



# CASTILLEJA SCHOOL

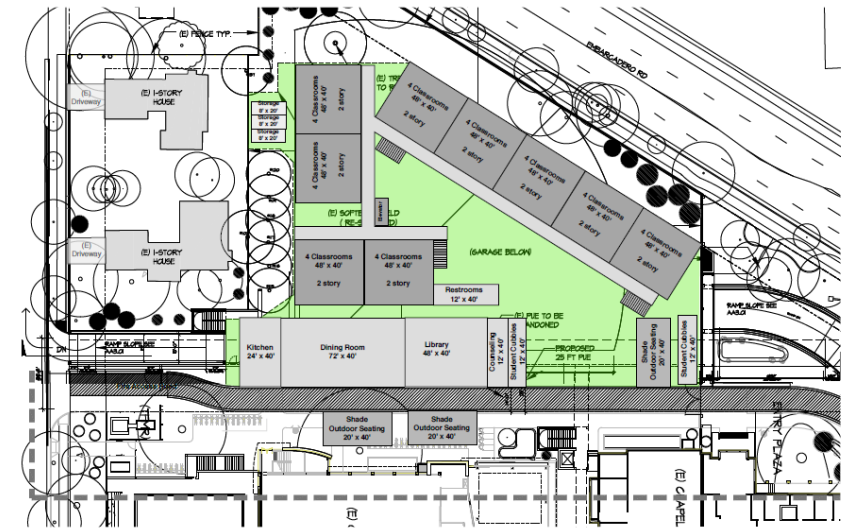
Planning and  
Transportation  
Commission

SEPTEMBER 9, 2020 PTC

[www.cityofpaloalto.org/castilleja](http://www.cityofpaloalto.org/castilleja)

# BACKGROUND

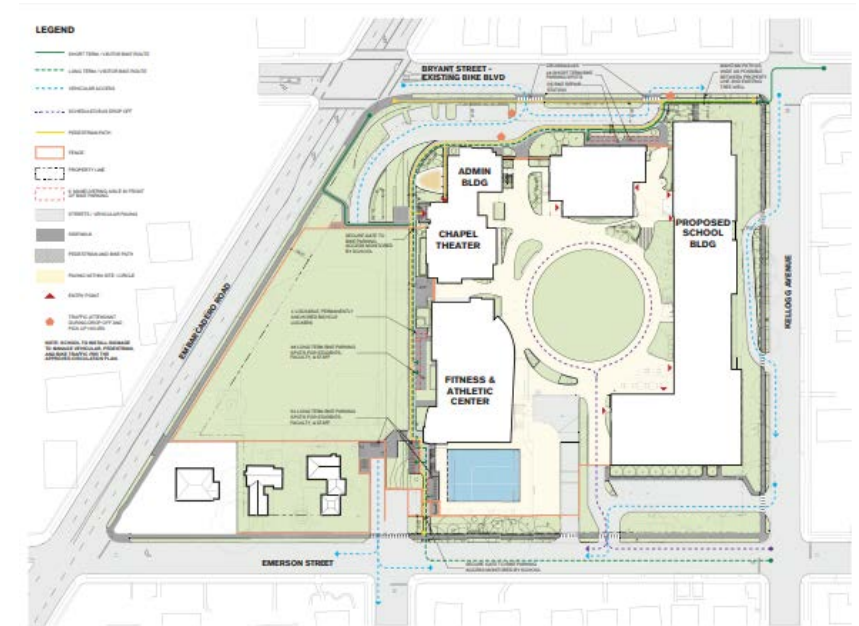
- 8/26 presentations (staff, CEQA, Applicant) and public comments, Alternative #4 focus
- PTC questions to staff captured in ‘at places’ memo, providing answers
- PNQL recent correspondence and other recent comments posted on PTC webpages
- Applicant clarification letters received and uploaded to project webpage
- Applicant’s temporary campus layout received and uploaded to project webpage
- PTC draft excerpt minutes on City’s project webpage homepage ([www.cityofpaloalto.org/Castilleja](http://www.cityofpaloalto.org/Castilleja))



Temporary Campus Layout  
Related to Alternative #4

# PURPOSE OF TONIGHT'S HEARING

- Continued Hearing to allow PTC deliberation/questions
  - Areas related to EIR
  - CUP and Variance requests
- Provide direction
  - Continue hearing for further deliberation, or
  - Initial guidance to staff to prepare draft Findings/Conditions



Alternative #4 Site Plan

# NEXT HEARINGS

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- **9/24/20: HRB Hearing to discuss**
- **10/1/20: ARB Hearing to discuss revised approaches**
- **9/30/20: Possible PTC date**
- **10/14/20: Possible PTC date**



CITY OF  
**PALO  
ALTO**

**AMY FRENCH**

*Chief Planning Official*

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1. PARKING GARAGE (4 QUESTIONS)
2. LAND USE DESIGNATION (1 QUESTION)
3. TRANSPORTATION STUDIES AND IMPACTS (4 QUESTIONS)
4. IMPLEMENTATION AND ENFORCEMENT (4 QUESTIONS)
5. TREES (1 QUESTION)
6. SPECIAL EVENTS (2 QUESTIONS)
7. TEMPORARY CAMPUS (4 QUESTIONS)
8. OTHER PROJECTS - PRIVATE SCHOOLS (4 QUESTIONS)
9. ARCHITECTURE (1 QUESTION)
10. ALTERNATIVES (2 QUESTIONS)
11. COVID19 IMPACTS (1 QUESTION)

# DAILY TRAFFIC VOLUMES

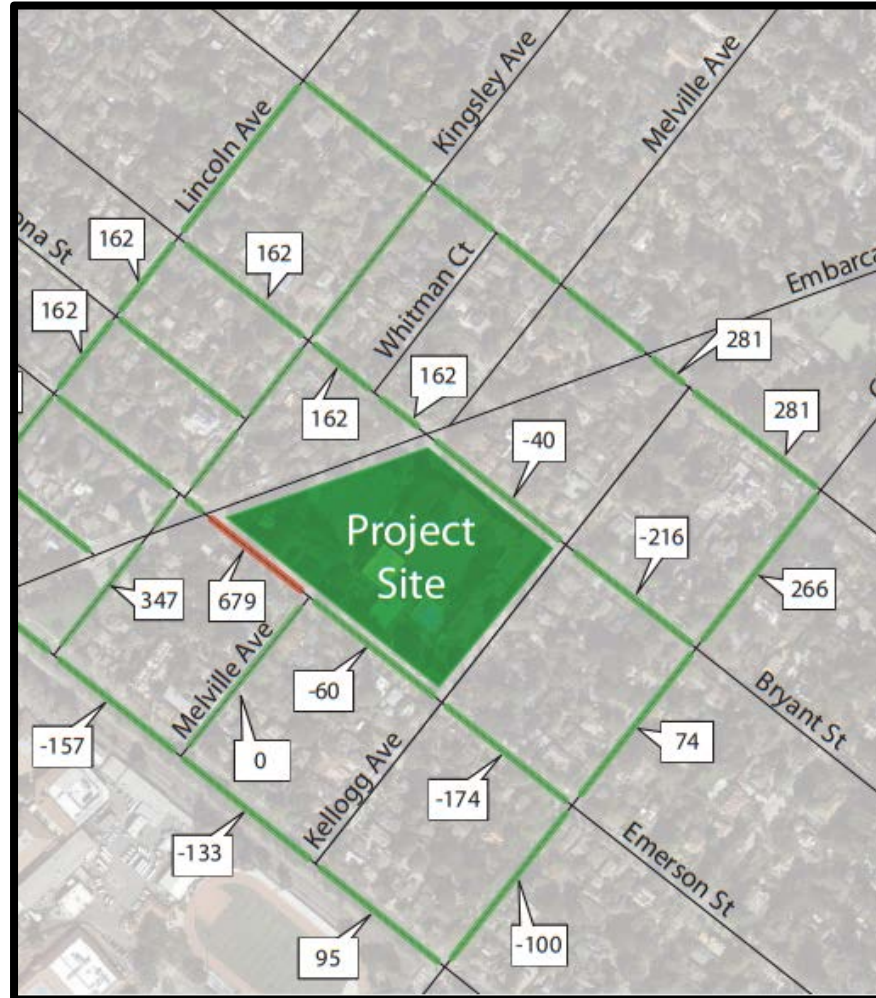


Traffic Impact Study for the Castilleja School Expansion  
 Figure 10 – Existing Daily Traffic Volumes



## Existing Daily Traffic Volumes

# DAILY TRAFFIC VOLUMES



Project Daily Traffic Volumes



# DAILY TRAFFIC VOLUMES



Traffic Impact Study for the Castilleja School Expansion  
Figure 16 – Dispersed Project Alternative Daily Net New Trips



**Alternative #4 Traffic Volumes  
Prior to Mitigation Measure/TDM**

# TRAFFIC ON BRYANT

Table 7-7  
TIRE Index Analysis Results

Study Roadway	Existing Conditions		Volume Needed to Increase TIRE Index by 0.10	Daily Project Trips	Significant Impact? (Y/N)
	ADT	TIRE Index			
<i>Roadway Segment</i>					
Kingsley Ave to Whitman Ct	3,879	3.6	1,025	0	N
Whitman Ct to Melville Ave	4,347	3.6	1,025	0	N
Melville Ave to Embarcadero Rd	5,125	3.7	1,250	0	N
Embarcadero Rd to Kellogg Ave	3,761	3.6	1,025	281	N
Kellogg Ave to Churchill Ave	3,083	3.5	825	281	N
Bryant Street					
Lincoln Ave to Kingsley Ave	2,391	3.4	650	162	N
Kingsley Ave to Whitman Ct	2,394	3.4	650	162	N
Whitman Ct to Embarcadero Rd	2,574	3.4	650	162	N
Embarcadero Rd to Kellogg Ave	870	2.9	170	-40	N
Kellogg Ave to Churchill Ave	567	2.8	140	-216	N

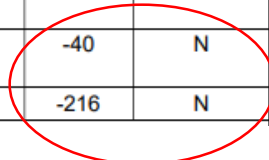
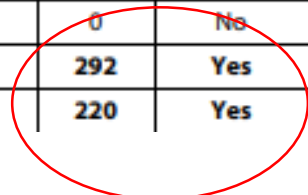


Table 22 – TIRE Index Summary – Project Alternative

Study Segment	Existing Conditions		Volume Needed to Cause +0.1 Increase in TIRE Index	Daily Project Trips	Significant Impact (Y/N)
	ADT	TIRE Index			
1. Waverly St (Lincoln Ave to Kingsley Ave)	3,859	3.6	1,025	0	No
2. Waverly St (Kingsley Ave to Whitman Ct)	3,879	3.6	1,025	0	No
3. Waverly St (Whitman Ct to Melville Ave)	4,347	3.6	1,025	0	No
4. Waverly St (Melville Ave to Embarcadero Rd)	5,125	3.7	1,250	0	No
5. Waverly St (Embarcadero Rd to Kellogg Ave)	3,761	3.6	1,025	0	No
6. Waverly St (Kellogg Ave to Churchill Ave)	3,083	3.5	825	0	No
7. Bryant St (Lincoln Ave to Kingsley Ave)	2,391	3.4	650	0	No
8. Bryant St (Kingsley Ave to Whitman Ct)	2,394	3.4	650	0	No
9. Bryant St (Whitman Ct to Embarcadero Rd)	2,574	3.4	650	0	No
10. Bryant St (Embarcadero Rd to Kellogg Ave)	870	2.9	170	292	Yes
11. Bryant St (Kellogg Ave to Churchill Ave)	567	2.8	140	220	Yes



**Recommendation** – To reduce the project alternative local residential street impact to a less-than-significant level, one or more of the following strategies would need to be implemented:

- Redistribute a proportion of users at each drop-off or pick-up area such that approximately 43 percent off all project related private auto travel would use the Bryant Street loop, 30 percent would use the Kellogg Avenue loop and the remaining 27 percent would use the underground garage with an entrance on Bryant Street and exit onto Emerson Street.
- The school and City should modify the existing traffic monitoring program to confirm changes in daily traffic volumes on surrounding streets to see if they match the traffic volumes estimated by this study. Appropriate TDM countermeasures should be developed based on the results of the monitoring program to reduce any measured increases in daily vehicle traffic.