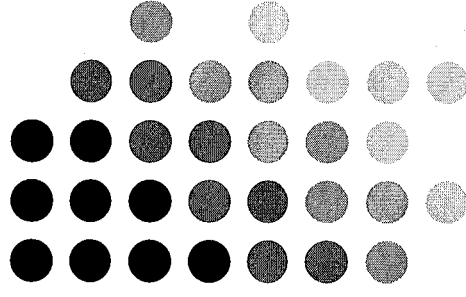


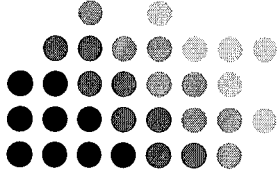
NEIGHBORHOOD STEERING COMMITTEE (NSC)

**Opposition to the Head Royce School (HRS)
Conditional Use Permit Application, 2015**

Presentation for
Planning Commission Public Hearing,
City of Oakland



November 4, 2015

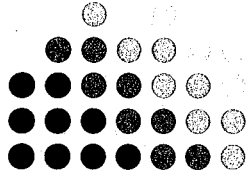


NSC Introductions

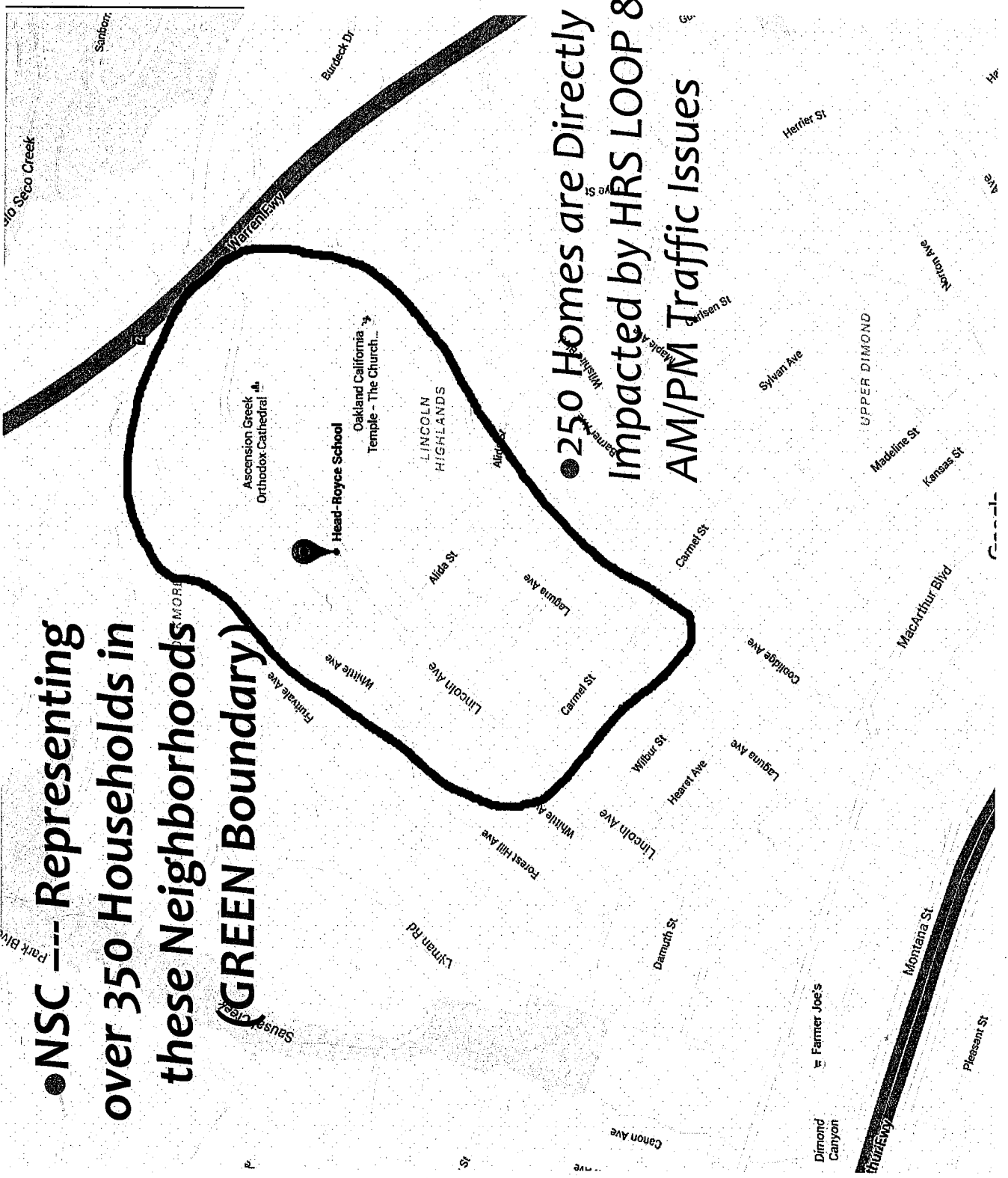
Members of NSC representing over 350 households in the north and south residential neighborhoods surrounding HRS:

Cheryl Brown Paul Cowley Karen Young

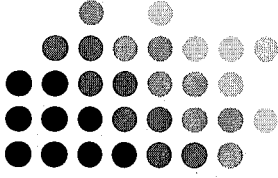
Neighbors want relief from unacceptable traffic, parking and noise issues generated by HRS. They expect support from City Planning process to allow them to enjoy their homes and families in peace and quiet.



● NSC --- Representing
 over 350 Households in
 these Neighborhoods
 (GREEN Boundary)



● 250 Homes are Directly
 Impacted by HRS LOOP &
 AM/PM Traffic Issues



NSC Issues with Draft CUP Application - 2015

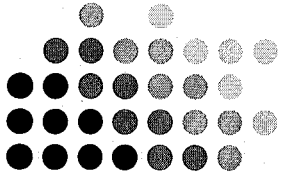
2015 Draft Permit continues issues still not resolved
by the 2006 CUP. ●4

Has the same 2006 problem – *Unenforceable language*
and *nebulous future plans*.

NSC seeks straightforward, simply worded directives in
the conditions.

Compliance with a permit that includes “*good faith
effort*” “*encouraging parents*” and “*is contemplated*”
will not be enforceable by the City.

Draft permit application has **NO Financial
Consequences for Non-Compliance.**



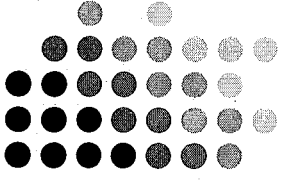
Growth – Enrollment & Capacity

Expanding HRS Size = Increasing Impacts.

HRS encroachment impacts are bad now and will escalate unless City addresses **growth**.

HRS proposes **906** students, 6 years ahead of current permit.

NSC proposes **875** students for 2015 application which includes students already illegally enrolled.



Future HRS Growth & Impact

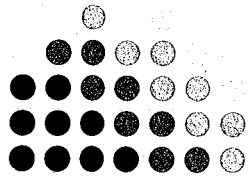
HRS campus is **TWICE** the size of any other private school campus in Northern California.

No other private school in region has placed 800+ students on a single campus or neighborhood.*

HRS estimates existing campus capacity @
1,015-1460+ students**, based on
current California school space standards.

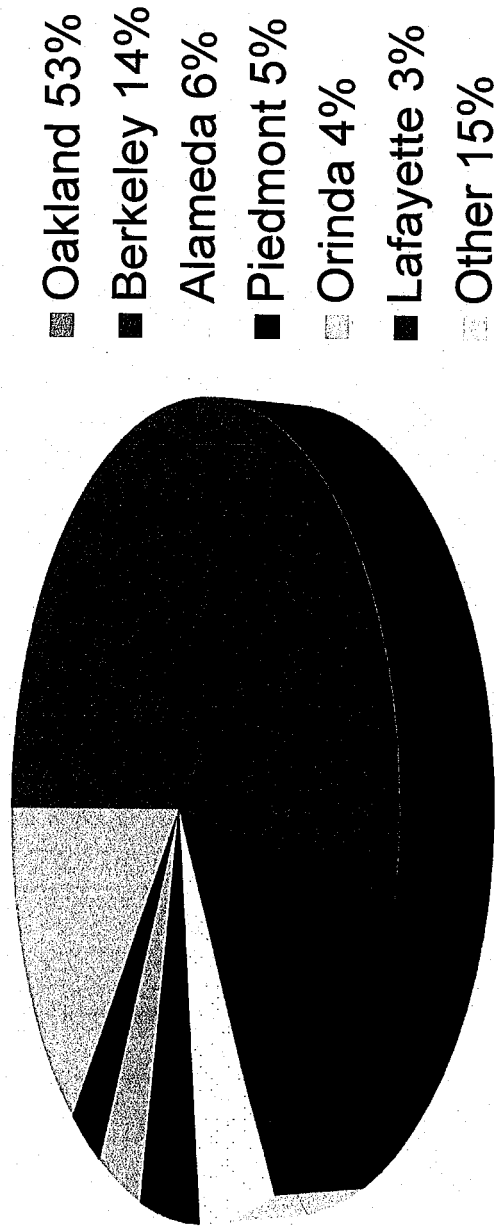
*Harker School (SJ) 2,000 students on 4 campuses, in 4 neighborhoods

** SOM Letter, 10/13/15

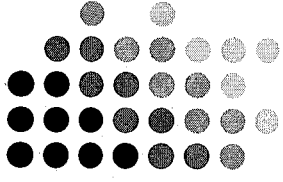


HRS Student Population (2012-2013)

Student Home Cities*



* HRS Student Directory, 2012



Operational Impacts - Transportation

HRS is a commuter school.

Generates more than 1100 vehicle trips* per day.

Only 463 students from Oakland (2013).

Traffic volume* (2014) @ Peak Hours on Lincoln Ave:

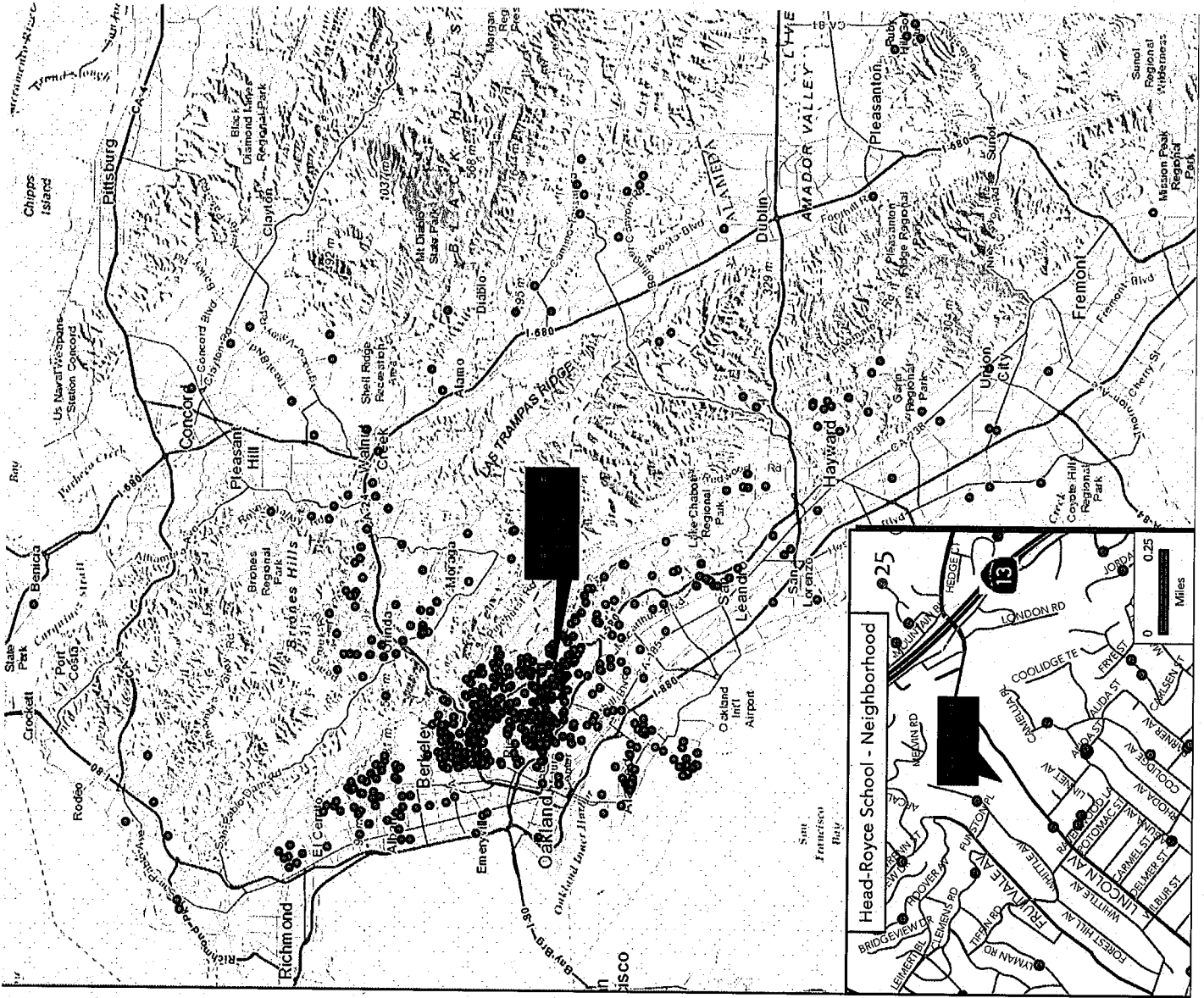
Morning (7:45-8:45) 1,086+ vehicles.

Afternoon (3:00-4:00) 820+ vehicles.

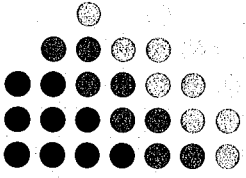
*Nelson/Nygaard Transportation Assessment/Impacts, Fig 2.2/3 pg. 2.11/12

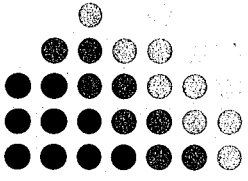
HRS Student Home Locations*

(879, 2012-2013)



* HRS Student Directory, 2012 ESRI
ArcGIS Online Map Service

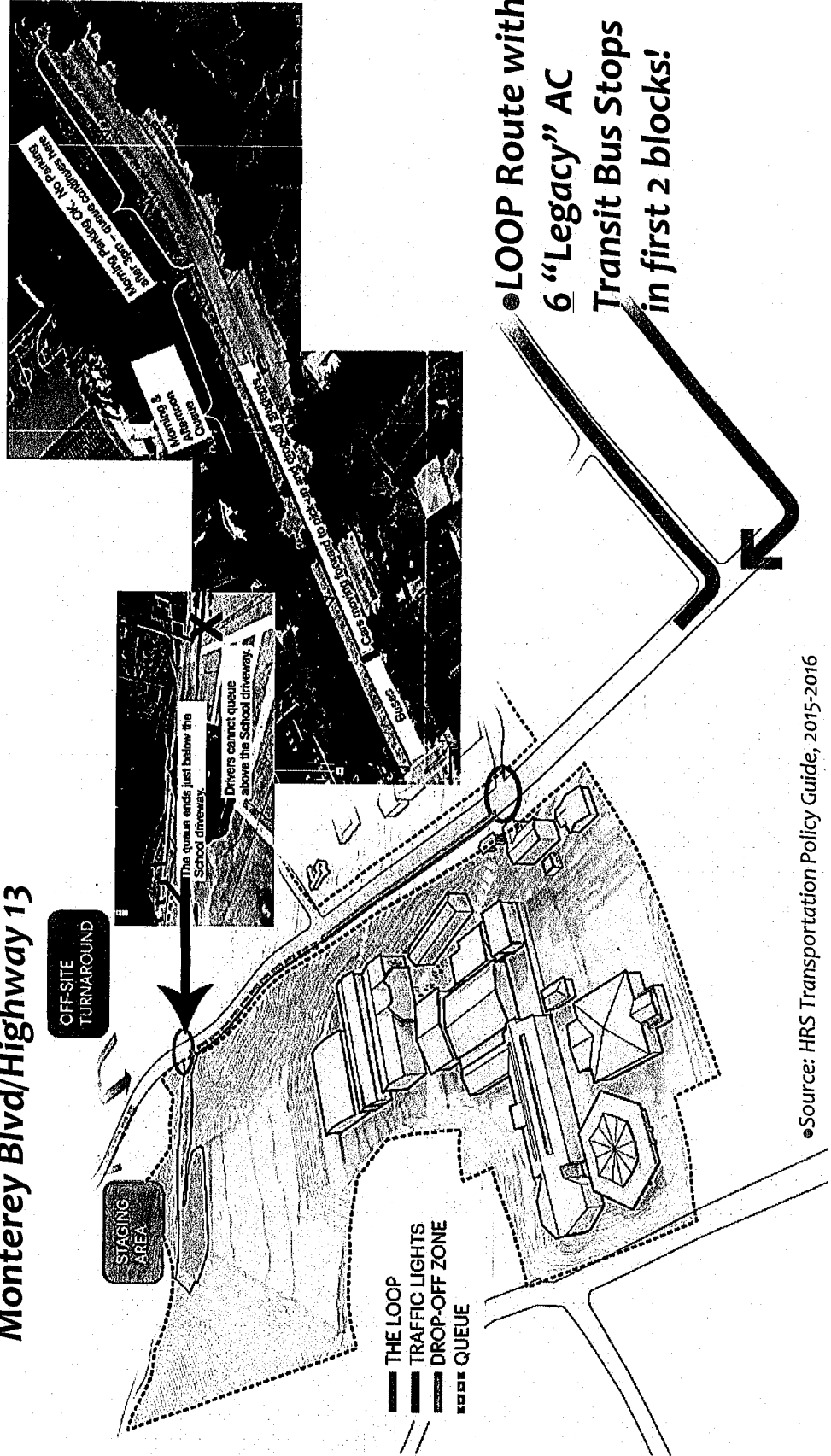




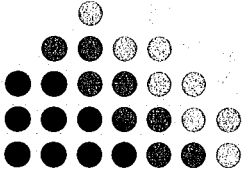
Traffic on Lincoln - Twice Daily

● Staging Area and Turnaround located Uphill @ Monterey Blvd/Highway 13

●10

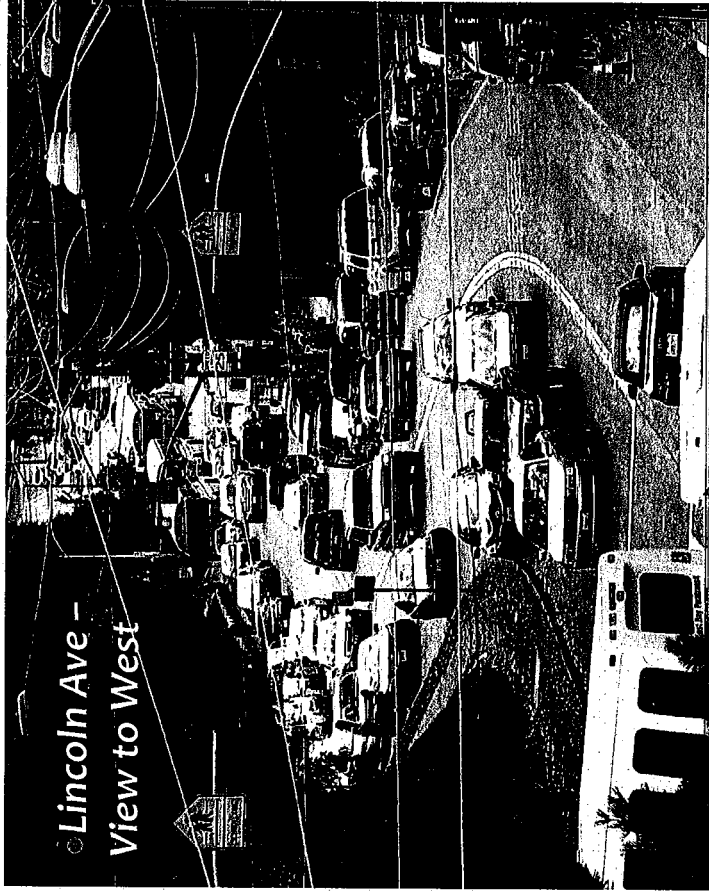


●Source: HRS Transportation Policy Guide, 2015-2016



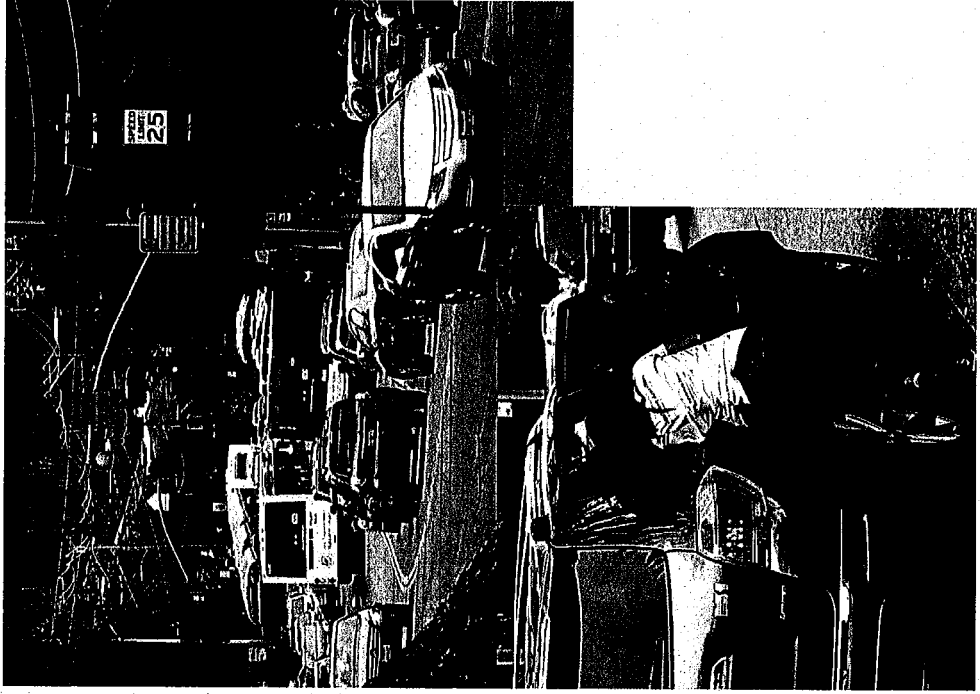
Daily Lincoln Ave Challenge

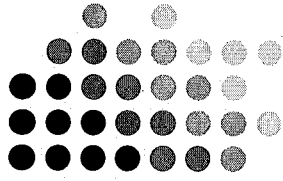
Access Clogged with Curbside Dropoff/Pickup Activity



• Mix of AM/PM Traffic with Random HRS Curbside Pickups outside of Queue

10/27/15





Transportation Impacts

HRS has not maximized bus ridership or routes

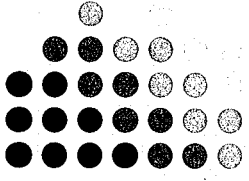
●12

that do not impact neighbors.

HRS does not use any of its own properties or parking lots for **daily drop-off and pickup** activities.

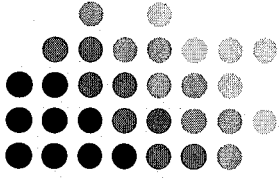
Drop-off and pickup chaos limits general and emergency **traffic access on Lincoln Ave.**

HRS Transportation Demand Management Plan (TDM) 2015 pushes vehicles and parking onto narrow (14' width) **residential streets** not designed for commercial traffic.



Curbside Pedestrian Mix + Vehicles



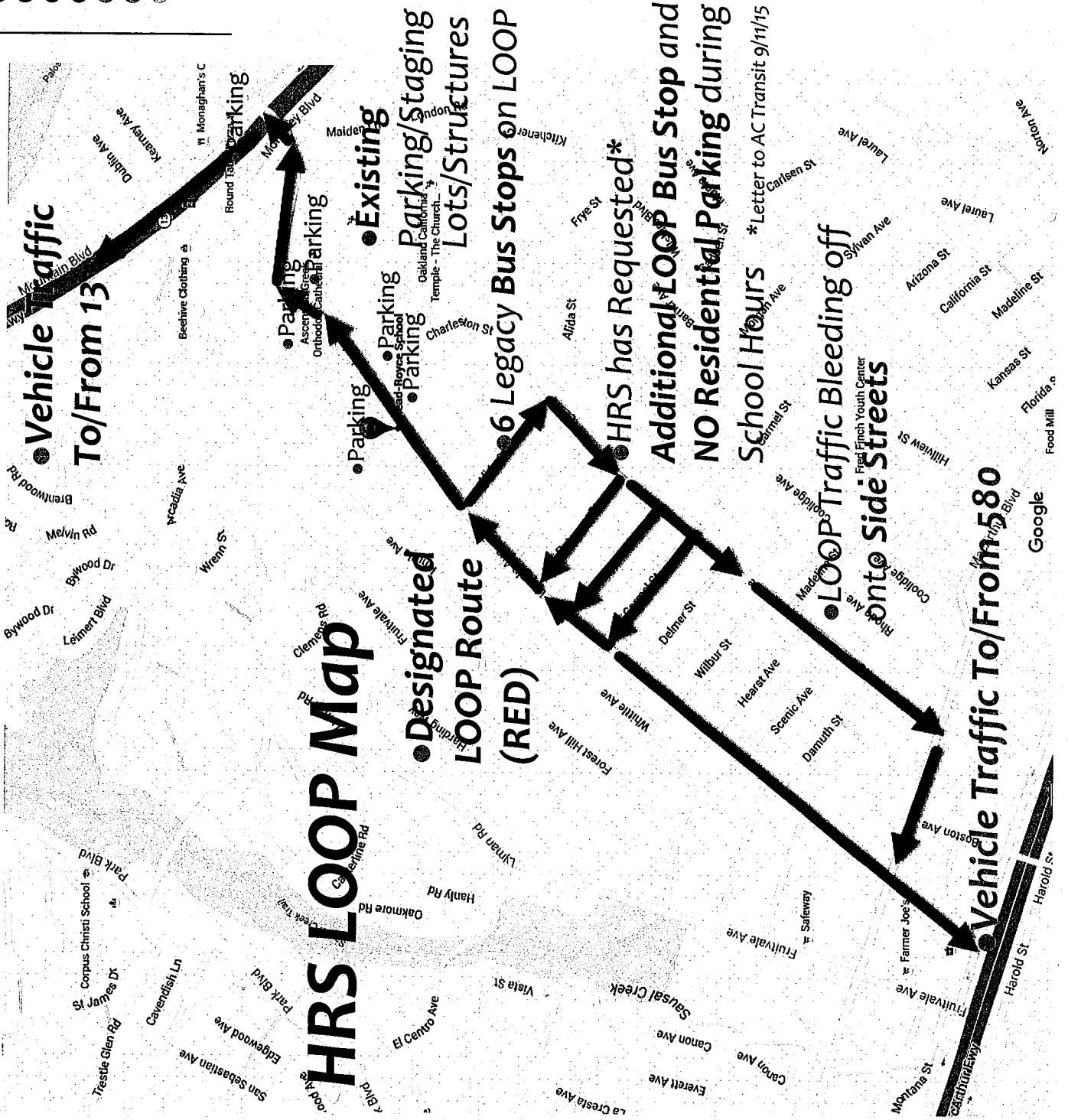
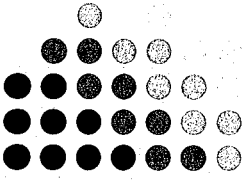


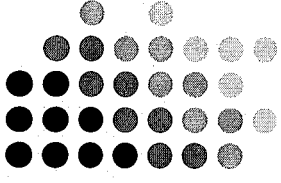
Traffic – The LOOP

The LOOP pattern is an accommodation, not a necessity for HRS drivers returning to Highway 13. Creates dangerous nuisance on streets more than ½ mile from campus. High volume/hour, 30-35+ MPH on narrow streets LOOP was created by HRS with **NO neighborhood input or agency review.**

“No AC Transit documents, field reports, planning studies, approvals exist for the 604/605 LOOP Route.”

CPRA Response, Office of General Counsel 9/17/15





LOOP Issues

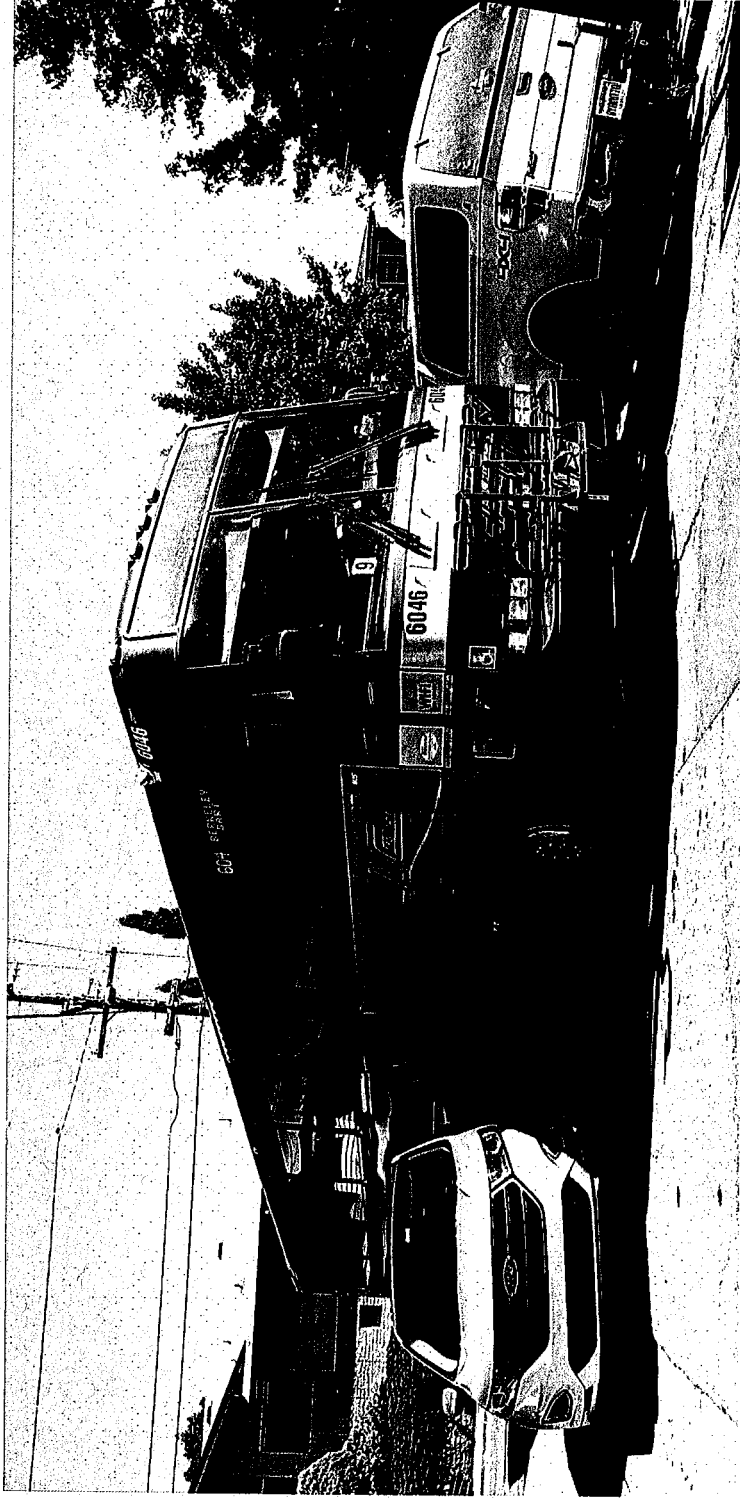
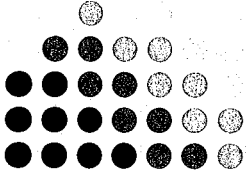
Increased HRS LOOP traffic volume is dumped on top of neighborhood traffic, blocking driveways, other service and emergency vehicles, local public school and daycare access for others.

NSC wants an end to the LOOP

Alternative routes, parking and drop off locations exist and need to be explored and implemented in new CUP.

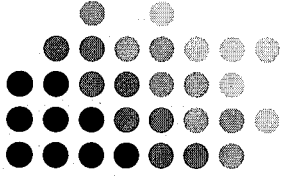
NSC has initiated review with AC Transit to audit **LOOP route and multiple bus stops no longer in use.**

Traffic Conditions – 5 Blocks from Campus



- Oversize AC Transit Vehicles Used for Narrow 14' Traffic Lanes on Residential Streets (Potomac @ Laguna (LOOP Corner))

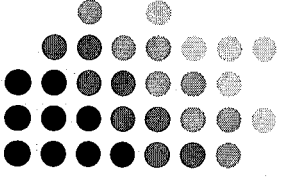
Highlights of Differences in Draft CUP Application



Employee Count

HRS wants **UNLIMITED** number of employees
with no additional parking, shuttle or
commute incentives.

NSC proposes **FIXED** cap on number
of employees = to 2006 CUP



Events

●19

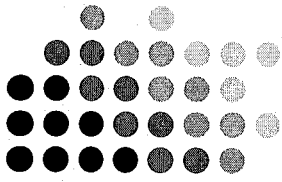
Highlight of Differences, cont.

HRS wants **no limit** on the number of weekday events during school year.

Plus approval for **75 weekend events.**

NSC proposal **limits total events.**

Prohibits lending, renting or partnering with individuals or any group for use of the school facilities.



Highlight of Differences, cont.

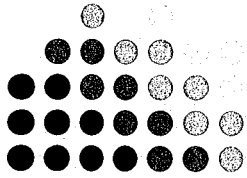
Summer School/Camp Program

HRS wants 2 summer sessions with
780 students/session.

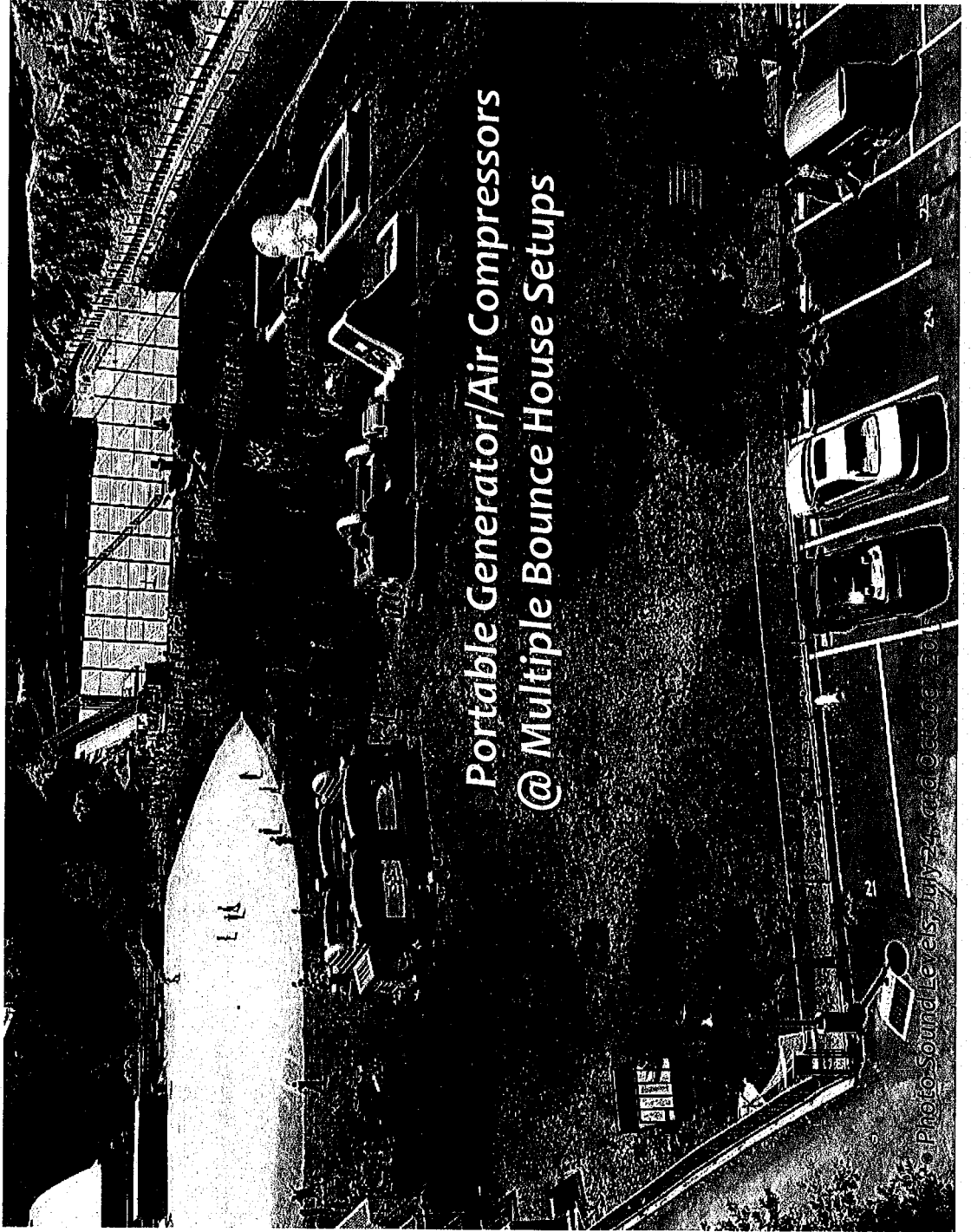
HRS is operational **11 months/year.**

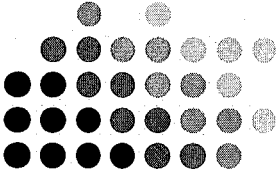
NSC wants no more than **500 students/session**

Equal to current limit. Based on high level of
nuisance traffic, poor monitoring and noise.



Summer Camp Noise 85-95 dB @ Curb





Solutions

Recommend to the Commission an

ENFORCEABLE Use Permit that adopts the

NSC proposal,

Or

Recommend **DENIAL** of the application for modification of the current 2006 Use Permit and require HRS immediately reduce its enrollment to the Phase 2 level.