amy; Planning Commission  
**Subject:** Re: Expansion - One Neighborhood at a Time?

Dear Editor,

Our major concern with the proposed Castilleja Master plan is the commercial underground parking garage for 130 spaces. Turning onto Bryant from Embarcadero or Emerson back onto Embarcadero with oncoming traffic (at full speed) is already difficult. As a resident half a block off Embarcadero, we experience the current congestion on Embarcadero early mornings and mid-afternoons.

If Castilleja goes back to the City-specified CUP of 415 (instead of proposed 540 students), no parking garage will be needed. Castilleja has overgrown its location. Adding this garage will worsen the Embarcadero corridor out to 101 and Town&Country which often is at a stand-still.

As former Castilleja parents, we understand making its education available to more students is appealing; however, we know the current campus barely accommodates the present enrollment level. A split campus makes more sense to expand the school. Scaled neighborhoods and strict tree preservation rules should be adhered to. Deliberately ignoring restrictions previously agreed to by the school and City appears illogical and rather insensitive to residents trying to be good citizens preserving quality of life for everyone.

Please come to the Planning and Transportation Scoping Meeting at Wednesday 3/8 @ 6 pm @ City Hall, (250 Hamilton Ave) to speak about or support input that will measure the major impact of Castilleja's major plans to the neighborhood and city of Palo Alto.

Meimei Pan and Lynn Jacobson, Palo Alto

Former Castilleja parents

On Sun, Mar 5, 2017 at 1:46 PM Dave Price <[price@padailypost.com](mailto:price@padailypost.com)> wrote:  
Hi Meimei and Lynn,

Thanks for your letter. Unfortunately, as a matter of policy, we do not consider letters longer than 250 words. Please trim it down and send it again. Also, please indicate what city you live in. We put the author's city after their name in the letters column.

Dave Price  
Editor and Co-publisher  
The Daily Post  
385 Forest Ave., Palo Alto CA 94301  
(650) 328-7700  
[price@paddaily.com](mailto:price@paddaily.com)

On Mar 2, 2017, at 2:45 PM, Meimei Pan <[meimeipan@gmail.com](mailto:meimeipan@gmail.com)> wrote:

Dear Editor,

Many others have written to you regarding the expansion of Castilleja. Our major concern is their proposed commercial parking garage for 130 spaces. The entrance of the garage on Embarcadero/Bryant, exiting onto Emerson/Embarcadero will create a major traffic jam. In its present configuration, turning onto Bryant from Embarcadero or Emerson back onto Embarcadero with oncoming traffic (at full speed) is already difficult. And with all those parents dropping off their children at 8:00 am, Embarcadero will come to a stand-still.

Do we really want to add to the already congested Embarcadero? As a resident half a block off Embarcadero, we already experience the current congestion on Embarcadero at Emerson, Bryant and Waverley, especially during early morning and mid to late afternoons.

If Castilleja goes back to the City specified CUP of 415 (instead of the proposed 30% increase to 540 students), no parking garage will be needed. Castilleja has overgrown its location. Palo Alto already has terrible traffic and adding this garage will definitely expand the problem, not just for our neighborhood, but for the Embarcadero corridor to 101.



Our two daughters attended Castilleja School, so we understand the appeal of making its education available to more students; however, this could be argued at any level of enrollment. We know that the current campus barely accommodates the present enrollment level. A split campus makes more sense if you want to expand the school. The concept of scaled neighborhoods is important, not to mention the strict rules about preserving certain trees to which we residents are bound. The deliberate ignoring of restrictions previously agreed to by the school and City appears illogical and rather insensitive to us residents who try to be good citizens preserving quality of life for everyone.

Please come to the Planning and Transportation (PTC) Scoping Meeting at **Wednesday 3/8 @ 6 pm @ City Hall, (250 Hamilton Ave)** to support or speak about input that will measure the major impact of Castilleja's proposed enrollment increase and Master Plan to the neighborhood and city of Palo Alto.

Meimei Pan and Lynn Jacobson  
Former Castilleja parents

**French, Amy**

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**From:** Nanci Kauffman <nkauffman@castilleja.org>  
**Sent:** Monday, March 06, 2017 5:26 PM  
**To:** French, Amy  
**Cc:** Gitelman, Hillary  
**Subject:** Request to Extend Draft Environmental Impact Report Written Comment Period

March 6, 2017

Amy French  
Chief Planning Official  
250 Hamilton Ave, 5th Floor  
Palo Alto, CA 94301

Sent via Email: [Amy.French@cityofpaloalto.org](mailto:Amy.French@cityofpaloalto.org)

RE: Request to Extend Draft Environmental Impact Report Written Comment Period

Dear Amy:

On behalf of Castilleja School, I respectfully submit this official request to extend the public written comment period on the scope of the Draft Environmental Impact Report from March 15, 2017 to April 15, 2017. Given the feedback Castilleja has received from Staff and members of the public, and in anticipation of the comments the school will receive at the upcoming Scoping Meeting scheduled for Wednesday, March 8th, this request seeks to extend the comment period to enable sufficient time to study the feedback and respond to concerns and inquiries. Further, the additional time will allow us to incorporate any changes induced by the feedback, to ensure that the proper scope and content of environmental information will be studied by the Draft Environmental Impact Report.

Please do not hesitate to let me know if you have any questions or concerns.

Sincerely,

Nanci Kauffman  
Head of School

**From:** [Kathryn Verwillow](#)  
**To:** [Gitelman, Hillary](#)  
**Subject:** Support for Castilleja School  
**Date:** Tuesday, March 07, 2017 9:04:48 PM

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Hello,

I just want to make my voice heard in support of Castilleja School and its efforts to modernize itself.

I live about three blocks from Castilleja.

I think many of the neighbors are feeling frustrated about happenings in the world (i.e. the national presidential election) and want to take out their frustrations somewhere.

Palo Alto High School has added hundreds and hundreds of extra students in the last few years, with little complaint from the neighborhood. Most of the traffic up and down Embarcadero Rd. is related to Stanford University, Palo Alto High School, and miscellaneous workers going to and from their jobs in Palo Alto. Why are the neighbors so focused on Castilleja?

(Castilleja has been there for more than 100 years. Every single person in the neighborhood knew there was a school there when we moved in. Every now and then I hear someone say, "Oh but it was a sleepy boarding school when we moved in." Castilleja switched away from boarders decades ago.)

Castilleja has bent over backwards to be a good neighbor. I actually think it's disgraceful that the neighbors have forced Castilleja to use its own softball field as a parking lot during parent-participation events.

I also think there is some sexism involved. It seems unlikely that the neighbors would be bullying a boys school and forcing them to drive cars on their own baseball field.

Palo Alto is lucky have such a world class school educating leaders for tomorrow. I just checked and Business Insider lists Castilleja as the fifth best Private High School in America. It's important for Palo Alto not to be short-sighted. We need to support something that's making our community so great. [The 25 Best Private High Schools In America](#)

All my best,  
Kathryn Verwillow  
Palo Alto resident of 25 years

**From:** [David Nudell](#)  
**To:** [Gitelman, Hillary](#)  
**Subject:** In support of Castilleja School  
**Date:** Tuesday, March 07, 2017 7:50:14 PM

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Dear Hillary,

I am writing to share my support for Castilleja School's amendment to its Conditional Use Permit application filed last year. Castilleja has shown itself to be a very conscientious neighbor, and has taken steps to meaningfully reduce its on-street traffic and parking; consumption of water, natural gas, and electricity; and its overall carbon footprint. I believe the proposed scope of study, as described in City filings, is appropriate.

Our own personal experience is that Castilleja School is a tremendous resource for the community – which far outweighs any of the issues at hand. For our daughter it has launched her into a life of learning and community care actually. We joined the school 3 years ago and have found constant vigilance to the community plans with no wavering whatsoever. This is a school with 100 years of historical relationship with Palo Alto - it would be a shame to jeopardize that, especially when the school has implemented so many changes to better coexist with the neighbors.

I think you are WELL AWARE of the master plans from the school – I believe they have clearly met their goals; I think further impairing the school is not in the interest of the city or the broader community here in Silicon Valley.

Sincerely,

David Nudell

Concerned resident

**From:** [Theresa Gouw](#)  
**To:** [Gitelman, Hillary](#)  
**Subject:** Castilleja School  
**Date:** Tuesday, March 07, 2017 4:06:01 PM

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Hillary Gitelman  
Director of Planning & Community Environment  
City of Palo Alto PCE Department  
250 Hamilton Avenue  
Palo Alto, CA, 94301

Dear Hilary,

I am writing to share my support for Castilleja School's amendment to its Conditional Use Permit application filed last year. Castilleja has shown itself to be a conscientious neighbor, and has taken steps to meaningfully reduce its on-street traffic and parking, consumption of water, natural gas, electricity, and its overall carbon footprint. I believe the proposed scope of study as described in city filings is appropriate. I hope the Planning Department and City of Palo Alto will consider the merits of the proposal without an undue delay so the school is able to continue its proud tradition of educating the next generation of female leadership while maintaining good relations with its neighbors, and the greater Palo Alto community.

The Master Plan and CUP application include new measures that will continue Castilleja's efforts to lessen impacts to neighbors and keep the best interests of the Palo Alto community.

I am a direct neighbor (on Kellogg) for the past 6, almost 7 years. I have always found the Castilleja students and parents/community to be very pleasant and conscientious members of our neighborhood.

best  
Theresa Gouw

**From:** [Duco Pasmooij](#)  
**To:** [Gitelman, Hillary](#)  
**Subject:** Support for Castilleja  
**Date:** Wednesday, March 08, 2017 5:18:02 AM

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Hillary Gitelman  
Director of Planning & Community Environment City of Palo Alto  
250 Hamilton Avenue  
Palo Alto, CA 94301

Dear Hillary,

My family's special connection with the City of Palo Alto is through our love for Castilleja. I am therefore writing to share my support for Castilleja School's amendment to its Conditional Use Permit application filed last year. Castilleja has shown itself to be a conscientious neighbor, and has taken steps to meaningfully reduce its on-street traffic and parking; consumption of water, natural gas, and electricity; and its overall carbon footprint. I believe the proposed scope of study, as described in City filings, is appropriate. I hope the Planning Department and the City of Palo Alto will consider the merits of the proposal without undue delay so the school is able to continue its proud tradition of educating the next generation of female leadership, while maintaining good relations with its neighbors and the greater Palo Alto community.

The Master Plan and CUP application include new measures that will continue Castilleja's efforts to lessen impacts to neighbors, and keep the best interests of the Palo Alto community in focus.

The proposed measures include:

- A commitment to preventing traffic increases, even with additional students, by extending its carpool, shuttle, and busing programs.
- A determination to keep cars off neighborhood streets through the construction of an underground garage for parking and all student pick-ups and drop-offs.
- A new community-accessible park along Emerson Street, drought-tolerant plantings, and a new tree canopy that meets or exceeds current conditions.
- A concerted effort to reduce noise by relocating the pool below-grade, and limiting hours of operation and frequency of school events.

These are measurable actions that show Castilleja's commitment to long-term accountability and its desire to be a good neighbor. I am proud to show my support for Castilleja School because it continues to be a responsible community member while maintaining its role as a leading educator of young women, including my two daughters.

Sincerely,

Duco Pasmooij  
10 Yerba Buena Ave  
Los Altos CA 94022  
(408) 425-3696 iPhone

**From:** Kitty Price [mailto:kitty.price@att.net]  
**Sent:** Wednesday, March 08, 2017 2:26 PM  
**To:** French, Amy  
**Subject:** Castilleja

Hello Amy,

I want to point out to staff who will be evaluating Castilleja wrt to traffic that Castilleja has hired a group of at least 4 people to assist with traffic during the morning and afternoon peak school traffic times. I spoke with one of these people and was told that they have been hired to do this for a period of 3 weeks. Sounds like an attempt to modify the "normal" traffic impact. They know the traffic is not acceptable.

Kitty Price  
1445 Bryant St  
Palo Alto 94301  
650-324-0137

**From:** [French, Amy](#)  
**To:** [Cervantes, Yolanda](#); [Katherine Waugh](#)  
**Cc:** [klayendecker@castilleja.org](mailto:klayendecker@castilleja.org)  
**Subject:** FW: Castilleja  
**Date:** Wednesday, March 08, 2017 3:22:53 PM

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

From: Deborah Goldeen [<mailto:kidslovehorses@me.com>]  
Sent: Wednesday, March 08, 2017 2:39 PM  
To: French, Amy  
Subject: Castilleja

I am unable to attend meeting tonight, but have strong feelings on subject. I think Castilleja should be allowed to expand. I have lived in Palo Alto 54 years; graduated from Paly, sons went to Paly, public school supporter, etc... But it is imperative to support all quality education, public and private.

There is only one real issue: Traffic.

Solution: off campus drop off with shuttle to campus.

All the rest; building nuisance, tree canopy, neighborhood degradation, etc ...; is nothing but hypocrisy on part of Palo Alto residents. I dearly regret I can not show up in person tonight and tell them that myself.

Deb Goldeen, 2130 Birch St., 94306, 321-7375

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**From:** Deborah Fife [mailto:[debby.fife@gmail.com](mailto:debby.fife@gmail.com)]  
**Sent:** Saturday, March 11, 2017 5:52 PM  
**To:** Planning Commission  
**Cc:** French, Amy  
**Subject:** March 8 Castilleja meeting feedback

Dear Planning Commissioners and Ms. French,

I'd like to share my reaction to and comments about the March 8 meeting regarding the Castilleja EIR scoping. I am a Castilleja neighbor slightly removed (1510 Emerson) but I do feel the impact of both Castilleja and Paly on my neighborhood.

1. It was stated clearly at the beginning of the meeting, both orally and on one of the slide projections, that the meeting was **not about the merits of Castilleja's proposal**. I was dismayed that the commissioners did nothing to keep the meeting on track, and we were subjected to a long procession of Castilleja supporters--parents, former students, current students, etc.--talking only about the merits of the school.
2. The neighbors are not anti-Castilleja, and not one made any anti-Castilleja statements except regarding their 15-year-long violation of the CUP, which is a fact. The neighbors' statements were directed at the purpose of the meeting--to ensure the scope of the EIR is comprehensive. This does not mean they are unaware or unappreciative of the school's reputation, goals, and activities. By allowing Castilleja supporters to run roughshod over the purpose of the meeting set up a biased atmosphere that wrongly put the neighbors in a bad light and on the defensive.
3. Most, not all, but most of the Castilleja supporters at the meeting do not live in the immediately adjacent neighborhoods of the school, and are little if any affected by the transportation, noise, safety, proposed construction, and other issues that are of concern to immediate residents. These concerns should be given a little more weight. As one speaker said, how would someone who does not live in the immediate area like it if a school, and all the issues of a school, were introduced into their neighborhood.
4. To say that Castilleja was here first is a specious argument. The Castilleja of today bears little if any resemblance to the Castilleja of 100 years ago.

At its most fundamental core, the issue is that **Castilleja has simply outgrown its space**. Its goals to expand its student body and update its facilities are admirable, but I strongly feel that the path they have chosen is unacceptable and that the school must look at either **an additional site to handle several grade levels** or **a site to which the entire school can relocate**. If Castilleja were to seriously consider either of these alternatives, most of the issues that concern the neighbors would naturally cease to exist.

The challenge for Castilleja is precisely what the Palo Alto Medical Foundation faced two decades ago. Its goals to expand and modernize couldn't be faulted, but they could not be carried out in its then-current location, which was also surrounded by residential neighbors. All turned out well for PAMF; there's no reason to assume that a positive outcome for a relocated Castilleja wouldn't as well.

Thank you.  
Debby Fife  
1510 Emerson Street  
324-1003

**From:** doria s [<mailto:doriasumma@gmail.com>]

**Sent:** Monday, March 13, 2017 10:16 AM

**To:** Cervantes, Yolanda <[Yolanda.Cervantes@CityofPaloAlto.org](mailto:Yolanda.Cervantes@CityofPaloAlto.org)>; Lait, Jonathan <[Jonathan.Lait@CityofPaloAlto.org](mailto:Jonathan.Lait@CityofPaloAlto.org)>

**Subject:** Re: FW: March 8 Castilleja meeting feedback

Dear Yolanda and Jonathan,

Good Morning! thank you for forwarding all the Castilleja comments.

At the PTC meeting I had a couple of additional recommendations for the scooping process based on the comments from the public, that I was not able to make.

Members of the public were concerned about the demolition of Lockey house at 1263 Emerson. A request that Lockey house have a thorough historic review was requested, which I find advisable, and would recommend.

Packet page 11 describes the Lockey house as being used for academic purposes for the last six years, rather than as a rental residence. I believe EIR should include the opinion that this property should have been added as an amendment to the current CUP years ago when it converted from residential to academic use, and that provisions to do so should be required if the "larger" plan does not receive approval.

I would recommend a detailed study of the impacts of the second (two way) underground facility on Emerson requiring the demolition of 1235 and 1263 (Emerson).

This underground facility is described on packet page 11, as underground parking, yet I have also heard that it is a "underground delivery facility". The impacts of the former use description versus the latter should be clarified and a detailed impact report should be made available that represents the accurate use.

Very best regards,

Doria

**From:** <[bill@thepowars.com](mailto:bill@thepowars.com)>  
**Date:** March 20, 2017 at 9:22:14 PM PDT  
**To:** Amy French <[Amy.French@CityofPaloAlto.org](mailto:Amy.French@CityofPaloAlto.org)>  
**Subject:** [FWD: 1310 Bryant EIR Scope]

Ms French.

My letter to the commission.

**From:** Bill Powar <[bill@thepowars.com](mailto:bill@thepowars.com)>  
**Date:** March 20, 2017 at 3:52:10 PM PDT  
**To:** "[Planning.Commission@CityofPaloAlto.org](mailto:Planning.Commission@CityofPaloAlto.org)"  
<[Planning.Commission@CityofPaloAlto.org](mailto:Planning.Commission@CityofPaloAlto.org)>  
**Subject:** 1310 Bryant EIR Scope  
**Reply-To:** Bill Powar <[bill@thepowars.com](mailto:bill@thepowars.com)>

Dear Planning Commissioners,

This letter provides additional comments regarding the scope of the EIR for Castilleja School's application for a new CUP. I live at 1310 Emerson Street. I have lived across the street from the school since 1981, initially at 211 Melville (which is now 1269 Emerson). At that time, the school had an enrollment of less than 300 of which about 40 lived in the dorm.

In 1991, we supported the school's successful petitioning of the city to abandon its easement along Melville allowing them to build a playing field. In 1993, we sold that house to the school and bought the one at 1310 Emerson which they had been using for as a residence for the headmaster.

As I said in my public testimony at the March 8 hearing on this topic, the staff's definition of the scope of the EIR is not sufficient given the history of this project for several reasons.

1. The school needs to provide more detailed plans regarding the excavation necessary to build the underground garage and lower the central campus. Until they do so, there is no way to provide an accurate estimate of the thousands of cubic yards of dirt to be excavated and hauled away during the construction. A major impact of the construction on the neighborhood will be the constant trail of large trucks hauling away dirt. Traffic impacts during construction and damage to the surrounding roadways needs to be forecast. Airborne dust and other debris will be significant. During the construction period of the underground gym, there were some days during which the air was unhealthful due to dust and we were unable to open our windows. In addition, our the exterior of our house was filthy with dust for several months and the school did nothing to help us clean our windows and walls. More detailed plans are required to assess these impacts.

2. The report needs to provide a detailed soils engineers report regarding t impact on both the water table, local springs and potential subsidence associated with the project. To do so will also require more detailed plans regarding the amount of earth to be moved. I also believe there may be a spring that flows through the property. During the gym construction, significant water was pumped out before concrete could be poured and 30 years ago the owner of one of the houses in the 100 block of Melville had problems with a spring impacting his foundation.

3. The school has made no secret of its desire to totally rebuild the campus once the City has approved the increase in enrollment, the underground garage and the lowering of the ground in the area near the circle. The drawings shown on the required notices which the school has put up shows the new design in conceptual form. Since the destruction of the existing buildings and the construction of new ones will likely add several years to the neighborhood dislocation caused by this total rebuild of the campus, an EIR which focuses only on the added enrollment and the initial building plans will significantly understate the impact on the neighborhood. In addition, the school has made no detail plans regarding how education will continue during this period.

I also suggest that the city's consultant expand the scope of the report to compare Castilleja's student density (students per acre) and number of non-academic events to other private schools in the area as well as providing a history of what other private school's have done when their proposed expansion plans impinged upon the neighborhood environment. This aspect of the report is a necessary element in addressing alternatives to the proposed project as well as in addressing ongoing impacts of increased enrollment.

In addition, I suggest that the consultant interview the school's neighbors to aid in determining impacts of the increase in enrollment, the changes in traffic flows and the dislocation during construction. One example of an issue that concerns my household and a few of my immediate neighbors is noise associated with water polo matches. The proposed plan moves the pool nearer to Emerson. The school hosts many water polo matches and water polo referees use their whistles almost constantly during a match which makes outdoor activities almost impossible at my house during matches and also forces us to keep our windows closed at that time until the matches are finished.

During the March 8 meeting, I avoided making any comments regarding the specific pros and cons of the proposal, since the purpose of the meeting was to focus on the scope of the EIR. Unfortunately, many others did not. Several of the school's supporters spoke about the recent steps the school has taken to ameliorate the impact on the neighborhood as though this is an indication of the school's being a good neighbor. Given the actual history, I found these statements to be the epitome of self-serving comments since these activities are as much a requirement of the 2000 CUP as is the existing enrollment limit.

I find it to be an interesting message to the future women leaders of our society (as many of the speakers characterized the school's students) that it is okay to violate contracts and legal requirements and when you get caught, all you have to do is start doing what you should have been doing for 15 years and then be rewarded for your efforts. It is interesting to note that when the over enrollment first came to light a few years ago, the school adamantly refused to take many of the actions they are now claiming as worthy of their being rewarded and only began doing them once the city imposed fines for non-compliance with the CUP.

Sincerely,

William L Powar  
1310 Emerson Street  
Pal Alto, CA 94301.

To: City of Palo Alto Planning Commission  
Date: March 21, 2017  
Subject: Castilleja School Expansion

I am writing as a former long-time Palo Alto resident who left your City a decade ago to escape the noise and disruption of living next to Castilleja School. I admire the school's mission in educating girls and hold many of its community among my closest friends. But I question whether the needs of the school can be met without further compromising the residential neighborhood.

My husband and I raised our children in Palo Alto, residing at 1320 Emerson Street from 1990 through 2007. Our home directly faced the Castilleja quad. During the 1990s Castilleja was a relatively quiet place. Our kids learned to ride their bikes on the Melville cul-de-sac. The Head of School lived next door to us and neighborhood relations were generally friendly and cordial.

Over time the school grew dramatically in size, programming and isolation. The boundaries were increased, Melville was cut off, and the Head's house was moved onto campus. An ongoing building campaign made the campus a continual construction zone. Ultimately the disruption became 24x7, with swim and cross country practices beginning before dawn, parties breaking up after midnight, and cafeteria deliveries from commercial diesel trucks occurring at all hours of the night. Parking was a nightmare and not infrequently our driveway was blocked.

We invested much time and effort trying to engage the Castilleja administration in improving neighbor relations as they sought permits to expand their facilities. But the entitled attitude displayed by the school, students and parents was not helpful for an institution whose livelihood depended on a conditional use permit for operating within a residential neighborhood. When my husband was diagnosed with cranial aneurysms and high blood pressure, it became clear that remaining in the neighborhood was no longer a healthy physical or psychological choice for us. We sold our home and moved away, sorry to leave Palo Alto and all that your wonderful community offers.

Later Castilleja was found to have increased enrollment in blatant violation of their conditional use permit. We were relieved to be gone and not surprised. Apparently might makes right even in Palo Alto. Our hearts go out to our former neighbors who must continue to deal with Castilleja's insatiable appetite for expansion, to the detriment of the neighborhood quality of life. It is on their behalf that I respectfully submit this account of our experiences.

Lynn Pieron  
5 Bayberry Street  
Portola Valley, CA 94028

**From:** Lee Price [mailto:lee-price@att.net]  
**Sent:** Friday, March 31, 2017 9:40 AM  
**To:** Planning Commission  
**Cc:** French, Amy  
**Subject:** Castilleja Expanded CUP

Lee N. Price  
1445 Bryant St.  
Palo Alto, CA 94301  
March 14, 2017

Transportation Committee

Re: Scope of EIR regarding Castilleja CUP Request (attached as WORD document in addition to email)

Dear Sirs:

I had not written anything prior to the committee's meeting Wednesday night (3/8/2017) and had not even planned to speak. However, after listening to numerous pro and con arguments, I felt impelled to do so and would like to try to put those comments into writing as well.

I am a Palo Alto resident off and on for the last 55 years and have lived at the above address for 37 years. When we purchased the house, Castilleja was a boarding school and there were never any traffic or parking issues because the only cars belonged to teachers and staff. This obviously changed when the school converted to a day school and again when it expanded the years of instruction. I do not recall any community discussions or CUP hearings at those times but perhaps I was just not involved. I do recall discussion when the last CUP permit increased enrollment to 415 students and then considerably more involvement when the actual enrollment grew to 438 or more over a period of 10 years and parking became a much greater issue. I believe that I did write a note at that period, noting that occasionally I had found my driveway partially blocked and even contacted the Palo Alto police to determine what recourse was available. Things are significantly better these days but the school is clearly making huge efforts because they now wish to expand again to 550 students.

I have been very impressed with Castilleja as a school – both for its students and faculty, their volunteer activities, the breadth of subjects offered, and the colleges and future careers of their graduates (which I understand even include a number of Palo Alto’s council members). I attended a private boarding school myself and am extremely appreciative of the benefits of that experience toward getting into Stanford and throughout my career. Many of the speakers at this evening’s meeting spoke to these points, and I heartedly support their view and the efforts that head of school Nancy has made toward improving relations with the surrounding community. However, I cannot help but note that the decision before your committee is not about the girls or the quality of education they receive. Rather it concerns the location of the school itself.

Some speakers have suggested that neighbors are complaining unfairly because they knew they were living next to a school. If Castilleja were a public school, that would be a fair criticism but if it were a public school, students would all (100%) live in the nearby community and would generally arrive by walking or bicycle with subsequently reduced need for cars and parking. If it were a public school, there would also be a higher percentage of neighborhood children attending with correspondingly greater involvement by their parents in school programs. This is certainly not the case with Castilleja.

The EIR report your committee is planning under CEQA seems to be focusing primarily on such important issues as traffic, geology, water, parking, etc. However, I understand that CEQA also provides for consideration of alternative solutions which might avoid or ameliorate such issues and thus simplify the problem for everyone. I therefore request that the committee expand the scope of its research to the question of whether a growing school with such a national if not international reputation belongs in the middle of a residential community.

The boarding school I attended, roughly the same 400-500 student body size as Castilleja, is situated in the middle of perhaps 100 acres, allowing plenty of room for various sport fields, educational and administrative buildings, performance auditorium, and parking. This buffer dramatically reduced any negative impact on the surrounding community. At its inception 100 years ago, like Castilleja, it was surrounded mostly by farm land or at least very few residences. Again like Castilleja, these surroundings have changed dramatically and one would have to drive perhaps 20 miles to find an operating farm. But the buffer has remained. Like Castilleja, that school has also become at least 50% day students but there are no lines of traffic because there is ample access to drop off and parking on the grounds.

Castilleja finds itself bordered by extremely expensive homes and neighbors who are increasingly resentful of the impact the school is having on their environment, as evidenced by the numerous speakers this evening. **Would it not be a better solution for the school to purchase a greater area of land a few miles away which would allow easy expansion to not just 550 but 650 or 750 students?** If the existing facility were sold to create perhaps 8 homes

of the size and quality of their neighbors, this would create a fund of on the order of \$75 million less perhaps \$10 million to build the houses. Yes, there would be construction noise and hassle during such a transition but at the end, the neighborhood would remain residential and there would be no additional traffic or parking issues. And no likelihood of another CUP expansion request 10 years from now.

Castilleja has suggested that they eventually plan to replace some 85% of the existing buildings. Why not just start over entirely? Construction would not be much more expensive, perhaps even less so since it would avoid expensive excavation for underground parking. Approximately  $\frac{3}{4}$  of the school's students come from cities other than Palo Alto. If they are already commuting via train or shuttle, changing that commute by a few miles should not make a major difference. The quality of the students, teachers, learning experience, volunteer activities, and school reputation would remain unchanged. Is the school perhaps locking itself into a smaller than appropriate footprint?

I appreciate this opportunity to address your committee.

Lee N. Price

**From:** "Gitelman, Hillary" <[Hillary.Gitelman@CityofPaloAlto.org](mailto:Hillary.Gitelman@CityofPaloAlto.org)>  
**Date:** April 10, 2017 at 11:45:30 AM PDT  
**To:** "[marysylvester@comcast.net](mailto:marysylvester@comcast.net)" <[marysylvester@comcast.net](mailto:marysylvester@comcast.net)>, "French, Amy" <[Amy.French@CityofPaloAlto.org](mailto:Amy.French@CityofPaloAlto.org)>  
**Cc:** "Keene, James" <[James.Keene@CityofPaloAlto.org](mailto:James.Keene@CityofPaloAlto.org)>, City Attorney <[city.attorney@CityofPaloAlto.org](mailto:city.attorney@CityofPaloAlto.org)>, Planning Commission <[Planning.Commission@cityofpaloalto.org](mailto:Planning.Commission@cityofpaloalto.org)>  
**Subject: RE: Request for Extension on EIR Scoping Letter**

Ms. Sylvester:

Thanks for your email request. Amy is out of the office today, so I thought I would jump in and respond.

The EIR process runs in parallel to the application process and it is quite typical for an application to become more detailed and to evolve somewhat during the EIR process. (In fact, we like it when proposals are adjusted in response to community input and environmental review!) We encourage you to submit comments about the scope of the environmental analysis by the deadline of April 15 based on what you currently know about the school's proposal. The comment period has already been extended well beyond the required 30-day period and you will have other opportunities during the review process to provide additional comments. Additional formal opportunities for public comment will include the comment period on a Draft EIR as well as noticed public hearings on the application(s) at some point in the future. Also, informal comments and questions about the process and the proposal can always be sent to staff by email. This project has generated lots of such communications, and we endeavor to respond as time permits.

Thanks for your interest in this project,

Hillary



Hillary Gitelman | Planning Director | P&CE Department  
250 Hamilton Avenue | Palo Alto, CA 94301  
**T:** 650.329.2321 | **E:** [hillary.gitelman@cityofpaloalto.org](mailto:hillary.gitelman@cityofpaloalto.org)

*Please think of the environment before printing this email – Thank you!*

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**From:** [marysylvester@comcast.net](mailto:marysylvester@comcast.net) [mailto:[marysylvester@comcast.net](mailto:marysylvester@comcast.net)]  
**Sent:** Friday, April 07, 2017 10:43 AM  
**To:** French, Amy  
**Cc:** Gitelman, Hillary; Keene, James; City Attorney; Planning Commission  
**Subject:** Request for Extension on EIR Scoping Letter

Dear Ms. French,

I am writing on behalf of a group of neighbors, including myself, who reside in the immediate vicinity of Castilleja School. We are requesting at least a two-week extension on the Scoping Letter of the Environmental Impact Report from the date Castilleja submits a complete application for their CUP and Expansion Plan, whether that be from April 17th as indicated by the school or later. We, as immediate neighbors of Castilleja School who will be significantly impacted by this proposed Expansion Plan and possible new CUP, will need time to review the new documentation submitted by the school and may need to seek additional expert consultation as well as legal advice.

The public, including Castilleja School, has known for over 30 days that April 15th is the deadline for Scoping comments. It is perplexing why the school believes it is acceptable to submit highly relevant documents for the approval process 2 days after the closing date for public comments. And it causes further questioning of the City's impartiality in this matter by allowing this delayed submittal and not thereby immediately extending as a matter of course the public comment period?

I look forward to your prompt response.

Appreciatively,

Mary E. Sylvester

May 12, 2017

Ms. Amy French  
Chief Planning Official  
Planning and Community Environment  
City of Palo Alto  
250 Hamilton Avenue  
Palo Alto, CA. 94301

Project: Castilleja Expansion Plan

Dear Ms. French,

I am writing to you about several issues of concern that I would like to see studied in the Scoping process for the Castilleja Expansion Plan. The cumulative impact from this project threatens the overall liveability and sustainability of the R-1 neighborhood surrounding Castilleja School.

I. Traffic Impacts—I recommend the following be studied:

1. Traffic and parking patterns studied for each of the following student enrollment levels: 415, 438 and 540 within 600 feet of Castilleja School (the public notice area for Castilleja's CUP). While computer modeling would have to be done for 415 as well as 540 students, I would like a reasonable baseline to be arrived at for what the school and neighborhood reasonably support.
2. Traffic studies conducted on a 24/7 basis for at least 2 months within 600 feet of Castilleja School to capture changing daily schedules of the school as well as special events that vary in size and frequency.
3. A traffic study that will cover the traffic and parking patterns on the 100 blocks of Kingsley, Melville, Kellogg and Churchill, which are all feeder streets for Castilleja School. This study needs to also put into context that the 100 block of Melville is wedged between Alma and Embarcadero and often acts as a shortcut from Alma to Embarcadero Road at peak traffic times and when Alma is backed up due to road work.
4. A traffic study that analyzes the impact of having both a slow merge lane from the corner of Emerson and Embarcadero Rd into Embarcadero Road as well as a corner without that slow merge lane. That corner is virtually blind to oncoming traffic traveling at high rates of speed from the Embarcadero Underpass as well as merging traffic from the 100 block of Kingsley. I urge installing a 24/7 mounted camera/s for such a study.
5. The corner of Emerson and Embarcadero Road is also a high risk corner for cyclists and pedestrians whose safety and welfare is already at risk as people turn

off of Embarcadero Rd onto Emerson St at very high rates of speed and often narrowly avert injuring pedestrians and cyclists. I also urge installing a 24/7 mounted camera/s for such a study.

6. The impact of the underground garage on neighborhood parking and traffic, within 600 feet of Castilleja School. As traffic flow into and out of the garage will undoubtedly be backed up at certain periods of the day, most notably at drop off and pickup, parents and those students driving to school will look to alternate neighborhood streets to both shorten their wait time and parking inconvenience. Consequently, I would like to see the traffic study analyze the traffic and parking impacts of this expansion plan on the 100 blocks of Kingsley, Melville, Kellogg and Churchill as well as 1200, 1300 and 1400 blocks of Emerson Streets.

7. The impact on the 100 block of Melville when cars are exiting the garage and the school's traffic monitors are not in place. Currently, when weekend and evening special events occur traffic often streams down Melville, often at high rates of speed.

8. The cumulative impact of traffic and parking on Embarcadero Road and the neighborhood surrounding Castilleja School not only from Castilleja's Expansion Plan but also from Stanford's addition of 3100+ employees over the next year along with 2300 students at Palo Alto High School as well as the hundreds of people that use Town and Country Shopping area daily. Given the City's RPP program, we now have students and downtown employees traveling to the 100 block of Melville to park.

9. The impact on Embarcadero Road traffic as cars are turning onto Bryant Street to enter the underground garage on that street.

## II. Underground Garage—I recommend the following be studied:

1. The impact of having a commercial underground garage in a R-1 neighborhood as to esthetics, noise levels, air quality and safety issues:

- noise and air pollution generated by cars exiting the garage at Melville and Emerson Street
- noise and air pollution created by the garage's exhaust fans
- noise pollution created by the garage exit's warning system
- the esthetic considerations created by the removal of 2 homes and stately trees replaced by cement and presumably metal gates
- safety concerns that can result from criminal actions in the garage

2. Parking mitigations that can be provided by Castilleja School using off-site parking and an expanded shuttle program for students, parents and staff.

3. The impact of the construction and maintenance of an underground garage on the water table and on foundations to homes in the immediate vicinity.

III. Safeguarding Pedestrians and Cyclists—I recommend the following be studied:

1. The impact on cyclists' safety and welfare while using the Safe Bike Route on Bryant Street between Embarcadero and Churchill Streets resulting from both the construction of the underground garage as well as the significant campus Expansion project. The entrance to the underground garage on the bike route needs to be carefully studied.

2. The potential safety impacts to cyclists and pedestrians using the 1300 block of Emerson Street and crossing Embarcadero Road and Emerson St with cars exiting the Castilleja garage as well as merging onto Embarcadero Rd that is a significant commuter route for Palo Alto High School and Stanford University bicyclists.

IV. Trees and Biological Resources—I recommend the following be studied:

1. Utilizing traffic and parking mitigations, Castilleja School can preserve in place 6 heritage trees, 5 redwoods and 1 oak, which more than likely not survive transplantation in a healthy manner.

Respectfully submitted,  
Mary Sylvester  
135 Melville Avenue  
Palo Alto, Ca.  
94301

**From:** Rita Vrhel [mailto:ritavrhel@sbcglobal.net]  
**Sent:** Friday, April 14, 2017 1:12 PM  
**To:** French, Amy  
**Cc:** Nelson Ng; Kimberley Wong  
**Subject:** Castilleja

Dear Amy.... please see my concerns about Castilleja and the scoping meeting for EIR inclusion.

1. Please include **all** the enrollment information in your presentation. Your initial comments did not list all the factors involved in 15 years of over enrollment. Please also if possible include Castilleja's projections for future maximum enrollment after project completion.
  
2. Please also comment on how this lack of compliance occurred and what the City did to allow this to occur.
  
3. What power does the City Manager have to allow Castilleja to continue to violate their CUP?
  
4. Dewatering evaluation and environmental impacts needs to be expanded. the mentioned artisan spring identified so as to accurately state how much groundwater will be extracted. Possible effects on near by housing structures should be investigated..
  
5. Please identify how the extracted groundwater will be handled. Percolated back into the aquifer on site?
  
6. Please investigate the use of shuttle buses, like Google uses, to pick up students at out of City collection sites to reduce traffic.
  
7. Specific details of the school's current traffic reduction program were not made public or included in the provided information. Only verbal descriptions and assurances were given. Please provide this information for the public to review.
  
8. Please list all after school or weekend events for the past 3 years as these events obviously impact traffic, air quality and noise concerns. What is the estimated attendance at each of these events? Is the playing field used? Or is parking dispered into the neighborhoods?
  
9. Are any of these events conducted by organizations other than Castilleja? Does Castilleja "rent" their school facilities to other organizations for money or other compensation? Is this allowed in their CUP?

10. What is the actual "paid" number of students currently attending Castilleja? Not the average daily attendance. How many of the students drive and park to attend school?

11. What is the population of the Staff? How many additional Staff will be hired after the expansion? How many more cars will they bring to the school?

12. How will the students be housed while construction is occurring? What environmental impact will that have on the students and neighbors.

13. How many construction vehicles are anticipated? How many pieces of construction equipment? What is the environmental impact of the operation of construction equipment on the school children and the neighbors for the estimated 5 years of construction?

14. I thought it was against the City rules to idle a car, etc for more than 15 minutes near a school? How does the operation of this equipment 8 hrs a day for 5 years mesh with that law?

15. Please do an environmental impact on the anticipated construction noise levels and vibration on the school children and neighbors.

16. The complete traffic studies were not adequate. They did not include collection of data from different times of the day, days of the week, weekend events, after school activities such as sports and visiting teams, etc.

17. Summer camp at Castilleja was not mentioned. Please include these summer program in your traffic, noise, parking, and environmental review.

Thank you so much.

Rita C. Vrhel, RN, BSN, CCM  
Medical Case Management  
Phone: 650-325-2298  
Fax: 650-326-9451

**From:** jamespoppy@comcast.net [mailto:jamespoppy@comcast.net]  
**Sent:** Friday, April 14, 2017 1:59 PM  
**To:** Planning Commission  
**Cc:** French, Amy  
**Subject:** EIR Scoping for Castilleja Project - Please study these impacts

Hello Palo Alto PTC,  
Thank you for all of your efforts on this project.

I request that the EIR for the Castilleja project study the CUMULATIVE impact of parking measures being taken in adjacent neighborhoods and how they, together with this new project, will impact neighborhood parking. Specifically, as residential permits (RPPs) become more widespread, people are parking just outside these zones, which now includes the area just south of Embarcadero Road. And this goes from Alma to Waverley, from Kingsley to Tennyson (and beyond). The Southgate area may soon get a RPP which will impact this area immensely. Already, Churchill and Emerson are being used as parking lots by Paly and this will only get worse.

I request that the EIR for the Castilleja project study the bicycle traffic flow on Bryant Street, and how the construction and new garage would impact bicycle safety and the overall integrity of the bike boulevard. There will be hundreds of additional car trips per day after construction, but the most dangerous time may be during construction. The EIR should study bicycle safety DURING construction as well as after.

I request that the EIR for the Castilleja project study the impact of an underground garage on driver behaviors and related safety issues. The current proposal indicates that traffic will line up along Embarcadero Road to access the garage from Bryant, and exit onto Emerson, then back onto Embarcadero, which is a blind corner, with cars traveling at high rates of speed, often over the speed limit. The right hand lane on Embarcadero could be backed up to where it is unsafe or impossible for cars to re-enter Embarcadero as they leave. Castilleja maintains that cars will move through dropoff and pickup zones at the same rate of speed currently being observed on surface streets. This could be a gross misjudgment. Once drivers who use Embarcadero know about the traffic pileups and slowdowns, they may find alternate routes through neighborhood streets, making the situation worse than it is now and added new safety issues. Drivers may decide to avoid the 10 minutes it takes to get through the garage and drop off their student on a surrounding street. The EIR should reference at least two case studies of underground garages in residential areas, and should reference at least two studies about driver behaviors entering and exiting an underground garage, compared to surface streets and what the resulting time difference may be.

I request that the EIR for the Castilleja project study the impact on evacuating the premises and allowing access for emergency vehicles on surrounding neighborhoods in the event of an emergency. With such a high density of vehicles in a one block radius of the school, safety issues could be exacerbated.

I request that the EIR for the Castilleja project study the impact of construction and most importantly on Embarcadero Road. The impact will be felt from Highway 101 to Highway 280, through the Palo Alto corridor. How many truck trips per day, from 4am to 10pm, where they will be staged? What is the impact of the dust, pollution, and noise for a R1 neighborhood? What is the impact on the students who are on site during the day? What safeguards would be in place when deadlines are missed and construction is extended?

Thank you for your thorough considerations in this matter. This is my home we are talking about.

Regards,  
Jim Poppy

135 Melville Ave (39 years)

**From:** [jamespoppy@comcast.net](mailto:jamespoppy@comcast.net) [mailto:[jamespoppy@comcast.net](mailto:jamespoppy@comcast.net)]  
**Sent:** Wednesday, May 03, 2017 10:28 AM  
**To:** Planning Commission  
**Cc:** French, Amy  
**Subject:** Castilleja EIR Scoping - Groundwater

Dear Commissioners,

In the EIR for the Castilleja project, please study the impact of construction of the garage and below level pool on CURRENT groundwater levels. The last measurements came at the height of a multi-year drought.

Given the highly controversial nature of the Castilleja expansion project, it would only be fair to the community if groundwater levels are measured again for the Castilleja site.

Also, when Castilleja built the gym, it was clear they did not measure accurately, since they had to pump millions of gallons of water out of the site. There is sufficient precedent for this action.

Thanks and regards,  
Jim Poppy  
135 Melville Ave

**From:** [jamespoppy@comcast.net](mailto:jamespoppy@comcast.net) [mailto:[jamespoppy@comcast.net](mailto:jamespoppy@comcast.net)]  
**Sent:** Monday, May 01, 2017 4:04 PM  
**To:** Planning Commission  
**Cc:** French, Amy  
**Subject:** Castilleja garage traffic flow

Hello Commissioners,

Please see attachment.

Ms French, please print the attachment so it can be part of the PTC and EIR packets. The scoping requests are at the end of my letter.

I have lived at 135 Melville for 39 years, so I am intimately aware of traffic patterns in the area.

Castilleja would like everyone to believe that an underground garage would reduce traffic on neighborhood streets. That is a very misleading statement. Currently there are two locations just off of Bryant and Kellogg, right in front of entry doors to the campus, where motorists can efficiently pick up and drop off students. These stations can be approached from several different directions, and there are 3 options for the motorist to exit in a direction that coincides with their route.

An underground garage with one entrance and one exit would merely intensify the traffic into two locations, Bryant and Emerson/Melville. With only one option for entry and one option for exit, cars will be lining up down Bryant and Embarcadero to enter, and exiting the garage onto a busy Embarcadero Road will cause additional delays. Bicycle traffic safety on Bryant and Embarcadero during peak times will be sketchy at best.

Motorists who wish to go any direction other than east on Embarcadero will be faced with weaving their way back into oncoming traffic, then trying to turn left or right onto Bryant, or at Waverley, then find their way back to Alma or Embarcadero West.

If you had the option of dropping off a student in the daylight, in an open parking spot on Kellogg, for a total time spent of about 15-30 seconds, versus a possible 5-10 minutes navigating lines of cars and an underground garage, then finding your way back to the direction you want to be traveling, what would you do? I believe you would wind up using the neighborhood streets.

Castilleja claims dropoff times would not be much different, but they are not taking into account the destinations of the motorists. I doubt the majority want to be traveling east on Embarcadero into the teeth of traffic.

Castilleja has done a good job reducing traffic into and out of the campus. Neighbors are not complaining about the traffic. They are complaining about the 16 years of CUP violations and the increase in enrollment that would cause more traffic and pollution.

If Castilleja wants a larger enrollment they can easily find a space that will fit their vision. Why force it on the neighborhood and all of Palo Alto with 6 years of construction and the gifting of one lane of Embarcadero to the school?

Castilleja claims they will have traffic monitors to make sure motorists exit the garage onto Embarcadero Road. But only for peak times during the school day and for large events. Castilleja is already not reporting many events, and they hold more than 100 events per year, plus a summer camp. In effect, about 99% of the traffic leaving the garage will have the option of going straight down Melville Avenue instead of being dispersed throughout the neighborhood.

Once motorists are on Melville, it can take several minutes to make a turn, especially if there is any traffic at all. Cars will be backed up on Melville several times every day, all year. This is not just about 8am and 3pm Monday through Friday, 9 months of the year. This is 24/7. Events are held at night and on weekends and summer camp is several weeks long.

Please put an end to the garage concept now so the City staff and Castilleja can devote resources to more important matters, and so neighbors can get their lives back.

I ask that the Castilleja EIR scoping study the impact of a single entrance and single exit to an underground garage on driver behavior, specifically as to how often they seek alternate routes to avoid an underground garage.

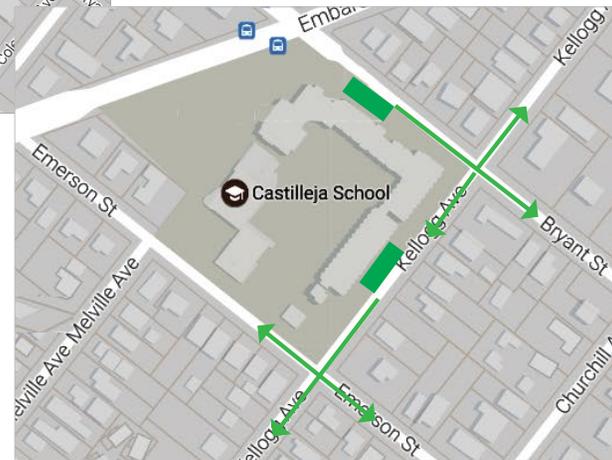
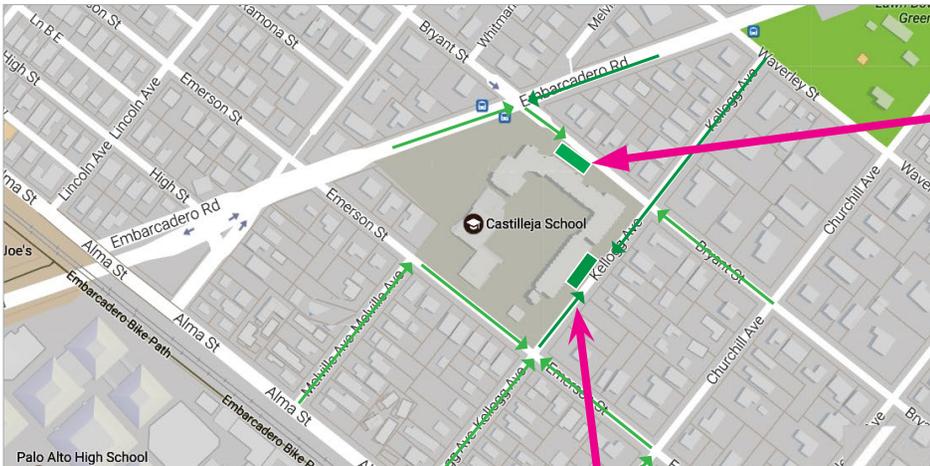
I ask that the Castilleja EIR scoping study the impact of routing all traffic into one direction through an underground garage during commute times, and how forcing motorists to go in one direction into oncoming traffic impacts their driving behaviors.

Thank you,  
Jim Poppy  
135 Melville Avenue

# Plan for People, Not Cars.

Castilleja can grow and prosper without a garage.

Current traffic control measures have been effective at minimizing the impact of traffic on the neighborhood. There are two dropoff and pickup stations that are completely off the street. One is located on Bryant and one on Kellogg. Dropoffs typically take less than 30 seconds. No left turns across traffic are required to access the stations. The stations occupy very little space.



Exiting from the dropoff areas is quick and efficient. Motorists have 3 exit options to choose from without the need for a traffic monitor.

# Plan for People, Not Cars.

Castilleja can grow and prosper without a garage.

The proposed garage would require ALL motorists to arrive at ONE location on Bryant (bike blvd) then turn right or left across bicycle and auto traffic to enter an underground garage, with no visibility as to what is ahead or how long it might take to get through the block-long garage.

Within days, people will be avoiding the garage and using side streets to drop off and pick up students, while the same thing is happening a couple of blocks away for Paly High School as the Southgate RPP goes into effect. Cars already park on Emerson, Kellogg, Coleridge, and Churchill to access Paly.



# Plan for People, Not Cars.

Castilleja can grow and prosper without a garage.

Castilleja's new proposal points the exit of the underground garage straight down Melville Avenue, but they say they will have traffic monitors out during peak school hours to direct ALL traffic to turn right and onto Embarcadero, where cars are already trying to merge into the right lane to access the garage on Bryant.

Instead of being able to get back on their way, ALL motorists would be forced to travel east on Embarcadero. They will be forced to turn onto Bryant or Waverley to try to get back on their route, potentially adding minutes to their trip. People will stop using the garage when it takes 30 seconds to drop them off on a side street and continue on their way.



Castilleja wants everyone to believe that traffic is only an issue during school hours and they only plan to have a traffic monitor at the exit during school hours.

The neighbors have lived with decades of permit violations where Castilleja now has more than 100 events per year, and they are planning events for up to 700 people next year. Plus, Castilleja runs a summer camp program. ALL of this traffic would have the option of leaping across Emerson onto Melville. The exit from the garage will not provide adequate visibility to make a left turn safely. Turning right or left onto Alma can take several minutes. Cars will be backed up, honking horns, all year long.

**From:** ROBERT HALLEWELL [<mailto:hallewell@icloud.com>]  
**Sent:** Saturday, April 22, 2017 3:10 PM  
**To:** Scharff, Gregory (internal); PlannerOnDuty  
**Cc:** Friend, Gil; City Attorney  
**Subject:** CASTILLEJA EXPANSION OBJECTION

We are writing to record our objection to the proposed expansion of the Castilleja girls school. It will have a deleterious effect on traffic at the already bad Embarcadero - El Camino junction as well as on local traffic and the neighboring properties.

I also request that the City Council check and enforce the existing Conditional Use Permit limiting the number of students. Should the school be in violation of this Permit that should be an immediate disqualifier to the proposed expansion.

sincerely, Robert Hallewell, Hongmei Lu

Hongmei Lu & Robert Hallewell  
1118 Harker Avenue  
Palo Alto, CA 94301

Please include this email's text with your reply.

[hallewell@icloud.com](mailto:hallewell@icloud.com)  
main: 1-650-331-1853  
cell: 1-650-303-1919 (car only)

**From:** [Katherine Waugh](#)  
**To:** [Kimberly Asbury](#)  
**Subject:** FW: Stop the Casti Expansion  
**Date:** Thursday, May 04, 2017 11:32:18 AM

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For comment log and file

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

From: French, Amy [<mailto:Amy.French@CityofPaloAlto.org>]  
Sent: Wednesday, April 26, 2017 4:26 PM  
To: Katherine Waugh <[kwaugh@dudek.com](mailto:kwaugh@dudek.com)>  
Subject: FW: Stop the Casti Expansion

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

From: MEGAN BARTON [<mailto:megbarton@me.com>]  
Sent: Wednesday, April 26, 2017 3:33 PM  
To: French, Amy  
Subject: Stop the Casti Expansion

Hi Amy,

As a 26 year resident of Palo Alto I wanted to voice my concerns about the Casti expansion. We live at 334 Lincoln Ave, between Bryant and Waverley and are affected every day by Castilleja traffic as we reach Embarcadero it becomes gridlocked. On days when Castilleja is not in school there or there is a late start there is a drastic reduction of cars and an easy flow through the stop lights. There is no more room on our streets for all the commuters to this private school- it is beyond max capacity now. If Casti would like to expand they need a new location. Please listen to the citizens of Palo Alto, not a private school that blind to it's impact of our neighborhoods. How can they think they don't already negatively affect their neighbors? They weren't punished for blatantly breaking the student size limits in the years past, now they are asking to expand? Let's fix our traffic and parking problems first.

Thank you,  
Megan Barton

**From:** Anna Jaklitsch [<mailto:annajak14@yahoo.com>]  
**Sent:** Wednesday, April 19, 2017 8:55 PM  
**To:** Castilleja Expansion  
**Subject:** EIR for Castilleja expansion

Hello,

The EIR should explore conditions caused by the maximum number of students the school is proposing. This should include traffic in the neighborhood and added traffic to an already crowded Embarcadero Rd.

The City of Palo Alto should consider that the school consistently exceeds the number of students they are permitted. What part of "No" do they not understand?

Sincerely,  
Mrs. Anna Jaklitsch  
1850 Hamilton Ave.  
Palo Alto 94303

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

From: Devon Cohn [<mailto:devoncohn@gmail.com>]

Sent: Thursday, April 27, 2017 5:54 PM

To: French, Amy

Subject: Castilleja School Expansion comment

Dear Amy French, Chief Planning Official, and whomever it may concern,

I am a resident of Palo Alto and I think that Castilleja's request to expand should be denied. Castilleja has several options for ways to expand that do not impact the neighborhood and local traffic in negative ways. Like many schools and businesses, they have hard choices to make. However, local residents should not be forced to pay a high price to make Castilleja's choices easier. If Castilleja wants to expand, they should look for a larger campus (like the Girls Middle School did with their rental property) or split their middle and high schools (like Keys School did). Castilleja should not be given special treatment over other local schools and the negative effects of their desired expansion should not be discounted. Please deny the expansion request.

thank you,  
Devon Cohn  
1431 Greenwood Ave  
Palo Alto, CA 94301  
(650) 325-3222

**From:** Kathy Nordman <[klnordman54@gmail.com](mailto:klnordman54@gmail.com)>

**Date:** May 2, 2017 at 8:42:03 PM PDT

**To:** [amy.french@cityofpaloalto.org](mailto:amy.french@cityofpaloalto.org)

**Subject:** Castilleja School Expansion public comment

Amy French:

Regarding the parking garage access options I believe access from Embarcadero is preferable to Bryant. Bryant is a bike boulevard with an average of over 1000 bicyclists per day. Actually the number is higher as this counter is known to under-count about 20%. Attached is a count from a few blocks south at Lowell.

Bicycle boulevards work by making a low stress efficient way to cross town. Parents dropping off their kids are often not paying proper attention. Please do not place this traffic on the oldest bicycle boulevard in the US.

Eric Nordman  
2150 Middlefield Road  
Palo Alto, CA 94301

**From:** Andie Reed [<mailto:andiezreed@gmail.com>]

**Sent:** Wednesday, May 03, 2017 1:07 PM

**To:** French, Amy

**Cc:** Gitelman, Hillary; Keene, James; Scharff, Gregory (internal); Kniss, Liz (internal); Kou, Lydia; Holman, Karen; Fine, Adrian; Tanaka, Greg; Wolbach, Cory; Filseth, Eric (Internal); DuBois, Tom

**Subject:** Castilleja Neighbors Survey

Dear Amy,

The immediate neighbors of Castilleja wish to make clear that we are strongly opposed to the underground garage being considered as part of the school's expansion plans. In the school's recent submittal, the attorney letter, once again, implies that the neighbors are in favor of the garage: "After multiple community meetings, it was made clear that many neighbors supported a below grade parking solution" (Ms. Romanowsky, page 2, 4/28/17 letter to Amy French). This is not an accurate assessment of the neighborhood.

In the last few days, we canvassed the surrounding neighborhood to assess the opinion of the neighborhood regarding the underground garage. Please find attached the transmittal letter we hand-delivered to Castilleja today, a listing of addresses of those opposed, a color-coded map of households opposed, and 50 pages of signatures.

We hope this will finally counter the continuing misrepresentation being promulgated by the school as to the support vs. the opposition of the neighborhood regarding the underground garage.

Thank you,  
Andie

--

Andie Reed CPA  
160 Melville Ave  
Palo Alto, CA 94301  
530-401-3809 ph

**From:** Rob Levitsky [<mailto:roblevitsky@yahoo.com>]  
**Sent:** Thursday, May 04, 2017 6:02 PM  
**To:** French, Amy  
**Cc:** Rob Levitsky; Passmore, Walter; Dockter, Dave  
**Subject:** Trees at Castilleja

Amy

1. as requested before, please have arborist add the six pittosporum trees along the fence between 1215 and 1235 Emerson street. Drawings are incomplete without these trees.



2. provide scaled drawings with numbers- so that assessments can be made of underground garage impact to trees. Without scaled drawings, the circles drawn around the tree locations are of little use, and can be particularly misleading.

3. Arbitrary judgments about where root protection zones can be violated are not appropriate - see attempt to cut a root protection zone on tree #157 from 15 feet to 8 feet by Michael Bench.

3. Exact location drawings of Redwoods #115-120 before and after transplant are necessary. Without accurate drawings of spacing between redwoods, its not possible to determine if a rootball of sufficient size can be dug up. Without accurate drawings of the location these redwoods would be moved to, its not possible to determine if the proposed move-to location is acceptable to sustain the needs of the severely wounded, moved tree (loss of 75-90% of root volume). Moved Redwood trees need lots of water all year long- so its inappropriate to move near a live oak, for example, which doesnt want water in the summer dry season. And its inappropriate to hem in transplanted redwoods between 2 story temp classrooms

4. need definition of sucess of a transplant- just being alive is \*not\* sufficient.

5. need list of all proposed transplants,  
and where they are being moved to

rob levitsky

Sent from my iPhone

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

From: Rob Levitsky [<mailto:roblevitsky@yahoo.com>]

Sent: Tuesday, May 09, 2017 8:28 AM

To: Planning Commission

Subject: eir castilleja

please study loss of rootball volume on all trees to be transplanted. typical losses are 75-90%. study how this loss will effect wounded trees- survival, thriving, safety, need for guy wires.

study suitability of all transplant locations - water, sun, wind, root compaction, limits to root growth

Sent from my iPhone

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

From: Rob Levitsky [<mailto:roblevitsky@yahoo.com>]

Sent: Tuesday, May 09, 2017 8:36 AM

To: Planning Commission

Subject: casti eir

please study how shrinking the 25 foot melville utility easement could possibly be of any benefit to the immediate neighborhood, given our inability to know what pipes or cables might be needed in the future

Sent from my iPhone

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

From: Rob Levitsky [<mailto:roblevitsky@yahoo.com>]

Sent: Tuesday, May 09, 2017 8:31 AM

To: Planning Commission

Subject: casti eir

study impact of rerouting sewer and stormdrain lines from melville utility easement - will capacity of pipes diminish, and by how much?

how can this be of benefit to neighborhood?

Sent from my iPhone

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

From: Rob Levitsky [<mailto:roblevitsky@yahoo.com>]

Sent: Wednesday, May 10, 2017 3:18 PM

To: Planning Commission

Cc: Rob Levitsky

Subject: casti EIR

i would like the effect of property values studied on the 1200 block of Emerson street, with the proposed destruction of 2 of the 8 houses on the block, replacement of said houses with a concrete parking garage, increased traffic, removal of protected heritage oaks and redwoods, years of construction, removal of 60,000 cubic yards or more of dirt, construction noise, permanent garage noise and pollution (fans blowing toxic exhaust fumes up into the neighborhood)

doesn't seem like it will raise property values. Lets see what number you EIR experts come up with.

im guessing 25% -50% loss at 1215 emerson.

Sent from my iPhone

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

From: Rob Levitsky [<mailto:roblevitsky@yahoo.com>]

Sent: Wednesday, May 10, 2017 3:09 PM

To: Planning Commission

Cc: Rob Levitsky

Subject: castilleja EIR

i would like the traffic backup in front of my house at 1215 Emerson street studied, and explain how long it will take me to back out of my driveway next to the corner of Emerson and Embarcadero road, during the busy traffic times with over 100 cars exiting the proposed garage at the same

i would like the impact of dedicating a lane on Embarcadero studied, as Embarcadero already backs up every workday morning and evening, even before stealing a lane for a greedy Private school.

Sent from my iPhone

180 N California Av  
Palo Alto, CA 94301  
May 11, 2017

Dear Planning Commission,

I respectfully urge the planning commission to reject the Castilleja expansion plan. While I am not in the immediate vicinity of Castilleja, it is easy to see how Castilleja currently impacts its neighbors. Castilleja's past willful and blatant violation of its use permit and its current expansion plan to increase enrollment by 30% illustrate Castilleja's profound lack of respect for the R1 neighborhood they occupy. As a business, in an R1 neighborhood, that has shown no interest in being a good neighbor to the residents of Palo Alto, Castilleja should not be allowed to dominate the neighborhood with traffic, on-going construction, and their private activities and interests.

If Castilleja has outgrown the R1 neighborhood they occupy, Castilleja needs to consider other alternatives such as separating the middle and high school into separate campuses.

The residents of Palo Alto already accommodate Castilleja every school day and then some. It is unfortunate Castilleja has trampled the goodwill of its neighbors. It is time for Castilleja's desire for business expansion in an R1 neighborhood to take a backseat to the needs of the residents who live and have purchased a home in a Palo Alto R1 neighborhood.

Thank you,  
Diana Lee

**From:** Al Kenrick [<mailto:al.kenrick@gmail.com>]  
**Sent:** Thursday, May 11, 2017 11:00 AM  
**To:** Planning Commission; French, Amy  
**Subject:** Castilleja expansion

**Subject: Castilleja expansion**

Hello my name is Al Kenrick and I live at 134 Melville Avenue in Palo Alto. I am writing to share my concern over the proposed expansion of Castilleja. My primary concern with the plan is the traffic impact from the increased enrollment and increased parking.

The current plan funnels the exiting traffic into the intersection of Emerson and Melville Avenue. I understand Castilleja is planning to have traffic monitors direct traffic toward Embarcadero. I know from personal experience that the Melville – Embarcadero corner is very crowded and dangerous. The cars emerge very fast under the railroad tracks from the Embarcadero tunnel and the road is curved so it is very difficult to see and gauge traffic speed. Since Castilleja has not followed its earlier agreements on enrollment I don't think we can safely assume they will continue to direct traffic toward Embarcadero. So, it's likely that in the future cars will also exit toward Alma on Melville and on Emerson toward Churchill. The egress out Melville Avenue to Alma is also dangerous as large trees along Alma make it difficult to see and oncoming traffic. Additionally, traffic on Alma is very heavy and will certainly create large backups and unsafe actions. It's almost impossible to turn left onto Alma during the morning or evening commute. Having young inexperienced drivers at Castilleja forced to use these egresses will be very dangerous and most certainly will cause accidents in the future.

There is no question that Castilleja is a fine school that provides a wonderful education for young women in the Silicon Valley. However, the impacts of growing on this site are too great to increase enrollment. In the past, Harker Academy and the Palo Alto

Medical Foundation had outgrown their neighborhood locations and moved their businesses to a more suitable location. Castilleja should do the same if it wants to grow beyond its current enrollment.

Regards,  
Al Kenrick  
134 Melville Avenue

May 11<sup>th</sup> 2017

Dear Planning Commission,

Our names are Nelson Ng and Kimberley Wong and we live with our family just opposite the campus of Castilleja at 1260 Emerson Street.

We have individually submitted letters regarding the scope of traffic studies as well as studies regarding the cultural and aesthetic impacts from destroying 2 single family homes, one being the potentially historic Lockett house at 1263 Emerson Street. This letter covers additional areas we would like the EIR to include in their impact studies.

As we understand it, the purpose of the Environmental Impact Report (EIR) is to provide clear information to the decision-makers and general public about the environmental effects of the proposed activities and to avoid or reduce environmental damage whenever possible by requiring alternatives or mitigation measures. Where the identified alternatives are deemed "infeasible" due to overriding or economic benefits, those benefits should be summarized and presented.

We have reviewed the Initial study prepared by Dudek and the proposed traffic study by W-Trans and feel they are largely incomplete. Therefore, we are requesting additional studies to clearly identify and measure possible impact by the Castilleja expansion proposal to the community.

We are deeply concerned with Castilleja's proposal to build an underground garage with an exit directing hundreds of cars an hour toward Emerson and Melville next to our house. This will greatly impact the quality of life for our family and others in the neighborhood. We would like the EIR study to include the following to quantify the impacts to our family:

- noise and air pollution generated by the Castilleja traffic exiting the garage
- noise level and flashing lights from the garage warning system for cars exiting the garage
- noise level of the exhaust fan of the underground garage
- enhanced noise into the neighborhood from sport events with the removal of 2 homes and dense trees
- air pollution from the exhaust fan of the underground garage
- the aesthetics of replacing two single family homes and mature trees with the exit of the underground garage

Castilleja's submitted plan indicates currently there are 73 parking spaces on campus. However, the neighbors were able to find 81 spaces on campus as of April 30<sup>th</sup> 2017. In addition, the documents submitted on April 28<sup>th</sup> 2017 have conflicting information citing 110 and 115 spaces in the underground garage. Therefore, we would like the EIR to study the true total net new parking spaces and quantify the reduction of impact by the additional spaces.

Castilleja is bordered by residential and major arteries of Embarcadero Road and Alma Streets. The EIR traffic study must include the cumulative impact on traffic congestion of the proposed expansion of Stanford University through their pending General Use Permit, Castilleja's current and proposed expansion traffic, Palo Alto High School at its full capacity of 2300 students, and Town and Country traffic.

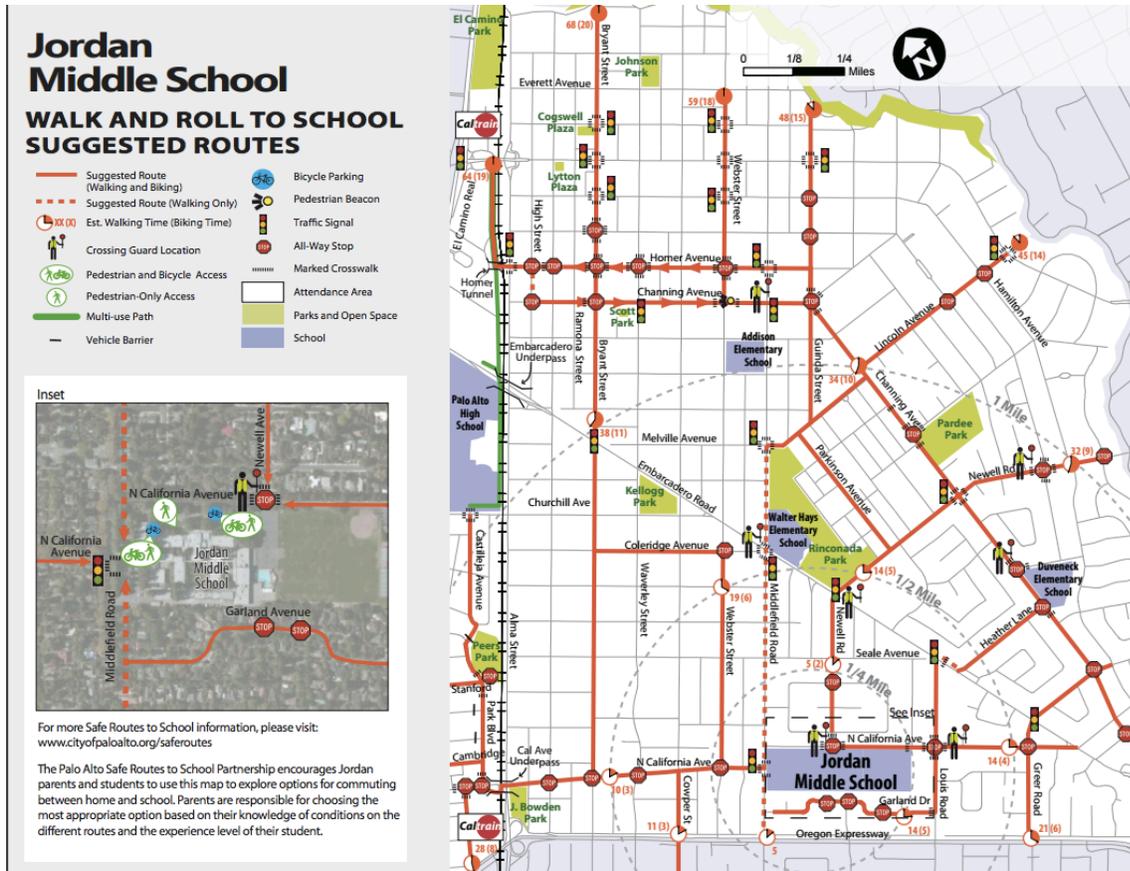
- During morning drop-off hours, how long a backup will be created on westbound Embarcadero due to cars waiting to make the left turn traffic onto Bryant Street followed by a right turn into the entrance of the Castilleja proposed garage? This study must take into account the speed vehicles can travel into and out of a garage, how long it takes for drop off a student and also taking into account of the delay to the traffic flow that could be caused by the cars parked by the entrance.
- Traffic back up on northbound Alma Street on to Churchill Ave during morning commute hours. Current backup on Alma could already extend several blocks because of left turns onto Churchill. As Stanford expands, this situation could worsen. Increased enrollment at Castilleja may increase traffic on northbound Alma turning onto eastbound Churchill to avoid the backup on Embarcadero Road. Therefore, this study must include the cumulative impact of the proposed Castilleja expansion on top of the proposed Stanford University expansion.
- Traffic exiting Castilleja towards Embarcadero Road will travel on Emerson. Several conflicts need to be studied for the backup and delay they cause.
  1. The conflict of those turning right from Emerson onto Embarcadero with those going straight on eastbound Embarcadero Road.
  2. The conflict of those heading eastbound and crossing Bryant with those turning right into Bryant heading to Castilleja.
  3. The conflict of those turning right from Emerson onto Embarcadero Road and continuing on Embarcadero with those from eastbound Embarcadero Road turning right onto Bryant Street.
  4. The conflict of cars turning from Embarcadero onto Bryant and from Emerson onto Embarcadero with bicycles and pedestrians going to and from Palo Alto High School and other west of Castilleja.

Although the dedicated lane for those turning to eastbound Embarcadero from Emerson will ease the flow coming out of the garage easier (though the Fehr and Peers mentions backups of 18 cars (a significant amount), this does not alleviate the eastbound cross traffic conflicts of through traffic and right turning traffic.

We would like the EIR to request Castilleja to provide the plan on the future use of 1246 Emerson Street which is currently a Single Family house owned by Castilleja and being use a single family rental. If the plan is to use is an Alumnae house for events, what is the plan for re-zoning the house. This is not shown in any part of the current application. The many events Castilleja hosts will be of great concern to the neighbors including our family who have heard the much increased noise levels of those gatherings from across

the street. To have events in much closer proximity, the sound will undoubtedly be much louder.

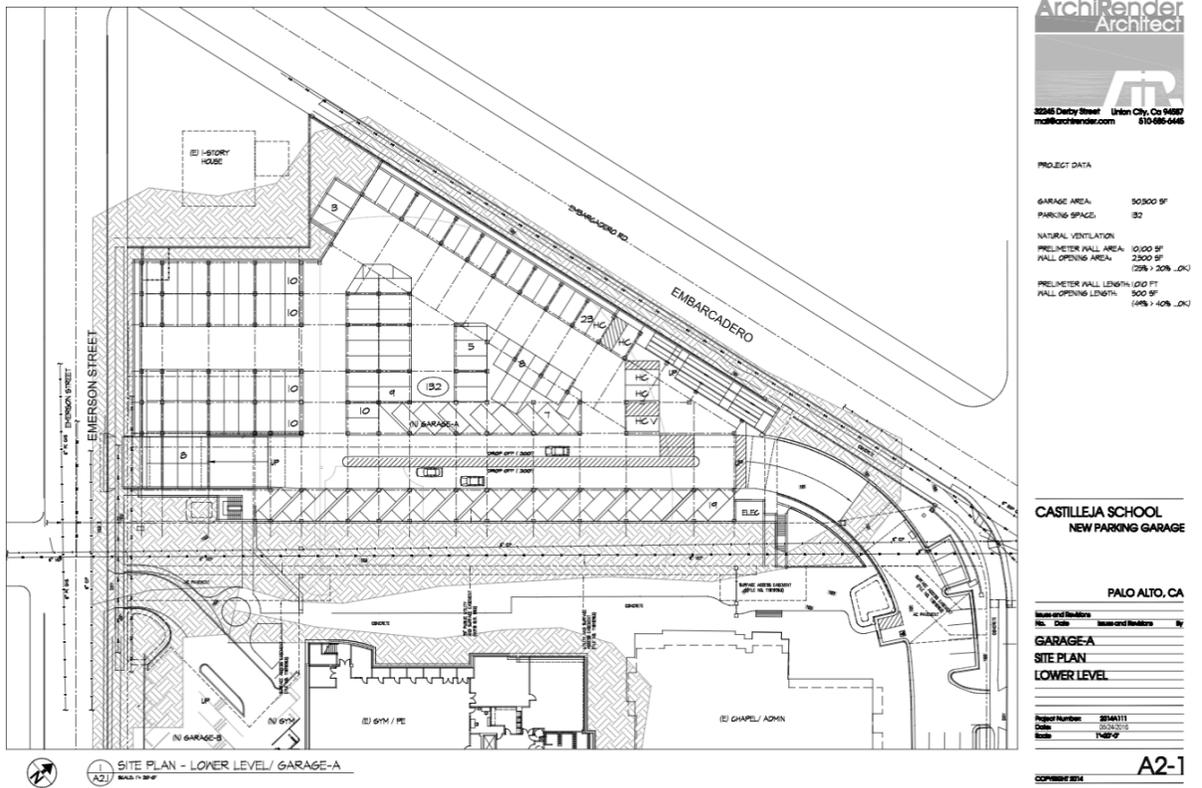
Safety of children commuting to their neighborhood schools should be of great concern for parents and students of the Palo Alto Schools as well Castilleja School. Bryant Street Bike Boulevard and Embarcadero Corridor along which a large population of children traverse daily to Palo Alto High, Jordan Middle School and Addison Elementary and Castilleja. Attached is the Safe Bike Routes of Jordan Middle School that covers many of the many bike routes children take through Palo Alto to their schools including Bryant St.



The following is the traffic pattern of the proposed underground garage in the Castilleja's application submitted on June 30<sup>th</sup> 2016

- Castilleja's traffic on westbound Embarcadero will turn left onto Bryant Street to enter the proposed Castilleja underground garage
- The right lane of eastbound Embarcadero between Emerson and Bryant will turn into a protective lane for the Castilleja underground garage traffic exiting at the 1200 block of Emerson to turn right onto the eastbound lane of Embarcadero.

We would like the Planning Commission to request that much more detailed plans be provided by Castilleja to see the demarcation of lanes on Embarcadero and on Bryant and Emerson Street before any Draft EIR is drawn up.



It is easy to visualize that cars driving into the underground garage will cause backups on Embarcadero in both directions that will interfere and lead to unsafe conditions for students who will have to navigate around the traffic congestion at this critical intersection of Embarcadero and Bryant. The underground garage proposal should be scrutinized for alternatives and mitigation to avoid lengthy backups and the potential hazards of intersecting cars and bicyclists at this junction. This is a real concern for the community and its children who must traverse through this intersection daily. During our walks by the campus we have seen many close calls when impatient drivers speed past slower cars dropping off their students and narrowly missing the student bikers on the boulevard.

We have seen the results of directing traffic through an underground garage at Summit Preparatory Charter School at 890 Broadway Street in Redwood City. Parents have reported being stuck idling in an underground garage for an hour as they waited in line to go through the garage to pick up their children.

We would like the EIR to study at what speeds traffic flows through an underground garage such as Summit Preparatory Charter School in Redwood City to compare with current Castilleja above ground traffic flow scenarios.

We would like the EIR study to analyze the proposal at what point saturation will occur and impacts to the safety of bicyclists and pedestrians due to the following:

- traffic flow of eastbound Embarcadero from 2 lanes to one at peak drop-off hour
- traffic flow of westbound Embarcadero impacted by Castilleja's left turn traffic onto Bryant street

According to the Castilleja's event calendar and the additional events that are not listed in the calendar but logged by the neighbors, Castilleja is on track to have more than 120 events for 2016-2017 school year. These events happen on weekdays, weekends during early morning hours, late evening hours and often on consecutive days and sometime multiple events per day. In the submitted expansion application, Castilleja is proposing to have 90 events ranging from 100 to 700 guests for each school year. This could result in allowing Castilleja to have unlimited events with less than that number for each school year and without limit during the summer.

We would like the EIR to study the noise, traffic, parking impact by events with different number of guests. The study should also include the number of students, parents and staff for each event. The study should analyze the chronic impact of all events including the unreported events with smaller numbers of attendees. The study should also compare with other private schools in the area such as Pinewood High School in Los Altos, Stratford School in Palo Alto, Stratford School in San Bruno, Hillbrook School in Los Gatos on the maximum number of events and the allowed hours, days of the week and frequency of events.

We would like the EIR to include Vehicle Miles Traveled study of Castilleja students and staff traffic reporting the detailed percentage categorized by distance from school such as

- < 3 miles
- < 5 miles
- < 10 miles
- < 20 miles
- < 25 miles
- > 25 miles

The traffic study of the EIR must be done with traffic camera and automatic counters. All data must be shared in format that can be analyzed by independent traffic study engineering firms.

Given that we live directly across from the single family home that is proposed to be demolished to build the underground garage, we have deep concerns that the construction could impact our family's quality of life and could cause structural damage to our home. This Daily Post article below shows what construction close by to homes will do to the foundation, the fixtures and the quality of life that exists in that home. For residents living there, the homes would "vibrate as if experiencing an earthquake". We spoke to a resident who lived through the construction and said that many of her doors will not close properly, that there are many cracks in the walls and that many of the light fixtures will not operate any more. There was constant noise that disturbed their peaceful existence on a small cul-de-sac street from constant construction. The owner is filing a lawsuit against the school for these damages. These damages occurred over one year. We are concerned what 5-7 years of construction may do to our home.

# Suit: Work at school was like an 'earthquake'

BY EMILY MIBACH  
Daily Post Staff Writer

Two property owners on Oak Court in Menlo Park are suing the Menlo Park City School District after construction for the Laurel School Upper Campus allegedly caused damage to their property.

Over the summer, work on the campus at 275 Elliott Drive caused the properties at 223 and 225 Oak Court to "vibrate as if experiencing an earthquake," causing cracks in the ceilings and walls, according to the suit filed in San Mateo County Superior Court Tuesday.

Mark Giovanzana and Linda Solberck own both of the homes. The home at

## District sued after 2 homes allegedly damaged

225 Oak Court is behind the house at 223 and is accessed by a long driveway.

### Man says cracks all over

Damage to the property included cracking in plaster, moldings, trim, door jambs, walls, the garage floor and the foundation, the suit stated.

Giovanzana claims he had been emailing the school district with complaints since May. According to the suit, he told them that the construction work each day was beginning "unreasonably early," was "disruptive" and the shaking had damaged the property.

Giovanzana met with and exchanged

multiple emails with Project Manager Eric Scheuermann and Chief Business and Operations Officer Ahmad Sheikholeslami regarding the damage allegedly done to the homes. Both Scheuermann and Sheikholeslami, who are district employees, apologized for the damage, but no action was taken, the suit stated.

### Claim for compensation denied

Sheikholeslami told Giovanzana to email him after they met on June 24 to request that the district either repair the damage or reimburse Giovanzana for the repairs. On July 1, Sheikholeslami

emailed Giovanzana one of the district's claim forms and asked him to fill it out. The claim was denied by the district on Sept. 27, according to the filing.

### No comment from district

Sheikholeslami said he had not seen the suit yet and couldn't comment. Superintendent Maurice Ghysels was in meetings and was unable to respond to the Post's requests for comment yesterday, according to his assistant.

The Laurel School Upper Campus, which serves third- through fifth-graders, reopened this school year amid growing district enrollment. Work on the school was done by El Dorado Hills-based Roebelen Contracting.

We would like the EIR to study possible impact to my home due to construction of the proposed underground garage and offer mitigation to prevent our home from being damaged by the construction. Also the EIR should study should include the construction noise and dust impact to our daily living in our home.

We would like the EIR to study the following mitigation and alternatives to preserve the quality of life for the surrounding R-1 zoned Single Family Neighborhood

- satellite parking lots coupled with a robust shuttle program to/from Castilleja for students, staff and visitors
- separate campuses for middle school (6<sup>th</sup> to 8<sup>th</sup> grade) and high school (9<sup>th</sup> to 12<sup>th</sup> grade) students
- limit the maximum size of on campus events
- the maximum number of on campus event
- limit all operations such as school sessions, vendor deliveries and events must be limited to the defined business hours. No activity on campus during the hours when the school is closed
- Include in the CUP the condition that Castilleja must not host or accommodate any non-Castilleja related events with external organizations

In summary, we request that Planning Commission consider the many impacts of the project and advise DUDEK to do extensive 24/7 study of traffic impacts around the main arteries as well as the spillover routes that will be affected including the bike safety routes throughout Palo Alto given that the high number of events occur on campus throughout the day and throughout the year. Studying the impact based on the calendar events that we have reported is necessary to understand the chronic impact to the neighborhood. Additionally impacts with construction to homes, air quality, soil quality, potential loss of groundwater, and historic resources should also be considered and studied extensively. These impacts are major and the costs of mitigation of these impacts should also be considered and weighed against the benefits of this project to multi-year impacts to the City of Palo Alto roadways and residents and the permanent changes to the immediate and surrounding neighborhoods indefinitely.

Sincerely,

Nelson Ng and Kimberley Wong

May 12, 2017

To: Planning Commissioners,  
City of Palo Alto  
From: Bruce McLeod  
1404 Bryant Street  
Palo Alto, CA  
Re: EIR Scoping, Castilleja School Expansion

The City of Palo Alto Municipal Code (18.76.010) has this to say about conditional use permits (CUP):

(c) Findings

Neither the director, nor the city council on appeal, shall grant a conditional use permit, unless it is found that the granting of the application will:

- (1) Not be detrimental or injurious to property or improvements in the vicinity, and will not be detrimental to the public health, safety, general welfare, or convenience;

With this in mind, the Draft Initial Study of the proposed expansion of the Castilleja school site provided to the City is flawed and incomplete. It is based on incorrect information provided to the consultant by both the school and the City of Palo Alto Planning Department along with misleading assumptions and omissions about the scope of current and future impacts. Consequently the Draft IS from Dudek does not address the full impact of the environmental effects that this proposal will have on the immediate neighborhood and the surrounding City both during several years of intrusive construction and many more years of increased impacts from the school.

First, some general notes on the inadequacies of the Draft Initial Study and the information contained therein:

- **Enrollment:** The actual proposed enrollment increase is from the currently approved CUP allowance of 415 students to 540, an increase of 135 students. While the City has allowed the school to remain in violation of its current CUP by enrolling 438 students, this was done without any public notice or hearings. Baseline conditions should reflect that number.
- **Traffic:** Castilleja's "robust" trip reductions are based on insufficient extrapolated data. Their estimates of baseline trip counts from 2001 are extrapolated from inadequate and uncontrolled survey data. Besides, peak hour trips do not accurately represent the full traffic impact of the school on the neighborhood and the City nor do they count as "Total traffic anticipated for the project" as the project questionnaire requests. Any traffic study should accurately represent the additional traffic generated by the school during a 24-hour period against a non-school day baseline. It should also include traffic associated with after school and weekend events. Additionally, the total vehicle trips measured and those

May 12, 2017

projected by the school should be compared against a residential baseline of 10 total trips per household per day were the property to be developed as R-1 (10,000) parcels.

While the immediate surrounding neighborhood bears the brunt of the traffic increases, nearly 75% of the school's students and an unknown proportion of its staff live outside the city. These vehicle trips, whether parked onsite or off, single occupant or carpool, or even the driverless cars of the near future will continue to come primarily from outside Palo Alto. This is a citywide impact. Palo Alto should be looking for plans that significantly reduce traffic, not just maintain a dubiously specified "status quo." Finally, the impact of traffic to and from the proposed garage has not been adequately studied. The garage ENTRANCE on Bryant with its potential impacts to the Bike Boulevard is problematic. The EXIT onto Emerson is worse, dumping hundreds of vehicles each day onto neighborhood streets with nowhere to go. The realigned exit threatens to send traffic directly onto Melville. Castilleja's representatives admitted that they had no plan to deter this traffic except at peak hours. Even then, with approximately 75% of the traffic to the school from West, cars would turn right onto Embarcadero and then turn either right or left at Bryant or Waverley creating a merry-go-round effect as they continue on neighborhood streets as they return home across Alma and El Camino. Again, no study, no ideas, no plan for the impacted neighborhoods.

- **Parking:** In addition to being out of compliance with the current CUP regarding enrollment, Castilleja is also out of compliance with parking requirements from previous Use Permits. Even with an additional 115 spaces underground there will onsite parking for less than 1/3 of the total possible vehicles for 540 students and 140 staff members, Even Castilleja's most optimistic projections have less than 50% of the students being dropped off. Where are the missing vehicles going to be parked. Where are the vehicles going to be parked for after school and weekend events?
- **Construction:** None of the project descriptions provided by Castilleja or the City accurately describes the proposed demolition and subsequent reconstruction of 70% of the buildings on the site. Consequently, the Draft IS does not adequately address the potential impacts of the construction on the surrounding neighborhood. Additionally, Castilleja has represented to the neighborhood that their students would be housed temporarily on campus in portable buildings while several thousand cubic yards of dirt are removed from the site. The scope of this earthwork has the potential to impact not only the school's own students but also those at Palo Alto High School several blocks away. Significant studies are needed with potentially major mitigations required.

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- **Plan Information:**
  - Floor Area: While Castilleja claims there will be no increase in FAR, there are no drawings detailing the applicable calculations. The footprint and height of the replaced buildings looks very like the existing construction yet there is no accounting for the “basement” areas. Lowering the grade so these areas are accessible at the new grade level requires that they be counted as floor area (Municipal Code 18.12.090 (c)(1) (B)). The additional 148,000 s.f. yields an FAR of 0.51 rather than the listed 0.37.
  - Height Limit: The school is asking for an exception to the 30’ height limit in an R-1 neighborhood (Municipal Code 18.12.040 (a)). This requires a variance and further increases the impact on the neighborhood. The table under the project description should include the required heights and setbacks in the zoning district (IV. B of the Master Plan Narrative).
  - Setbacks: The smallest setback is adjacent to Kellogg, a narrow, residential street, while the largest setback is from Embarcadero road, a major arterial with substantial traffic and noise. This places the bulk of the visual impact along the corridor that can best absorb it. While the school also touts the large setback on Emerson, the enlarged pool is well within that area and promises to be a focal point of increased noise and disruption to the neighbors. It will certainly require additional structural elements closer to the street to even begin to mitigate the disturbances. The required setbacks should be noted in the Project Description table (IV. B of the Master Plan Narrative).

The summary checklist of Environmental Factors Potentially Affected (Draft IS, p. 6) leaves several boxes unchecked:

- **Housing and Population:** While there are only two single-family residential units on the project site and the demolition of those would only marginally reduce the housing stock in the City, Palo Alto has for many years been struggling with a growing lack of housing and no removal of housing should be tolerated. The removal of these houses is, as a Castilleja spokesperson stated, to capture the floor area within the school buildings. It was also claimed that it would not be possible to save the houses since they were above the proposed garage. This is clearly misleading as there are many houses in Palo Alto that were raised and reset on newly excavated basements. Castilleja proposes to demolish 70% of the buildings on the site and the student density is already well above recommended State school standards, any study should include a review of whether this is the best use of the property and what alternatives might exist. This box should be checked and the scope of the EIR amended.

May 12, 2017

- **Utilities and Service Systems:** The Draft IS remarkably maintains that there will be no increase in public services required by an additional 125 students and related staff. No additional load will be placed on sewers, storm drains, roads, utilities, etc. Really? Additionally, while Castilleja maintains that there will be no new vehicle trips generated by this increased occupancy, the redistribution of traffic based on the garage ingress and egress could easily result in an increase of several hundred daily trips at several local intersections as well as additional signal delays at the Embarcadero/Bryant intersection. A full Traffic Impact Analysis per Santa Clara County VTA guidelines must be done. This box should be checked and the scope of the EIR amended.
- **Recreation:** The school borders Bryant Street and its inclusion of a bike station in the proposed plans acknowledges the recreational use of the Bike Boulevard. This block is also part of the Safe School Pathways serving Addison Elementary, Jordan Middle and Palo Alto High Schools. The confluence of school traffic and bicycling children needs to be studied and mitigated, including additional traffic calming measures and barriers throughout the immediate neighborhood. This box should be checked and the scope of the EIR amended.
- **Hydrology and Water Quality:** As several other residents have noted, the last time Castilleja dug, despite geotechnical information to the contrary, they hit groundwater under the current gym. The resulting pumping went on for nearly 6 months, 24 hours a day, seven days a week. Not only were millions of gallons of water sent into the storm drains, the project construction schedule was delayed. Castilleja claims this won't happen again because this project does not go as deep but the current plans are not detailed enough to ascertain the depth of soil removals and only the net soils removed is given in the descriptions. Given the possible disruption to the water table, potential dewatering and danger of subsidence in the surrounding streets and buildings, a much more thorough study needs to be made. Castilleja's minimal subsurface explorations were done in a restricted set of borings and at the end of a 4-year drought. This box should be checked and the scope of the EIR amended.
- **Public Services:** While Castilleja makes vague promises about a sustainability plan, their proposal does nothing to address the impact of even the current bus and truck traffic on the neighborhood streets. Castilleja's shuttles use school buses which, according to the City's own Transportation department, have unregulated axle load and put more stress on roadways, especially neighborhood streets not designed to handle the extra weight. Castilleja has also reneged on earlier statements that the garage would be used for bus and shuttle drop-offs. Instead they are now proposing that these would enter and exit through the access to the circle off Emerson Street. How they arrive at that entrance would require travel over these same neighborhood streets. More study is needed in this area. This box should be checked and the scope of the EIR amended.

May 12, 2017

- **Mandatory Findings of Significance:** CEQA guidelines for this category state:

“The project has possible environmental effects which are individually limited but cumulatively considerable.

“Cumulatively considerable” means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects and the effects of reasonably foreseeable probable future projects.”

Since Castilleja moved to the site in 1917, there have been no impact studies done for any of their incremental expansions, even when the dormitories were closed in 1985. The cumulative impacts of the school in this location need to be studied and fully mitigated rather than the narrow incremental view that the school and City staff is advocating. This box must be checked and the scope of the EIR amended.

- **Lead Agency Determination:** The Draft IS (p. 7) states that: “...at least one effect (1) has been adequately analyzed in an earlier document ...and (2) has been addressed by mitigation measures...” While there are several areas where mitigation measures are noted, I can find no effect in the report where the analysis has been either adequate or addressed by the mitigation measures included. This language is vague and does not accurately represent to what the staff may be referring. The box that is more appropriate for this project is “I find that the proposed project MAY have a significant effect on the environment and an Environmental Impact Report is required.” To do anything less under the circumstances appears negligent, deceptive, and exposes the City to potential subsequent litigation

Thank you for your consideration,

Bruce McLeod  
1404 Bryant Street  
Palo Alto

**From:** Annie Yamashita <[annie.yamashita@gmail.com](mailto:annie.yamashita@gmail.com)>  
**Date:** May 12, 2017 at 6:24:03 PM PDT  
**To:** [Planning.Commission@cityofpaloalto.org](mailto:Planning.Commission@cityofpaloalto.org)  
**Cc:** [amy.french@cityofpaloalto.org](mailto:amy.french@cityofpaloalto.org), [city.council@cityofpaloalto.org](mailto:city.council@cityofpaloalto.org),  
[jamespoppy@comcast.net](mailto:jamespoppy@comcast.net), [James.Keene@cityofpaloalto.org](mailto:James.Keene@cityofpaloalto.org), yamashita shinichi  
<[shin1.yamashita@gmail.com](mailto:shin1.yamashita@gmail.com)>  
**Subject:** **Rejection of Castilleja's expansion and constructing underground parking garage**

Dear Planning Commission,

Date:5/12/17

I would like to propose objection for Castilleja's expansion. I live across the street from Castilleja.

This expansion issue has been affecting our lives in Palo Alto, It creates lots of anxiety, stress and time consuming. It also affects our health. My husband is ill and needs to have peaceful living environment to recuperate.

To us, we do not see the benefit for school itself and the neighborhood for constructing a big underground parking garage for economical and practical reasons. It is difficult to image many years' construction related noise, traffic, dust, and trees killing, nature destruction. Our area is RI residential area, but, not for commercial. I understand the school would like to grow and accept more students. But, there are many alternatives that school can have. Such as acquire other lands in Palo Alto, or other nearby cities, etc. Lately, I've heard about the similar story happened in Los Altos. But, eventually, Los Altos City disapproved one of the school's expansion in RI neighborhood to preserve and protect the residents and the environment.

Therefore, I sincerely ask your consideration and your wise and best decision.

Thank you so much for taking your time to read my letter.

Best regards,

Annie Yamashita

305 Kellogg Avenue

Palo Alto

**From:** wally whittier [mailto:wally.whittier@att.net]  
**Sent:** Friday, May 12, 2017 12:10 PM  
**To:** Planning Commission  
**Cc:** French, Amy  
**Subject:** Castilleja EIR

To: City of Palo Alto Planning Commission  
Date: May 12, 2017

Subject: Castilleja School Expansion Environmental Impact Report (EIR)

I am writing to strongly recommend that the Environmental Impact Report (EIR) include an assessment of the car/bicycle traffic flow on Bryant St. leading up to Castilleja's proposed underground parking garage.

The Bryant St. block, as part of the City's Bicycle Boulevard deserves special attention.

My particular concern is that driving apps, e.g. Google Maps, Waze, etc., currently suggest one route-Coleridge/Bryant-which will put Castilleja bound drivers coming South to North along Alma directly into the flow of PALY student cyclists. Before school it's pretty much a constant stream of two/three PALY students riding abreast who turn left at Churchill. Most drivers carefully slow down and flow with the students, but lately, I've noticed a few drivers-seemingly heading to Castilleja-speed up to pass the bikers on the left-just as the students make a left turn onto Churchill. This increases the risk of a potentially tragic accident.

If the study should conclude that the car/bicycle flow is acceptably safe, then I would suggest that any paper/modeling study be validated by conducting two/three demonstrations of traffic flow by having a garage-capacity number of Uber/Lyft drivers be hired to arrive at Castilleja's proposed garage entrance at the usual start of school time. The City's experience with the Town& County/Embarcadero traffic morass is a good example of how difficult it would be to moderate the impact if Castilleja's plan does not work out as expected.

Wallace Whittier  
1525 Bryant St.  
Palo Alto

**From:** [French, Amy](#)  
**To:** [Katherine Waugh](#)  
**Subject:** FW: Geology statement for Castilleja EIR (part 2)  
**Date:** Friday, May 12, 2017 3:32:02 PM  
**Attachments:** [Geology Statement for Casti EIR Scoping meeting Mar 8 2017 by Alan Cooper.pdf](#)

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**From:** Alan Cooper [mailto:akcooper@pacbell.net]  
**Sent:** Friday, May 12, 2017 2:49 PM  
**To:** Planning Commission  
**Cc:** French, Amy  
**Subject:** Geology statement for Castilleja EIR (part 2)

Dear Planning Commission members

In March I submitted the attached comments for the Castilleja EIR scoping. Since that time, I see that additional computations and interpretations have been made by the consulting company on the geologic data they collected. While interesting, these additional computations and extended interpretations do NOT answer or address the questions and concerns raised in my original letter (attached).

My questions and concerns can only be addressed with the collection of additional geologic/geophysical data and with enhanced 3-D model studies of the entire proposed Castilleja site. The level of mitigation that will be required to prevent possible large-scale ground failures in earthquake and heavy-rain conditions can only be accurately determined with these additional data and model studies.

I do not know of any other R1 neighborhood that has such widespread massive excavations as now proposed by Castilleja. Such extensive excavations require more extensive field data and modelling than now provided, to assure ground stability of the surrounding neighborhood, as well as the geologic integrity of the Castilleja buildings and grounds.

Thank you for your consideration.

Alan Cooper

270 Kellogg Ave  
Palo Alto, 94301

**From:** [French, Amy](#)  
**To:** [Katherine Waugh](#)  
**Subject:** FW: Castilleja EIR: Buried fuel tank  
**Date:** Friday, May 12, 2017 3:35:57 PM

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**From:** Alan Cooper [mailto:akcooper@pacbell.net]  
**Sent:** Friday, May 12, 2017 3:02 PM  
**To:** French, Amy  
**Cc:** Planning Commission  
**Subject:** Castilleja EIR: Buried fuel tank

Dear Amy,

I am astounded to learn as a next-door neighbor that for more than 35 years, Castilleja has been allowed to act as its own gas station, with a 1000 gallon tank filled with highly-flammable auto gasoline, with the potential for leakage and contamination and deadly explosion and fire. I ask that this situation be addressed thoroughly in the EIR and mitigated appropriately.

Thank you

Alan

Alan Cooper  
270 Kellogg Ave

**JORGENSEN, SIEGEL, McCLURE & FLEGEL, LLP**  
**ATTORNEYS AT LAW**

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OF COUNSEL  
KENT MITCHELL

RETIRE  
JOHN D. JORGENSEN  
MARGARET A. SLOAN

MARVIN S. SIEGEL  
(1936 - 2012)

JENNIFER A. BEYERS  
KIMBERLY B. SAMEK

May 12, 2017

**VIA EMAIL - Amy.French@cityofpaloalto.org**

Ms. Amy French, AICP  
Chief Planning Official  
Palo Alto City Hall, Planning & Community Environment  
250 Hamilton Avenue, 5th Floor  
Palo Alto, CA 94301

Re: Review of the Notice of Preparation ("NOP") of the Draft Environmental Impact Report ("EIR") for Castilleja School ("Castilleja") 1310 Bryant Street and 1235, 1263 Emerson Street, Palo Alto, CA ("Property") [16PLN-00258] [SCH#2017012052]

Dear Ms. French:

On behalf of Castilleja, this correspondence shall serve as a formal comment letter regarding the Draft EIR NOP for Castilleja's pending application, consisting of the following elements: Conditional Use Permit Amendment, Master Plan, Vesting Tentative Map with Exception<sup>1</sup> and Variance for below grade setback encroachments related to the underground parking garage (collectively, "Application"). Castilleja has reviewed the NOP for the draft EIR prepared by the City of Palo Alto ("City") and submits the below comments as of today's date, May 12, 2017, the thrice-extended deadline for the comment period.

Based on a review of the NOP, Castilleja hereby provides the following comments:

1. **Aesthetics.** The Application includes specific visual improvements to enable the campus to be more visually compatible with the surrounding neighborhood. These include the replacement of existing two-dimensional, architecturally antiquated buildings with a well-articulated building, using compatible materials, in order to harmonize with the neighborhood character. Both the proposed basement and the

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<sup>1</sup> As a point of clarification, the NOP incorrectly states the application as including a "Parcel Map with Exception," however, due to the size of the proposed merged lot, the application includes a Vesting Tentative Map with Exception, because the new lot created via merger will exceed Two (2) acres. Palo Alto Municipal Code ("PAMC") 21.08.020.

terrace designed for the first floor of the building will be internal to the lowered campus circle, at the center of campus, to avoid visual impact to the neighborhood. In addition, drop-off/pick-up of students, deliveries, waste disposal and pick-up location have all been relocated below grade to reduce their visual impact. The EIR should study the measurable visual impact compared to the existing condition.

2. **Transportation and Traffic.** As is set forth in the Application materials on file with the City, Castilleja's robust Transportation Demand Management ("TDM") program has yielded substantial vehicle trip reductions. Currently, with an enrollment of 438 students, Castilleja maintains a trip reduction of at least 20% (for a total of 456 AM peak trips, or less) as compared to the amount of trips generated by 385 students without a TDM plan in place (511 AM peak trips). Further, Castilleja plans to generate less traffic at its proposed expanded enrollment of 540 students than it generated in 2012, when there were 433 students enrolled. While Castilleja has demonstrated it is capable of implementing and maintaining a robust trip reduction program, it will be imperative for the traffic study to analyze the proper baseline of trips and not make the assumption that the trip baseline includes the existing TDM program, currently in place. Instead, the analysis should study the trips based on the proposed enrollment and then recommend a specific impact reducing TDM program to mitigate for the associated trips.
3. **Noise.** Based on neighborhood feedback, the Master Plan includes targeted improvements to mitigate noise. The lowered campus circle is a critical design component of the Master Plan to avoid noise spillover to the external neighborhood. This feature makes it possible for the swimming pool and the loading/service area to be constructed below-grade, minimizing sound transmission. The majority of proposed parking will be enclosed, in the below grade parking garage, minimizing excess vehicle related noise (i.e. door slamming, engine noise).
4. **Greenhouse Gas Emissions.** The Sustainability Plan proposed by Castilleja (included with the Application materials) should be carefully considered, with particular attention paid to the negative impact the project will have on greenhouse gas emissions. Furthermore, the EIR should analyze and quantify how reduced vehicle trips would yield reductions to greenhouse gas emissions.

Ms. Amy French  
May 12, 2017  
Page 3

As the City moves forward with the environmental study and formal review of the Application, it is imperative that the City provide Castilleja the due process required by the PAMC. Castilleja respectfully reminds the City of its obligation to objectively consider the entirety of the Application, including the elements intended to reduce the school's environmental impact on the community.

Sincerely,



Mindie S. Romanowsky

cc: Hillary Gittelman, Director of Planning & Community Environment  
Jonathan Lait, Assistant Director of Planning and Community Environment  
Nanci Kauffman, Head of Castilleja School  
Kathy Layendecker, Chief Financial and Operating Officer

15 May 2017

TO: Palo Alto Planning Commission

FROM: Carla McLeod

My family has lived across the street from Castilleja for 49 years, and has watched the school increasingly overburden this residential neighborhood. We do not understand why the school chooses not to continue the important work of educating the women of tomorrow by opening a second campus, or moving to a larger site, where it can accommodate all the growth it hopes for. Regardless, we urge the City to explore mandatory traffic abatements (similar to those already required of other local private schools, such as Nueva in Hillsborough) which require all students to use public transportation and shuttles, and specifically do not allow students to self-drive and park on or near campus. These are among the proposed solutions offered by neighbors, which the school has explained are not in keeping with its philosophies, and has declined to consider.

For the record, this is a middle and high school, which also hosts continuous evening and weekend events, and summer camps, on a six acre parcel – with the largest student per acre ratio of any public or private school in this area (see attached grid). More than 73% of its student body resides outside Palo Alto. The proposed parking structure would accommodate approximately 17% of the requested student body, plus faculty and staff – this does not remotely equal “self-parking,” as it is described in the plan, and further will do nothing to alleviate traffic into/out of Palo Alto.

**Among the measures we would like to see the City study in this EIR, I would direct the commissioners to page 5 of the Dudak report (attached). We believe the following items should be also checked:**

**Mandatory findings of significance** is not checked. This study should seriously review the cumulative impact of the school’s continuing growth, which we believe constitutes a mandatory finding of significance. In Castilleja’s 109 year history at this site, including many remodels, added buildings, change from a quiet boarding school to a day school with daily drop-offs and pick-ups, there has *never* been an environmental review. We believe the cumulative effects, and the effects of the reasonably foreseeable future, constitute overburdening of this R-1 neighborhood.

**Hydrology and water quality** is not checked. The last time Castilleja dug, in order to build its current underground gym, despite geological reports to the contrary it unexpectedly hit ground table water and had to run pumps around the clock, 24/7 for some six months. As you can imagine, this caused enormous disruption of peace and habitability for neighbors, and we are still not clear on what effects this water displacement had on foundation stability for nearby homes. Palo Alto has since ruled that this type of water displacement is dangerous to our bay lands, our water supplies, and

neighboring homes. . (Note the disastrous effects on local digging to SF's Millennium Tower, very much in the news.) The impacts of this should be reviewed carefully.

It should be noted that we find the soil displacement to be grossly underestimated in the project plan, in terms of cubic yards as well as depth, which the school has listed as only 15 feet. This seems to be a gross under-calculation, if the site is going to include a below-ground level pool, a parking structure beneath a playing field, and so on. We cannot imagine this can be prepared with only 15 feet of excavation, and ask that the plan's figures be confirmed before the effects are analyzed.

In addition, the proposed garage roof/field will be an impermeable surface – there is no mention of where the runoff from this large area will go, in an area which already sees extensive drain back-ups during storms. We ask that this be studied in depth.

**Recreation** is not checked. The proposed parking entrance will be located along the Bike Corridor of Bryant Street. Strings of cars, entering from both directions on Embarcadero during peak bicycle commute hours, will certainly intersect bicyclists and we ask that this disruption be analyzed. And to broaden the definition of this category: the school hosts events on nights and throughout the weekends, including sporting events, lectures, dances, plays, concerts, ceremonies, attracting hundreds to this residential area. The pool expansion is presumably planned to accommodate intramural competitions, which bring noise, crowds, busses, and cars to the area – with the attendant fumes and excessive road weight. The current plan proposes limiting large events to 90 per year – that is one event every 3.9 days. If spread over the school year only, it is closer to one event every other day. (The fact that this is a proposed *reduction* speaks to the number of large events the school currently hosts.) This is this is hardly in keeping with the nature of a residential neighborhood, where one may expect the occasional party or event – but not one every other night! We ask that all the impacts of this be studied carefully.

We would also ask the commission to look carefully at the potential effects of the proposed “Bikeway Station.” Presented as a community good, without any input from the community, neighbors question if this may not inadvertently become a public nuisance. Although imagined as a respite for bikers on the Bryant Street Bike Corridor, neighbors are concerned it may instead become a place for non-bike riders to loiter at all hours, bath, sleep, and encamp. Many neighbors recall a nearby bus stop bench, which was ultimately *removed* by the City because it became an encampment and site of continued disturbance. If the sad and unforeseen consequence of something as benign as a public bench can occur, we can also imagine unanticipated effects for this bike resting area. The city must be well aware of the complexities of creating well-intended public spaces, which instead become sites for public nuisance. We ask that the EIR fully study the possible impacts.

**Utilities and service systems** are not checked. Although this 30% growth may not be perceived as affecting the City's service systems, neighbors are greatly impacted by the current level of garbage pick-up, food and other deliveries, which take place not weekly,

but *daily* – late at night and in the pre-dawn hours. The proposed increase in staff and students will exacerbate this. Although the plan calls for moving the utility areas to lessen the impact, these large trucks will nevertheless be required to rumble through residential streets, at disturbing hours. We would like to see the impact, both the physical impact on street paving, and the nuisance impact on neighbors, to be evaluated in depth.

**Population and housing:** The report states on Page 30 that the proposed project does not involve the demolition of housing. This is incorrect, it proposes to demolish two homes, in Palo Alto where housing is at a premium. As these represent 30% of the housing on that side of the block, it will substantially alter the residential nature of the area, and is not in keeping with current city policy. We would like the effects of this analyzed.

**Agricultural and forestry services** is not checked. There are a number of heritage trees that the school is proposing to move, or to install the garage beneath, which will significantly impact their health. We don't see this covered under any other section and believe it should be studied in depth.

**Public services** is not checked. We disagree. Since this project is increasing substantially the number of people driving into and out of Palo Alto, how will that affect services such as fire, police, traffic control? The impact has been minimized in this report but we ask: how will our residential streets be physically maintained with this increased traffic, including the oversized busses used for transportation and the enormous trucks required for the planned construction. Further: who will be paying for these services? Since the school is a non-profit entity, which does not pay City taxes, we believe the added continued burden will fall on residents, and ask that these effects be studied.

Finally, we applaud Castilleja's work in providing excellent education for the women of tomorrow, but question its determination to remain on a crowded lot instead of expanding to a more appropriate venue, as many other private schools have done throughout Palo Alto's history (Harker School, Palo Alto Military Academy, etc.) or strictly limiting ingress to those arriving via shuttle/public transportation. We thank the commissioners for suggesting that proposed alternatives also be studied in the EIR.

March 1, 1917

Why is the Castilleja proposal being considered?

As a native Palo Alto, with roots in the Castilleja neighborhood, I feel the City needs to go back and re - evaluate their position for entertaining the Castilleja Expansion Project. As a Palo Alto, I want transparency and accountability from our Planning Dept.

Sixteen years ago, in 2001, I attended 2 -3 Neighborhood Community Meetings with Planning Manager (John Lusardi) present to answer questions and explain Castilleja's Conditional Use Permit application. The CUP reconfigured the parking lot, opened up a playing field, and allowed Castilleja to increase their enrollment from 385 - 415 plus 2 faculty members. At the time, neighbors questioned if there would be any more increases for Castilleja enrollment going forward. The City Planner stated NO ( Lisa Grote, Chief of Planning at the time). As a neighbor, I was able to live with this compromise, never imagining that Castilleja would get the City to reopen this agreement.

The cap of 415 students was not enforced by the City from 2002 -2016. Yes, they paid a fine, but lost the trust of the Neighborhood. On June 22, 2016 Castilleja put forth their architectural plans for rebuilding Castilleja and increasing enrollment to 540. The neighbors had 8 days to look at the Plans. On June 30, 2016 the Building Plans were

submitted to the City.

For me, the City needs to spend time enforcing their agreements, reading all the pages in the file, put some teeth into their verification processes, and regain the trust of the neighbors before rewarding a private school that has pushed the envelope and basically gotten away with it!

Kerry Yarkin

Clara Drive

**French, Amy**

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**From:** Daniel Marshall <dmarshall62@gmail.com>  
**Sent:** Saturday, March 04, 2017 10:20 PM  
**To:** Gitelman, Hillary  
**Subject:** Against Casti Expansion

Hilary

My wife wrote the following and I agree on all points.

- 1- Violations already-they have been in violation for years
- 2 Breaking the rules-everyone has to follow the rules but Casti on trees
- 3-congestion-this area is already way too congested with Paly just up the street; with all of their traffic and bike riding.
- 4-why don't they just get another satellite location like most other schools.
- 5-safety- if casti expands there will be more accidents and serious ones too. This is a major concern. Paly is right around the corners.

Frankly this does nothing for the neighborhood and everything for a for profit school, while increasing traffic and risking the lives of our children. This is a classic example of the rules apply to everyone until I want something.

When we are looking at reducing congestion this just increases it dramatically!!!!

I can't believe that this is even getting reviewed. This is not for the betterment of the community. All of the homes in the area will be adversely affected and for what?

Casti has plenty of money to move their middle school to another location.

Please please do not let this happen!!!

Dan Marshall

## French, Amy

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**From:** Daniel Marshall <dmarshall62@gmail.com>  
**Sent:** Saturday, March 04, 2017 10:28 PM  
**To:** ity.Council@cityofpaloalto.org; Planning Commission; French, Amy;  
Citymrg@cityofpaloalto.org; Gitelman, Hillary; Dockter, Dave  
**Subject:** Stop casti Expansion

Guys

This is crazy. The neighborhood does not benefit. This is a for profit school. They need to find a location for their middle school. They are cutting down protected trees and a historic home. We all follow the rules but after they violate their agreement then they are going to ask to violate the rules and laws of Palo Alto. The congestion will be increased at first with six years of construction. Can you imagine our already congested streets. Safety is a huge concern for kids going to Casti as well as Paly.

This is bad bad bad. Someone will get hurt and then what?

They can rebuild their school. But no underground work at all. Major mess!!!

Dan marshall  
Resident  
538 churchill Ave  
Palo Alto ca  
6502692862

**From:** [Duco Pasmooij](#)  
**To:** [Gitelman, Hillary](#)  
**Subject:** Support for Castilleja  
**Date:** Wednesday, March 08, 2017 5:18:02 AM

---

Hillary Gitelman  
Director of Planning & Community Environment City of Palo Alto  
250 Hamilton Avenue  
Palo Alto, CA 94301

Dear Hillary,

My family's special connection with the City of Palo Alto is through our love for Castilleja. I am therefore writing to share my support for Castilleja School's amendment to its Conditional Use Permit application filed last year. Castilleja has shown itself to be a conscientious neighbor, and has taken steps to meaningfully reduce its on-street traffic and parking; consumption of water, natural gas, and electricity; and its overall carbon footprint. I believe the proposed scope of study, as described in City filings, is appropriate. I hope the Planning Department and the City of Palo Alto will consider the merits of the proposal without undue delay so the school is able to continue its proud tradition of educating the next generation of female leadership, while maintaining good relations with its neighbors and the greater Palo Alto community.

The Master Plan and CUP application include new measures that will continue Castilleja's efforts to lessen impacts to neighbors, and keep the best interests of the Palo Alto community in focus.

The proposed measures include:

- A commitment to preventing traffic increases, even with additional students, by extending its carpool, shuttle, and busing programs.
- A determination to keep cars off neighborhood streets through the construction of an underground garage for parking and all student pick-ups and drop-offs.
- A new community-accessible park along Emerson Street, drought-tolerant plantings, and a new tree canopy that meets or exceeds current conditions.
- A concerted effort to reduce noise by relocating the pool below-grade, and limiting hours of operation and frequency of school events.

These are measurable actions that show Castilleja's commitment to long-term accountability and its desire to be a good neighbor. I am proud to show my support for Castilleja School because it continues to be a responsible community member while maintaining its role as a leading educator of young women, including my two daughters.

Sincerely,

Duco Pasmooij  
10 Yerba Buena Ave  
Los Altos CA 94022  
(408) 425-3696 iPhone

March 6, 2017

Hillary Gitelman  
Director of Planning & Community Environment City of Palo Alto  
250 Hamilton Avenue  
Palo Alto, CA, 94301

Dear Hillary,

I am writing to share my support for Castilleja School's amendment to its Conditional Use Permit application filed last year. Castilleja has shown itself to be a conscientious neighbor, and has taken steps to meaningfully reduce its on-street traffic and parking; consumption of water, natural gas, and electricity; and its overall carbon footprint. I believe the proposed scope of study, as described in City filings, is appropriate. I hope the Planning Department and the City of Palo Alto will consider the merits of the proposal without undue delay so the school is able to continue its proud tradition of educating the next generation of female leadership, while maintaining good relations with its neighbors and the greater Palo Alto community.

The Master Plan and CUP application include new measures that will continue Castilleja's efforts to lessen impacts to neighbors, and keep the best interests of the Palo Alto community in focus.

The proposed measures include:

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These are measurable actions that show Castilleja's commitment to long-term accountability and its desire to be a good neighbor. I am proud to show my support for Castilleja School because it continues to be a responsible community member while maintaining its role as a leading educator of young women.

Sincerely,

Paige McClellan

180 Magnolia Drive, Atherton

**From:** [Karen Hohner](#)  
**To:** [Gitelman, Hillary](#)  
**Cc:** [nanci\\_kauffman@castilleja.org](mailto:nanci_kauffman@castilleja.org)  
**Subject:** Letter in favor of Castilleja Conditional Use Permit  
**Date:** Wednesday, March 08, 2017 12:04:13 AM

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Dear Hillary,

I am writing to share my support for Castilleja School's amendment to its Conditional Use Permit application filed last year. Castilleja has shown itself to be a conscientious neighbor, and has taken steps to meaningfully reduce its on-street traffic and parking; consumption of water, natural gas, and electricity; and its overall carbon footprint. I believe the proposed scope of study, as described in City filings, is appropriate. I hope the Planning Department and the City of Palo Alto will consider the merits of the proposal without undue delay so the school is able to continue its proud tradition of educating the next generation of female leadership, while maintaining good relations with its neighbors and the greater Palo Alto community.

As the parent of an alumna (Class of 2012), I can attest to the excellent education that Castilleja provides to its students, and I feel the school should be given all the tools necessary to fulfill its mission as the type of education necessary for young women to function in our changing world continues to evolve.

Even during the time my daughter was at Castilleja (2006–2012), I know the school was trying hard to accommodate neighborhood concerns about parking and traffic, and as I drive by the campus now, I can see that that effort has intensified in recent years. I understand that neighbors are worried about increased traffic with increased enrollment, but I believe that Castilleja's plans will help to mitigate those concerns. I must say that as a Southgate resident, there's just as much of an issue with Paly traffic and noise, especially on Churchill Ave, but I believe (and hope!) some of the plans that the city revealed last year for redoing the Alma and El Camino crossings will help with that.

The Master Plan and CUP application include new measures that will continue Castilleja's efforts to lessen impacts to neighbors, and keep the best interests of the Palo Alto community in focus.

The proposed measures include:

- A commitment to preventing traffic increases, even with additional students, by extending its carpool, shuttle, and busing programs.
- A determination to keep cars off neighborhood streets through the construction of an underground garage for parking and all student pick-ups and drop-offs.
- A new community-accessible park along Emerson Street, drought-tolerant plantings, and a new tree canopy that meets or exceeds current conditions.
- A concerted effort to reduce noise by relocating the pool below-grade, and limiting hours of operation and frequency of school events.

I understand that neighbors are unhappy with the likely noise and disruption that will come with construction, but this is Palo Alto, and we are all exposed to continuous construction in our own neighborhoods anyway! It may mean a year or two of disruption, but then elements like the underground garage and the below-grade pool will result in overall long-term improvement in issues like parking and noise.

These are measurable actions that show Castilleja's commitment to long-term accountability and its desire to be a good neighbor. I am proud to show my support for Castilleja School because it continues to be a responsible community member while maintaining its role as a leading educator of young women.

Sincerely,

Karen Hohner  
300 Miramonte Ave  
Palo Alto, 94306  
650-328-0381  
[khohner@gmail.com](mailto:khohner@gmail.com)

**From:** [carolyn.h.way@comcast.net](mailto:carolyn.h.way@comcast.net)  
**To:** [Gitelman, Hillary](#)  
**Subject:** Support of Castilleja's Amendment - Conditional Use Permit  
**Date:** Tuesday, March 07, 2017 11:26:12 PM

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Hillary Gitelman  
Director of Planning & Community Environment City of Palo Alto  
250 Hamilton Avenue  
Palo Alto, CA, 94301

Dear Hillary,

I am writing to share my support for Castilleja School's amendment to its Conditional Use Permit application filed last year. Castilleja has shown itself to be a conscientious neighbor, and has taken steps to meaningfully reduce its on-street traffic and parking; consumption of water, natural gas, and electricity; and its overall carbon footprint. I believe the proposed scope of study, as described in City filings, is appropriate. I hope the Planning Department and the City of Palo Alto will consider the merits of the proposal without undue delay so the school is able to continue its proud tradition of educating the next generation of female leadership, while maintaining good relations with its neighbors and the greater Palo Alto community. The Master Plan and CUP application include new measures that will continue Castilleja's efforts to lessen impacts to neighbors, and keep the best interests of the Palo Alto community in focus.

The proposed measures include:

- A commitment to preventing traffic increases, even with additional students, by extending its carpool, shuttle, and busing programs.
- A determination to keep cars off neighborhood streets through the construction of an underground garage for parking and all student pick-ups and drop-offs.
- A new community-accessible park along Emerson Street, drought-tolerant plantings, and a new tree canopy that meets or exceeds current conditions.
- A concerted effort to reduce noise by relocating the pool below-grade, and limiting hours of operation and frequency of school events.

My daughter takes Caltrain with a group of classmates from the North Peninsula from San Mateo. Another portion of her classmates commute from the South Bay. All take a shuttle from the Palo Alto Caltrain station, minimizing traffic in and out of the neighborhood.

Castilleja has taken measurable actions to show their commitment to be a good neighbor and a responsible member of the community. It is so important for Castilleja to continue to be a

leading educator of young women. We are hopeful that the City of Palo Alto will support Castilleja's amendment to its Conditional Use Permit application.

Sincerely

Carolyn H. Way

1808 Davis Drive, Burlingame, CA 94010

c: 650-678-3629

**From:** [Carole Borie](#)  
**To:** [Gitelman, Hillary](#)  
**Subject:** Support to Castilleja School  
**Date:** Tuesday, March 07, 2017 10:10:01 PM

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Hillary Gitelman  
Director of Planning & Community Environment City of Palo Alto  
250 Hamilton Avenue  
Palo Alto, CA, 94301

Dear Hillary,

I am writing to share my support for Castilleja School's amendment to its Conditional Use Permit application filed last year. Castilleja has shown itself to be a conscientious neighbor, and has taken steps to meaningfully reduce its on-street traffic and parking; consumption of water, natural gas, and electricity; and its overall carbon footprint. I believe the proposed scope of study, as described in City filings, is appropriate. I hope the Planning Department and the City of Palo Alto will consider the merits of the proposal without undue delay so the school is able to continue its proud tradition of educating the next generation of female leadership, while maintaining good relations with its neighbors and the greater Palo Alto community.

The Master Plan and CUP application include new measures that will continue Castilleja's efforts to lessen impacts to neighbors, and keep the best interests of the Palo Alto community in focus.

The proposed measures include:

- A commitment to preventing traffic increases, even with additional students, by extending its carpool, shuttle, and busing programs.
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- A new community-accessible park along Emerson Street, drought-tolerant plantings, and a new tree canopy that meets or exceeds current conditions.
- A concerted effort to reduce noise by relocating the pool below-grade, and limiting hours of operation and frequency of school events.

These are measurable actions that show Castilleja's commitment to long-term accountability and its desire to be a good neighbor. I am proud to show my support for Castilleja School because it continues to be a responsible community member while maintaining its role as a leading educator of young women.

Our daughter attended Castilleja school and was walking to school on a regular basis. She received an excellent education there.

Sincerely,

Carole and Dominic Borie

--

**Carole Borie**  
**1510 Middlefield Rd**  
**Palo Alto, CA 94301**  
**(650) 714-6952**

Hillary Gitelman  
Director of Planning & Community Environment City of Palo Alto  
250 Hamilton Avenue  
Palo Alto, CA, 94301

**RE: Castilleja School's amendment**

Dear Hillary,

I am writing to share my support for Castilleja School's amendment to its Conditional Use Permit application filed last year. Castilleja has shown itself to be a conscientious neighbor, and has taken steps to meaningfully reduce its on-street traffic and parking; consumption of water, natural gas, and electricity; and its overall carbon footprint. I believe the proposed scope of study, as described in City filings, is appropriate. I hope the Planning Department and the City of Palo Alto will consider the merits of the proposal without undue delay so the school is able to continue its proud tradition of educating the next generation of female leadership, while maintaining good relations with its neighbors and the greater Palo Alto community.

The Master Plan and CUP application include new measures that will continue Castilleja's efforts to lessen impacts to neighbors, and keep the best interests of the Palo Alto community in focus.

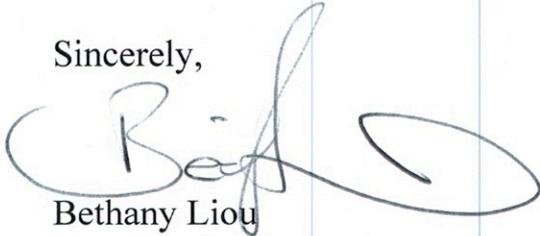
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underground garage for parking and all student pick-ups and drop-offs.
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- A concerted effort to reduce noise by relocating the pool below-grade, and limiting hours of operation and frequency of school events.

These are measurable actions that show Castilleja's commitment to long-term accountability and its desire to be a good neighbor. I am proud to show my support for Castilleja School because it continues to be a responsible community member while maintaining its role as a leading educator of young women.

Sincerely,

A handwritten signature in black ink, appearing to read "Bethany Liou", written over a light blue horizontal line. The signature is fluid and cursive, with a large loop at the end.

Bethany Liou

68 Almendral Ave., Atherton, CA 94027

(408)887-8281

**From:** [Jose Heriberto Rocha](#)  
**To:** [Gitelman, Hillary](#)  
**Subject:** Castilleja School's amendment to its Conditional Use Permit.  
**Date:** Tuesday, March 07, 2017 3:44:45 PM

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Hillary Gitelman  
Director of Planning & Community Environment  
City of Palo Alto PCE Department  
250 Hamilton Avenue  
Palo Alto, CA, 94301

Dear Amy,

I am writing to share my support for Castilleja School's amendment to its Conditional Use Permit application filed last year. Castilleja has shown itself to be a conscientious neighbor, and has taken steps to meaningfully reduce its on-street traffic and parking, consumption of water, natural gas, electricity, and its overall carbon footprint. I believe the proposed scope of study as described in city filings is appropriate. I hope the Planning Department and City of Palo Alto will consider the merits of the proposal without an undue delay so the school is able to continue its proud tradition of educating the next generation of female leadership while maintaining good relations with its neighbors, and the greater Palo Alto community.

The Master Plan and CUP application include new measures that will continue Castilleja's efforts to lessen impacts to neighbors and keep the best interests of the Palo Alto community in focus.

The proposed measures include:

- A commitment to prevent traffic increases even with additional students by extending its carpool, shuttle, and busing programs.
- A determination to keep cars off neighborhood streets through the construction of an underground garage for parking and all student pick-ups and drop offs.
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These are measurable actions that show Castilleja's commitment to long-term accountability and a desire to be a good neighbor. I am proud to show my support for Castilleja School because it continues to be a responsible community member while maintaining its role as a

leading educator of young women.

Warmest regards,

Jose H. Rocha

Hillary E. Gitelman  
Director of Planning & Community Environment  
City of Palo Alto  
250 Hamilton Avenue  
Palo Alto, CA, 94301

Dear Hillary,

I am writing to share my support for Castilleja School's amendment to its Conditional Use Permit application filed last year. Castilleja has shown itself to be a conscientious neighbor and has taken steps to meaningfully reduce its on-street traffic and parking, consumption of water, natural gas, electricity, and its overall carbon footprint. I believe the proposed scope of study as described in city filings is appropriate. I hope the Planning Department and the City of Palo Alto will consider the merits of the proposal without an undue delay so the school is able to continue its proud tradition of educating the next generation of female leadership while maintaining good relations with its neighbors and the greater Palo Alto community.

The Master Plan and CUP application include new measures that will continue Castilleja's efforts to lessen impacts to neighbors and keep the best interests of the Palo Alto community in focus.

The proposed measures include:

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These are measurable actions that show Castilleja's commitment to long-term accountability and a desire to be a good neighbor. I am proud to show my support for Castilleja School because it continues to be a responsible community member while maintaining its role as a leading educator of young women.

We are thankful for the investment our communities are making in education and educational infrastructure. We believe that it is one of the best investments we can make in our future.

Sincerely,

Stephanie and Bob Day  
165 Garland Drive  
Menlo Park, CA 94025

**From:** [Phillip C. Yang](#)  
**To:** [Gitelman, Hillary](#)  
**Subject:** CUP application for Castilleja School  
**Date:** Tuesday, March 07, 2017 3:49:34 PM

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Hillary Gitelman  
Director of Planning & Community Environment City of Palo Alto PCE Department  
250 Hamilton Avenue  
Palo Alto, CA, 94301

Dear Ms. Gitelman,

I am writing to share my support for Castilleja School's amendment to its Conditional Use Permit application filed last year. Castilleja has shown itself to be a conscientious neighbor, and has taken steps to meaningfully reduce its on-street traffic and parking, consumption of water, natural gas, electricity, and its overall carbon footprint. I believe the proposed scope of study as described in city filings is appropriate. I hope the Planning Department and City of Palo Alto will consider the merits of the proposal without an undue delay so the school is able to continue its proud tradition of educating the next generation of female leadership while maintaining good relations with its neighbors, and the greater Palo Alto community.

The Master Plan and CUP application include new measures that will continue Castilleja's efforts to lessen impacts to neighbors and keep the best interests of the Palo Alto community in focus.

The proposed measures include:

- A commitment to prevent traffic increases even with additional students by extending its carpool, shuttle, and busing programs.
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- A concerted effort to reduce noise by relocating the pool below-grade, and limiting hours of operation and frequency of school events.

These are measurable actions that show Castilleja's commitment to long-term accountability and a desire to be a good neighbor. I am proud to show my support for Castilleja School because it continues to be a responsible community member while maintaining its role as a leading educator of young women.

All my children would have graduated by the time this proposal is complete. However, my wife and I both believe that this CUP application is vital for Castilleja to lead the future endeavor in educational innovation to benefit the middle and high school girls and boys worldwide. The School will continue to advance the implementation of more effective educational and pedagogical approaches. I hope that you believe in and support the impact that this School will continue to make to promote the intellect and integrity of our future generation. These efforts and the planned physical facilities will translate to the betterment of the neighborhood and the City of Palo Alto.

Sincerely,

Phillip C. Yang, MD  
Associate Professor, Medicine (Cardiovascular Medicine)  
Director, Stanford Cardiovascular MRI Program  
Director, Cardiovascular Stem Cell Laboratory  
Stanford University School of Medicine  
Stanford, CA

## French, Amy

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**From:** Cervantes, Yolanda  
**Sent:** Monday, March 06, 2017 7:40 AM  
**To:** Cervantes, Yolanda  
**Cc:** Lait, Jonathan; French, Amy  
**Subject:** FW: Castilleja CUP

Good Morning Commissioners,

Below are two emails regarding the Castilleja CUP.

Regards,

Yolanda

BCCPTC

Yolanda M. Cervantes  
Planning & Community Environment  
City of Palo Alto  
[Yolanda.cervantes@cityofpaloalto.org](mailto:Yolanda.cervantes@cityofpaloalto.org)  
650.329.2404

---

**From:** French, Amy  
**Sent:** Friday, March 03, 2017 3:25 PM  
**To:** Cervantes, Yolanda  
**Subject:** FW: Castilleja CUP

One or two more

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**From:** Gitelman, Hillary  
**Sent:** Friday, March 03, 2017 2:32 PM  
**To:** French, Amy  
**Subject:** FW: Castilleja CUP



Hillary Gitelman | Planning Director | P&CE Department  
250 Hamilton Avenue | Palo Alto, CA 94301  
T: 650.329.2321 | E: [hillary.gitelman@cityofpaloalto.org](mailto:hillary.gitelman@cityofpaloalto.org)

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ALTO**

*Please think of the environment before printing this email – Thank you!*

**From:** Megan Miller [<mailto:mrmiller143@gmail.com>]  
**Sent:** Friday, March 03, 2017 2:30 PM  
**To:** Gitelman, Hillary  
**Subject:** Castilleja CUP

Dear Hillary,

As a 35 year resident of Palo Alto I am writing to express my support for Castilleja's CUP and Master Plan. I am not a member of the Castilleja community but I advocate for a community that supports education.

Palo Alto's reputation as having excellent public schools is stellar, but the PAUSD does not meet the needs of every child. I would like to see Palo Alto support a variety of educational options, public, independent, religious, home schooling to name a few, so that our children are educated in environments that best suit their needs. We have seen the stress and anguish some educational environments can have on a child.

Having Castilleja in our community is a gift and allowing them to expand their enrollment will benefit not only the girls that attend but our entire community.

This issue is about education, and not solely about traffic. I encourage you to think about it as helping children.

Warm regards,

Megan Miller

2530 South Court

Palo Alto CA 94301

*Hillary Gitelman*

*Planning Director*

*City of Palo Alto PCE Department*

*250 Hamilton Avenue*

Dear Hillary,

*I am writing to share my support for Castilleja School's amendment to its Conditional Use Permit application filed last year. Castilleja has shown itself to be a conscientious neighbor, and has taken steps to meaningfully reduce its on-street traffic and parking; consumption of water, natural gas, and electricity; and its overall carbon footprint. I believe the proposed scope of study, as described in City filings, is appropriate. I hope the Planning Department and the City of Palo Alto will consider the merits of the proposal without undue delay so the school is able to continue its proud tradition of educating the next generation of female leadership, while maintaining good relations with its neighbors and the greater Palo Alto community.*

*The Master Plan and CUP application include new measures that will continue Castilleja's efforts to lessen impacts to neighbors, and keep the best interests of the Palo Alto community in focus.*

*The proposed measures include:*

- A commitment to preventing traffic increases, even with additional students, by extending its carpool, shuttle, and busing programs.*
- A determination to keep cars off neighborhood streets through the construction of an underground garage for parking and all student pick-ups and drop-offs.*
- A new community-accessible park along Emerson Street, drought-tolerant plantings, and a new tree canopy that meets or exceeds current conditions.*
- A concerted effort to reduce noise by relocating the pool below-grade, and limiting hours of operation and frequency of school events.*

*These are measurable actions that show Castilleja's commitment to long-term accountability and its desire to be a good neighbor. I am proud to show my support for Castilleja School because it continues to be a responsible community member while maintaining its role as a leading educator of young women.*

**From:** [Lila Fitzgerald](#)  
**To:** [Gitelman, Hillary](#)  
**Subject:** Support for Castilleja's Conditional Use Permit  
**Date:** Tuesday, March 07, 2017 4:16:13 PM

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Dear Hillary,

Informally:

May I just say that Castilleja is a Palo Alto treasure. It is unique, incredibly special and does its job - educating women - exceptionally well. Being 60 years old and a product of the women's liberation generation, I would not think in this day and age we would need to have a girls-only school. However, sadly women still have such a long way to go to achieve equal status, pay, and have the same opportunities as men. Please consider the young woman who will benefit from Castilleja. So many are turned away due to class size limitations. **Palo Alto needs to stand up for women and for this very special resource, that our community should feel privileged is in our midst.** Please do not disappoint hundreds of young girls who will benefit from this decision.

Formally:

I am writing to share my support for Castilleja School's amendment to its Conditional Use Permit application filed last year. Castilleja has shown itself to be a conscientious neighbor, and has taken steps to meaningfully reduce its on-street traffic and parking, consumption of water, natural gas, electricity, and its overall carbon footprint. I believe the proposed scope of study as described in city filings is appropriate. I hope the Planning Department and City of Palo Alto will consider the merits of the proposal without an undue delay so the school is able to continue its proud tradition of educating the next generation of female leadership while maintaining good relations with its neighbors, and the greater Palo Alto community. The Master Plan and CUP application include new measures that will continue Castilleja's efforts to lessen impacts to neighbors and keep the best interests of the Palo Alto community in focus. The proposed measures include: \*Please note: Depending on your browser the copy and paste functionality may lose the original formatting of the text and additional line breaks may be needed. Thank you for your support. • A commitment to prevent traffic increases even with additional students by extending its carpool, shuttle, and busing programs. • A determination to keep cars off neighborhood streets through the construction of an underground garage for parking and all student pick-ups and drop offs. • A new community accessible park along Emerson Street, drought tolerant plantings, and a new tree canopy that meets or exceeds current conditions. • A concerted effort to reduce noise by relocating the pool below-grade, and limiting hours of operation and frequency of school events. These are measurable actions that show Castilleja's commitment to long-term accountability and a desire to be a good neighbor. I am proud to show my support for Castilleja School because it continues to be a responsible community member while maintaining its role as a leading educator of young women.

Sincerely,  
Lila Fitzgerald  
106 Walter Hays Dr  
Palo Alto, CA 94303

**French, Amy**

---

**From:** Gitelman, Hillary  
**Sent:** Monday, March 06, 2017 3:40 PM  
**To:** French, Amy  
**Subject:** FW: We Support Castilleja  
**Attachments:** I Support Castilleja\_Ramkumar.pdf



Hillary Gitelman | Planning Director | P&CE Department  
250 Hamilton Avenue | Palo Alto, CA 94301  
T: 650.329.2321 | E: [hillary.gitelman@cityofpaloalto.org](mailto:hillary.gitelman@cityofpaloalto.org)

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*Please think of the environment before printing this email – Thank you!*

**From:** G.D. Ram Ramkumar [<mailto:gramkumar@gmail.com>]  
**Sent:** Monday, March 06, 2017 3:26 PM  
**To:** Gitelman, Hillary  
**Cc:** Arunashree Bhamidipati  
**Subject:** We Support Castilleja

Dear Hillary,

Please review our letter attached this email, in support of Castilleja School's amendment to its Conditional Use Permit application filed last year.

Regards,  
GD Ramkumar  
Arunashree Bhamidipati  
2230 Ramona St  
Palo Alto CA 94301

Hillary Gitelman  
Director of Planning & Community Environment  
City of Palo Alto  
250 Hamilton Avenue  
Palo Alto, CA, 94301

Dear Hillary,

I am writing to share my support for Castilleja School's amendment to its Conditional Use Permit application filed last year. Castilleja has shown itself to be a conscientious neighbor, and has taken steps to meaningfully reduce its on-street traffic and parking; consumption of water, natural gas, and electricity; and its overall carbon footprint. I believe the proposed scope of study, as described in City filings, is appropriate. I hope the Planning Department and the City of Palo Alto will consider the merits of the proposal without undue delay so the school is able to continue its proud tradition of educating the next generation of female leadership, while maintaining good relations with its neighbors and the greater Palo Alto community.

The Master Plan and CUP application include new measures that will continue Castilleja's efforts to lessen impacts to neighbors, and keep the best interests of the Palo Alto community in focus.

The proposed measures include:

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These are measurable actions that show Castilleja's commitment to long-term accountability and its desire to be a good neighbor. I am proud to show my support for Castilleja School because it continues to be a responsible community member while maintaining its role as a leading educator of young women.

Sincerely,



G.D. Ramkumar and Arunashree Bhamidipati  
2230 Ramona St  
Palo Alto, CA 94301

## French, Amy

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**From:** Gitelman, Hillary  
**Sent:** Monday, March 06, 2017 11:37 AM  
**To:** French, Amy  
**Subject:** FW: I Support Castilleja  
**Attachments:** I Support Castilleja.pdf



Hillary Gitelman | Planning Director | P&CE Department  
250 Hamilton Avenue | Palo Alto, CA 94301  
T: 650.329.2321 | E: [hillary.gitelman@cityofpaloalto.org](mailto:hillary.gitelman@cityofpaloalto.org)

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*Please think of the environment before printing this email – Thank you!*

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**From:** Tom Dickson [<mailto:tdickson@meetinghousellc.com>]  
**Sent:** Monday, March 06, 2017 11:28 AM  
**To:** Gitelman, Hillary  
**Subject:** I Support Castilleja

Hi Hillary,

I am contacting you to share my support for Castilleja School's amendment to its Conditional Use Permit application filed last year. I am proud to demonstrate my support for Castilleja School because it continues to be a responsible community member while maintaining its role as a leading educator of young women.

Sincerely,

Tom Dickson

[tdickson@meetinghousellc.com](mailto:tdickson@meetinghousellc.com)  
917-754-3200

Hillary Gitelman  
Director of Planning & Community Environment  
City of Palo Alto  
250 Hamilton Avenue  
Palo Alto, CA, 94301

Dear Hillary,

I am writing to share my support for Castilleja School's amendment to its Conditional Use Permit application filed last year. Castilleja has shown itself to be a conscientious neighbor, and has taken steps to meaningfully reduce its on-street traffic and parking; consumption of water, natural gas, and electricity; and its overall carbon footprint. I believe the proposed scope of study, as described in City filings, is appropriate. I hope the Planning Department and the City of Palo Alto will consider the merits of the proposal without undue delay so the school is able to continue its proud tradition of educating the next generation of female leadership, while maintaining good relations with its neighbors and the greater Palo Alto community.

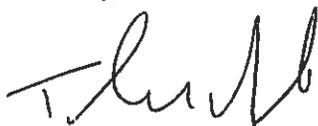
The Master Plan and CUP application include new measures that will continue Castilleja's efforts to lessen impacts to neighbors, and keep the best interests of the Palo Alto community in focus.

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Sincerely,



Tom Dickson  
11534 Hillpark Lane  
Los Altos, CA 94024

## French, Amy

---

**From:** Planning Commission  
**Sent:** Monday, March 06, 2017 1:08 PM  
**To:** Cervantes, Yolanda  
**Cc:** Lait, Jonathan; French, Amy  
**Subject:** FW: Castilleja School's amendment to its Conditional Use Permit application

Forwarding from PTC mailbox.

BCCPTC

Yolanda M. Cervantes  
Planning & Community Environment  
City of Palo Alto  
[Yolanda.cervantes@cityofpaloalto.org](mailto:Yolanda.cervantes@cityofpaloalto.org)  
650.329.2404

---

**From:** ward vercruysse [[mailto:ward\\_vercruysse@sbcglobal.net](mailto:ward_vercruysse@sbcglobal.net)]  
**Sent:** Monday, March 06, 2017 12:01 AM  
**To:** Gitelman, Hillary  
**Cc:** Planning Commission  
**Subject:** Castilleja School's amendment to its Conditional Use Permit application

Hillary Gitelman  
Director of Planning & Community Environment  
City of Palo Alto  
250 Hamilton Avenue  
Palo Alto, CA, 94301

Dear Hillary,

I am writing to share my support for Castilleja School's amendment to its Conditional Use Permit application filed last year. Castilleja has shown itself to be a conscientious neighbor, and has taken steps to meaningfully reduce its on-street traffic and parking; consumption of water, natural gas, and electricity; and its overall carbon footprint. I believe the proposed scope of study, as described in City filings, is appropriate. I hope the Planning Department and the City of Palo Alto will consider the merits of the proposal without undue delay so the school is able to continue its proud tradition of educating the next generation of female leadership, while maintaining good relations with its neighbors and the greater Palo Alto community. The Master Plan and CUP application include new measures that will continue Castilleja's efforts to lessen impacts to neighbors, and keep the best interests of the Palo Alto community in focus.

The proposed measures include:

- o A commitment to preventing traffic increases, even with additional students, by extending its carpool, shuttle, and busing programs.

- A determination to keep cars off neighborhood streets through the construction of an underground garage for parking and all student pick-ups and drop-offs.
- A new community-accessible park along Emerson Street, drought-tolerant plantings, and a new tree canopy that meets or exceeds current conditions.
- A concerted effort to reduce noise by relocating the pool below-grade, and limiting hours of operation and frequency of school events.

These are measurable actions that show Castilleja's commitment to long-term accountability and its desire to be a good neighbor. I am proud to show my support for Castilleja School because it continues to be a responsible community member while maintaining its role as a leading educator of young women. As such, it is a very valuable asset for Palo Alto.

Sincerely,

Ward Vercruysse

405 Cervantes Road,  
Portola Valley, CA 94028

## French, Amy

---

**From:** Gitelman, Hillary  
**Sent:** Monday, March 06, 2017 8:26 AM  
**To:** French, Amy  
**Subject:** FW: Castilleja Conditional Use Permit



Hillary Gitelman | Planning Director | P&CE Department  
250 Hamilton Avenue | Palo Alto, CA 94301  
T: 650.329.2321 | E: [hillary.gitelman@cityofpaloalto.org](mailto:hillary.gitelman@cityofpaloalto.org)

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**From:** Ashmeet Sidana [<mailto:sidana@engineeringcapital.com>]  
**Sent:** Sunday, March 05, 2017 8:07 PM  
**To:** Gitelman, Hillary  
**Cc:** Yuko Watanabe ([yknabe@hotmail.com](mailto:yknabe@hotmail.com)); [klayendecker@castilleja.org](mailto:klayendecker@castilleja.org); [nkauffman@castilleja.org](mailto:nkauffman@castilleja.org)  
**Subject:** Castilleja Conditional Use Permit

To:  
Hillary Gitelman  
Director of Planning & Community Environment  
City of Palo Alto  
250 Hamilton Avenue  
Palo Alto, CA, 94301

Dear Hillary,

I am writing to support Castilleja School's amendment to its Conditional Use Permit application filed last year.

Castilleja has shown itself to be a conscientious neighbor, and has taken steps to meaningfully reduce its on-street traffic and parking; consumption of water, natural gas, and electricity; and its overall carbon footprint. I believe the proposed scope of study, as described in City filings, is appropriate. I hope the Planning Department and the City of Palo Alto will consider the merits of the proposal without undue delay so the school is able to continue its proud tradition of educating the next generation of female leadership, while maintaining good relations with its neighbors and the greater Palo Alto community.

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Sincerely,

**Yuko & Ashmeet Sidana**  
1175 Stanley Way  
Palo Alto, CA 94303

## French, Amy

---

**From:** Gitelman, Hillary  
**Sent:** Friday, March 03, 2017 8:03 AM  
**To:** French, Amy  
**Subject:** FW: Support of Castilleja School's Amendment



Hillary Gitelman | Planning Director | P&CE Department  
250 Hamilton Avenue | Palo Alto, CA 94301  
T: 650.329.2321 | E: [hillary.gitelman@cityofpaloalto.org](mailto:hillary.gitelman@cityofpaloalto.org)

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**From:** Caroline Hu Flexer [<mailto:carolinemhu@yahoo.com>]  
**Sent:** Thursday, March 02, 2017 6:18 PM  
**To:** Gitelman, Hillary  
**Subject:** Support of Castilleja School's Amendment

Dear Hillary,

I am writing to share my support for Castilleja School's amendment to its Conditional Use Permit application filed last year. We are lifelong residents of Palo Alto and currently have two school-aged daughters (not currently attending Castilleja). We live two blocks away from Castilleja on Bryant Street, and enjoy attending some of the school's performances and events. Having grown up in Palo Alto in the 1980s, we have several friends and family members who have attended Castilleja. We are very familiar with Castilleja's unique academic program for educating girls to become leaders, and want to support more access to that education in our community.

Castilleja has shown itself to be a conscientious neighbor, and has taken steps to meaningfully reduce its on-street traffic and parking; consumption of water, natural gas, and electricity; and its overall carbon footprint. I believe the proposed scope of study, as described in City filings, is appropriate. I hope the Planning Department and the City of Palo Alto will consider the merits of the proposal without undue delay so the school is able to continue its proud tradition of educating the next generation of female leadership, while maintaining good relations with its neighbors and the greater Palo Alto community.

The Master Plan and CUP application include new measures that will continue Castilleja's efforts to lessen impacts to neighbors, and keep the best interests of the Palo Alto community in focus.

The proposed measures include:

- A commitment to preventing traffic increases, even with additional students, by extending its carpool, shuttle, and busing programs.
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Sincerely,

Caroline & Michael Flexer

1061 Bryant Street

Palo Alto, CA 94301

(650) 321-2435

--  
Caroline Hu Flexer  
Duck Duck Moose  
[www.duckduckmoose.com](http://www.duckduckmoose.com)

## French, Amy

---

**From:** Gitelman, Hillary  
**Sent:** Thursday, March 02, 2017 1:01 PM  
**To:** French, Amy  
**Subject:** FW: I support Castilleja



Hillary Gitelman | Planning Director | P&CE Department  
250 Hamilton Avenue | Palo Alto, CA 94301  
T: 650.329.2321 | E: [hillary.gitelman@cityofpaloalto.org](mailto:hillary.gitelman@cityofpaloalto.org)

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---

**From:** Joyce Hanna [<mailto:jhanna1@stanford.edu>]  
**Sent:** Thursday, March 02, 2017 12:25 PM  
**To:** Gitelman, Hillary  
**Subject:** I support Castilleja

Hillary Gitelman  
Director of Planning & Community Environment  
City of Palo Alto  
250 Hamilton Avenue  
Palo Alto, CA, 94301

Dear Hillary,

I am writing to share my support for Castilleja School's amendment to its Conditional Use Permit application filed last year. Castilleja has shown itself to be a conscientious neighbor, and has taken steps to meaningfully reduce its on-street traffic and parking; consumption of water, natural gas, and electricity; and its overall carbon footprint. I believe the proposed scope of study, as described in City filings, is appropriate. I hope the Planning Department and the City of Palo Alto will consider the merits of the proposal without undue delay so the school is able to continue its proud tradition of educating the next generation of female leadership, while maintaining good relations with its neighbors and the greater Palo Alto community.

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- • A concerted effort to reduce noise by relocating the pool below-grade, and limiting hours of operation and frequency of school events.

These are measurable actions that show Castilleja's commitment to long-term accountability and its desire to be a good neighbor. I am proud to show my support for Castilleja School because it continues to be a responsible community member while maintaining its role as a leading educator of young women.

Sincerely,  
Joyce Hanna

Joyce Hanna  
Joyce Hanna MA MS, Associate Director  
Stanford Prevention Research Center (SPRC)  
Stanford School of Medicine  
1265 Welch Rd., #346  
Stanford, CA 94305

Phone 650-725-5014 fax 650 498-4828 MC 5411  
[Joycehanna@stanford.edu](mailto:Joycehanna@stanford.edu)

HIP: <http://hip.stanford.edu>  
Living Strong Living Well: <http://lslw.stanford.edu>

## French, Amy

---

**From:** Megan Parker <megangordonparker@gmail.com>  
**Sent:** Wednesday, March 01, 2017 8:03 PM  
**To:** Gitelman, Hillary  
**Subject:** We support Castilleja's CUP  
**Attachments:** We support Castilleja CUP letter.pages

Dear Hillary,

Please find attached a letter that shows our support for Castilleja School's amendment to its Conditional Use Permit application filed last year. We hope that you will support Castilleja as well.

Sincerely,  
Megan and Michael Parker

☆

Megan Parker  
[megangordonparker@gmail.com](mailto:megangordonparker@gmail.com)  
talk 650.776.3739

## Michael & Megan Parker

420 Nevada Ave  
San Mateo, CA 94402  
megangordonparker@gmail.com

March 1, 2017

Hillary Gitelman  
Director of Planning & Community Environment  
City of Palo Alto  
250 Hamilton Avenue  
Palo Alto, CA, 94301

Dear Hillary,

We are writing to share our support for Castilleja School's amendment to its Conditional Use Permit application filed last year. Castilleja has shown itself to be a conscientious neighbor, and has taken steps to meaningfully reduce its on-street traffic and parking; consumption of water, natural gas, and electricity; and its overall carbon footprint. We believe the proposed scope of study, as described in City filings, is appropriate. We hope the Planning Department and the City of Palo Alto will consider the merits of the proposal without undue delay so the school is able to continue its proud tradition of educating the next generation of female leadership, while maintaining good relations with its neighbors and the greater Palo Alto community.

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- A concerted effort to reduce noise by relocating the pool below grade, and limiting hours of operation and frequency of school events.

These are measurable actions that show Castilleja's commitment to long-term accountability and its desire to be a good neighbor. We are proud to show our support for Castilleja School because it continues to be a responsible community member while maintaining its role as a leading educator of young women. A Castilleja education has been a gift for our daughter and we hope more girls will have the opportunity to enjoy this amazing school as well.

Sincerely,  
Michael & Megan Parker

**French, Amy**

---

**From:** Jessica R <jessica.radomski@gmail.com>  
**Sent:** Wednesday, March 01, 2017 6:56 PM  
**To:** Gitelman, Hillary  
**Subject:** I support Castilleja

Hillary Gitelman  
Director of Planning & Community Environment City of Palo Alto  
250 Hamilton Avenue  
Palo Alto, CA, 94301

Dear Hillary,

I am writing to share my support for Castilleja School's amendment to its Conditional Use Permit application filed last year. Castilleja has shown itself to be a conscientious neighbor, and has taken steps to meaningfully reduce its on-street traffic and parking; consumption of water, natural gas, and electricity; and its overall carbon footprint. I believe the proposed scope of study, as described in City filings, is appropriate. I hope the Planning Department and the City of Palo Alto will consider the merits of the proposal without undue delay so the school is able to continue its proud tradition of educating the next generation of female leadership, while maintaining good relations with its neighbors and the greater Palo Alto community.

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These are measurable actions that show Castilleja's commitment to long-term accountability and its desire to be a good neighbor. I am proud to show my support for Castilleja School because it continues to be a responsible community member while maintaining its role as a leading educator of young women.

Sincerely,

Jessica Radomski  
17755 Calle Hermosa  
Morgan Hill, CA 95037

## French, Amy

---

**From:** Gitelman, Hillary  
**Sent:** Wednesday, March 01, 2017 1:11 PM  
**To:** French, Amy  
**Subject:** FW: Expansion?



Hillary Gitelman | Planning Director | P&CE Department  
250 Hamilton Avenue | Palo Alto, CA 94301  
T: 650.329.2321 | E: [hillary.gitelman@cityofpaloalto.org](mailto:hillary.gitelman@cityofpaloalto.org)

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**From:** Ahmed Elgasseir [<mailto:aelgasseir@castilleja.org>]  
**Sent:** Wednesday, March 01, 2017 1:01 PM  
**To:** Gitelman, Hillary  
**Subject:** Expansion?

Hillary Gitelman  
Director of Planning & Community Environment  
City of Palo Alto  
250 Hamilton Avenue Palo Alto, CA, 94301

Dear Hillary,

I am writing to share my support for Castilleja School's amendment to its Conditional Use Permit application filed last year. Castilleja has shown itself to be a conscientious neighbor, and has taken many steps to meaningfully reduce its on-street traffic and parking; consumption of water, natural gas, and electricity; and its overall carbon footprint. I believe the proposed scope of study, as described in City filings, is appropriate.

I hope the Planning Department and the City of Palo Alto will consider the merits of the proposal without undue delay so the school is able to continue its proud tradition of educating the next generation of female leadership, while maintaining good relations with its neighbors and the greater Palo Alto community.

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These are measurable actions that show Castilleja's commitment to long-term accountability and its desire to be a good neighbor. As a father of two girls, and a member of the community, I am proud to show my support for Castilleja School because it continues to be a responsible community member while maintaining its role as a leading educator of young women.

Sincerely,

Ahmed

--

**Ahmed Elgasseir**  
**Director of Vocal Music**  
**Castilleja School**  
1310 Bryant Street  
Palo Alto, CA 94301  
[aelgasseir@castilleja.org](mailto:aelgasseir@castilleja.org)

WOMEN LEARNING | WOMEN LEADING

## French, Amy

---

**From:** Gitelman, Hillary  
**Sent:** Wednesday, March 01, 2017 12:11 PM  
**To:** French, Amy  
**Subject:** FW: Support for Castilleja School



Hillary Gitelman | Planning Director | P&CE Department  
250 Hamilton Avenue | Palo Alto, CA 94301  
T: 650.329.2321 | E: [hillary.gitelman@cityofpaloalto.org](mailto:hillary.gitelman@cityofpaloalto.org)

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**From:** Kathy Burch [<mailto:kburch777@gmail.com>]  
**Sent:** Wednesday, March 01, 2017 11:32 AM  
**To:** Gitelman, Hillary  
**Subject:** Support for Castilleja School

Dear Ms. Gitelman,

I am writing to share my support for Castilleja School's amendment to its Conditional Use Permit application filed last year. Castilleja has shown itself to be a conscientious neighbor, and has taken steps to meaningfully reduce its on-street traffic and parking; consumption of water, natural gas, and electricity; and its overall carbon footprint. I believe the proposed scope of study, as described in City filings, is appropriate. I hope the Planning Department and the City of Palo Alto will consider the merits of the proposal without undue delay so the school is able to continue its proud tradition of educating the next generation of female leadership, while maintaining good relations with its neighbors and the greater Palo Alto community.

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# Planning & Transportation Commission

## Action Agenda: March 8, 2017

### Excerpt: Castilleja School

Council Chambers 250  
Hamilton Avenue  
6:00 PM

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#### Call to Order / Roll Call 6:03pm

Chair Alcheck: Ladies and gentlemen. I'd like to start this March 8th Planning and Transportation Commission (PTC) meeting. Will you do roll call for me?

Yolanda Cervantes, Administrative Assistant: Commissioner Alcheck, Commissioner Gardias, Commissioner Lauing, Commissioner Rosenblum, Commissioner Summa, and Commissioner Waldfoegel is absent. Five present, one absent.

#### Action Items

Public Comment is Permitted. Applicants/Appellant Teams: Fifteen (15) minutes, plus three (3) minutes rebuttal. All others: Five (5) minutes per speaker.<sup>1,3</sup>

1. [1310 Bryant Street \[16PLN-00258\]: The Planning and Transportation Commission Will Hold a Public Scoping Meeting on the Notice of Preparation for an Environmental Impact Report for the Castilleja School Expansion Project. Public Input is Encouraged. For More Information, Please Visit the Webpage at http://www.cityofpaloalto.org/gov/topics/castilleja\\_school/default.asp or Contact Amy French at amy.french@cityofpaloalto.org.](http://www.cityofpaloalto.org/gov/topics/castilleja_school/default.asp)

Chair Alcheck: Ok, let's... what was this study session item? That's nothing. Ok, let's jump right in then into Item Number 2. Staff why don't you begin with your report?

Amy French, Chief Planning Official: Good evening; I'm Amy French, Chief Planning Official. We are here tonight to conduct a scoping meeting for the Castilleja School Project. This is to allow the public to comment on the topics that the environmental review, Environmental Impact Report (EIR) would address, would explore. [Yes, can you? It's right there. There it is. Ok and then at the bottom, here...]

So just quickly to go over the agenda for this item the format for a scoping meeting is as follows: my presentation is going to briefly cover the enforcement and Conditional Use Permit (CUP) for Castilleja School. The consultant to my right from Dudek is going to present the California Environmental

1 Quality Act (CEQA) process and go over those next steps. Then we will entertain the public speakers  
2 that have submitted comments cards to you on the issues to be studied or examined in the Draft  
3 Environmental Impact Report (DEIR). Today's scoping session is not intended as a forum for dialogue  
4 about the merits of the project. Staff is not prepared to answer questions, details on the project itself.  
5 We are here to simply receive input on what should be studied in the report.  
6

7 The location of Castilleja is as shown on the screen bordered by Embarcadero Road, Emerson, Bryant,  
8 and Kellogg. In the year 2000 a CUP was issued to allow up to 415 students. That was exceeded in...  
9 after that it came to the City's attention in the year 2013 when the Castilleja did present us with a  
10 Transportation Demand Management (TDM) plan and followed up with a monitoring plan. The City  
11 then allowed, conditioned the applicant to come forward with a CUP if they wanted to amend their  
12 maximum cap of 415 students, but first directed the Castilleja School to study the possibility of using  
13 Embarcadero Road for access to the school. So in 2015 the City did acknowledge 438 students for this  
14 academic year that we're in now and allowed the delay to explore that Embarcadero Road access.  
15

16 On the screen is the site and this is showing the two buildings here that are currently not on the  
17 campus. They're separated by property lines. And they are one is a rental home and the other has  
18 been used for Castilleja School purposes. We have a soccer field here. And this is the former Melville  
19 Avenue that went through the site that was absorbed into the site some years ago. A history of the  
20 Castilleja School was in the staff report.  
21

22 So the proposal Castilleja has submitted came in in June of last year asking for a CUP amendment. It  
23 was followed by an architectural review application and they are seeking approval of a master plan  
24 associated with an increase in enrollment and they've identified three phases. One is to create an  
25 underground parking garage to handle the parked cars and drop offs underground. The second phase  
26 is related to a pool and moving a pool to a different location and locating it further below grade. And  
27 the third is the circle area. There's a future phase for demolishing two buildings. Here's the master  
28 plan concept and it shows these items that I just mentioned. This is the phase one below grade garage  
29 that's proposed. It does show with these blue lines where the special setback is on Embarcadero as  
30 well as the side setback of Emerson Street and you can see that the proposed garage encroaches into  
31 these setbacks as submitted back in June.  
32

33 I'll just quickly go over next steps so we can get to the meat of this presentation, which is the CEQA.  
34 There are technical studies underway. The scope of the study could be adjusted if needed to prepare  
35 a DEIR. We have several items that are still needed from Castilleja to complete the applications. This  
36 is normal; a normal part of studying a project is to request additional information so that the project  
37 can be understood. We have additional steps that would follow, including reviews with the Historic  
38 Resources Board (HRB) and Architectural Review Board (ARB) followed by publication of a DEIR and  
39 receipt of public comments, typically a 45 day public comment period followed by formal reviews on  
40 the project itself all the way up to Council. I'm going to turn this over now to Katherine Waugh of  
41 Dudek.  
42

1 Katherine Waugh, Dudek: Good evening. As Amy said I'm Katherine Waugh. I'm a Senior Project  
2 Manager with Dudek. And we've been retained by the City to evaluate the environmental effects of  
3 the proposed project at Castilleja. So just briefly I will go over just kind of the key concepts under  
4 CEQA and what a DEIR needs to include, and then talk about our approach to evaluating this project,  
5 and then as Amy mentioned it would be appropriate to open it up for public comment so that we can  
6 hear the concerns of the community and make sure that those concerns where they are within the  
7 purview of CEQA are addressed in the DEIR.  
8

9 So this slide just outlines the kind of the key big, big steps in the CEQA process and those where there  
10 is opportunity for public input. So to start off the process we prepared an initial study along with a  
11 notice of preparation. The initial study is our first look at where there could be potentially significant  
12 impacts and CEQA requires that we look at the physical environmental effects of a project so it's not  
13 involved in social effects and economic effects, but we really focus on the physical environmental  
14 effects. And so that initial study goes it was circulated I believe at the end of January, sorry I forget the  
15 dates, and so that gives the public and agencies that might be interested in the project or have a  
16 permitting role in the project an understanding of the basic project description and where impacts  
17 could occur, which under which topics impacts could occur. And so we've been receiving e-mail  
18 comments on the notice of preparation and the initial study and then again we'll record all of the  
19 comments from tonight and those all help inform us as we prepare the DEIR to make sure that we're  
20 preparing a comprehensive analysis of those environmental effects.  
21

22 So they, the basic contents of the EIR to have a detailed description of the proposed project so we  
23 have a project description in the notice of preparation, but as Amy mentioned there are additional  
24 details that the applicant is preparing. And so when we prepare the DEIR it will have a thorough  
25 project description. There will be figures so that the public and the agencies that might be reviewing  
26 the document and the decision makers at the City can really understand what exactly is proposed and  
27 what the phases are and how all of those components will interact with each other and where they  
28 could result in environmental impacts.  
29

30 And so then the second key element of a DEIR is that analysis of where the, what the project, what  
31 the project's physical environmental effects could be. We first define the existing conditions to  
32 establish what the baseline is from which those impacts might be measured. And then when we do  
33 find a significant impact CEQA requires that we identify mitigation measures to avoid impacts, reduce  
34 them, provide compensation for them, and determine whether or not those mitigation measures  
35 would be feasible to implement. CEQA also requires that we consider cumulative impacts, growth  
36 inducing impacts, energy consumption effects, other components of the environmental analysis, and  
37 that we look at alternatives to the project that might maybe could avoid or reduce some of those  
38 impacts. Sometimes a project alternative might be able to accomplish the project objectives without  
39 the need for mitigation measures and so then we would identify that as an environmentally superior  
40 alternative.  
41

42 For this project the anticipated focus is, are the topics that are listed on the slide. So as I mentioned

1 we prepared an initial study and through that analysis we were able to eliminate some of the topics  
2 that CEQA covers from a further more detailed analysis. And so I'm happy to elaborate on any of  
3 these topics should the Commissioners have questions specifically on our approach to these, but as  
4 Amy mentioned there will be a series of technical studies prepared that will support our analysis. So  
5 for example there will be a modeling done to determine what the air pollutant and greenhouse gas  
6 emissions would be during construction of the project for each phase. There's an arborist report  
7 evaluating the trees at the site and we'll use that to evaluate the effects of tree removal that would be  
8 associated with the project. There's a historic and cultural resources evaluation that's underway  
9 currently. And so we will have all of these technical studies to provide us with the detailed  
10 information that will be necessary to determine where impacts could occur and the best ways to  
11 mitigate those impacts.

12  
13 Another key concept in CEQA is the thresholds of significance. How do you know whether an impact is  
14 significant or not significant? And so these are the sources of information that we use to determine  
15 what those thresholds might be. We look to the City's general plan standards and municipal code  
16 standards as well as any pertinent state and federal regulations and use that that body of regulatory  
17 governance and guidance to help us determine is an impact significant or is it less than significant?

18  
19 And so then this slide just reiterates that we are in the scoping process for this project right now and  
20 scoping phase and so all of the comments that we receive by written comments and verbal comments  
21 that are made tonight will be reviewed and will ensure that they, those issues that are raised within  
22 those comments are addressed in the DEIR where they are within the this the topics that are covered  
23 by CEQA. And so the slide gives the address to provide those comments and the date, the closing date  
24 of the comment period is April 15th of this year.

25  
26 Ms. French: I'll just follow on that by saying the former date for comments was March 15th as  
27 published in the revised notice of preparation. It was requested to be extended by the applicant,  
28 which we are doing. I just would, in conclusion, state that many, many, many emails have been  
29 forwarded, from whoever sent them to me and others, to the Planning and Transportation  
30 Commission (PTC) as well as our consultant. And finally just to reiterate that we are again here to  
31 receive input on the scope of the environmental document. It is not intended as a question and  
32 answer period regarding the project itself. We are not ready to do that.

33  
34 Jonathan Lait, Assistant Director: Thank you. I just... thank you both for the presentation. I just  
35 wanted to make an announcement to the audience. While this is a little bit light for a typical PTC  
36 meeting that we have if we could ask people to scoot together on the benches a little bit more. We  
37 have a number of people in the room that are standing and we're also looking for some folding chairs.  
38 We usually have those laid out, but not tonight.

39  
40 Chair Alcheck: Ok. Would you, staff, would you mind putting Slide 12 of this presentation up on the  
41 screen. No, I'm sorry. Slide thirteen. Ok so before I invite the members of the public to speak I just  
42 want to make a couple points. The first is that this is not a new process for our Planning Department.

1 We've, they've been involved in many initial studies and EIRs before. What you see on that slide are  
2 what the staff has identified as anticipated focuses of the EIR. We look forward tonight to inviting  
3 people here tonight to speak and help inform the focus of our EIR and should you have areas that you  
4 think we should be studying that isn't on this list we look forward to hearing them tonight.  
5

6 Alright, so with that I'm going to invite the speakers up. We're going to allot three minutes to each  
7 speaker. And I'm going to read two names at a time so that the next person knows that they are up.  
8 So the first speaker I have is Bruce McLeod. You'll have three minutes and after that Peter Costello.  
9 Alright, how about I start with Peter Costello and followed by Roy Wang.  
10

11 Peter Costello: Alright. I'm just going to read this. And with regards to the traffic flow the traffic study  
12 should probably investigate Churchill all the way down to Waverly between Alma and Waverley and  
13 Emerson from Embarcadero probably all the way to Tennyson or beyond. I was told that the traffic  
14 study was going to focus just on the immediate neighborhood of Castilleja and in particular between  
15 about 7:45 and 8:30 a.m. there's a significant bottleneck on Alma when it reduces to one lane over  
16 Embarcadero. The traffic backs up several blocks before Churchill and then cars are diverting as soon  
17 as it backs up they divert on to Emerson and they race down Emerson all the way down to past  
18 Castilleja to Melville and then jog back over to Alma to get back into that line of cars. So I'm at the  
19 corner of Churchill and Emerson and in that window of about 45 minutes there are many cars that do  
20 not come to a complete stop and many of them are going in excess of forty miles an hour as they pass  
21 our house and approach Castilleja. Obviously this is a huge problem because there are students on  
22 their way to Palo Alto High School (Paly) on bikes. There's a swarm of bikes going up Churchill. And  
23 there's also many kids walking to Castilleja and other things so it's really a safety issue that needs to be  
24 looked at as part of the study.  
25

26 There's also when Paly starts up there's a significant back up on Churchill that cars are not allowed to  
27 go straight into Paly. And so and then there's the trains coming so often times the cars can't go and  
28 there's many bikes so many of the cars can't go. So anyways the cars are diverting over to Melville and  
29 Kellogg and then turning left onto Alma and coming back around. So anyways I would just encourage  
30 you to include significant portions of Emerson and Churchill streets in your traffic study. Thank you.  
31

32 Roy Wang: Hi, my name is Roy Wang. I live on Kellogg Avenue within the block from Castilleja School.  
33 I've been a neighbor for 12 years and my daughter is currently finishing her 7th year at Castilleja. So  
34 I've been involved in the discussions with our neighbors here as well as the school community so I see  
35 both sides of the point of views. So as a parent and a neighbor I believe the proposed scope of the EIR  
36 is appropriate.  
37

38 Regarding the impact of the to the traffic and the neighborhood I would like to on the impact I would  
39 like to share my observation and my perspective on the school and the expansion. So a couple years  
40 ago when the issue came up the neighbors and school met quite a few times. I was involved. Parking  
41 and traffic they were among the top three issues that neighbors really addressed. [And this go]  
42 immediately get into action the entire community was very supportive of the school's proposals and

1 many measures were taken and most outstanding of all of them was the shuttles the school ran. They  
2 ran shuttles from Caltrain stations from neighboring cities like Woodside and Los Altos. I started  
3 seeing the difference in reduction of traffic because the line, the drop of line in school at the rush  
4 hours is getting shorter in length and shorter in duration. And I don't see my friends anymore because  
5 they're in Los Altos, Woodside. They don't drive over to drop off anymore. Their kids are taking the  
6 shuttles. And the effect is also measurable.  
7

8 So my house is the second one on Kellogg from Alma so used to be that there is a 10-15 minutes  
9 window the cars there's most of the time there are cars lined up to get onto Alma especially  
10 somebody real easy turning to make a left turn there's a little back up. So that's the 10-15 minutes  
11 window I manage not to back out of the driveway, but since Castilleja has started taking these  
12 measures the effect is measurable. Today I could say that I can easily back out of my driveway and the  
13 window gets shorter sometimes like for this week for the first two days even this morning I see at the  
14 most two cars waiting and I can easily back out. So it proves that this school community can listen to  
15 the neighbors and act to improve to reduce the impact, improve relations. So that's the fact and some  
16 of the neighbors I talked to them and they agree with the observation.  
17

18 So on the perspective of expansion so we're adding the about 100 students so twenty to twenty-five  
19 percent of these students are from Palo Alto. They're our own kids and they mostly bicycle to school.  
20 So the remaining students let's say if half of them decide that we could not, they do not take the  
21 shuttles then you would be left with say about 35 to 45 cars a rush hours. So if you look at the  
22 window in about 10 to 15 minutes window, maybe let's 20 even longer so that's about three cars a  
23 minute overall. So from that perspective I don't see this expansion would be a threat to the overall  
24 neighborhood, but how that impact as small as it is is absorbed remains a challenge. So I personally  
25 benefited from good education so I would like to see that the benefit being brought to more students.  
26 I believe this can be done and at the same time keep [unintelligible] our neighborhood. Thank you.  
27

28 Chair Alcheck: Ok, next is Carolyn Schmarz and followed by Rita Vrhil.  
29

30 Carolyn Schmarz: Good evening ladies and gentlemen of the PTC. I see we have a very large audience  
31 tonight. I realize that many of the people in attendance tonight are not residents of Palo Alto;  
32 however they are great fans of having their school located here. Could all the residents of Palo Alto  
33 please raise their hands? Thank you. Thank you and welcome to one and all.  
34

35 In honor of National Women's Day and to acquaint the nonresidents I have compiled a brief but  
36 wondrous look at the life of Palo Alto and its women. In 1894 the Women's Club of Palo Alto was  
37 formed and they organized the first public library. In 1934 Lucie Stern magnanimously gifted the City  
38 with the Lucie Stern Community Center. It is home of West Bay Opera, the Palo Alto Players, The  
39 Children's Theater, the Boys and Girls Scouts, it's ballroom is host to countless wedding receptions,  
40 parties, and fairs of all sorts. 1934 Josephine O'Hara started the Children's Museum. In 1951 Clare  
41 Boothe Luce gifted the City with St. Ann's Chapel in the Newman City Center. In 1981 Elizabeth  
42 Gamble leaves her home to the City of Palo Alto and it becomes the much loved Gamble Garden

1 Center. In 1991 the Lucile Salter Packard Children's Hospital opens. The characteristics shared by the  
2 aforementioned locales are that they are an integral part of life in Palo Alto. The facilities are open to  
3 everyone. These institutions build our community, they challenge our minds, they exercise our  
4 bodies, and yes they nourish and refresh our souls. They benefit not only our city but also their  
5 surrounding cities. No wonder Castilleja wants to expand here.

6  
7 The problem is Castilleja is a private exclusive institution. Can our children play in your school yard?  
8 No. Can our seniors walk and sit under the trees? No. Do you offer a venue for weddings, concerts,  
9 theater? No. It benefits only about 100 girls and 0 boys in Palo Alto. Castilleja is a community in and  
10 of itself. It does not integrate itself into Palo Alto life. It does not challenge our minds, exercise our  
11 bodies, or nourish our souls. It does exercise our GPS. This project instead offers us potential for  
12 more traffic, undesirable living conditions, construction trucks, buzz saws, and wood chippers  
13 demolishing the trees with the end result of permanent damage to the neighborhood for Castilleja's  
14 very own private gain. So in the names of Lucy Stern, Clare Boothe Luce, Lucile Salter Packer,  
15 Josephine O'Hara, Elizabeth Gamble I say cheers to them and their wonderful beautiful vision that's  
16 inclusive and beneficial to all of Palo Alto and not just a few.

17  
18 Chair Alcheck: Thank you.

19  
20 Ms. Schmarz: They are indeed (interrupted)

21  
22 Chair Alcheck: Excuse me.

23  
24 Ms. Schmarz: A blessing to our City. Thank you.

25  
26 Chair Alcheck: Thank you. Ok, alright let's try moving forward. When you hear the buzzer that's time  
27 to wrap it up, ok guys? I've been nice to the first three, the next one I'm going to shut down. Ok, Rita,  
28 please proceed. Vrhil.

29  
30 Rita Vrhil: Ok, so I live on Channing. I'm not near the school. My daughter went to Castilleja for six  
31 years graduating in 1997. Traffic was a mess there. In fact one of the girls got a Land Rover for her  
32 16th birthday and drove it down the street about four houses and then look forever for parking. So I  
33 know what I'm talking about here.

34  
35 One of the C's in Castilleja stands for a community and I do have to ask how was Castilleja integrating  
36 or serving the community when they have been out of compliance for 14 years with their CUP. And  
37 with all due respect for Amy French or to Amy French the first slide was very minimal. It had nothing  
38 to do with the constant complaints of the citizens regarding the enrollment breakage of the CUP. I can  
39 remember reading about it in the paper and going well this is easy to solve, you just don't let in a big  
40 sixth grade class. You cut off the kids, half the kids leave when they go to high school, and you can  
41 solve I could have solved this problem in three years. Instead it's been what, 14 years? And now  
42 they're asking for more students.

1  
2 I'm concerned about this not only for the fairness issue, but because I live near a private school. And  
3 honestly if one private school can break their CUP for 14 years then every private school. So why do  
4 we even bother to have CUPs? Why do we even bother to have building codes? Why do we have any  
5 codes at all? Why don't we just all do what we want to do? Now we know that Bryant Street is a safe  
6 bike to school route. You can't tell me this isn't going to be a problem constructing this garage and it's  
7 going to be noisy. It's going to change the neighborhood forever. So I think everyone who lives in that  
8 neighborhood should be given the loudest vote on this situation or be listened to the closest. Because  
9 parents who have their kids come to Castilleja and live in Woodside I respect your right to speak, but  
10 you know what you don't have any dog in this fight. Your kids are going to graduate it's just a question  
11 of how many more kids are going to be let in at the expense of the neighbors. Thank you.  
12

13 Chair Alcheck: Ok I was just reminded by staff that we have a practice of asking individuals in the  
14 audience not to applaud speakers in an effort to have sort of mutual respect for oppositional opinions.  
15 So I would encourage you guys to withhold from clapping. Next speaker is Barbara Hazlett followed by  
16 Lisa Van Dusen.  
17

18 Barbara Hazlett: Good evening and thank you. My name again is Barbara Hazlett. I live at 1176  
19 Emerson Street where I've lived for 37 years. So I'm a very close neighbor of the school. I believe the  
20 proposed scope of the environmental impact study is appropriate as described by the City's  
21 consultants. I wholeheartedly support the proposed modernization of the campus and the very  
22 modest increase in enrollment. Respect, please. Having lived near the school for 37 years, probably  
23 longer than most any of you, I can attest to its many contributions to our community.  
24

25 With respect specifically to the environmental impact Castilleja is a very respectful neighbor having  
26 gone to great lengths to mitigate traffic and parking demands as the town has grown up around it and  
27 also to manage its footprint and all areas. The administration, faculty, and students all are dedicated  
28 to best efforts in this area and to be monitored and measured in my view the school provides a park  
29 like buffer for the lucky residents that surround it. The school's master plan proposes a green and  
30 architecturally inspired design and asked for no additional square footage above ground.  
31

32 Everywhere we look in Palo Alto there is construction and expansion. In my mind the development in  
33 Palo Alto over the last several decades has brought tremendous vibrancy. Why should one of our  
34 most historic and consequential neighborhood treasures, the 100 year old school, be denied critical  
35 improvements and to extend its reach to a modest number of new students? To do so seems foolish  
36 and very short sighted. We all need to be reminded that much like Stanford, which also is a private  
37 institution; Castilleja is a nationally ranked school. How lucky are we to have these kinds of  
38 educational institutions in our backyard? I believe we need to fully support the schools that have  
39 proved they are the best in America. Please approve the scope of this environmental impact so that it  
40 could move forward to Council and be approved. Thank you.  
41

42 Lisa Van Dusen: Good evening, Commissioners. My name is Lisa Van Dusen and I am a resident of Palo

1 Alto, live in the community center neighborhood, mother of two sons who were not therefore eligible  
2 for Castilleja. But I wanted to address one very specific aspect that's listed up there which is the  
3 transportation and TDM system in particular. My message is very simple, which is I believe in  
4 Castilleja's ability to successfully implement the TDM program that they've set forth. As I understand  
5 it they've put forth some consequences that are very specific if they don't do that and more  
6 importantly they have a track record. They have a track record of actually reducing car trips by more  
7 than 20 percent since 2013 and have therefore been actually a real role model for our community. I  
8 would hope that we could all do as powerful a job of reducing car trips as they have.

9  
10 So that is my main message. If they do that which I believe they will and in fact could exceed that then  
11 we will be all better off. And in fact the wonderful programs that are offered to the students that are  
12 there can go forward with a modest increase and letting in some students that would very much not  
13 have that opportunity otherwise a range of diversity that I think is important. And also just remind us  
14 all that it preceded every one of us. We moved here knowing that school was here and I just think  
15 that's something that we forget very often. So I just would like to say that there are lots of other  
16 considerations. I'm not pretending to know all about all of them, but as you think about one of the  
17 greatest impacts I think that people are talking about it is traffic and just really look at the data  
18 because it is powerfully compelling and says that they will deliver on that and better it. Thank you.

19  
20 Chair Alcheck: Our next speaker will be Nancy Tuck followed by Christine Stone.

21  
22 Nancy Tuck: Thank you and good evening. My name is Nancy Tuck. I live at 113 Melville Avenue, the  
23 block between Castilleja and Alma, and I would echo the words of Roy Wang who said that the traffic  
24 from our block entering onto Alma has really improved since the traffic measures have been  
25 undertaken by Castilleja. I leave for work in the morning somewhere between 8:05 and 8:20 and at  
26 most there are two to three cars waiting to get on Alma and it's just not a traffic backup.

27  
28 I have I believe in the proposed scope of the EIR as described earlier by the City's consultants and I  
29 have a letter signed by many of my fellow neighbors that I would like to read to you. To the PTC, we  
30 the undersigned are enthusiastic supporters of Castilleja School. Many of us are close neighbors of the  
31 school living adjacent to or within a block of the school. Year after year we witness the comings and  
32 goings of young women who are polite and respectful. They and their families have never disrupted  
33 the quality of our lives. We are proud to share our neighborhood with these hardworking Castilleja  
34 girls and frankly we value the fact that this nationally top ranked school is in our midst.

35  
36 We strongly support the amendment to Castilleja's CUP to increase enrollment and to move ahead  
37 with their master plan. We have been substantial, we have seen substantial and measurable  
38 improvement over the past seven years in the traffic, parking, and event management. We feel that  
39 Castilleja's leadership has made a remarkable and sincere effort to be conscientious and considerate  
40 neighbors. There have been many public meetings held at the school for neighbors to both learn and  
41 comment on the plans as well as neighborhood coffees featuring Nanci Kauffman and Cathy  
42 Layendecker, the Chief Financial Officer (CFO) of the school. Through these we have learned just how

1 Castilleja has accomplished these improvements. They've increased their shuttle services for students,  
2 built up the bike to school program, imposed mandatory limitations on employee traffic with remote  
3 parking, reduced the number of deliveries and times of day, and the list went on and on; all  
4 suggestions by either neighbors or consultants who had been hired to reduce Castilleja's footprint and  
5 felt presence.

6  
7 So we still have this gem in our neighborhood yet the impact is vastly improved. We witnessed  
8 firsthand the high expectations Castilleja sets for its parents and student drivers. For example, a few  
9 weeks ago on a rainy Friday night when the parking was on the field was impossible parents who  
10 attended the middle school musical had to park at Palo Alto High School and were shuttled to the  
11 campus. These parents happily cooperated because they want to do their part to ensure the quality of  
12 life in the neighborhood. The new campus plans also include many aspects to continue the effort to  
13 reduce traffic, street parking, carbon fuel usage, and noise while beautifying the campus both within  
14 and from the curb with new trees and more attractive architecture. We like that there is a list of  
15 measures against which Castilleja will be held accountable both now and in the future. We  
16 understand the need for Castilleja to invest in their infrastructure in order to keep up with the  
17 demands of the ever evolving top notch educational institution.

18  
19 Chair Alcheck: Thank you.

20  
21 Ms. Tuck: Thank you.

22  
23 Chair Alcheck: Next is Christine Stone followed by Bruce McLeod.

24  
25 Christine Stone: Hello, my name is Christine Stone and my house is at 1234 Emerson Street which  
26 would be the street onto which the garage would exit so it would have huge a impact for me. My  
27 family has owned that house for 57 years and so I have a big interest in the quality of life in our  
28 neighborhood. So I, what I think I would be impacted would be the aesthetics of the neighborhood.  
29 You would tear down houses and over 100 trees and there would be a concrete edifice there with cars  
30 coming out. That's a huge change. That doesn't feel like a neighborhood so much anymore. So it's  
31 very disappointing to me quality of life is impacted, pollution, noise, the noise of tearing down all the  
32 other buildings and building them and having cars, hundreds of cars coming out of there. It's not just  
33 students it's the staff and so on that would be using the garage I assume. So I mean it's disappointing  
34 to me on a number of levels.

35  
36 Palo Alto I've always thought was the city of trees and here's a project to get rid of many of them. It's  
37 going to make a big change in the canopy and in the feel of the neighborhood. So and to me I don't  
38 understand this because the expansion isn't necessary it's just something that people want to do and  
39 those people are willing to sacrifice the quality of life in my neighborhood. I would never do that to  
40 them. I wouldn't if I suggested I know I'm emotional, but if I suggested to any of these people who  
41 think it's a great idea let's go to your neighborhood and tear down some houses and all the trees and  
42 then we'll have a cement edifice there with lots of cars coming out across the street from you would

1 you like that? Probably most of them would say oh, no thank you, but they're willing to sacrifice my  
2 neighborhood and that's very upsetting to me. So I hope you'll consider that. Thank you.

3  
4 Bruce McLeod: Hi. Good evening, Commissioners. Thank you for the opportunity to address you  
5 tonight. I'm Bruce McLeod. I live at 1404 Bryant Street immediately across Kellogg from Castilleja. As  
6 a parent and an educator at Foothill College I applaud Castilleja's missions and their success. As a  
7 neighbor I am appalled at this overreaching proposal from an institution that claims community as one  
8 of its core values. Nothing in this proposal will significantly result in a better quality of life for the  
9 immediate neighborhood now or in the foreseeable future. Despite three years of meetings with  
10 Castilleja's staff and experts and repeated assertions that what the neighbors really wanted was a  
11 quiet residential R-1 setting the neighborhood benefits listed in the objectives are minimal and will not  
12 begin to accomplish that goal.

13  
14 As far as the scope of the EIR is concerned the initial study is minimal in scope. It does not adequately  
15 address the many environmental impacts of the plan and the construction process nor does it address  
16 in any way where the students will go to school or the impact of that process during construction.  
17 There are assumptions made based on inaccurate information and minimal mitigating measures  
18 proposed where potentially large environmental effects are likely to occur. For example, from  
19 Castilleja's environmental assessment worksheet the questionnaire asks for the total number of daily  
20 vehicles yet Castilleja supplies and the City has accepted as adequate a count of vehicle trips during a  
21 restricted one hour window in the drop off morning period. This does not begin to assess the total  
22 impact of the school on the neighborhood. There are events in the evenings, there are events on  
23 weekends, none of which are counted in the study or accounted for. The total vehicle may impact  
24 really is, needs to be noted and studied.

25  
26 Castilleja correctly notes that approximately 75 percent of the buildings on the campus will be  
27 demolished and rebuilt. If I proposed this level of reconstruction to my residential home the City  
28 Building Department would require me to submit this as a new construction and get a new occupancy  
29 permit yet the City allows this to be treated as a minor remodel because there is no new Floor Area  
30 Ratio (FAR) proposed. The following areas should be added to the list of environmental factors  
31 requiring further study on Page 5, Summary of the IS. Hydrology and water, this made up this box is  
32 miraculously unchecked. The last time Castilleja dug deep and put in their gym they struck water  
33 surprisingly despite geological assurances that they would not. They pumped water continuously from  
34 that site for six months into the City storm drains, 24/7 through a six inch pipe. Thank you. There are  
35 more, but I will send those to you. Thank you.

36  
37 Chair Alcheck: Ok, next is Carolina Abassi followed by Katie Dickson.

38  
39 Carolina Abassi: Hello there my name is Carolina Abassi and I'm a Palo Alto resident. I live on  
40 Hutchinson and I have three daughters and the oldest one is going to Castilleja School. Thank you for  
41 this opportunity and this is my great honor to talk about this on International Women's Day. Originally  
42 I'm from Ukraine and I had a little speech down here, but I've really what I want to say is a lot of

1 people complaining about the noise, the pollution, what we're really forgetting is the impact if you  
2 educate one girl. How is that going to change the world? You know the noise I wanted to talk to you  
3 guys. The noise it's uncomfortable, but you can't think of your discomfort. Think of the global. Think  
4 of what these women will be doing in the future for you.  
5

6 I lived in many different countries and I have to say Castilleja is one of the best schools. Especially I  
7 had a personal experience with my older daughter. My daughter, my daughters went through  
8 Duveneck and the older one is biking to Castilleja and I see how Castilleja goes out of its way to  
9 promote the biking to school, the shuttles, and what not. So please cherish Castilleja. No other school  
10 like this is anywhere in the world. It's a wonderful jam. Please I urge everybody to support Castilleja  
11 and this is my pleasure to talk to you on this day, on International Women's Day. Thank you very  
12 much.  
13

14 Katie Dickson: Hi, my name is Katie Hanna Dickson and I'm here tonight to express my belief that the  
15 proposed scope of the EIR study as described by the City's consultant is appropriate. I grew up in Palo  
16 Alto. I went to Castilleja and my father still lives on Crescent Drive. My mother went to Castilleja as  
17 well and my daughter is a student there now.  
18

19 So I wanted to speak to you tonight mostly as a parent and to tell you about when my daughter first  
20 came home from her first day of school at Castilleja a few years ago she showed me a heart shaped  
21 rock. She said that the head of school Nanci Kauffman had given it to her and all of the other girls at  
22 assembly that day. The rock said "courage" on it. This was a real teaching moment for my daughter  
23 and the entire school. Castilleja needed to be a better neighbor and courage Ms. Kauffman explained  
24 at that assembly those years ago is what you call upon when you need to do a better job. You own it,  
25 you come together, and you make it right and Castilleja has done exactly that. They've done  
26 everything in their power at their cost to reduce traffic and the environmental impact on the  
27 neighborhood. It's a point of pride for my daughter and her fellow students to take the bus, the train,  
28 the shuttles, to bike, to walk, to carpool to school to make sure we only make right hand turns around  
29 the school, follow our specific routes, and park only on the school's side of the street. It's a point of  
30 pride for the school and the students to improve Castilleja's sustainability by reducing its consumption  
31 of water, of natural gas, of electricity to help raise money to pay for ways that we can take drop off  
32 and parking off the street, off the streets of the neighborhood at the school's cost.  
33

34 Castilleja students and their parents are proud to do everything in their power to be a good neighbor.  
35 It's embedded in the culture at Castilleja. The upperclassman teach it to the younger students,  
36 returning parents teach it to the new parents. These actions are examples of Castilleja's commitment  
37 to long term accountability and its desire to be a good neighbor. The master plan and the CUP  
38 application includes new measures that will continue Castilleja's efforts to reduce impact on the  
39 neighborhood. The way that Castilleja addressed their pledge to be a better neighbor is emblematic  
40 of the school with courage and community in mind.  
41

42 Castilleja is a vital part of the City of Palo Alto with its nationwide reputation for producing competent

1 educated women of character who go out into the world and step into leadership roles in their  
2 communities Castilleja is an asset to the City of Palo Alto, an asset that Palo Alto is proud of and has  
3 been for over a hundred years. I hope the Planning Department and the City of Palo Alto will consider  
4 the merits of the proposal so the school is able to continue its proud tradition while maintaining good  
5 relations with its neighbors and the greater Palo Alto community. Thank you.

6  
7 Chair Alcheck: Thank you. Next is Julie Ishiyama followed by Lisa Carr followed by term, Terrie  
8 McDonald.

9  
10 Julia Ishiyama: Good evening. My name is Julia Ishiyama. I am a lifelong Palo Alto resident. My family  
11 has lived in the area for 65 years. I am a member of the Castilleja class of 2009. I spent seven years  
12 walking to school from Lowell Avenue past a lot of other houses, closer to the school I might add, that  
13 had a lot of construction going on which I was happy to step around and accommodate. This is the  
14 price of living in a growing thriving city.

15  
16 I would like to express my opinion that the proposed focus of this EIR is appropriate and I would also  
17 ask that in determining the scope of the Commission consider three things. The first is the school's  
18 capacity and demonstrated commitment to mitigate issues surrounding parking, transportation, and  
19 traffic as I believe they've demonstrated through the parking or through the shuttles and other  
20 measures that they have taken and I believe would absolutely continue to do under their proposed  
21 expansion. The second is the cumulative impact of other contributors to traffic and issues in the area  
22 like Paly High School, like Town and Country, given the modest proposed expansion at Castilleja I have  
23 to believe that the traffic complaints of the community are attributed to other factors as well. And the  
24 third thing I'd ask you to consider since we've listed land use and planning up there is the beneficial  
25 use to which this land is already being put.

26  
27 Castilleja instilled in me a desire to give back to my community and I strongly reject any suggestion  
28 that Castilleja is not an integral part of the Palo Alto community. Castilleja's emphasis on community  
29 service and civic mindedness encouraged me while I was a student there to volunteer at the public  
30 elementary school that I attended here, Walter Hays, and encouraged me to serve on my  
31 congresswoman's student advisory board and now that I'm back in Palo Alto at Law School it has  
32 encouraged me to think about how I can give back to my community by helping provide free legal  
33 services at the Opportunity Center. And I'm by no means some exceptional representative. My  
34 classmates are doing incredible work and they're very, very proud to have been educated in Palo Alto  
35 at this incredible school. So I ask you consider that important beneficial use in your consideration.  
36 Thank you.

37  
38 Chair Alcheck: Thank you. It's Lisa Carr followed by Terrie McDonald. I just want to make a point that  
39 when you see the yellow light that means you have a minute left.

40  
41 Lisa Carr: Hi, I'm Lisa Carr. I live at 1420 Emerson. I'm also the parent of a Castilleja alum. Castilleja  
42 was a fabulous school and I think to the extent all of you are speaking in support of Castilleja I agree

1 with you. I'm very supportive of Castilleja, but I think that's a diversion from the point of why we're  
2 here. We are talking about the scope of the study.  
3

4 Two points there, I don't think people have really talked much yet about the aesthetic changes in the  
5 neighborhood, but it will be a dramatic change. Where we live in a residential neighborhood, not a  
6 multi-use neighborhood although grandfathered in by Castilleja, but I would like to specifically two  
7 points, one is on the baseline look at the community. It is true that Castilleja as Julie mentioned is not  
8 the only contributor to traffic and I think that needs to be part of the baseline. I have students from  
9 Paly parking in front of my school every day. Until recently I also had Castilleja students parking in  
10 front of my school, but I think they have maybe six to nine traffic monitors employed by Castilleja now  
11 so that has stopped although I do still have a workman parking across the street. So there is already  
12 quite an impact in our neighborhood from a public school students parking there. On the weekends  
13 my street is end to end parked during the fall for football games at Stanford. So we already also have  
14 impact from Stanford. On the so there can be a double impact so I just want to make sure we have a  
15 baseline that is accurate.  
16

17 As to mitigation or alternatives it hasn't come up in this EIR, but I think since alternatives will be  
18 considered Castilleja might also consider following the path of four other local private schools. That  
19 would be Keys, Pinewood, Nueva, and Harker and consider if they want to expand and that's their  
20 prerogative as part of their business plan that they consider splitting the campus. And then they can  
21 expand to the extent they desire as these other private schools have done. Thanks.  
22

23 Terrie McDonald: My name is Terrie McDonald. I live on Lowell Avenue. I've been in Palo Alto for  
24 somewhat more than 40 years altogether. And I have watched the community change and I would  
25 empathize with the neighbors who are concerned about noise and construction for I have lived in the  
26 epicenter of it. And for those who fear it I would suggest a greater degree of acceptance because it is  
27 our norm. And I have come to accept the wisdom of Palo Alto in granting permits for various new  
28 constructions many of which I would not personally endorse. I believe that any of us can drive  
29 through the neighborhood and see homes that we would not want to live across from yet in this  
30 environment, in this democracy, and in Palo Alto permits are granted for just that. So I accept the  
31 greater wisdom of this community board to see that if Castilleja is within compliance that it should be  
32 accepted and given the go ahead for its plan. I am also the parent of a Castilleja student and have  
33 accepted that we are going to have whatever traffic there is because it is an acceptable tradeoff for  
34 the good that the school provides. In terms of trees and noise and the other greenhouse issues that  
35 come with construction again I defer to Palo Alto. Thank you.  
36

37 Chair Alcheck: Ok our next speaker will be Jeannine Marston followed by Gerry Marshall followed by  
38 Martin O'Malley.  
39

40 Jeannine Marston: Good evening everyone. I am Jeannine Marston. I live in the 1900 block of  
41 Waverly. I am a teacher at Castilleja as I have been a teacher for 40 years. And I am a very proud  
42 resident of Palo Alto. When we moved from the East Coast I told my husband I only want to live in

1 Palo Alto for the schools and for the trees. So I want to say I'm very supportive of this process and the  
2 opportunity of both sides to speak. I also want to say that I'm I have great faith in the EIR and that  
3 kind of meticulous planning we see is why I am so happy to be able to live here.  
4

5 I don't want to spend too much time on this, but I'm a historian involved in the Castilleja centennial  
6 living here during the Palo Alto Centennial. And one of the pictures I really value is our neighborhood  
7 a sea of fields except for two buildings, the Gamble House and Castilleja School. We also have a long,  
8 long history of good relations with the neighbors. Josephine Duveneck used our facilities to launch  
9 one of her community appeals and neighbors used to be routinely invited to events in the campus and  
10 if we're not doing a good enough job at that please let us know what else we can do.  
11

12 Yes Castilleja has changed as Palo Alto his changed. I get discouraged when I read descriptions of the  
13 school. People are not aware of that we are now 47 percent students of color, that we have a  
14 expanding tuition assistance program. We're so proud of the fact of how many students have  
15 graduated from Castilleja who are the first in their family to graduate high school and go on to college.  
16 I am, I support the enlargement of school because it will also as many speakers have already said give  
17 us the opportunity to expand this incredible education to more girls.  
18

19 I think this is basically an issue of trust and let me tell you why. So I said I lived in the 1900 block of  
20 Waverly. We've had four private major construction projects going on in our neighborhood and  
21 they've been very distressing in some ways. When we went to appeal to one house that was raised  
22 from the bottom up also six months of pumping water so I appreciate that comment, the construction  
23 manager for the absentee landlord told us that basically they have a right to be there too and please  
24 don't come again. I completely trust Castilleja to respect the wishes of the neighbors and in terms of  
25 continuing our support for traffic mitigation for a lighter carbon footprint and (interrupted)  
26

27 Chair Alcheck: Ok.  
28

29 Ms. Marston: My point is please trust us, I think we've earned it. Thank you.  
30

31 Chair Alcheck: Next is Gerry Marshall followed by Martin O'Malley.  
32

33 Gerry Marshall: Thank you I appreciate this time to speak to the Commission. First of all I want to  
34 thank Nanci Kauffman for all the mitigation that she has done in responding to the neighbors issues  
35 with the expansion and in the last four or five years the traffic in front of our house is we're at 1301  
36 Bryant Street so we're right on the corner of Bryant and Embarcadero. We're directly across the street  
37 from Castilleja. There's a there's a flurry in the morning of about 20 minutes. There's a flurry in the  
38 afternoon of about 20 minutes and then we don't even know the school's there. So it's pretty quiet.  
39 It's a great transition. They have a lot of safety guards that are out there for bicyclist as well as for the  
40 parents that are picking up and dropping off. I also want to mention that when my husband bought  
41 the house it was built the same time that Castilleja was built. So our homes look pretty much alike. I  
42 consider Castilleja a great neighbor, they have been for years. We've lived there for over 35 years and

1 we've never had any issues. Have we seen the transitions, have we... if we ever had a problem we just  
2 had to say something and it was handled, the issues were handled and addressed by the school and  
3 it's been minimal.  
4

5 I also like to say that the noise factor there really hasn't been a noise factor for us. Traffic wise yes for  
6 that few 20 minutes in the morning and in the afternoon, yes. I don't see that the scope of the  
7 expansion of the school is going to affect much or the increase of the CUP due to the fact that there  
8 are not full classrooms right at this point in time. So there won't even be a huge factor as far as  
9 increase of teachers, etcetera. So bottom line is we can't change the past. Were there issues in the  
10 past? Yes, but we can look to the future and I hope that we don't disregard the future and the  
11 opportunity for these young girls maybe to even be the President of the United States in the future so  
12 go [Cassidy].  
13

14 Martin O'Malley: Good evening. I'm Martin O'Malley. I've been a resident of Palo Alto for more than  
15 30 years. The reason that I, one of the reasons that I moved here is because the community supports  
16 education and supports the institutions that provide the platform for that activity; it's a highly valued  
17 part of the community. And my three daughters all went to Castilleja after attending public school.  
18 And I can tell you that over a period of a dozen years that I was involved with the school and physically  
19 on campus and witnessing the activities and the development of our children that there was  
20 tremendous concern on the part of the school of the impact on the neighbors. And it was part of the  
21 DNA of the school to be respectful of the community and to exhibit that respect locally through the  
22 mitigation of parking and the noise and whatever could be done was taken very seriously by the  
23 school. And from my perspective over a period of time I saw the impact of the school in the  
24 neighborhood decreasing and I personally know a lot of people in the neighborhood and I never  
25 heard, I've never had a comment to me from anyone directly that there were issues with several of  
26 the issues that we're talking about tonight. So I would say that as an institution Castilleja takes a  
27 hundred years to develop, but it can be only a short period of time if the community does not support  
28 it. And I think we should continue to do what we can to develop the platforms that our children will  
29 be educated in and be able to deal with some of the issues that we have in front of us. Thank you very  
30 much.  
31

32 Chair Alcheck: Thank you. The next speaker will be Kathleen Hughes followed by Kris Loew.  
33

34 Kathleen Hughes: Good evening, Commissioners. Thank you. My name is Kathleen Hughes and I'm a  
35 long time resident of Palo Alto. I'm also the Executive Director of Ada's Cafe which is a local Palo Alto  
36 nonprofit that hires adults with disabilities. I believe the proposed scope of the EIR study as described  
37 by the City's consultants is appropriate. I'm here in support of Castilleja because I know that Castilleja  
38 is educating the next generation of women leaders and what better day to support women's  
39 education than International Women's Day. This next generation will create and generate ideas and  
40 especially goodwill throughout the world just like they're doing here in Palo Alto, excuse me, and our  
41 surrounding communities.  
42

1 From the very beginning the entire Castilleja community embraced and encouraged my work to create  
2 Ada's Café. Castilleja girls volunteer with us on a weekly and monthly basis. They take their  
3 commitments to our nonprofit and their relationships with our employees with disabilities very  
4 seriously. Recently I was at Castilleja two weeks ago when one of my employees with pretty  
5 significant disabilities said to me you know when I'm here I feel like I'm at home and I know that I'm  
6 always welcome here. The proposed increase in enrollment positions Castilleja to provide an even  
7 higher level of excellence in education by offering academic, athletic, and extracurricular activities like  
8 volunteering with nonprofits like Ada's Cafe so that more young women and especially a more diverse  
9 group of young women will get to take advantage of an education at Castilleja. So I hope the Planning  
10 Department and the City of Palo Alto will consider the merits of the proposal so the school can  
11 continue its very proud tradition of educating the next generation of female leaders. Thank you so  
12 much.

13  
14 Kris Loew: Hi, I'm Kris Loew and I live in Palo Alto. And I'm here to express my support for Castilleja.  
15 Maybe I'm not so old I don't need... Ok, I believe that the purposed scope of the EIR study as described  
16 by the City's consultants is appropriate. I have lived in the Bay Area my entire life and the last 20 have  
17 been here in Palo Alto. And like many of you I have witnessed remarkable change and I think agency  
18 [is a] commissions like yours for the tremendous task of making well considered decisions that  
19 embrace the healthy growth of our vibrant and diverse city while honoring the historic institutions  
20 that give Palo Alto such depth and such character.

21  
22 Castilleja's proposal gives the City a unique opportunity to do both. The plan to renew the beloved,  
23 our beloved school will honor a 110 year tradition of educating young women and it will ensure that  
24 Castilleja has the facilities it needs to serve girls well into the future. It's important to look at this plan  
25 in terms of street flow and trees and perhaps a view from a window. I get it, my family lives on  
26 Charleston Road no fewer than six schools feed directly in front of our house and backing out of our  
27 driveway during drop off times is no picnic, but big picture we support education and the busyness of  
28 our street represents life. And of course we knew going in that we were buying a house on  
29 Charleston.

30  
31 When you assessed Castilleja's plans though please consider who this project is for and who it  
32 benefits. I'm the mother of two daughters who can, who currently attend Castilleja. They worked  
33 their tails off to get there and each day we drop them off with pride and they arrive at school with  
34 purpose. Beyond a phenomenal education Castilleja teaches girls accountability, responsibility, and  
35 grace. These values are not merely a suggestion. Castilleja makes them a priority with time built into  
36 their schedule for active and meaningful community engagement. Through these programs my girls  
37 alone have sung with senior citizens, have taught dance and coding to kids in East Palo Alto, and raised  
38 money and awareness for teen mental health, homelessness, and the disabled. Castilleja teaches our  
39 daughters to be better citizens. They also lead by example; therefore, it was no surprise to me to find  
40 that Castilleja's plans include comprehensive methods of accountability, social and environmental  
41 responsibility, and plenty of grace. I assure you that as a community and a beautiful neighborhood  
42 that we respect that we're all in this together and I find it kind of fun that we're all wearing red.

1  
2 Not a meeting goes by when Nanci Kauffman, our head of school, doesn't remind us all of our  
3 commitment to our neighbors and to our aggressive traffic management plan. We know the stakes.  
4 We want nothing more than to provide a happy, assessable, and engaging learning environment for  
5 future generations of women to learn and become good neighbors themselves. Thank you.

6  
7 Chair Alcheck: The next speaker will be Dan Chapman followed by Deglin Kenealy followed by William  
8 Powar.

9  
10 Dan Chapman: Good evening, my name is Dan Chapman. I live in [sounds eight although ultimately] I  
11 was born in the old Palo Alto hospital. I'm Superintendent of Building and Grounds at Castilleja School  
12 and responsible for our TDM program. I've been at Castilleja for over 26 years. Under Nanci  
13 Kauffman's leadership Castilleja implements an aggressive TDM plan. Since 2012 we have reduced  
14 traffic by 20 percent. The introduction of two student school busses, a carpooling program, off site  
15 employee parking has contributed to the reduction. On average 10 percent of both students and  
16 employees ride a bike to campus and there are 11 percent fewer single student drop offs. We also  
17 have 46 percent increase in Caltrain ridership. In addition with a few exceptions all employees are  
18 required to not bring a car to campus three times a week. To manage these programs we have  
19 increased on street monitoring during morning drop off and the afternoon pick up. Daily we count the  
20 number of students who take the bus, ride my bike, and take Caltrain. We have weekly coordination,  
21 calendar coordination meetings to be sure we have the least impact to the neighborhood as possible.  
22 Weather permitting we also use our softball field for overflow party for events. These actions are an  
23 example of Castilleja's commitment to a long term accountability and to deserve a good and a desire  
24 to be a good neighborhood. Thank you for your time.

25  
26 Deglin Kenealy: Good evening. Good evening, I'm Deglin Kenealy. I am a resident of Palo Alto living on  
27 Channing Avenue directly across the street from St. Albert the Great Catholic Church, Elizabeth Seaton  
28 School, down the street from the Palo Alto Adventist Church. Prior to this I lived 10 houses down from  
29 Oak Knoll Elementary in Menlo Park. The large, at that time it was the largest elementary school on  
30 the Peninsula and spent two and a half years under construction so I can certainly empathize and  
31 sympathize with the residents near Castilleja.

32  
33 I would like to point out a few things that in my mind it is, I'm here to speak not for me because I do  
34 not I no longer have a child at Castilleja. I don't have any other children that will be attending  
35 Castilleja, but I am here to speak on behalf of the 100 or so girls who may not be able to attend  
36 Castilleja if this project is not approved. Education of young women changes lives whether that is in  
37 the Middle East in Africa or even in Palo Alto. I personally witnessed Castilleja take a young smart, but  
38 also conservative and cautious young girl who had a love of musical theater and would rather stay at  
39 home than go have a sleep over at a friend's house and transform her into a global citizen who is now  
40 studying computer science at Stanford and who wants to serve others. This desire to serve others  
41 came from her trips through the school to Africa and India seeing the plates of young women who did  
42 not receive the educational opportunities afforded to the girls of Castilleja. Ultimately the decision for

1 my daughter was one to sacrifice what could be things that might get her, make her better off in the  
2 world and to sacrifice part of her life for the benefit of others. I realize that it is a difficult decision to  
3 have the construction and traffic that could occur, but the long term benefit of 100 additional women  
4 being educated by Castilleja is a global changing event. I would like to thank the committee for  
5 review, for their review and I believe that the scope of the EIR is appropriate. Thank you.

6  
7 William Powar: Good evening, my name is William Powar. I live at 1310 Emerson Street which is  
8 across the street from the school. We've lived in that block since 1981. We previously lived in what is  
9 now the Lockey House that is part of the school. I supported the school when they petitioned the City  
10 to give up the easement on Melville to turn that into a playing field. So I have been around the  
11 neighborhood for 36 years, a little over 36 years and had been a supporter of the school.

12  
13 In terms of the EIR scoping there are a couple of issues I think that need to be addressed to extend it.  
14 Number one in Ms. French's description of the project maybe I missed it, but the school has proposed  
15 a total rebuilding of the school. Tearing down all of the existing buildings as part of a phased, multi-  
16 phased plan and I believe that should be included as part of the scope, not just the increase in  
17 enrollment and the underground garage. In addition I believe the baseline should be defined as the  
18 existing CUP, not the situation given they've been in violation for over 15 years. I also believe the  
19 consultant should speak to the neighbors about specific noise and other concerns that we have that  
20 may be impacted by the redesign.

21  
22 One issue and it may seem relatively minor to the Commissioners, but the pool is going to be moved  
23 much closer to Emerson Street as I understand the proposal. And they do have water polo matches  
24 there. If any of you have ever attended a water polo match you will know that it is a constant battle of  
25 whistles and it makes it almost impossible to do anything outside during a water polo match.

26  
27 My last point is that I'm questioning whether the school has provided sufficient detail in terms of a  
28 building plan in order to address some of the impacts particularly given the tens of thousands of cubic  
29 feet of earth are going to be moved in building the underground garage, in lowering the footprint of  
30 the campus as part of the overall rebuilding, and I think perhaps the Commission should ask the school  
31 to provide more definitive plans before they can address many of these concerns here. Thank you  
32 very much.

33  
34 Chair Alcheck: Ok our next speaker will be Bill Ross followed by Catherine Garber followed by... well,  
35 I'll start there.

36  
37 Bill Ross: Good evening. I'm a Palo Alto resident. I would join in the remarks by the last speaker, but  
38 only after I note that 22 years ago I contributed what then I thought was a proportionate amount of  
39 money for tuition for somebody who I think profited from the Castilleja educational experience and is  
40 a productive member of society now. Having said that I think that we all have to acknowledge this is a  
41 controversial project and I think if there's an objective accurate environmental review of it that that  
42 will facilitate resolution consistent with the existing regulations. I think there is an inherent ambiguity

1 in the project description that needs to be clarified, not only with respect to construction as  
2 mentioned by the last speaker, but also with respect to how can this be subject to the subsequent  
3 exercise of discretion in a TDM. What is it? It's undefined.  
4

5 I would suggest that there needs to be an examination as to the baseline for the air quality,  
6 greenhouse gas, and traffic impacts. It's not clear from the references quoted that it's consistent with  
7 the latest standards from the Building Industry Association case after remand from the Supreme Court  
8 to the appellate court to the trial court. I also think that on the traffic component that it would be a  
9 better way to look at this project to understand its full impact if not only levels of service was the  
10 method of analysis, but also vehicle miles traveled and I think the constrained hours of review is  
11 meaning peak hours is inconsistent with the conditions of both Embarcadero and Churchill during  
12 those times. Construction impacts are mentioned many times in the initial study: air quality, noise,  
13 aesthetics, land use, but it's not clear what the basis for analysis is. It seems to be implied that part of  
14 it is the construction management plan that's been utilized by this City over the last several years and  
15 has proved to be unacceptable. I would suggest that that not be included in evaluation of the impacts  
16 because it's not clear what the actual standards are for the construction impacts. I think that's going  
17 to be one of the critical issues that's faced and as a method of mitigation I don't think it meets the  
18 definition of feasibility from the outset. Those are the comments that I have at this time. Thank you  
19 very much.  
20

21 Catherine Garber: Hi, my name's Catherine Garber. I'm here to support Castilleja's proposed scope for  
22 their EIR. I'm a mother of two boys and a past member of the Citizen's Oversight Committee for the  
23 school bond in Palo Alto. I'm here to talk very briefly on three of the topics: the land use, the traffic,  
24 and the cultural resources. I moved here to Palo Alto for two reasons, great housing and great  
25 schools. And part of what makes the school so good is the variety that there's public and the private.  
26

27 All of our schools have had extensive remodeling and additions since I've been here to address seismic  
28 and other life safety upgrades, to provide for accessibility, to implement new technologies, and for  
29 expansions. Yes, neighbors are impacted. I especially feel for the woman who is across from the  
30 proposed new garage entrance, but these changes are on a whole I think good for the community.  
31 Regarding traffic I've been really impressed with Castilleja's management of the traffic. I drive and  
32 walk and bike through that neighborhood every day and I have witnessed the vast improvement of the  
33 traffic over the years. And then lastly just briefly on serving the community touching on a point  
34 someone else made. I've been to quite a few events at Castilleja as a member of the community.  
35 They hold quite a lot that are open to the public. I live next to Jordan and they've got events in off  
36 hours too and sometimes there's a lot of traffic in my neighborhood and my driveway gets blocked.  
37 Well that's when I suck it up and I'm just being a good neighbor. So thank you.  
38

39 Chair Alcheck: My next card is for Nanci Kaufmann. I see it's attached to a card from Jim Pickett, Bill  
40 Burch, Kathy Burch, Kathleen Tandy, and Kyle Bordeau. I'm assuming that that's... that those other  
41 card holders are relinquishing their time to Nanci Kaufmann. Nanci Kaufmann you'll have 15 minutes  
42 to speak.

1  
2 Nanci Kaufmann: Thank you very much. Oh, thank you. So I appreciate this incredible opportunity to  
3 gather as a as a community. It's we live in a time when having a place where divergent points of view  
4 can be expressed in this way I think is it's very powerful and it speaks to a level of intellectual  
5 engagement here in Palo Alto that makes me feel very proud to be a citizen here. And I am a neighbor  
6 of Castilleja School and I have been the, I have been a neighbor for 19 years and I am been the head of  
7 school for the last 7 years. And what I'd like to do is give a quick overview of how we have been  
8 thinking about this plan in terms of impact because this is it's a pretty significant endeavor. It is as we  
9 see it, it is truly an investment in maintaining our presence in Palo Alto in a way that is sustainable.  
10 We've been here for over 100 years. I suspect that I mean Castilleja was here before anybody in this  
11 room I suspect it will be here long after us. My job and my goal is to ensure that that is the case so  
12 let's see, how do I? Oh, I came out of it. Maybe you can do, set that up for me? And I want, sorry, I  
13 want to... you can tell I'm an Apple person. Yes. Roll that. Thank you very much.

14  
15 So there is a vision behind why the school is doing what they're doing. And we are, we have a strategy  
16 for enrollment that we believe will ensure that we can survive and thrive in Palo Alto. We want to be  
17 in Palo Alto I think for the same reasons that everyone wants to be in Palo Alto. It's a vibrant  
18 community and it's as you've heard tonight our engagement in the community is a very important part  
19 of our mission of our school which is actually to teach young women and to empower them about the  
20 role that they can play and that's what sets them up to be leaders. We need to modernize our  
21 learning spaces. This is something that is law, actually long overdue at the school. We are goal is to  
22 actually minimize and I will show you some pictures in a minute, minimize the sort of physical  
23 footprint that we have in the school and to minimize the traffic and the parking impact on the  
24 neighborhood.

25  
26 We also, you also heard tonight about the demand for a Castilleja education. Unfortunately, our  
27 acceptance rate for our high school is at nine percent. And with this increase it's our hope that we  
28 would be able to get it up to over 20 percent. I just want to make sure that everyone knows a little bit  
29 about the school and I'm not really don't need to go through these things because I think you've heard  
30 these things tonight already from other people about the diversity, about the fact that we really are a  
31 leading institution in girls' education not just locally and not even nationally, but we do get people  
32 from literally all over the world coming to see what we're doing at Castilleja and that would be China  
33 and India and Australia and so forth. I also want to reiterate the important role that we play in our  
34 community. Again it's part of our mission and it is something that for us to leave Palo Alto and to give  
35 up that opportunity would really be a tremendous loss for our curriculum and our program.

36  
37 Fifty percent of Castilleja students arrive at school by some means other than a Single Occupancy  
38 Vehicle (SOV) and that, we're very proud of that accomplishment. That's only in the last few years  
39 since we've really embarked on, since I came forward by the way I just want to clarify because I did  
40 come forward to the City of Palo Alto to say Castilleja School is over enrolled. What would you suggest  
41 that we do? And at that time the suggestion was you need to step back, think about your future, plan  
42 for your future, and think long and hard about what you plan to do over the next 20 to 30 years and

1 come back to us with a comprehensive plan. It was only after that and we haven't had any complaints  
2 about Castilleja was what I was told at the time by the City. Once I came forward to the neighbors and  
3 let them know that we were indeed over enrolled and that we were going to embark on this plan  
4 neighbors did file a formal complaint and we did pay a fine of \$265,000 to the City for that over  
5 enrollment. So I just want to be, thought it would be important to mention that.  
6

7 The other thing I want to tell you because I do think that this is a model for Palo Alto, 100 percent of  
8 our employees are required to participate in our TDM plan. They may only come to work two days a  
9 week in a SOV. If for some reason as Dan mentioned there is some exception around childcare or a  
10 physical disability or something like that we do make an exception and we ask those people to  
11 somehow participate in traffic duty or in some other way.  
12

13 So I really want to talk about positive impacts because I think this does relate to the kind of study that  
14 will be done in terms of the impacts culturally and it explains why we've made some of the decisions  
15 that we have in the plan. There the architecture, the landscape which I'm going to show you in a  
16 minute is designed really to improve the neighborhood as well as I know there's been lots of  
17 controversy around trees on campus and there are very few trees impacted in our current plan.  
18 We've taken very seriously feedback. We've modified our construction quite a bit. Environmental  
19 sustainability will be a huge part of this program. Our goal in our new facility is to actually be a leader  
20 in that we'll be a model for other building projects in Palo Alto.  
21

22 I particularly want to talk when I talk about positive impacts I want to talk about this expanded green  
23 space that we would like to create on the campus which will be open to our neighbors. I also want to  
24 say actually do you mind bringing me a cup of water, my bottle of water? I wanted to let neighbors  
25 know that our use of our campus is limited by our CUP and what that means by the way is we're not  
26 allowed to have use of our campus for public purpose. We are not, it's not permitted under our CUP  
27 because that's believed to be an inconvenience to the neighbors. So just want to be clear on that fact  
28 that we would open our campus far more if we ever had a CUP that would allow for that.  
29

30 Anyway in this what you can see here is this public park that we would like to have open to walking  
31 neighbors, in other words bringing no cars into the campus. We are moving and any tree that gets  
32 moved or relocated will be moved towards the perimeter of the campus which will again improve the  
33 neighborhood. Now it's not going. Oh, maybe because of that? I got it. I got it. I got it. Thank you.  
34 Ok. I think this is really important because we as a... we are open actually. We want this  
35 environmental impact study to study every possible way we could reduce impact in the neighborhood.  
36 That is our goal and our plan is actually driven by that desire to minimize adverse impacts.  
37

38 We plan to reduce traffic and parking, reduce deliveries, we have a plan to relocate pick up and drop  
39 off underground. This is something that neighbors asked us to think very long and hard about getting  
40 as many cars off the street as possible. We've proposed reducing our number of events, our hours of  
41 operation, and of course our environmental sustainability plan which will reduce our consumption of  
42 natural resources.

1  
2 I want to say something about the parking garage because this is something that early on in this  
3 process neighbors told us they wanted more than almost anything else. In fact people said over and  
4 over again this was promised to us by the last head of the school, this is what we want, and I even  
5 recall one neighbor saying just give us the garage you can have a thousand students we don't care just  
6 get the cars off the street. What we've done with this proposed garage I think it's very important for  
7 you to see the residential feel of the single lane driveway that comes out onto the street. The garage  
8 is not a mammoth garage. What we've done is taken all of the on ground level parking and moved it  
9 underground. So there will be very little surface parking maybe parking for visitors only and by  
10 eliminating all those parking lots on campus that's where we get the green space to create the park for  
11 the neighbors. But I would hope that I know there've been many pictures floating around about what  
12 the underground garage might look like and I'm pleased to share with you what the plan is there. And  
13 that where that driveway is coming out of the campus there is currently a driveway right there and  
14 ok...

15  
16 It's been mentioned several times I know that trust is this huge issue around Castilleja and we have  
17 proposed more accountability than I think would ever be required because we know that we have to  
18 prove that we will be held accountable. We want to have a plan that is not dependent on our  
19 promises, but the promise we, I think by what we've accomplished we've shown with our with having  
20 our even our director of the TDM being here. We're so committed and we our families embrace it, but  
21 we want to be sure that if there's any change in leadership at the school there would always be this  
22 accountability that it's not dependent, this is not a personal commitment, it's a public commitment  
23 with a significant number of outcome based consequences that would go far beyond what the City  
24 would typically require.

25  
26 So in closing I really do want to stress once again that we have a lot of trust in this environmental  
27 review process. We're grateful for the City's level of expectation around ensuring that if we can grow  
28 our school, if we can meet the growing demand for the kind of education that we provide, we had our  
29 admission meeting today it's so it's just it's awful to have so few spots for so many amazing young  
30 women who are so eager to have this this all girls experience. So if we can do it and reduce our impact  
31 even more, make the neighborhood a better place, anything you can tell us and share with us for how  
32 to do that we will welcome. So I want to thank you. And one other thing I want to say is I really  
33 admire you because I often say it's easier to criticize a decision than to make a decision. And I find  
34 myself in that position often and so I appreciate that the decisions that are easy to criticize are the  
35 hardest decisions. And so thank you for the work that you do on behalf of the City.

36  
37 Chair Alcheck: Ok. Our next speaker will be Rob Levitsky followed by Kimberly Wong followed by Alan  
38 Cooper.

39  
40 Rob Levitsky: I've learned that, this is Rob Levitsky, 1215 Emerson Street. I've owned the house next  
41 door to Castilleja for the last 25 years and it hasn't been a particularly problematic event. However,  
42 this proposal crosses the line. Disability of the neighborhood, they want to destroy our block, knock

1 down two of the eight of, two of the eight houses on the block, violate all kinds of setbacks. When  
2 Amy mentioned at the start of this thing this thing called the Notice of Preparation it's kind of a slick  
3 little paragraph talking about all the rules they're going to violate. They start by violating the setback  
4 on Emerson Street for an underground parking garage exit, on Embarcadero where there's a 24 foot  
5 set back, and it goes on from there.

6  
7 We live in a very pretty city and it's that way because we have community values and those values get  
8 imbedded in municipal codes. So we have codes, the setback, how far your house gets to start from  
9 the edge of the street. And another particular one in our City and you can see that tree on the seal,  
10 we care about trees and we have ordinances that protect the trees in Palo Alto especially oaks and  
11 redwoods. So the Castilleja proposal would violate just about all of these codes and they sort of taken  
12 the position with this project that they can do whatever they want. They can just violate any setback,  
13 cut any tree, and basically gave Rob Steinberg carte blanche to just build whatever he wants. And  
14 what he proposed on June 30th of last year was something that did not take into account the trees at  
15 all.

16  
17 So based on the all the data that we have from Castilleja this map here shows every tree they want to  
18 cut. Amy is this correct? I'm still using that same data. Using that same data the blue ones are oaks  
19 they want to kill, the yellow ones are redwoods, and the rest are various other trees like Deodar  
20 Cedars which brings us to the EIR worksheet where it talks about trees and there is no public benefit  
21 to cutting down 75 trees. And so I'm imploring this group to make sure that all the regulations  
22 corresponding to trees in the City of Palo Alto are followed. Thank you.

23  
24 Chair Alcheck: Thank you. Ok, Kimberly Wang followed by Alan Cooper followed by Winter  
25 Dellenbach.

26  
27 Kimberly Wang: Hello, my name is Kimberly Wong and I live at 1260 Emerson Street opposite the  
28 Lockey House dedicated to Castilleja's founder Miss Mary Lockey. The Dudek initial report mislabeled  
29 1235 as the Lockey House, but the Lockey plaque at 1263 proves otherwise. I hope that they will  
30 correct this.

31  
32 The Dudek study 313 states no impact to housing, but we need further studies for the following  
33 reasons: removing the Lockey House and neighboring home will reduce this short block of eight homes  
34 to six with a very long wall and a garage exit. I request that the EIR bring in the HRB and ARB to jointly  
35 evaluate the impact of losing homes on this block which looks and feels like an extension of the  
36 Professorville just north of the campus. They should also provide discretionary review on aesthetics of  
37 the entire project in terms of massing and fitting in with the surrounding neighborhood.

38  
39 Gustav Lowmister built the campus, many Professorville homes, the Castilleja administration  
40 building, and perhaps the Lockey House. In the name, Dames and More study, Sanborn Maps, past  
41 research and City records there are different build dates and parcel numbers. Because of these  
42 discrepancies I ask that the EIR provide full historical evaluation of the Lockey House with peer review.

1 And with the correct research and build date I would like the EIR to determine whether the Lockey  
2 House is eligible to be on the National Registry as the neighboring buildings 1215 Emerson and the  
3 administration building at 310 Bryant, 1310 Bryant.  
4

5 Lastly I would like the EIR to consider alternatives to demolishing two homes where there is such great  
6 need for housing. They can explore benefits of robust shuttling, our increased robust shuttling of  
7 students and staff to satellite parking away from the already congested Embarcadero corridor,  
8 benefits of turning the Lockey House into a historical museum to showcase the 100 years of Castilleja  
9 history and retain housing for out of town visitors as is done presently. In closing I would like the EIR  
10 to have a full historic evaluation of the Lockey House in terms of date built, architectural significance,  
11 and its notable inhabitants. I would also like the EIR to study alternatives to razing the homes. And  
12 lastly I would like the ARB and HRB to study the impact of removing homes to the aesthetic and  
13 cultural fabric of the neighborhood. Thank you.  
14

15 Alan Cooper: I'm Alan Cooper. I live across the street from Castilleja on Kellogg Avenue. And with my  
16 background in geology and geophysics I would like to be specific about the EIR and I feel that the  
17 current geotechnical study that was done in January 2017 is too limited in scope and did not address  
18 the, collect sufficient geologic information to address significant questions. Questions such as how  
19 would the Castilleja a site respond to a great earthquake magnitude 7.5 if they excavate forty percent  
20 of their site and down to a depth of 15 feet. Would severe ground motions of the excavated site  
21 increase the likelihood of liquefaction failures thereby compromising the structural integrity of the  
22 garage and the new structures that will be built? Would structural failures of the garage and building  
23 walls cause land movements that would damage roads and homes adjacent to Castilleja? These are  
24 potentially serious problems. Hence I ask in the EIR that an enhanced geotechnical evaluation be done  
25 for the Castilleja site extending out to the road and the first row of houses around Castilleja.  
26

27 And the evaluation should include two parts. First is a detailed three dimensional geologic mapping  
28 survey to a depth of 75 feet with a resolution of 5 feet using standard geophysical mapping remote  
29 sensing techniques. These would be augmented with additional core samples collected. The  
30 radar mapping would image the shapes and extents of the sand and gravel bodies that have potential  
31 for liquefaction. The seismic data would provide the [sheer] wave velocities to help evaluate those  
32 liquefaction potential. Geologic cores are needed to ground truth both radar and the seismic data.  
33

34 The second aspect of the geotechnical evaluation is a detailed three dimensional seismic engineering  
35 study to predict how all the existing and proposed structures on the Castilleja property would respond  
36 to a magnitude 7.5 earthquake. Would ground failures on the Castilleja property result in failures to  
37 adjacent roads and homes especially along Embarcadero Road adjacent to the garage? The  
38 engineering evaluation should incorporate all the three dimensional geologic data. The additional  
39 geologic data and engineering evaluations are needed because even with a good engineering practices  
40 there is potential for serious damage to the proposed garage, to new buildings, to public roads,  
41 adjacent homes, and to the safety of the students that may be there during that earthquake. Thank  
42 you.

1  
2 Chair Alcheck: Our next speaker will be Nelson Ng followed by Carla Befera followed by Dave Lyons.  
3

4 Nelson Ng: Hi, my name is Nelson Ng. For the last 20 years I have my family and I have been living at  
5 1260 Emerson Street. I heard a lot of speakers commending the Castilleja as such a great neighbors  
6 and for the last 20 years we have not also tried to be good neighbors to Castilleja have not been  
7 complaining anything about it until last July when I find out that the proposed garage exit with  
8 hundreds of cars would be spilling out into my front door. And that is a example of a good neighbor;  
9 however, I diverged from my from my speech.  
10

11 As an immediate neighbor Castilleja, of Castilleja who lives here 24/7 I feel it's important to  
12 understand the total impact of Castilleja traffic. Therefore I'm requesting all study to be 24/7 for the  
13 streets around Castilleja. The oops, the specified a street is this, here is the streets of what is  
14 proposed right now as being study; however, let's see, what is... However, the blue one is proposed to  
15 be studied. The red ones are the ones that should be studied. And yeah, can you make it into full  
16 screen? Continue. Thanks. So to establish a baseline of the data it should be compared with the  
17 traffic of what is allowable for the single family R-1 neighborhood not the existing condition. This  
18 determines the true impact of Castilleja traffic to the surrounding neighborhood.  
19

20 The study should measure traffic with and without Castilleja in session. Some neighbors surrounding  
21 neighbor have observed that 90 percent of traffic reduction on the days that Castilleja is not in session  
22 while Palo Alto school are still in session. Studies also measure traffic during summer with and  
23 without Castilleja in school, in session. Many more data point needs to be included in different  
24 seasons and weather conditions should be collected.  
25

26 As immediate neighbor I have observed that the events of activities on campus have significant  
27 cumulative impact to the neighborhood. According to the school calendar and events tracking of the  
28 neighbors Castilleja has over 100 events for the current school year. In a submitted application  
29 Castilleja is proposing to have ninety events with 100 to 700 guests and no limit for events with less  
30 than 50 guests. Just proposed events alone is already 7 to 12 times more events than other private  
31 schools in the area. We need to have in-depth study and analyze the impact of these events in  
32 comparison to other school. A more extensive studies the current [W tran] proposal is needed. I ask  
33 the EIR to expand the number of streets, intersections study. Set up 24/7 monitor and analyze the  
34 events and not to mention the five plus years of construction traffic to measure the true impact of  
35 Castilleja expansion to the neighborhood. Thank you. And again (interrupted)  
36

37 Chair Alcheck: Thank you.  
38

39 Mr. Ng: What is on here is that, is the blue one is what is [unintelligible]. The blue trend is  
40 (interrupted)  
41

42 Chair Alcheck: Thank you.

1  
2 Mr. Ng: Proposed to study and the right one is the one that is being (interrupted)  
3

4 Chair Alcheck: Our next speaker will be Carla Befera.  
5

6 Carla Befera: Thank you. My name is Carla Befera and my family has lived across the street from  
7 Castilleja for 49 years. We ask the Planning Commission to include several additional measures for  
8 study in this EIR. In the interest of brevity I will only include a few in my comments and submit the  
9 others in a written statement. You're welcome.  
10

11 If I may direct the Commissioners to Page 5 of the Dudek report there are some additional items which  
12 we believe should be checked. Mandatory findings of significance is not checked. It is incumbent on  
13 the Planning Commission to determine whether the cumulative impact of the current growth plan in  
14 addition to past activities constitutes a mandatory finding of significance. We point out that in  
15 Castilleja's 109 year history at this site including many remodels, additions, and more than doubling  
16 the size of its original student body there has never been an environmental review. We believe the  
17 past effects and those of the reasonably foreseeable future constitute overburdening of this R-1  
18 neighborhood.  
19

20 Hydrology and water quality is not checked. The last time Castilleja a dug in order to build its current  
21 underground gym despite geological studies to the contrary it encountered ground table water which  
22 it had to pump around the clock 24/7 for some six months. As you can imagine this caused enormous  
23 disruption of peace and habitability for neighbors and we're still not clear on what effects this  
24 displacement had on Foundation stability for nearby homes. Palo Alto has since ruled that this type of  
25 water displacement is dangerous. In addition the impermeable garage roof will impact runoff in an  
26 area that already backs up in rainy weather. We ask that this extremely large project to be reviewed  
27 in depth.  
28

29 It should also be noted that we find the soil displacement to be grossly underestimated in the project  
30 plan in terms of cubic yards as well as depth and these alternate facts should be corrected before an  
31 extensive study is made. Public services is not checked. Since this project is increasing substantially  
32 the number of people driving into and out of Palo Alto four car trips per day to deliver and retrieve  
33 students 73 percent of whom are not residents how will that and the 30 percent increase in students  
34 and staff affect services such as traffic control, fire, police? The impact has been minimized in this  
35 report, but we ask how will our residential streets be physically maintained with this increased traffic  
36 including the oversized buses used for transportation and the enormous trucks required for the  
37 planned construction. Since the school is a nonprofit entity which does not pay city taxes we believe  
38 the cost burden will fall on resident taxpayers and would like these effects and their impacts studied in  
39 depth.  
40

41 We would also ask the Commissioner to look carefully at the proposed bikeways station presented as  
42 a community good. Neighbors whose impact, input was not solicited on this issue question if this area

1 may instead become a public nuisance offering a place for non-bike riders to loiter, bathe, sleep,  
2 gather at inappropriate hours and encamp. We have seen no plans for monitoring this area with a full  
3 time staff. The Commissioners must be well aware of the complexities of creating public spaces which  
4 are well intended, but have unforeseen negative consequences. We ask that the EIR fully study the  
5 potential impacts. Thank you.

6  
7 Chair Alcheck: The next speaker is Dave Lyons followed by Mr. Akinoza.

8  
9 Dave Lyons: Good evening and thank you, my name is Dave Lyons and I'm a resident of Palo Alto at  
10 1159 Lincoln Avenue. And really quickly I was born and raised in Detroit, Michigan. I spent in my  
11 formative years in a suburb that, very much like Palo Alto. I spent my college years in Cambridge,  
12 Massachusetts a school... a city which is completely focused from my perspective on education and  
13 higher education of probably the highest nature. I moved to Palo Alto 29 years ago to come to  
14 Stanford University. I've been a resident here for almost every one of those years since. I've worked in  
15 downtown Palo Alto for 15 of those years.

16  
17 This is to speak in support of the EIR for Castilleja. Fundamentally essentially my years in the  
18 community I've been aware of Castilleja and mostly because of the positive comments from my  
19 friends and colleagues. Things like what a great school, those girls go on to be great leaders, you know  
20 you've all heard that, but that the importance of that in the community is extremely important to me  
21 and one of the main reasons that I live here and bring my family up in this in this environment.

22  
23 I've dedicated my career to design and engineering and I've held leadership positions and in firms  
24 based here in Palo Alto, IDEO and Tesla Motors. I, through that experience I've become enamored  
25 with two overarching principles that are in a mindset for sustainable competitive advantage. Now  
26 those two principles are a commit, first of all a commitment to excellence and the second a  
27 commitment to continuous improvement. I believe that every individual will be benefited by the  
28 commitment to those principles in their personal and professional life. The community itself will also  
29 benefit from that and we also look at how those are cherished and can grow a sustainable future for  
30 ourselves and for our families.

31  
32 My daughter is a sixth grader a Castilleja and before that she attended public school, Walter Hays in  
33 Palo Alto. I have I have children currently attending Jordan and Walter Hays so I get out in the traffic  
34 and live this. Sorry.

35  
36 Tolu Akinoza: Hi, good evening. Thank you for all this opportunity to address you. My name is Tolu  
37 Akinoza and I would like this evening to urge you to support Castilleja's plan to modernize and expand  
38 the school. And I think you should do this because of the impact that the school has not only on City,  
39 but also on the impact on training girls and helping provide support for women throughout the world.  
40 I'm a resident Palo Alto and I'm also a parent of two girls who are both in the middle and high school  
41 at in Castilleja. I'm also are a former Commissioner of the City of Palo Alto helping to look at our  
42 libraries and the renovation projects that we did over the last couple years. So I am very familiar with

1 the burdens of trying to make decisions that counterbalance desires of different groups within groups  
2 of residents in the City.

3  
4 But today I'd really like to I think it's appropriate that we're discussing the future expansion of  
5 Castilleja on International Women's Day. Castilleja and my experience and from my daughter's  
6 experience has been really great at trying to build up those young women and trying to give them an  
7 education that allows them to have impact not only in their city, but also throughout they take that  
8 same that impact and what they learn they take it out with them for the rest of their lives and  
9 everywhere that they touch. The girls have a lot of impact throughout the City, right? It's not an  
10 insular community that only has provides access to a small group of people in in Palo Alto, but we  
11 educating our girls our the daughters of Palo Alto who also take that education and almost on a  
12 daily/weekly basis are going out to impact the institutions inside whether it's through mentorship or  
13 trainings or a lot of activities that they go out and help and help other parts of Palo Alto.

14  
15 As a parent my experience regarding traffic has been that whenever there is an event or whenever or  
16 just looking at attending school my girls bike to school every day. So they because the school  
17 encourages strongly I can tell you the amount of emails I get from Nanci and the rest of the school  
18 saying don't park here, make sure that you follow the traffic guidelines, and it is it's their really, really  
19 strict and really so much about helping to grow, helping to manage (interrupted)

20  
21 Chair Alcheck: Thank (interrupted)

22  
23 Mr. Akinoza: So I just want to close I really would encourage you to support (interrupted)

24  
25 Chair Alcheck: Thank you.

26  
27 Mr. Akinoza: Castilleja's plans. Thank you so much.

28  
29 Chair Alcheck: Thank you. Our next speaker is Diane Guint followed by **[Keith Bennett]**.

30  
31 Diane Guint: Good evening, Commissioners. Thank you for the opportunity to address you. I want to  
32 echo something that Head of School Nanci Kauffman said. I very much appreciate the work that you  
33 do because this is a vibrant and growing community and in order for the community to grow you have  
34 to make wise decisions on behalf of the community.

35  
36 I'm here to support the scope of the Castilleja proposal. And I say that as a former parent of a  
37 Castilleja student, a former Member of the Board of Castilleja, and also as a 27 year resident of Palo  
38 Alto. I live in South Palo Alto. I live one block from the Ross Road YMCA. I live next door to a house  
39 that has eight Facebook engineers living in a house that was not designed for that kind of occupancy,  
40 but people work here. It's a place that people want to be and all of us in the community have to  
41 recognize and honor the fact that this is a popular place, but in particular I want to say that what  
42 Castilleja does and what Castilleja offers is extremely unique in our community. They truly work to

1 succeed at their mission to train young women leaders.

2  
3 And I cannot think of a single other example of another institution that has gone to the lengths that  
4 Castilleja has gone through under Nanci Kauffman's leadership to make sure that they that the school  
5 is considerate of the neighbors. I don't think there is any other place where although it is not required  
6 there are signs out across the street from the school in front of other people's houses that say don't  
7 Castilleja's community don't park on the side of the street. No one tells the eight Facebook engineers  
8 and their many, many guests that they can't park in front of my street, in front of my house, nor would  
9 I want them to do that. But Castilleja is extremely committed to its neighbors. So I think that the  
10 success that Nanci and her leadership team have had and that the community have taken the  
11 concerns of the neighbors very seriously and the opportunity to train and educate other additional  
12 young women leaders is an extraordinary opportunity. And I thank you for your wise decisions and I'm  
13 counting on them. Thanks.

14  
15 **[Keith Bennett]**: Hello my name is **[Keith Bennett]**. I'm a, I live in Palo Alto for about a quarter of a  
16 century near Jordan Junior High School. But I'm here and I have no affiliation with Castilleja  
17 whatsoever. I am here on behalf of Save Palo Alto's Ground Water and I would like to address some  
18 specific issues in the EIR related to hydrology.

19  
20 So most of us aren't very aware of the water that is under us here, which we have a lot although  
21 people are somewhat more aware of it now because of the recent City actions related to dewatering  
22 restrictions for basement construction dewatering. This report says there's going to be no impact on  
23 groundwater; however, there is underground construction. Without knowing the details of the  
24 construction and the construction method I think it's impossible to make any claims about how much  
25 ground water you're going to take out. For a project of this size it could be 50 to 100 million gallons.  
26 That is not insignificant on the scale of natural recharge of groundwater within Palo Alto.

27  
28 Secondly we are not at all aware of what our groundwater does when it rains. It turns out that the  
29 aquifer and the soils under us take much more water than our storm drain systems probably by about  
30 a factor of three to the Bay. When you have underground construction in this aquifer which is pretty  
31 fluid or pretty porous this underground construction blocks these flows, it can be engineered so that  
32 they don't block the flows or they have minimal impacts on the flows, but unless you think about it  
33 you can start building up a bunch of dams just like sticks in the creek. It doesn't make a big difference  
34 until the ground water comes to the surface. When it comes to the surface then everything becomes  
35 impervious.

36  
37 Another point is there's a complicated relationship between the shallow levels and the deeper levels  
38 of the aquifer and there is increasing intent to use water in the deeper parts of the aquifer for  
39 municipal purposes including in East Palo Alto. So one thing that should be looked at is to what extent  
40 a large impervious structure affects the deeper aquifer recharge. Those are the main points that I'd  
41 like to make. They can all be addressed I believe, but only in the context of a detailed design for the  
42 underground construction including the construction method. Thank you.

1  
2 Chair Alcheck: Thank you. Next speaker will be Chi Wong followed by Annie Yamashita followed by  
3 Sara Cody.  
4

5 Chi Wong: Good evening, Commissioners, thank you for your time. My name is Chi Wong. I live on  
6 1336 Emerson Street across the street from Castilleja. And I'd just like to ask the Commissioners to  
7 consider the CUP permit in this whole process and what the original number was designed for. I'm  
8 concerned around this issue from the perspective of fairness and justice and I'd like to have that  
9 reviewed in the report as well. Thank you.  
10

11 Chair Alcheck: Annie Yamashita.  
12

13 Annie Yamashita: Good evening. My name is Annie Yamashita and I live across street from Castilleja,  
14 Bryant and Kellogg, and I'm a long turn resident of Palo Alto. Today I've been here and I hear a lot of  
15 things Palo Alto, yes I'm very proud of the school, no doubt. There's a lot of excellent things that the  
16 school are doing. Also because Palo Alto is not just because the schools, is also because we are also in  
17 the middle of the Silicon Valley with these leading technology.  
18

19 Lately I heard I study and heard [unintelligible] a lot about Internet of things, how much this  
20 technology will change our life. Artificial intelligence will be better than human. They were also  
21 scientists, engineers as believe in this and doing their best every day with hard work. So I'm also  
22 looking for I'm very exciting with this new technology. It will change our life tremendously such as  
23 auto electric car and auto driving car. They were saying the car this year already started put in the  
24 market, but in the next 10 years we will have very good self-driving car. We don't, I'm looking forward  
25 to that. I don't need to have a car of my own. I don't need to drive the car by myself. And I can save  
26 the garage, the parking space, and they were talking about they can save lots of parking area to  
27 become a park, to have a [unintelligible] natural for our lives.  
28

29 So as you know Apple's iPhone came to the market just seven years ago and it changed our life  
30 tremendously. So in another 10 years how can you image what kind of life we're going to  
31 [unintelligible] I very believe will change largely. So in five years do we really need to have a gigantic  
32 underground parking space? And why don't we utilize those money to strike even better education  
33 not only for rich families daughters, but for many intelligent women's in a society in Palo Alto in  
34 society all over the world. Thank you very much.  
35

36 Chair Alcheck: Thank you. Our next speaker is Sara Cody.  
37

38 Sara Cody: Good evening, Commissioners, my name is Sarah Cody. I'm a lifetime resident of Palo Alto  
39 and my father in fact one day sat in your seats. I live at the 300 block of Kellogg and I've been there,  
40 lived there since 2001. And I just want to make certain that this isn't a debate about whether  
41 Castilleja provides a fabulous education has wonderful people, there's no doubt that it does. This is  
42 really about the impact on the neighborhood and health and safety.

1  
2 The issue that I want to bring to your attention that I'm most concerned about is around bicycle safety  
3 and I think that there's an area that should be checked I think that's under recreation or at least an  
4 expansion of looking at traffic. Palo Alto is a model for the Safe Routes to School program. I work for  
5 the County and we've actually given awards to the City for fabulous work in safe and active  
6 neighborhoods in the Safe Routes to School program. The Bryant Bike Boulevard is very, very, very  
7 important. It's the main bike corridor students who live in Downtown Palo Alto transit on that bike  
8 corridor to reach Paly and Jordan. And my concern is that the underground parking garage which will  
9 draw an additional 140 cars along the bike boulevard to enter there will tangle with the students who  
10 are transiting to public school. And I don't think that this has been sufficiently studied. There's also  
11 the issue of the impact on traffic for the High School, both Churchill and Embarcadero it's a very  
12 congested area for cars and some bikes as well and I think that this proposed expansion will make  
13 quite a mess.

14  
15 And my other concern just to echo an earlier speaker is really about really about fairness. And my  
16 estimation this is really a private interest, a private school, that trumping public interest and health  
17 and safety for the neighborhood. And I really hope that the City doesn't reward ten years of violations  
18 of the CUP with an expansion. And I think that the fact is that perhaps Castilleja has outgrown its  
19 current site and maybe needs a satellite site. Thank you.

20  
21 Chair Alcheck: Our next speaker is Mindie Romanowsky followed by Lee Price.

22  
23 Mindie Romanowsky: Good evening, my name is Mindie Romanowsky. I apologize for my  
24 handwriting. I am a local land use attorney and I represent Castillaja School. I first of all want to  
25 express my gratitude to the members of the public here this evening and the neighbors who have  
26 been meeting with us, living with us all these years for all the feedback we've received over the years  
27 and tonight. I really want to also express my respect for all of you who have respected this process  
28 and listened to the Commissioners and staff to provide feedback regarding impact which is really the  
29 goal here tonight to ensure that we get an environmental document that is comprehensive, to ensure  
30 that it acts as a guide post for this project if it is approved.

31  
32 Castilleja understands the integrity of this EIR process and takes it very, very seriously. We want an  
33 objective process. We want to clear standards. We want clear methodology and because of that we  
34 really, really welcome this feedback and we are here to make sure that it is included in the scope.

35  
36 The school even though this is the beginning of the formal process, the school has been committed to  
37 hearing about impact long before this process has been initiated. For a number of years as you've  
38 heard from the head of the school Nanci tonight we have met with the neighbors to hear their  
39 concerns. We have been in dialogue to elicit their feedback and their feedback has really driven much  
40 of our proposal before all of you and it will continue to drive it. Examples of this include impact  
41 reductions that the neighbors have requested including the underground parking garage, noised based  
42 uses to be attenuated such as waste disposal, deliveries, noise from the pool, all of these things are

1 things that we have incorporated to reduce impacts.  
2

3 I see my yellow light is on. I will just end with the fact that on our own volition we have made a formal  
4 request to extend the comment period through April 15th to enable sufficient time to study the recent  
5 feedback we've heard tonight and in the last number of days so that we can respond to this feedback,  
6 we can continue to incorporate changes, we can ensure that the scope of the methodology and the  
7 content of the environmental information will be fully and comprehensively studied so that we all can  
8 have an EIR that we can feel good about when the decisions are ultimately made. Thank you so much  
9 for your time.  
10

11 Lee Price: Good evening thank you for this opportunity to address the committee. My name is Lee  
12 Price. I've lived in Palo Alto for close to 55 years on and off, 37 years in my present house at 1445  
13 Bryant which is kitty corner to Castilleja at Kellogg. I'd like to express very strong agreement with all of  
14 the speakers from Castilleja who have advocated for the school. I think Nanci has done a tremendous  
15 job in attracting students, educating students, involving them in nonprofit volunteer work and so  
16 forth, but I do agree with some of the other speakers that the question is not the students and the  
17 question is not Castilleja itself, the question that you are addressing is should Castilleja be in its  
18 present location.  
19

20 As I understand it CEQA is a required process that Palo Alto as a city has to undertake and there are  
21 certain steps, but I do question whether that's sufficient, whether the EIR by itself is covering all the  
22 alternatives. I even believe that your consultant mentioned that one of the last steps in CEQA is the  
23 possible recommendation of alternatives that might avoid or remediate some of the problems that are  
24 uncovered in an EIR. So my question is whether there isn't a better possibility here? Would it be  
25 possible to have the same school, the same students, the same teachers, the same volunteer activity,  
26 the same involvement with Palo Alto, but at a different location? I really think the scope of the CEQA  
27 report that you're looking at should have this addition. Is this the right location?  
28

29 I in fact would like to encourage an expansion of Castilleja to even more than 550 students. They have  
30 proposed going from 438 to 550 because there are an additional 100 students that they would really  
31 like to accept. Why not go to 650 or 750? But isn't there some property, some land within this  
32 general area of Silicon Valley, not necessarily within Palo Alto City that would offer a much better  
33 opportunity, a greater acreage? I went to a private school myself so I'm very familiar with the problem  
34 they're looking at, but my school had 50 to 100 acres, plenty of room for ball fields, for multiple  
35 buildings, expansion, no parking problems. We have a lot of issues that have been addressed by all of  
36 the neighbors include myself and I just question whether the scope of the CEQA shouldn't be  
37 increased to include the possibility of an alternative location. Thank you.  
38

39 Chair Alcheck: Thank you. Our next speaker will be Kerry Yarkin followed by Rob Steinberg.  
40

41 Kerry Yarkin: Good evening, Commissioners. Our family owns two parcels on Churchill which has been  
42 in our family since 1963. And I'm going to follow the last speaker basically with his comments.

1  
2 Well first of all I invite you all to go tour some private schools, some beautiful private schools in Menlo  
3 Park. St. Joseph's, maybe go over to Bellarmine, see some of these beautiful private schools and I feel  
4 that Castilleja is now currently at 73 students per acre. I feel that they've outgrown the space. I think  
5 that they, if they want to go to 540 I think they should go up to 750 students and I think they should  
6 look seriously at other proposals because I have a friend and her daughter was on the waiting list and  
7 they sat through the summer getting all their funds together and she didn't get in. And she was very,  
8 very disappointed. And I think 20 percent, I think they say 20 percent of the girls there want to go up  
9 to that level of acceptance. I think they should go much higher.

10  
11 And I commend the school and the girls and the education. It sounds amazing. Why are we boxed in  
12 here on the small campus, 73 students per acre. So I would encourage the Board Of Trustees, Nanci,  
13 and the school not necessarily split the school, just think outside the box. Make it an amazing place  
14 and I've actually been touring some schools up in the Santa Rosa area, private schools. They're  
15 amazing and they have some acreage and there's plenty of... Castilleja used to be a place where the  
16 girls had plenty of space and plenty of trees and places to play and I feel like they're just being  
17 squished in there. So that's what I think should be done.

18  
19 Chair Alcheck: Is Rob Steinberg here?

20  
21 Rob Steinberg: Good evening, Commissioners; my name's Rob Steinberg. I'm an architect in the  
22 community and I'm actually I'm optimistic about our meeting tonight. I'm optimistic because I think  
23 everybody here is here because we love Palo Alto and we love our community that's developed  
24 around us. And I think that that's that shared value is a good place and a good common thread to  
25 have as we move forward and explore these different eyes, ideas.

26  
27 I am here to encourage you to approve the focused EIR, the scope of it. And I say that for two reasons.  
28 One is I have been a neighbor, I live a few blocks from Castilleja for the last 35 years and so I think I  
29 have a sensitivity to the impact of that, but more importantly I'm the architect that has been working  
30 with Castilleja. And for almost three years Castilleja has met monthly or every other month with  
31 representatives from the neighborhood to talk about these kinds of issues. And I've been part of that  
32 for the last 18 months and during that period we have methodically asked the neighbors and we've  
33 identified all of the issues and we've looked at all of the variations and ways of solving it that we could  
34 come up with. And they are exactly the same issues that we've heard tonight and are that were on  
35 the list from the EIR consultant. Transportation and traffic, land use and planning, noise, the biology  
36 resources, the cultural resources, and the aesthetics. So I would encourage you to approve the scope.  
37 Let's move forward. Let's we've talked about this, we've identified the issues, let's move forward and  
38 get into the detail and see if we can't find a common ground to make this a win-win. Thank you.

39  
40 Chair Alcheck: Ok, that's the last card I have if there are no other cards I'm going to shift this discussion  
41 up to the Commission level. What I'd like to do tonight is essentially have one round of comments.  
42 Our goal here is to provide some input specifically as it relates to the environmental impact study and

1 what I'd like to hear if there's anything that you feel that staff needs to include in their review that  
2 hasn't been addressed tonight. I'll say for the sake of the audience that our staff has taken copious  
3 notes on all the items you've raised. If they pertain to the environmental impact they will be included  
4 in an assessment and addressed. And our goal here tonight is to identify any areas that they may have  
5 overlooked. And I think that in large part many of you have done that.

6  
7 And so I'm going to give Commissioners a few minutes each to raise any other topics that you feel  
8 haven't been raised tonight. And I want to encourage the Commissioners to avoid a discussion tonight  
9 about the merits of this project or about the design or about even its environmental impacts because  
10 we haven't really gotten to that period of time yet. That is not tonight's objective. Ok? So if you don't  
11 mind Eric would you lead us off and we'll just go down?

12  
13 Commissioner Rosenblum: First thanks to everyone for coming out. It's clearly an issue that raises a  
14 lot of passion. And I think to me this is an issue largely around the traffic and parking weighed against  
15 the value of having a world class girls' school in our community. It's clear that Castilleja is special, but  
16 of all the issues that are raised tonight and their talk about hydrology, trees, etcetera and I'll get to  
17 those in a moment, often when neighborhood's come here as en masse it is around traffic and  
18 parking.

19  
20 So my first few comments in terms of what I want to see beefed up in the report going forward is  
21 around the TDM program. And in particular my initial read of the TDM was that it was very light. And  
22 Amy thank you for sending the additional link so I was going through the TDM materials that were  
23 submitted in 2016. They're more substantial, but I would say that it needs to go even farther. So the  
24 beauty of Castilleja is they already have historical record of what they've achieved through essentially  
25 requiring all staff to participate in TDM and strongly encouraging students to participate and they've  
26 already achieved some pretty good results. The question is how does this extend to the future? And  
27 often with TDM programs there is some low hanging fruit and so you can get people that live nearby  
28 and in Los Altos, etcetera you can run shuttles to concentrated areas and when you look at the scatter  
29 map of where the students all live they're going to be some areas that are going to be hard. And so at  
30 some point the juice gets harder and harder to squeeze.

31  
32 And I think that the neighbors would want to have a confidence that someone has really gone through  
33 each pocket of students and they do have a credible model of how each of them is going to get there  
34 and what incentives they're going to have in place. And based on my read of the TDM program that I  
35 just looked through a lot of that is being addressed, but that's the area that I would like to see dug into  
36 and really make the model transparent. How are these assumptions come up with and specifically  
37 what pockets of students are being targeted? And as examples what does the mode share look like by  
38 student pocket meaning how many kilometers from school before you start dropping off in the  
39 efficacy of different modes? Is there a difference in terms of students by year? So when students get  
40 their own cars for example are they reluctant to give them up? So are juniors and seniors driving at a  
41 rate that parents dropping off or they may be more willing to take alternative transportations before  
42 they have the right or the feel they have the privilege to have their own car for example.

1  
2 I agree with many of the participants tonight that the extent of the study should be probably broader.  
3 There are a number of schools that are causing traffic impacts and looking at that in total all the way  
4 down to Churchill I think will be important to let the community know that we're taking this more  
5 comprehensively. A couple other comments, the design of the garage I think is critical. In the  
6 materials the model that was used to discuss how much queuing would be at the garage entrance was  
7 based on the current drop off. You use two different lanes to establish your baseline. One that had  
8 two lanes and one that had one lane and it was mentioned that the one lane which obviously has  
9 slower drop offs would be used as the baseline. I'm a little bit skeptical that the behavior of cars once  
10 they enter a garage is the same as the behavior of cars at grade level. So I think they were slower and  
11 I think they'll take longer to get in and out. And so I would love to see if the consultants have any  
12 information on the behavior of cars in underground drop off spots and whether or not the model is  
13 accurately representing what would happen. Because again I think a lot of neighbors are concerned  
14 there's going to be a long queue of cars trying to get in and out of the garage and so again to go for  
15 that specific concern.

16  
17 And then finally or actually not quite finally, almost finally, penultimately, are there parking related  
18 issues? This is a neighborhood with Residential Preferential Parking (RPP). Are... is or I'm sorry. RPP is  
19 not yet established in this neighborhood, yeah? So then the parking related issues are going to have  
20 to be addressed and so this is something where I would advise staff to look at the potential parking  
21 impact during the construction period in particular. If there's going to be over the next say six years  
22 spill over parking because the garage isn't yet built you have disruption on campus and there may be  
23 displacement of cars.

24  
25 Then finally related to this is a more detailed description of what the construction period will look like  
26 in particular a number of people have brought up the Bryant Safe Routes to School, but any  
27 neighboring streets during the construction period what level of disruption we would expect and what  
28 the mitigations are for specifically in the construction period. So in terms of the EIR itself these would  
29 be the major areas of that I would like to see beefed up.

30  
31 In terms of areas that I trust staff and the experts hired by the City, but we heard over and over and I  
32 just took some notes. Yeah there are comments like tearing down of hundreds of trees. I didn't see it  
33 on the report. I think it just needs if there are people here who believe that it needs to be highlighted  
34 what claims by the community are correct or to what extent if they're off they are off. Hydrology and  
35 water it was referenced a number of times that previous project had necessitated huge amounts of  
36 pumping. Again, that should be referenced. If that did happen what the cause of it was, if it didn't  
37 happen then why is this a why is this believed by the community and what is different now? And the  
38 scope of construction, there have been comments like this is a complete rebuild of the entire campus,  
39 why is this not being considered new construction? I think again being precise about what exactly is  
40 being reconstructed and how is that considered by the City when the construct an EIR. And those are  
41 my notes.

42

1 Chair Alcheck: Ok. Thank you.

2  
3 Commissioner Summa: Hi, I also want to thank everybody for coming out, a lot of very passionate  
4 people here this evening. And I agree with most of the comments of Commissioner Rosenblum. Of  
5 Page 13 of our presentation the only issue that people didn't express concerns about were  
6 tribal/cultural resources so, so that's good. We don't have to worry about that, but in addition I think  
7 people would like much more done about the trees. And I agree that there seems to be differing, I've  
8 heard different opinions about how many trees are being removed so anything we can do to clear that  
9 up for the public. And in general I think making this the I think will help... what? I know the  
10 [unintelligible].

11  
12 I think it will help Castilleja in their goal to really mitigate impacts and be a good neighbor because  
13 that's what they seem to want to do to make this the strongest, most complete, comprehensive report  
14 we can. That said I think we want people asked for mandatory findings of significance to be studied. I  
15 think population and housing if I'm correct that might fall under the number of students per acre that  
16 was referenced by a couple of speakers. Public services were asked to be considered. Hydrology and  
17 water quality over and over again and also recreation. And I think that falls into also into comments  
18 that the students were just too squished in at this location which gets me to another request and I  
19 think that the environmental impact, the environmental review is supposed to study which is  
20 alternatives. And a couple speakers at least mentioned the alternative of creatively expanding the  
21 campus. So there should be some study of that I think.

22  
23 Also I guess bike safety would be studied under transportation and traffic. I think there could be an  
24 emphasis on that. And I do believe that the traffic study should be expanded. Many speakers spoke  
25 about the fact that the focus was too narrow being focused just on peak times and they didn't think  
26 that was representative of the traffic impacts that they were noticing.

27  
28 And then the real tricky one I think is construction impacts. And I don't know if the EIR specifically  
29 usually looks at construction impacts, but it's I think it's a very important thing because that can be  
30 very overwhelming and we've had lots of complaints and concern about construction impacts  
31 especially really long projects. And I think that Commissioner Rosenblum mentioned the a phased  
32 total rebuilding of the school. I actually didn't think that was what I read or heard of so maybe that  
33 could be clarified also for the public.

34  
35 So trees, transportation, traffic, parking, construction, hydrology, land use and planning, I heard  
36 people mention a sense of fairness which I believe is the CUP itself and that would be under land use  
37 in planning. And a little bit about noise; specifically I heard I've heard a couple people mention the  
38 water polo games. I think that if that can be clarified that they'll be less noise from that because the  
39 pool is being put underground that would be helpful. And I appreciate a member of the public who  
40 really asked for a very detailed geological report on the impacts of putting so much underground in  
41 this one location. So I think that, I think that's about it and I think that would result in a in good  
42 information for everybody involved. Thanks.

1  
2 Commissioner Lauing: Thanks to all the comments. We not only have residents here, we are resident  
3 experts. So folks like commenting on the geology and the water tables and so on was very, very  
4 helpful. I'm not going to repeat all of the fine comments that both my colleagues just made because I  
5 actually agree with every single one of them. We might just have a discussion when we're done with  
6 our comments here of which one of these you guys are all comfortable in rechecking or additionally  
7 checking; for example, the hydrology if that makes sense to add you might be giving us some feedback  
8 on that one. I guess one alternative that could be considered, but it may be precluded by financing  
9 and other considerations is instead of having a six year construction plan maybe do more all at once  
10 which would be tougher, but it would get more condensed. So that may be another alternative.  
11 Otherwise I won't repeat. Very good.

12  
13 Commissioner Gardias: Thank you. I mean first of all thank you very much for coming tonight. Guys I  
14 mean this is much better than Goldberg's or World News with David Muir or some other stuff, so just  
15 trust me. So and I hope that you're going to come again and we have a next meeting in two weeks  
16 and there will be more, more similar items and so thank you very much for your engagement. But I  
17 also want to mention here this is significant date to me as well. [Dan Chapman] I know that you're  
18 reading your text. I think this is you know besides of this that this is International Day of Women I  
19 don't know if you realize, but it's been like 20 years since we did the renovation of the of Castilleja  
20 back then when [John] paid for it. So congratulations.

21  
22 There is a couple of comments that I would like to add to this what my colleagues mentioned. I mean  
23 first of all there is a [unintelligible] timeline that's in the in the documents. I'd be wondering to see I'd  
24 like to see 10 lines, 10 years' timeline included in these documents to understand the expansion  
25 forecasted expansion of Castilleja. So that's number one.

26  
27 Number two is that environmental in EIR report I'd like to see a speed, I don't know if it's custom and  
28 I'm addressing this to Dudek, if it's custom to split the significance of different findings on the project  
29 itself and operations. I think that they are lumped together today and when I'm looking into some of  
30 the geology for example I'm looking I'm finding landslides which I'm not really sure if that relates to  
31 the construction of the campus or if it's going to or if it relates to the operations which I think that  
32 there should be no [unintelligible] for operations. It's just an example, but when you go through a  
33 number of the check boxes some of those they don't make sense whatsoever. I can show you after  
34 the meeting which I mean in detail, but pretty much there is a blend of those two and pretty much it  
35 just hazes the understanding.

36  
37 A... another item is that I also thought I would like to also add to the observations of some that were  
38 asking about including in the study some campus alternatives, but I will add some other come  
39 comment that I think that pretty much CUP is a constraint itself on operations of a school. I believe  
40 that it limits it's operations as far as I know a high school and Castilleja is a pretty much example for  
41 many other private high schools. It's a thriving cultural community and I think that pretty much that  
42 CUP with the constraints of hourly operations it just limits this what this institution could be providing

1 to the girls that are studying there. So not because of some other reasons that were mentioned, but I  
2 think that pretty much you may be limiting yourself by wanting to be in this location. I would  
3 encourage you to maybe expand the campus within the Palo Alto because I think it's a great brand.  
4 You fit here naturally and very well, but I find that this is a constraint that if you look at your growth  
5 over beyond the five years that's currently in the documents you might find maybe beneficial to a look  
6 at some other location somewhere in the neighborhood.

7  
8 And then also when I was looking into the alternatives and then CEQA tells us specifically about the  
9 ranges of the alternatives that need to be studied. So besides of this of another eventual campus  
10 location which may happen, which may not happen alternatives that are currently in the plan they  
11 pretty much within one range. They are not within the ranges that CEQA requires. They are within  
12 the range of accessing the campus currently from Embarcadero or some other turns from  
13 Embarcadero to the campus. There are some other routes that have not been studied on the  
14 drawings that are attached and they should be looked into. Like for example, access from Kellogg  
15 using maybe partially Embarcadero with the turn to Emerson. Also restoring maybe access from  
16 Melville that's being pretty much hidden within the campus plan, but that's another opportunity. So  
17 that may just give you set of other ranges how to disperse the traffic and how to get to the campus  
18 without using Embarcadero itself. This exhausts my time. Thank you very much.

19  
20 Chair Alcheck: Ok. Thank you, Commissioners. I so there are a few, I'm not going to I think it's almost I  
21 think it's almost impossible to add to the list, but I do think that there are a few things that we could  
22 benefit from. For example in as we evaluate the land use and planning impacts I think that readers of  
23 this report will benefit from some level of analysis that provides context of how we operate other  
24 facilities like this one in this or other parcels like this one in the City. For example I think nearly every  
25 single one of our schools, public and private, operate within an R-1 district. There is no school zone  
26 and so I think as we approach for example our land use and planning impacts some relevant  
27 description of how schools operate within our land use framework would be helpful. I think also to  
28 some extent we could benefit from some information regarding let's say our larger schools in the  
29 areas growth patterns over the last 50 years. I'd be very interested to know how that growth has been  
30 accommodated if it's been there.

31  
32 You know the... for all the members in the audience this is the first time I think in the five and a half  
33 years I've been on this Commission that we've had in an initial study scoping session on an EIR and the  
34 purpose really is so that we get this right. And that there aren't issues that we didn't evaluate and we  
35 don't want to be in a position in six months' time where someone goes well you didn't look at this or  
36 you didn't give us an opportunity to suggest that you look at this. In many ways when we identify an  
37 impact here there will be a process to identify how to mitigate that impact at a later date. And I think  
38 to further sort of our appreciation of the process any amount of context that we can provide in these  
39 categories could help. And then the other thing I want to mention is with respect to transportation  
40 and traffic. And this is I think this is an impossible question to answer at this point, but I want to  
41 suggest that it bears some analysis is: how do we when we consider new construction projects in this  
42 City we often talk about 40 year, 50 year, 60 year life spans of the of the projects that get built. And

1 how do we evaluate our or the constraints that are placed on our streets and on our neighborhoods  
2 with respect to traffic in a, in the framework of a very evolving relationship with the car is essentially  
3 what I'm referencing. I it's not so much that kids won't be dropped off, they'll be dropped off. That  
4 won't change, they have to find their way from school from home to school, but the very nature of the  
5 way the residents commute on a daily basis could change dramatically over the next 10 years with this  
6 sort of advent of automated driving and this ongoing discussion that's happening in the marketplace  
7 with respect to car sharing. And I'd be surprised if anybody in this room hasn't had a conversation the  
8 last year about well, will I need two cars in my family in five years or will we borrow a car 2 hours a day  
9 instead of using it 2 hours a day and parking it for 22. So I think there's got to be some discussion  
10 where we have a alternative analysis of well ok, what does it look like in five years if every resident in  
11 the neighborhood has one less car and theoretically no car? There is a car that drives by and they just  
12 jump in. This isn't... I mean I'm not this isn't make believe anymore. This stuff is currently being sort  
13 of designed and in this area.

14  
15 So I just there's got to be... one speaker talked tonight about this idea of the parking garage and why  
16 are we building a parking garage if in 10 years we won't really be parking cars. And this has been an  
17 ongoing discussion that we've had about the City's... I've had discussions with staff about the notion  
18 that we're going to build a parking garage on California Avenue that's going to be multiple story,  
19 stories tall and then what happens in 10 years if everybody if cars don't stop moving and they never  
20 get parked. Anyway so I'd be really interested in seeing some and I don't know that that's possible,  
21 but I think it's worth at least a paragraph saying there is a lot of uncertainty here. And because of that  
22 level of uncertainty it's really difficult for at least me as a Commissioner to accept any statement that's  
23 just like this is going to be terrible forever because cars are going to be all over the street. It's really  
24 hard to accept that premise because of so much uncertainty.

25  
26 Ok, so with that I think we've provided, we've done our objective here. A lot of people asked tonight  
27 for us to make a decision or to make a recommend something. That's not happening tonight. Tonight  
28 it's going back to staff. They will then continue their work on this and it will return and there will be  
29 more opportunities to learn about the impacts and have more discussions about many of the things  
30 involved here including the CUP and I really would welcome all of you to attend those meetings and I  
31 really appreciate all of your feedback.

32  
33 Ok so before we start the next session we're going to take a five minute. Let me just add, let me add  
34 one more comment. There are two Commissioners that aren't present tonight and there may be a  
35 few more comments and what I would like to do is if any of the Commissioners who aren't here have  
36 important information for staff or other comments you want to make I would encourage anybody to  
37 email Amy French. This is the period has been extended to receive comments and I'd encourage all of  
38 you to do that if there are things you think still need to be considered in this impact study. Ok, with  
39 that I close Agenda Item 2 and we'll break for five minutes and begin with Agenda Item 3 after the  
40 break.

41  
42 **Motion:** There was no motion made for this item, it was a public meeting only.

## **Geology Statement for Castilleja EIR Scoping meeting on March 8, 2017**

I am Alan Cooper and I live across the street from Castilleja at 270 Kellogg Ave. I speak as a neighbor with education in geology and geophysics.

I feel that the geotechnical study done in January 2017 is too limited in scope and did not collect sufficient geologic data to answer important questions. Questions such as

- How would the Castilleja site respond in a Great earthquake ( $M > 7.5$ ) if they excavate 40% of their site to a depth of at least 15 feet?
- Would severe ground motions of the excavated site increase likelihood of liquefaction failures thereby compromising the structural integrity of the garage and new building?
- Would structural failures of garage and building walls cause land movements that would damage to roads and homes adjacent to the Castilleja site?

Hence, **I ask that an enhanced geotechnical evaluation be done** for the Castilleja site extending out to include roads and the first row of homes adjacent to the Castilleja property. The evaluation should include two parts

1. **Detailed 3-D geologic mapping** to a depth of 75 feet and resolution of 5 feet using standard geophysical remote sensing techniques (GPR and SRP) augmented with additional geologic coring. Radar mapping will image the shapes and extents of sand and gravel layers that have been spot cored previously. Seismic data can provide shear-wave velocities needed to accurately computing liquefaction potential of these layers. Geologic cores will ground truth the radar and seismic data.

2. **Detailed 3-D seismic engineering evaluation** to predict how all existing and proposed structures on the Castilleja property would respond in a  $M > 7.5$  earthquake. Would ground failures on the Castilleja property result in failures to adjacent roads and homes, especially along Embaradero Road adjacent to the garage. The engineering evaluation should incorporate all data from the 3-D geologic mapping and prior studies.

**Summary:** Additional geologic data and engineering evaluation are needed. Even with good engineering practices, there is potential for serious damage to the proposed garage, to new buildings and to public roads and adjacent homes. And there is risk to students and others at Castilleja.

Thank you

GPR = Ground Penetrating Radar

SRP = Seismic reflection Profiling

Date 4/30/2017

TO: Castilleja School

WE, the immediate neighbors of Castilleja School have studied the school's updated and submitted plans of 4/28/17 and we remain strongly opposed to the underground garage. This garage will cause:

1. Increased congestion on Bryant and Emerson Streets due to traffic flow problems as people enter and exit the garage. Additionally there will be a significant traffic burden to surrounding streets, Melville, Kellogg and Churchill, resulting from parents and students not wanting to wait for entrance to the garage.
2. A rise in safety risk to bicyclists using the Bryant Bike Boulevard, including children using this Safe Route for transportation to and from school.
3. Destruction of 2 houses (one potentially historic) causing permanent removal from the available housing stock.
4. Removal of protected oaks and redwood woods.
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Castilleja has repeatedly claimed that the garage is to satisfy the requests of neighbors. Therefore, we are clearly and unequivocally notifying Castilleja and the City of Palo Alto that WE the immediate neighbors of the school are signing this letter to serve as a public record that we do not want Castilleja to build an underground garage.

Sincerely,

Signature   
Print Name Kyle D'Souza  
Address 166 Embarcadero Road Palo Alto CA

Date 4/30/17

TO: Castilleja School

WE, the immediate neighbors of Castilleja School have studied the school's updated and submitted plans of 4/28/17 and we remain strongly opposed to the underground garage. This garage will cause:

1. Increased congestion on Bryant and Emerson Streets due to traffic flow problems as people enter and exit the garage. Additionally there will be a significant traffic burden to surrounding streets, Melville, Kellogg and Churchill, resulting from parents and students not wanting to wait for entrance to the garage.
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Sincerely,

Signature Annie Kaufman

Print Name Annie Kaufman

Address 166 Embarcadero Road, Palo Alto 94301

Date APRIL 30 2017

TO: Castilleja School

WE, the immediate neighbors of Castilleja School have studied the school's updated and submitted plans of 4/28/17 and we remain strongly opposed to the underground garage. This garage will cause:

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Sincerely,

Signature



Print Name

ROB LEVITSKY

Address

1200 EMERSON

Date 4/30/2017

TO: Castilleja School

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Sincerely,

Signature Angela Heile  
Print Name Angela Heile  
Address 1210 Emerson St

Date 9/30/17

TO: Castilleja School

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Sincerely,

Signature Tareq Alsamman  
Print Name TAREQ ALSAMMAN  
Address 1230 EMERSON

Date 4/30/17

TO: Castilleja School

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Sincerely,

Signature Kamgkshi Duvvuru

Print Name Kamgkshi Duvvuru

Address 1230 Emerson St Palo Alto, CA 94301

Date 4/20/17

TO: Castilleja School

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Sincerely,

Signature

Donald J. Abuy

Print Name

Donald J. Abuy

Address

1230 Emerson St

Date 4/30/2017

TO: Castilleja School

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Sincerely,

Signature   
Print Name Red Daly  
Address 1234 Emerson St

Date 4/30/2017

TO: Castilleja School

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Sincerely,

Signature

Nelson Ng

Print Name

Nelson Ng

Address

1260 Emerson St Palo Alto CA 94301

Kimberley Wong

Date 4/30/2017

TO: Castilleja School

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Sincerely,

Signature



Print Name

Thomas M. Madley

Address

1300 Emerson Ave, Palo Alto, CA 94301

Date 4/30/2017

TO: Castilleja School

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Sincerely,

Signature William L. Powar  
Print Name WILLIAM L. POWAR  
Address 1310 EMERSON STREET

Date 4/30/2017

TO: Castilleja School

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Sincerely,

Signature



Print Name

Jeanie Walker

Address

1326 Emerson

Date \_\_\_\_\_

TO: Castilleja School

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Sincerely,

Signature



Print Name

Chi Wong

Address

1336 Emerson St, Palo Alto, CA 94301

Date 4/30/2017

TO: Castilleja School

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Sincerely,

Signature



Print Name

Patricia Wong

Address

1336 Emerson St. Palo Alto, CA 94301

Date

4/30/17

TO: Castilleja School

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Sincerely,

Signature

Pamela McCroskey

Print Name

Pamela McCroskey

Address

1344 Emerson Street

Date 5/1/17

TO: Castilleja School

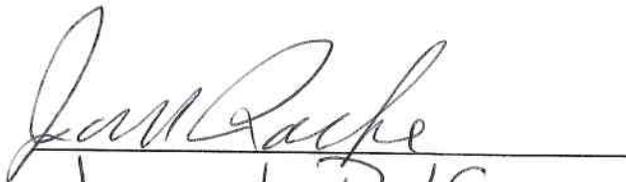
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Sincerely,

Signature



Print Name

Joseph Rolfe

Address

1360 Emerson St

Date May 1, 2017

TO: Castilleja School

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Sincerely,

Signature

Diane H. Rolfe

Print Name

Diane H. Rolfe

Address

1360 Emerson St.

Palo Alto, CA 94301

Date 4/30/17

TO: Castilleja School

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Sincerely,

Signature

Carol Reid

Print Name

Carol Reid

Address

1402 Emerson

Date 5/1/17

TO: Castilleja School

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Sincerely,

Signature



Print Name

SHINU SINGH

Address

118 KELLOGG AVE PALO ALTO, CA

Date 5/2/17

TO: Castilleja School

WE, the immediate neighbors of Castilleja School have studied the school's updated and submitted plans of 4/28/17 and we remain strongly opposed to the underground garage. This garage will cause:

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Sincerely,

Signature Polina Levitan

Print Name Polina Levitan

Address 160 Kellogg Avenue

Date May 2, 2017

TO: Castilleja School

WE, the immediate neighbors of Castilleja School have studied the school's updated and submitted plans of 4/28/17 and we remain strongly opposed to the underground garage. This garage will cause:

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Sincerely,

Signature

Steven M. Levitan

Print Name

Steven M. Levitan

Address

160 Kellogg Ave.

Date 4/30/2017

TO: Castilleja School

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Sincerely,

Signature

John Myers Jr

Print Name

John Myers Jr

Address

168 Kellogg

Yvonne M Myers  
Yvonne M Myers  
168 Kellogg

Date 4/30/17

TO: Castilleja School

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Sincerely,

Signature

Print Name

Address

  
\_\_\_\_\_  
ERIK JOURNEY  
\_\_\_\_\_  
230 KELLOGG  
\_\_\_\_\_

Date 4/30/2017

TO: Castilleja School

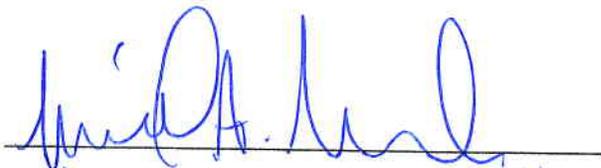
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Sincerely,

Signature



Print Name

MICHAEL MANN

Address

240 Kellogg Avenue

Date May 01, 2017

TO: Castilleja School

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Castilleja has repeatedly claimed that the garage is to satisfy the requests of neighbors. Therefore, we are clearly and unequivocally notifying Castilleja and the City of Palo Alto that WE the immediate neighbors of the school are signing this letter to serve as a public record that we do not want Castilleja to build an underground garage.

Sincerely,

Signature Yulia T. Shore  
Print Name Yulia Shore  
Address 242 Kellogg Ave., PA

Date 4/30/17

TO: Castilleja School

WE, the immediate neighbors of Castilleja School have studied the school's updated and submitted plans of 4/28/17 and we remain strongly opposed to the underground garage. This garage will cause:

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Sincerely,

Signature



Print Name

JARED WILCOX

Address

244 KELLOGG AVE

Date April 30 - 2017

TO: Castilleja School

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Sincerely,

Signature Robert Yamashita  
Print Name Robert Yamashita  
Address 305 Kellogg Ave Palo Alto, CA 94301

Date April 30, 2017

TO: Castilleja School

WE, the immediate neighbors of Castilleja School have studied the school's updated and submitted plans of 4/28/17 and we remain strongly opposed to the underground garage. This garage will cause:

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Sincerely,

Signature

Annie Yamashita

Print Name

Annie Yamashita

Address

305 Kellogg Avenue, Palo Alto, CA 94301

Date 4/30/17

TO: Castilleja School

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Sincerely,

Signature Lucia Ugarte  
Print Name Lucia Ugarte  
Address 102 Kingsley Ave

Date 4/30/2017

TO: Castilleja School

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Sincerely,

Signature (Authorized by phone)  
Print Name ANWAR KHAN  
Address 128 KINGSLEY

Date 5-1-2017

TO: Castilleja School

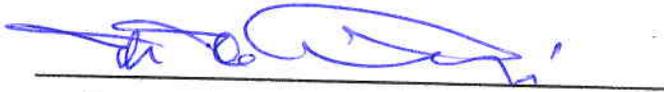
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Sincerely,

Signature



Print Name

MICHAEL M. LYZWA SR.

Address

144 KINGSLEY AVE.

Date 7/20/17

TO: Castilleja School

WE, the immediate neighbors of Castilleja School have studied the school's updated and submitted plans of 4/28/17 and we remain strongly opposed to the underground garage. This garage will cause:

1. Increased congestion on Bryant and Emerson Streets due to traffic flow problems as people enter and exit the garage. Additionally there will be a significant traffic burden to surrounding streets, Melville, Kellogg and Churchill, resulting from parents and students not wanting to wait for entrance to the garage.

2. A rise in safety risk to bicyclists using the Bryant Bike Boulevard, including children using this Safe Route for transportation to and from school. !!!

3. Destruction of 2 houses (one potentially historic) causing permanent removal from the available housing stock.

4. Removal of protected oaks and redwood woods. !!!

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Sincerely,

Signature

Thomas M Joseph

Print Name

Thomas M. Joseph

Address

150 Kingsley Ave.

Date April 30, 2017

TO: Castilleja School

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Sincerely,

Signature



Print Name

Kiana Brown

Address

150 Kingsley Ave

Date 4/30/17

TO: Castilleja School

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Sincerely,

Signature



Print Name

Kelsey Townsend

Address

152 Kingsley Ave

Date 4-30-17

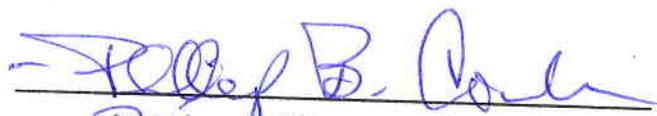
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Sincerely,

Signature   
Print Name Phillip B. Coulson  
Address 158 Kingsley Ave., Palo Alto, CA. 94301

Date 4/30/17

TO: Castilleja School

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Sincerely,

Signature



Print Name

Kelley Luyken

Address

~~116~~ 166 Kingsley Ave, Palo Alto, CA 94301

Date 4/30/2017

TO: Castilleja School

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Sincerely,

Signature

Jack Lane

Print Name

Jack Lane

Address

160 Kingsley

Date 4/30/17

TO: Castilleja School

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Sincerely,

Signature



Print Name

Antonia Fuentes

Address

104 Melville Ave PA

Date 4/30/17

TO: Castilleja School

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Sincerely,

Signature



Print Name

Denise Wad

Address

109 Melville Ave, Palo Alto, CA 94301

Date April 30, 2017

TO: Castilleja School

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Sincerely,

Signature   
Print Name Alanna Conghruan  
Address 120 Melville Ave

Date 4/30/17

TO: Castilleja School

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Sincerely,

Signature Ashley Galvez  
Print Name Ashley Galvez  
Address 129 Melville Ave, Palo Alto, 94301

Date 4-30-17

TO: Castilleja School

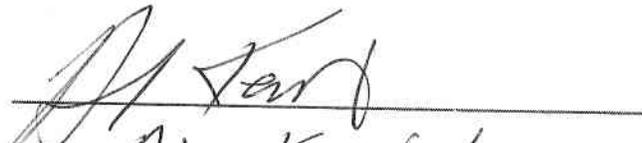
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Sincerely,

Signature



Print Name

Al Kenrick

Address

134 Melville Ave Palo Alto

Date 4-30-17

TO: Castilleja School

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Sincerely,

Signature

Al Kenrick and Josephine Kenrick

Print Name

Al Kenrick + Josephine Kenrick

Address

130 Melville Ave (owner)

Date 5-2-17

TO: Castilleja School

WE, the immediate neighbors of Castilleja School have studied the school's updated and submitted plans of 4/28/17 and we remain strongly opposed to the underground garage. This garage will cause:

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Sincerely,

Signature

Jaqueline Taylor

Print Name

JACQUELINE TAYLOR

Address

131 Melville Ave, P.A.

Date 4/30/17

TO: Castilleja School

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Sincerely,

Signature

James C Poggi

Print Name

James C Poggi

Address

133 Melville Ave PA 94301

Date 4/30/17

TO: Castilleja School

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Sincerely,

Signature

Mary Sylvester

Print Name

Mary Sylvester

Address

135 Melville Ave.  
Palo Alto 94301

Date 4/30/17

TO: Castilleja School

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Sincerely,



Signature

Print Name

Elizabeth Olson

Address

144 Melville Ave Palo Alto CA 9430

Date 4/30/17

TO: Castilleja School

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Sincerely,

Signature

William W. Macy, Jr

Print Name

William Macy

Address

151 Melville Ave

Date 4/30/2017

TO: Castilleja School

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Castilleja has repeatedly claimed that the garage is to satisfy the requests of neighbors. Therefore, we are clearly and unequivocally notifying Castilleja and the City of Palo Alto that WE the immediate neighbors of the school are signing this letter to serve as a public record that we do not want Castilleja to build an underground garage.

Sincerely,

Signature AW  
Print Name ARTHUR WHITNEY  
Address 152 MELVILLE AVE

Date 4/30/2017

TO: Castilleja School

WE, the immediate neighbors of Castilleja School have studied the school's updated and submitted plans of 4/28/17 and we remain strongly opposed to the underground garage. This garage will cause:

1. Increased congestion on Bryant and Emerson Streets due to traffic flow problems as people enter and exit the garage. Additionally there will be a significant traffic burden to surrounding streets, Melville, Kellogg and Churchill, resulting from parents and students not wanting to wait for entrance to the garage.
2. A rise in safety risk to bicyclists using the Bryant Bike Boulevard, including children using this Safe Route for transportation to and from school.
3. Destruction of 2 houses (one potentially historic) causing permanent removal from the available housing stock.
4. Removal of protected oaks and redwood woods.
5. A cumulative negative impact to our neighborhood (e.g. traffic, aesthetics, safety, environment) during and after many years of construction.

Castilleja has repeatedly claimed that the garage is to satisfy the requests of neighbors. Therefore, we are clearly and unequivocally notifying Castilleja and the City of Palo Alto that WE the immediate neighbors of the school are signing this letter to serve as a public record that we do not want Castilleja to build an underground garage.

Sincerely,

Signature Hank Sousa

Print Name Hank Sousa

Address 158 Melville Ave.