

**NEIGHBORHOOD STEERING COMMITTEE ET AL.
VERSUS HEAD ROYCE SCHOOL**

**SUPPLEMENTAL NEIGHBORHOOD SUBMITTED
DOCUMENTS (SNSD)**

VOLUME 1

FEBRUARY 13, 2013

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MEMORANDUM

TO: Hearing Officer
FROM: Neighborhood Steering Committee (NSC)
RE: Case Nos. PUD04-400; PUDF05-339; ER04-0014: and PUD07-520
(Head Royce School)
DATE: February 12, 2013

INTRODUCTION

This is to update the hearing officer regarding developments that occurred between August 8, 2012, when the Neighborhood Steering Committee filed its complaint with the city, and today's date. The public nuisances and use permit violations have continued. NSC maintains its same requests, listed in the complaint, especially that student enrollment be reduced to 700 students.

NSC is aware that HRS has recently completed its acquisition of the Lincoln Child Center property. **We continue to request that the city hold the hearing at the end of March or as soon afterwards as possible.** HRS now owns **21 acres** of land embedded in hundreds of houses that, in combination, pay substantial property taxes to fund necessary city services. The continual nuisances and permit violations by HRS degrade the value of the surrounding houses and disturb the neighbors' quiet enjoyment of their own homes and neighborhood.

HRS' expansions in the past and its proposed expansions in the future benefit few at the expense of many. The permit violations and nuisances are bad for the neighborhood, the public using the streets around HRS, and the City of Oakland.

For consistency, the topics are in the same order as those in the city's determination letter, dated September 17, 2012.

A. Traffic Queues (Revocation Complaint Issue 1)

1. Background Information

In September 2013, the neighbor volunteers, who had been monitoring the traffic during the prior school year, waited until HRS stabilized its traffic management plan for the new school year before resuming monitoring. Since the school had greatly increased its enrollment, the volunteers expected changes to the traffic management plans and that these might take several weeks to solidify.

In the beginning of the school year, HRS deployed monitors all around the greater neighborhood within about a three to five block radius. Their job seemed to be instructing parents about traffic rules and discouraging them from using residential streets for drop-off and/or pick-up. Most of the monitors disappeared within a couple of weeks, leaving

only two security guards, two or three monitors on Lincoln, and one monitor at the Whittle gate.

The school placed on its website a 37 page "Transportation Policy Guide" and bus schedule.¹ However, as discussed below, by early November 2012, the school was not enforcing either the Guide or the "Big Ten Driving Rules." On November 26, 2012, the parents received another set of instructions regarding pick-up procedures.² The total material was voluminous, hard to digest, and did not improve traffic safety.

2. Queues Generally

According to the Transportation Guide, HRS devised "loops" that required parents to go through residential streets and re-enter Lincoln Ave. rather than u-turning on Lincoln Ave..³ In part to reduce the queues, the school offered a bus service for \$500 for each family per year, reduced from \$2,000 the prior year.⁴ For afternoon pick-ups, the parents were directed to use a staging area, loaned at no cost to HRS by the Mormon Temple, and then enter the Lincoln Ave. queue only as space became available. The queue is supposed to stay between the school gate and its driveway.⁵ A monitor uses cones and a walkie-talkie to prevent parents from leaving the staging area too soon and causing the queue to back up above the school driveway.

3. Morning Travel Lane Queues

The neighbor volunteers discovered little change in the morning travel lane queues from the prior year. School employees and students parked on both sides of the street in the morning, leaving two travel lanes, causing travel queues to back up onto the Highway 13 off-ramp.⁶

¹ Transportation Guide: 2012-2013. (1 Supplemental Neighborhood Submitted Documents (SNSD) 502-538.)

² Letter from HRS to parents of students K-8, dated November 26, 2012. (1 SNSD 493-494.)

³ Transportation Guide, pp. 19-21, 31. (1 SNSD 502-538.)

⁴ Transportation Guide, p.15. (1 SNSD 502-538.)

⁵ Transportation Guide, pp. 22-30. (1 SNSD 502-538.)

⁶ Photos attached to Declaration of Hollis Matson. (1 SNSD 572-582.)



2/4/13 – Foggy morning around 8:10 a.m. cars back up in the Lincoln Ave. offramp, forming a queue into Highway 13 southbound travel lane

The number of students arriving in cars, combined with buses arriving all at the same time created “competition” for space to drop off children. This problem seemed more aggravated this year than last year, possibly due to the recent increase in enrollment. For example, cars left the Highway 13 freeway, and to get to the school faster, they used Lincoln Way to cut in front of drivers heading from the same freeway off-ramp down Lincoln Ave.⁷

⁷ See, Google map showing route from freeway to Lincoln Way, then to Lincoln Ave. (1 SNSD 495.) Declaration of Hollis Matson, p. 1, second paragraph. (1 SNSD 570-571.)



11/27/12 – 8:14 a.m. Cars heading down Lincoln backed up below Monterey Blvd., white car on right “jumping the line” from Lincoln Way (arrow) to Lincoln Ave. to get to the school faster than the other cars

The volunteers also noticed a new problem. While it was commendable that HRS added more buses, they failed to stagger them to provide sufficient space for them to park at the school’s gate. As a result, the buses arrived at the same time as the cars and competed for space to pull over. The school directed some of the buses to use the Alida “loop” and come back up Lincoln Ave., parking on the opposite side of the street from where the other buses were parked. This created the following serious safety problems:

- a. Drivers turning right from Alida on Lincoln Ave. could not see around the buses as they made the turn and had to go over the double yellow line to pass them.⁸
- b. The buses on both sides of the street, but especially on the south side, obscure the light standard for small cars close to the ground, leaving only the top lighted section visible. As a result, a driver who is not aware of a light in that

⁸ For an example, see Declaration of Roberta Dempster and her attached photo, paragraph 7. (2 SNSD 597-598.)

location could very easily drive forward despite a red light, endangering children stepping out between buses.⁹

- c. The area for cars to pass narrows considerably with rows of buses on both sides of Lincoln Ave.
- d. There is a crosswalk located at the HRS entry gate. With buses on both sides of it, the crosswalk on either side of the street became somewhat invisible to drivers. The school attempted to put a cone with a sign affixed to it that said "crosswalk" in the middle of the street, but soon removed it. The cone and sign did not fix the poor visibility problem.
- e. Cars and buses all arriving at the school together created a chaotic situation. While some parents parked their cars and walked their children to the main gate, many did not. Instead, they hurriedly dropped their children off anywhere around the neighborhood, where there were no crossing guards or monitors to make sure that the children got into the school or parents' cars safely.
- f. The chaos created an atmosphere of confusion, something that a school should never allow, especially with young children, who do not have the ability to carefully observe their surroundings, contemplate risks, and avoid them.

Furthermore, the drop-offs are also occurring below and above the gatehouse on Lincoln Ave., and in the residential streets feeding into Lincoln because parents do not want to wait in traffic before dropping off students. Although the Ten Driving Rules and the Transportation Guide prohibit dropping children off below the gatehouse (rule 9 of the Big Ten Driving Rules and p. 23 of the Transportation Guide), that is what occurs, instead of drop-offs occurring in the drop-off zone shown on pp. 28-29 of the Transportation Guide.

The congestion in the residential streets interferes with residents trying to leave for work. Furthermore, parents on cell phones cruising hurriedly through the neighborhood trying to get back to Lincoln Ave., and to work, add unsafe driving problems such as sudden u-turns in front of oncoming traffic. Because there are no school monitors in the residential streets, the traffic rule violations are not corrected.

Another discovery by the neighbor volunteers involved the school's use of Whittle, Clemens, and Fruitvale. These streets were used for drop-off, pick-up and as a means for faculty to access the Whittle gate. The school allegedly restricted this gate to use by students living in the neighborhood and walking to school, and to students biking to school.¹⁰ This rule was not enforced.

⁹ See photo in Roberta Dempster's declaration, paragraph 8. (2 SNSD 598.)

¹⁰ Declarations of Don Dunning (1 SNSD 584-592.) and Michael Thilgen (2 SNSD 625-628.) Transportation Guide, p. 18 – only students who bike or walk are allowed to use the back gate. "No student may ever exit a car and enter the back gate." (1 SNSD 502-538.)

4. Afternoon Travel Lane and Parking Queues

Many of the problems described above also were true for the afternoon pick-up.

The staging area presented two obvious problems: 1. There was no lease agreement between HRS and the property owner assuring its continued use over a specified time period; and 2. The Mormon Temple conditioned the free use of its parking lot on an agreement that people not smoke, or drink coffee or tea when in the lot.¹¹

The staging area approach depended on parents' willingness to wait in two places, the staging area and the queue, before picking up their children. It also depended on parents cooperating with the monitor standing at the end of the queue with a cone to prevent the queue from backing up above the school driveway.¹² It reduced the waiting time for cars in the Lincoln Ave. travel lanes, but it did not prevent heavy congestion. Nor did it resolve the afternoon traffic chaos that was also evident during the morning drop-off.

In HRS' response letter to the city, dated September 7, 2012, it claimed: "In the afternoon, the School has already instituted all of the measures called for in Condition of Approval 36, including (1) staggering pickup times so that buses are loaded and leave prior to the start of pickup, (2) discouraging early arrival for pickup, (3) actively encouraging carpools or school buses as an alternative with an incentive for use of these alternatives."¹³ Monitoring by neighbor volunteers demonstrated that these representations were either untrue and/or the referenced measures were ineffective.

For example, the buses showed up at the same time as the passenger vehicles and then mixed together with them, thus greatly slowing down traffic. The slow pace of the buses trying to depart added to the congestion because the buses move very slowly in the uphill direction:

¹¹ Transportation Guide, pp. 26-28. (1 SNSD 502-538.)

¹² *Ibid.*

¹³ Letter, dated September 7, 2012 from HRS to City., p. 9.



12/3/2012 - 3:28 Traffic backed up in both travel lanes including above Greek church, past the parking structure. (1740.)



Photo taken from other direction also around 3:28. Shows the congestion caused by the buses mixing with cars and the travel lane blockage on the S. side of street. (1751.)

The staging area and the handling of the afternoon queue did not discourage parents from arriving early. The school's assumption that just adding buses and reducing charges for them would automatically equate with better traffic conditions did not pan out. Instead, many parents just got tired of waiting in the staging area and either drove out of it before they were summoned to go wait in the Lincoln queue, or just bypassed the entire system by not entering the staging area. With no school approved method of picking up their children, the queue generally full, and a longer than acceptable wait in the staging area, parents created the safety problems discussed below.

B. Violation of Traffic Rules (Cars Pushed into Oncoming Traffic, Parents Blocking Driveways, Unsafe Behaviors by Children and Adults During Pick-up and Drop-off, U-Turns, etc.) (Revocation Complaint Issues 3,4,5)

In its response letter, HRS contended that the driving habits of the parents only presented occasional problems and that the school took quick steps to correct the problems.¹⁴ The volunteer monitors found that the staging area, the over-enrollment of students that overwhelmed the school's management ability, and the lack of space in front of the school for drivers to drop-off or pick up students, all combined to continue and exacerbate the prior year's unsafe situation.

The blocking of driveways along Lincoln Ave. continued due to the congested travel lanes during drop-off and pick-up. The parents began using the Greek church's closed service driveway for u-turning into the queue. This is an unsafe and illegal place for a u-turn because the driver making the u-turn and drivers coming down the steep winding road cannot see each other in time to stop. Parents also used this driveway for impromptu pick-ups to bypass the school's approved pick-up procedure. These two driving problems were not observed last year, but were prevalent this year:¹⁵



11/16/12 - 3:28 Student texted parent to pick her up at service entry to Greek Church. Parent did so. (1644.)

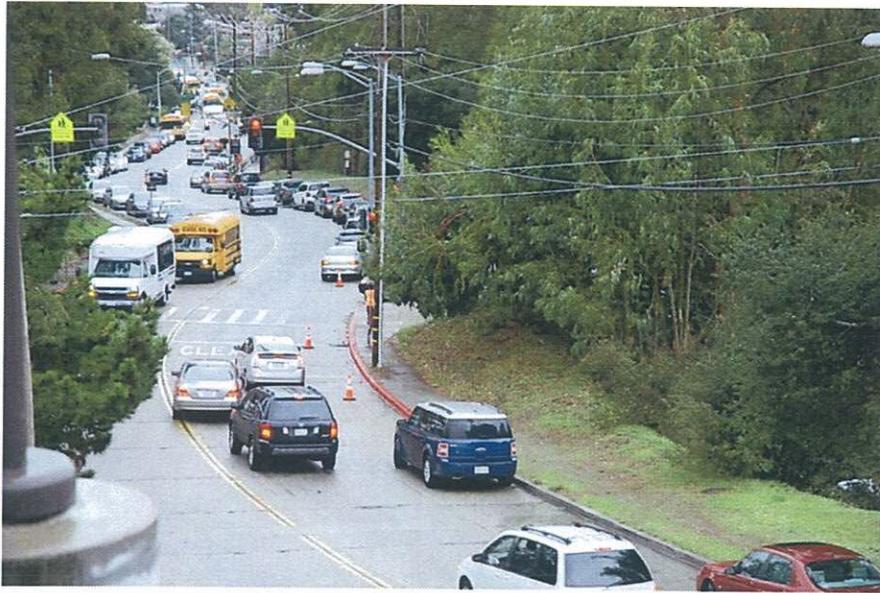
¹⁴ Response letter, pp. 10-11 and 18-20.

¹⁵ See Declaration of Randy Morris. (2 SNSD 607-614 .)



The Big 10 Driving Rules for the current school year direct that parents should never allow their vehicles to protrude into traffic while attempting to access the parking queue. Instead, if they are unable to enter the filled queue, they should use the “loop.”¹⁶ This rule was repeatedly ignored by both the parents and the monitor who was supposed to be preventing the queue safety issues:

¹⁶ Transportation Guide, rule 2, p. 31. (1 SNSD 502-538 .)



11/16/12 - 3:07 Parent stopping to try and get into full queue (see cone at end of queue), car going over yellow double line to get around stopped car. (1613.)
Monitor does nothing

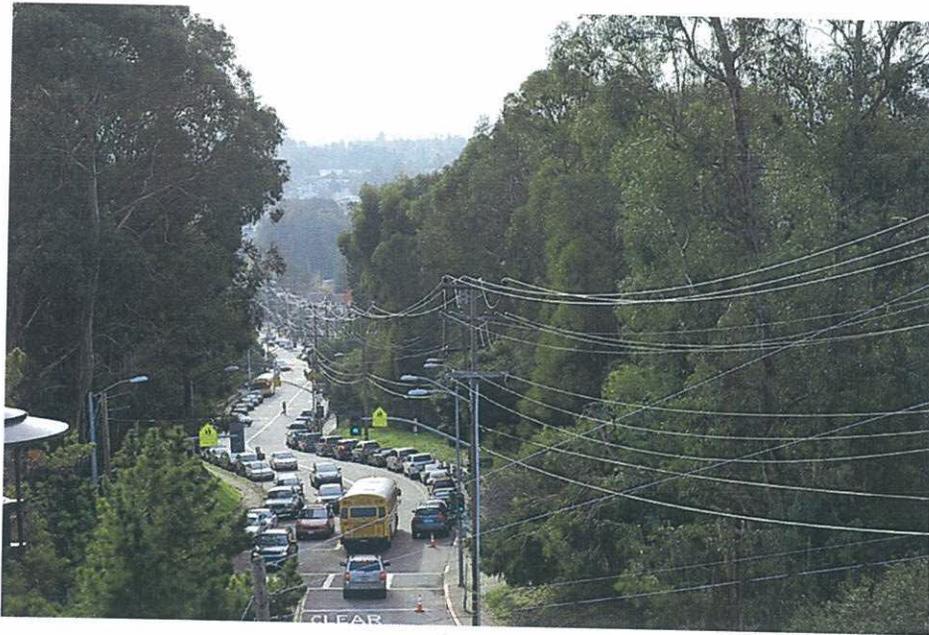


11/15/12 - 3:22 Parent picks up student in the intersection in front of driveway (1587.)

In the film clips taken by a volunteer, cars are repeatedly attempting to either access the queue improperly and/or partially blocking part of a lane. In one clip, a car

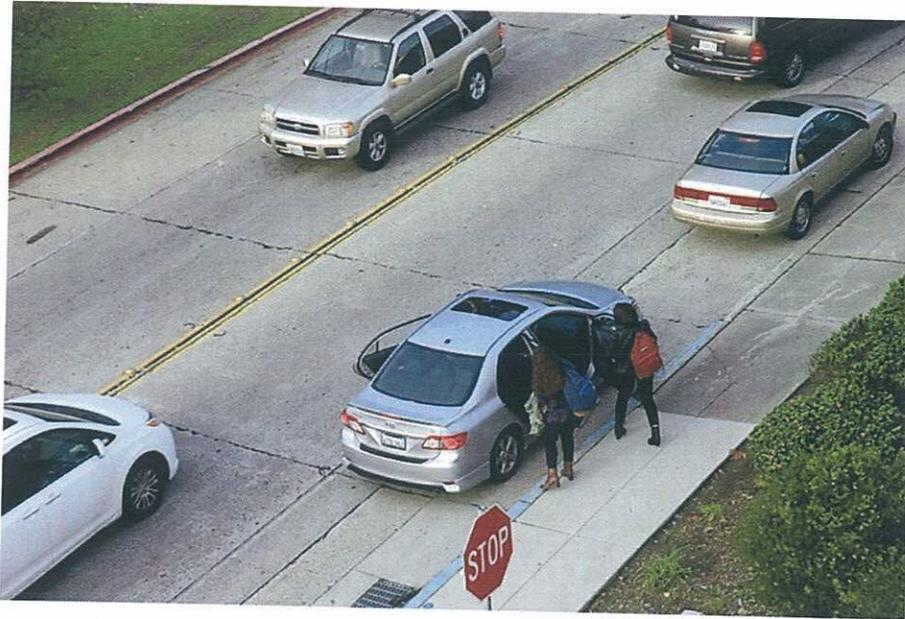
stopped at a right angle to the queue, blocking the entire lane, while the monitor did nothing.¹⁷

Jaywalking increased this year over last year. Students parked above the driveway on Lincoln in the morning, and then after school rode together up the driveway with a student who had parked in the school parking lot. They then dispersed to their cars on the street, jaywalking from the south to the north sides of the street. There also was jaywalking occurring in the center of Lincoln Ave. In all cases, the monitors did nothing to stop the jaywalking, even though the visibility from cars coming down the hill was poor where the driving students jaywalked:



12/3/12 - 3:02 Jaywalker in the middle of Lincoln Ave.
walking from S. side to N. side. No monitor visible. (1695.)

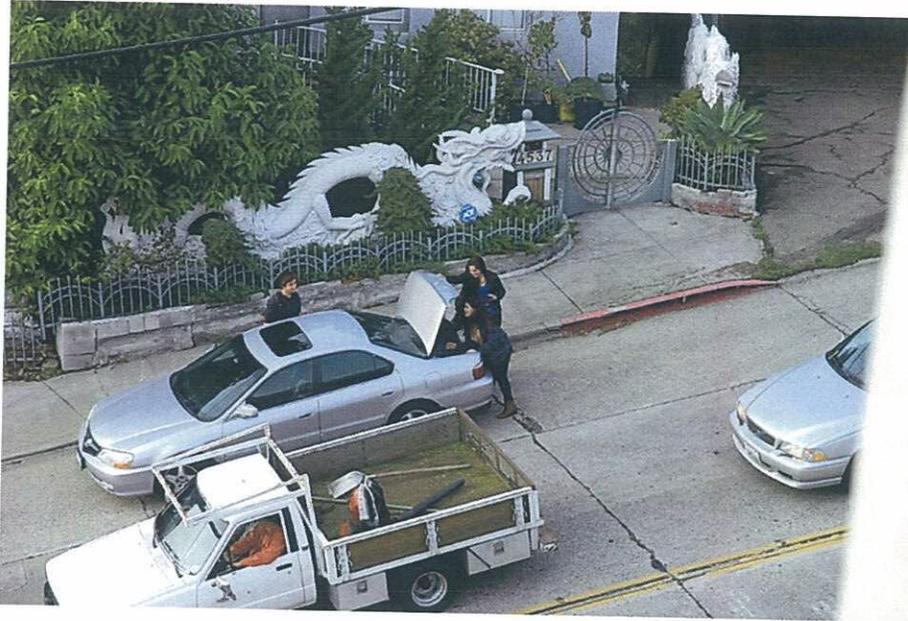
¹⁷ DVD attached to SNSD, Volume 1.



12/3/12 - Students unloading from one car that has come up from the school – above the driveway. (1732.)



3:26 Students heading across the street to car on opposite side – jaywalked across and monitor did nothing. (1733) Car license 6TBL944 in the school's database. Not a school approved loading area.



3:26 Students loading into back of another car after crossing directly over from car they left on S. side onto N. side. (1734.)

The parents seemed to make more use of residential streets for drop-offs and pick-ups this year, which also seemed to result from increased enrollment, combined with an inadequate and unsafe method for drop-off and pick-up on Lincoln Ave.¹⁸

C. Responsiveness to Neighborhood Complaints/License Plate Rule Traffic Rule Enforcement System (Revocation Complaint Issue 6)

In its response letter, HRS contended that neighbors simply had an “impression” that the school does not respond to neighbor complaints by enforcing violations of the traffic rules. It cited as evidence of its responsiveness that it maintains “an extensive database.” Further, it stated that when violations were observed, it took steps to correct the violations.¹⁹ This rosy picture was far from reality.

As part of responding to neighborhood concerns, the school agreed to provide a copy of the database to the neighborhood Liaison Committee (NLC) at the beginning of each school year. This year, the database was not supplied to the NLC until December 5, 2012, three weeks before the end of the first semester.²⁰ Numerous employees who park on Whittle, Clemens, and Fruitvale, and then improperly use the Whittle gate for routine access do not have their license plate numbers listed plates in this database.²¹

¹⁸ For example, see Declaration of Don Dunning and the photos attached to his declaration. (1 SNSD 584-596.)

¹⁹ HRS response letter, dated September 7, 2012, p. 11, 20.

²⁰ Declaration of Randy Morris, paragraphs 10-13. (2 SNSD 607-614.)

²¹ Declaration of Michael Thilgen. (2 SNSD 625-628.)

D. Monitors (Revocation Complaint Issue 7)

This school year, the school continued to put vests on youngsters and have them stand on the sidewalk as if they were monitors, instead of exclusively using enough sufficiently trained, paid, adult monitors.²² These youth monitors were located in front of the gate area, where there was the most chaos and danger to young students from the traffic problems, described above. HRS only provided two security guards, one as a crosswalk guard, and the other standing on the corner of Alida and Lincoln. During volunteer monitoring sessions neither guard controlled parents nor did anything to stop bad driving behavior.²³ There were two adult monitors visible between the main gate and the school's driveway, and one monitor at the Whittle gate.

HRS' response letter ridiculously claimed that it maintained monitors on numerous streets around the school, that monitors were "rotated to different locations," and that these allegedly trained monitors were doing a fine job. The neighbor volunteers randomly drove around all of the streets where HRS claimed there were monitors. They were invisible.²⁴

The one monitor, observed making an effort to control traffic, was located at the driveway. Her job was to keep cars from joining the queue and prevent it from extending past the driveway. She attempted to do so with a cone system and a walkie-talkie. However, as shown above she was unable to control the parents, who either tried to get into the queue despite the cone at the end of it, or address the traffic safety violations that were occurring above the driveway.

This monitor routinely left her station at 3:30, although many of the u-turns in front of the Greek Church service driveway and the impromptu pick-ups were still occurring above the school's driveway between 3:30 and 4:00 p.m. The monitor did not seem to notice or she failed to correct the situations, described above and in the logs, where parents pulled up with the back end of their cars sticking into the travel lane, resulting in cars travelling downhill moving around them into the oncoming traffic lane.

The monitor on Whittle was simply standing there allowing students, who were dropped off by their parents and employees, who parked all around the neighborhood, to use the back gate for access to the school without checking and confirming that they live in the neighborhood.

None of the neighbor volunteers saw any monitor with a clipboard, a digital camera, or other devices necessary to take down license plates of cars violating the traffic rules. Neighbors request that the 1988 condition be restated as a current Condition of Approval and that HRS be required to enforce the Whittle gate access restrictions.

²² Declaration of Drew Lau-Regent, p. 2. (1 SNSD 552-555.)

²³ See traffic logs attached to declarations and film attached to Volume 1 of SNSD.

²⁴ Declaration of Don Dunning, p. 1, and attached logs. (1 SNSD 584-596.) Declaration of Hollis Matson, and attached logs. (1 SNSD 572-583 .)

Enforcement measures would include education of students, parents, and staff on gate use restrictions, deactivation of gate access cards for all students and staff who do not live in the immediate neighborhood, and daily monitoring of the gate by monitors who are trained to prevent unauthorized use of the gate.

On page 12 of its response letter, HRS claimed that during the summer months, it “commits 30 monitors (some of whom are student counselors) to assist with drop-off and pickup.” On page 30, it stated that it “employs 30 additional monitors to enforce traffic rules throughout the neighborhood.” This is a misrepresentation. In the summer, the school used approximately ten youth to hold up “no-uturn” signs and stand in front of the gatehouse area, wearing vests. These children did not direct traffic and for the most part, stood around laughing and playing with each other, as one would expect with kids.²⁵

E. Summer Camp Noise (Complaint Issue 8)

Since the NSC filed the Complaint in early August 2012, there has not yet been another summer program at HRS.

On page 13 of HRS’ response letter, it claimed that “in response to neighbor complaints in the summer of 2012, the summer program stopped using bullhorns, moved outdoor meetings inside, and added staff to monitoring of Lincoln Ave.” Most of this statement is untrue. The school did stop using bullhorns and the public address system, but only after many neighbor complaints. They did not stop the screaming and left the children outdoors without making any apparent effort to quiet down the noise through the rest of the summer program.²⁶ Although the school discontinued the amplified noise after the complaints during the summer program, it then began using amplified sound again shortly after the summer break with the school’s events and those where they loaned or rented out the facility, discussed below.

F. Lack of Supervision of Students on Campus (Complaint Issue 9, 16)

On pages 13 and 21 of its response letter, HRS claimed that it fixed the problem of students using the campus hillside above the playing field for smoking cigarettes and marijuana, and engaging in other inappropriate behavior next to houses. The neighbors had previously requested an extensive **eight** foot fence, locked gates, and adequate supervision. Instead, HRS put up a short length **four** foot fence and did not provide adequate supervision. HRS simply had a photo taken by someone sitting on the ground to make the fence look much taller than it really is. This issue is particularly important for fire suppression. HRS repeatedly has allowed students to climb up the hill, where they drink alcohol.²⁷ As explained before, students also smoke cigarettes and marijuana on the campus hill. The combination of inebriated kids throwing cigarette and marijuana butts into the dry grass presents a major concern.

²⁵ Declaration of Randy Morris, paragraph 20. (2 SNSD 607-614.)

²⁶ Declaration of Inma Linero. (1 SNSD 556.)

²⁷ Email and photos from Colin and Rachel Zak. (2 SNSD 717-721.)

Neighbors photographed the actual height of the fence, and a student very easily climbing over it. They also prepared more specific drawings of where the fence should be located on the property and how the gates should be handled to prevent students from continuing to use the hillside.²⁸

The other student supervision issue involved use of the HRS parking lot. In its response on pages 15 and 23, HRS acknowledges that there have been problems with student behavior in the parking lot, but claimed that its disciplinary procedures have been sufficient to deal with the issues. However, the issue was not dealt with and there is no adult supervision of the parking lot. As a result, the students continue to honk horns, play loud radios, etc. disturbing the neighbors who reside above and adjacent to the parking lot.²⁹

G. Deliveries (Complaint Issue 11)

The deliveries before 7:00 a.m. continued until August 23, 2012. After that, the school rescheduled its deliveries for after 7:00 a.m. The statement on page 13 of its response that HRS sends vendors away if they arrive too early is incorrect as there are no monitors present at the school before 7:00 a.m.³⁰ The delivery trucks continue to be extremely large and appear over the four-and-a-half ton limit for Lincoln Ave. They are the type of vehicle used for delivering goods to a major grocery chain, not the type of vehicles that are normally found on residential streets.³¹

H. Landscape Maintenance (Fire Danger) (Complaint Issue 13, 14)

One of the issues raised by the Whittle neighbors was the amount of ivy that has grown all over trees, fencing, and the roadway. Ivy is a vine with roots that dig into tree bark, encircle trees, and if left untended long enough, will weaken the trees.³² In September 2012, a neighbor spoke with the school's garden service who indicated an intent to slowly get around to removing the ivy, but it has not happened. He did remove the ivy that was actually in the street. The neighbor photographed the overgrown ivy.³³ The ivy should be cut from the base of the trees and after it dries, removed from the trees. The berries and longer ivy branches on the fence can be weed whacked so that the ivy acts as a visual barrier without climbing beyond the height and face of the fence.

The second issue involved a fire ladder from Eucalyptus tree debris next to an adjoining neighbor's property and the failure to conduct tree maintenance. The school has not corrected the problem and the debris is still present. It presents a fire danger to that property and to the housing located above the school. Also the Eucalyptus trees remain

²⁸ Declaration of Michael Thilgen. (2 SNSD 525-628.)

²⁹ Declaration of Andrea Rezzonico, paragraph 8. (1 SNSD 544-545.) Declaration of Terry Tobey, paragraphs 2-4. (2 SNSD 666-669.)

³⁰ Declaration of Randy Morris, paragraph 19. (2 SNSD 607-614.)

³¹ Declaration of Rod Thompson, paragraph 2. (1 SNSD 566-568.)

³² Article from King County, Washington. (1 SNSD 496-501.)

³³ Declaration of Inma Linero. (1 SNSD 556.)

dangerously at risk for falling down the steep hillside due to lack of maintenance.³⁴ As to any lack of clarity, claimed by HRS on page 15 of its response, regarding which trees belong to the school and which ones belong to the neighbor, the school has had ample time to either get their property line surveyed or work out an informal agreement with the neighbor to get the trees pruned and the debris removed, with costs shared where there is any doubt as to the ownership of some of the trees.

I. School Events and Rental of the School to Outside Community Groups (Complaint Issue 15)

The issues raised by the neighbors included the excessive number of events, the noise from people coming back to their cars very late at night, the traffic problems related to the events, and the lending or renting of the school facilities to outside organizations and persons. HRS' response on page 23 of its letter that it "manages events on campus with substantial efforts" is neither true nor responsive. While the response mentions valet service, that service has not been visible at the events during the school year. The noise continues to be excessive and the number of events continues to escalate.³⁵

J. Student Enrollment

Despite numerous complaints from neighbors over the years about overcrowding Lincoln Ave. with traffic and poor supervision of students, HRS has continued to increase their enrollment. It has ignored letters from the city advising it to reduce its enrollment in keeping with the use permit. On its own and without announcement to the City or the neighbors, HRS raised this year's school enrollment close to the level allowed in the use permit only in 2020 and then only on condition of completing various management steps. Current enrollment is far in excess of levels allowed in the use permit at this time.³⁶

³⁴ Declaration of Terry Tobey. (2 SNSD 666-669.)

³⁵ For example, see Declaration of Andrea Rezzonico, paragraphs 3-7. (1 SNSD 544-545.)

³⁶ Declaration of Randy Morris, paragraphs 3,15-16. (2 SNSD 607-614.)



Monday, November 26, 2012

Dear K-8 Families,

Thank you for your patience as we have been working to refine and improve our K-8th grade dismissal process. We have reviewed our new system over the past few weeks and have made some important improvements. Our primary goal for making these changes is student safety, and we are working hard to coordinate a smooth and well organized transition for students from the classroom to each child's destination.

The first step in getting students to their destinations will come from you. Please [click on the link here](#) and fill in the schedule for your child on a trimester basis. We know that ASP classes, sports schedules, and other activities change throughout the year but ask that you give us as close an estimate of your child's daily activities as possible. Once you have submitted the form, any changes to this schedule must be given to the Division Offices by email: shelmgren@headroyce.org in Lower School and fpeters@headroyce.org in Middle School.

Last minute (day of) schedule changes can go by phone to the division offices up until 2:00pm. Schedule changes made after 2:00pm on the same day must go to the ASP phone number 510 531-1300 ext. 2301.

Our new dismissal process for Lower School students is as follows:

- Students going to ASP will be escorted there by the class intern.
- Students leaving campus will be dismissed through the main gates for carpool, bus and pedestrian pick-up beginning at 3:20.
- Lower School teachers will lead their students up to Lincoln Avenue where they will divide into three areas for bus, carpool and pedestrian pick-up.
- Teachers will check the list for students taking buses and will escort those students to the buses while others wait for carpool and pedestrian pick-up.
- Lower School students who have not been picked up at 3:45pm will be checked into ASP by Sylvia Helmgren. If the child's schedule shows this is not consistent with the parent communicated plan, the parent will be called.

Our new process for Middle School students is as follows:

- Students going to ASP will check in with the ASP counselor in the Library by 3:45 pm.
- Middle School teachers will direct students leaving campus to the mid-campus gate where they will exit and proceed to the bus or wait for their name to be called for carpool.

- Middle School pedestrian pickup will take place at the mid-campus gate.
- If Middle School students want to wait with their Lower School siblings, they may do so on the steps inside the main gate.
- A Middle School teacher will walk students remaining at the gate at 3:45pm to ASP in the main library.

Parents or caregivers who would like to come onto the campus at dismissal time must sign in at the gatehouse and get a badge. You are always welcome to come on campus using this protocol.

If you have any questions, please feel free to contact one of us. Thank you for your cooperation in making the dismissal process safe and efficient.

Sincerely,

Suzanne Abbey, Head of Lower School

Linda Hoopes, Head of Middle School

[Privacy Policy](#) | [Email Preferences](#)

494
494



Address **6000 Lincoln Ave**
Oakland, CA 94602

Get Google Maps on your phone
Text the word "GMAPS" to 466453



495

English ivy *Hedera helix*

[http://edit.kingcounty.gov/sitecore/shell/Controls/Rich%20Text%](http://edit.kingcounty.gov/sitecore/shell/Controls/Rich%20Text%20Editor/~media/environment/animalsAndPlants/noxious_weeds/imagesD_G/English_ivy_stop_sign.ashx)



[20Editor/~media/environment/animalsAndPlants/noxious_weeds/imagesD_G/English_ivy_stop_sign.ashx](http://edit.kingcounty.gov/sitecore/shell/Controls/Rich%20Text%20Editor/~media/environment/animalsAndPlants/noxious_weeds/imagesD_G/English_ivy_stop_sign.ashx)

This evergreen vine is widespread in western Washington, both as an intentionally planted ornamental and as an invasive plant in woodlands and parks throughout the region.

Legal status in King County, Washington

The four cultivars of English Ivy that have been shown to be the most invasive in the Pacific Northwest are Class C noxious weeds on the [Washington State Noxious Weed List](http://www.nwcb.wa.gov/nwcb_nox.htm) (http://www.nwcb.wa.gov/nwcb_nox.htm): *Hedera helix* 'Baltica', *Hedera helix* 'Pittsburgh', *Hedera helix* 'Star', *Hedera hibernica* 'Hibernica' (see below for pictures). *Hedera hibernica* is also called Atlantic or Irish Ivy but is very similar to English Ivy and is generally called English Ivy by most people. These invasive cultivars of ivy are on the [non-regulated noxious weed list](http://edit.kingcounty.gov/sitecore/shell/Controls/Rich%20Text%20Editor/~media/environment/animalsAndPlants/noxious-weeds/laws/non-designated.aspx) (<http://edit.kingcounty.gov/sitecore/shell/Controls/Rich%20Text%20Editor/~media/environment/animalsAndPlants/noxious-weeds/laws/non-designated.aspx>) in King County. Property owners are not required to control these species.

The [King County Noxious Weed Board](http://www.kingcounty.gov/environment/animalsAndPlants/noxious-weeds/weed-control-board.aspx) (<http://www.kingcounty.gov/environment/animalsAndPlants/noxious-weeds/weed-control-board.aspx>) strongly encourages control of English Ivy where possible and containment of spread if control is not feasible. Also, planting English Ivy is discouraged and it is recommended that non-invasive alternatives be used to reduce further negative impacts of this plant in King County.

Impacts and distribution



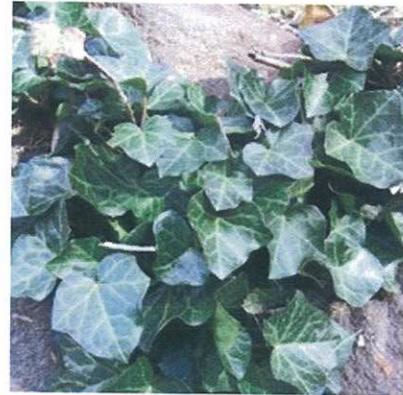
[~/media/environment/animalsAndPlants/noxious_weeds/imagesD_G/English_ivy_Ravenna_Park.ashx](http://edit.kingcounty.gov/sitecore/shell/Controls/Rich%20Text%20Editor/~media/environment/animalsAndPlants/noxious_weeds/imagesD_G/English_ivy_Ravenna_Park.ashx)
English ivy and its close cousin Atlantic or Irish ivy are well-known European vines that have

been widely used in North America landscapes. Because this type of vine is evergreen and well-adapted to the mild Pacific Northwest climate, it grows all year round in western Washington and can out-compete many other plant species. This aggressively spreading vine can cover everything in its reach and has no natural checks and balances to keep it under control.

In the understory of forests, English ivy spreads over the ground and crowds out native wildflowers, ferns and tree seedlings. Ivy mats often host pest animals such as the Norway rat. Also, because ivy roots are shallow, thick mats covering hillsides can increase problems with slope failure as water runs down under the ivy and entire mats of ivy and soil slide downhill. On walls and fences, ivy rootlets work into the wood and mortar and can cause structural and aesthetic damage.

When English ivy is allowed to grow up tree trunks it can increase the risk of the trees being blown over in windstorms because of its large mass and "sail effect" of the vines in the canopy. Tree bark is more likely to have disease and rot problems and the tree health can be damaged by reduced access to light when the vines cover the tree's branches. Although ivy won't directly poison the tree, it will most likely harm the tree's health and increase the chance of it becoming a hazard tree.

Description



[~/media/environment/animalsAndPlants/noxious_weeds/imagesD G/English ivy leaves on rock.](#)

Evergreen vine that can trail along the ground or grow vertically up trees, fences, walls and hillsides.

- Most common type of growth lacks flowers and has dull green, lobed leaves with light veins that grow alternately along trailing or climbing stems.
- Leaf shape and size varies between varieties from deeply to shallowly lobed and from small, narrow leaves to large, broadly shaped leaves.
- Mature form of growth has shiny, unlobed leaves that grow in dense, whorl-like clusters and produce umbrella-like groups of small yellow-green flowers in the fall, followed by dark purple-black berries in the late winter or early spring.



[~/media/environment/animalsAndPlants/noxious_weeds/imagesD G/English ivy rootlets.ashx](#)

- When ivy vines climb, small rootlets form that exude a glue-like substance to allow the vines to attach to almost any surface.
- Older vines can be tree-like and as much as five inches thick.

Reproduction and spread

English ivy spreads vegetatively outward through its long vines that root at the nodes and climb over any obstacle.



[~/media/environment/animalsAndPlants/noxious_weeds/imagesD G/English ivy leaves and fruit large](#)

Ivy can take many years to mature but when it does, it shifts to forming mature branches that produce berries. The seeds in the berries are distributed mostly by birds such as starlings, European house sparrows, band-tailed pigeons, robins and cedar waxwings. However, the berries have been reported to be poisonous to some birds. Because English ivy is highly shade-tolerant and adapted to a wide range of soils, it sprouts easily almost everywhere seeds are dropped.

Because ivy has been so widely planted, it has spread throughout the Pacific Northwest and has shown up even in some fairly remote and pristine forests. Clearly, intentional plantings are a key factor in the spread of this species in our region.

Control

Physical removal of English ivy vines and roots is often the most effective method of control. Stems are sturdy and lack thorns and roots are also strong and not very deep. These features make ivy relatively easy to pull without leaving stem and root fragments behind. Hand-pulling combined with loosening the soil with a shovel, pulaski or weeding fork will work on most stands of ivy. Older plants have thick, woody stems and roots and will require more effort to remove. However, older stems also will not re-sprout as much so leaving some root behind is probably not a problem.

Ivy growing up tree trunks can be controlled by removing all the vines from the lower trunk of the tree (only as high as you can comfortably reach). Pry stems off with a large screw driver or forked garden tool. Make sure to remove the stems from all around the trunk. Large vines can be cut using an axe or a pruning saw. The upper vines will die if they are not rooted in the ground, although this can take several months. Clear ivy from around the base of the tree as well or it will quickly re-grow up the trunk.



[~/media/environment/animalsAndPlants/noxious_weeds/imagesD G/English ivy Carkeek Park before](#)



[~/media/environment/animalsAndPlants/noxious_weeds/imagesD_G/English ivy Carkeek Park Ivy Ren](#)



[~/media/environment/animalsAndPlants/noxious_weeds/imagesD_G/English ivy Carkeek Park after iv](#)
After ivy is removed, make sure to mulch the area to resist re-invasion by ivy and other weeds. For large areas, it is helpful to put in native or other desirable plants to help reduce erosion and long-term weed problems. Before planting, it is a good idea to wait at least a few months or until spring to watch for re-sprouts or skips since they will be easier to see and pull while the area is still clear.

Ivy vines and roots can be balled up or rolled up like a carpet and left to rot. Turning the pile every few months or so can help keep stems from re-rooting. Piling the ivy on a tarp or other surface can be less risky but it will rot more slowly. If this isn't practical, ivy can be disposed of as yard waste.

Other methods of control including chemical control are not as easy as physical removal and often results are not as good. However, for large areas or where pulling is not an option, it may be cost-effective to consider other options.



[~/media/environment/animalsAndPlants/noxious_weeds/imagesD_G/English ivy on tree.ashx](#)

Foliar treatment of ivy is difficult due to the thick, waxy coating on ivy leaves. Leaves are most susceptible to herbicide treatment when they first appear, so early spring treatment or cutting first and treating fresh re-growth will increase effectiveness. According to [Oregon State University Extension \(http://extension.oregonstate.edu/catalog/pdf/ec/ec1595-e.pdf\)](#), spraying with a 2 to 5 percent solution of either glyphosate or triclopyr on a sunny winter day can be very effective. Winter spraying also reduces damage to native plants that are dormant. The same reference reports that cutting woody ivy stems and applying either 2 percent 2,4-D or 25 percent glyphosate solution to the freshly cut surface is effective. Herbicides should only be used according to the directions on the product's label in order to maximize results and minimize health and environmental impacts. Make sure to take all precautions on the label and to follow local, state and federal regulations regarding herbicide use.

Additional information on annual english ivy

- [Washington State Noxious Weed Control Board \(http://www.nwcb.wa.gov/detail.asp?weed=59\)](http://www.nwcb.wa.gov/detail.asp?weed=59) (external link)
- [English ivy weed alert \(http://your.kingcounty.gov/dnrp/library/water-and-land/weeds/Brochures/English-ivy-fact-sheet.pdf\)](http://your.kingcounty.gov/dnrp/library/water-and-land/weeds/Brochures/English-ivy-fact-sheet.pdf) (210 Kb) **NEW!**

- [King County's ivy control bulletin \(http://your.kingcounty.gov/dnrp/library/water-and-land/weeds/BMPs/english-ivy-control.pdf\)](http://your.kingcounty.gov/dnrp/library/water-and-land/weeds/BMPs/english-ivy-control.pdf) (742 KB [Acrobat file](#) (<http://www.kingcounty.gov/About/PDFhelp.aspx>)) covering plant biology and control information
- [Plant Conservation Alliance's Alien Plant Working Group Fact Sheet on English Ivy \(http://www.nps.gov/plants/alien/fact/hehe1.htm\)](http://www.nps.gov/plants/alien/fact/hehe1.htm) (comprehensive information including control methods)
- [Pennsylvania Department of Conservation and Natural Resources Management and Control Information for English Ivy \(http://www.dcnr.state.pa.us/FORESTRY/invasivetutorial/English Ivy M C.htm\)](http://www.dcnr.state.pa.us/FORESTRY/invasivetutorial/English%20Ivy%20M%20C.htm)
- [Southeast Exotic Pest Plant Council Invasive Plant Manual for English Ivy \(http://www.se-eppc.org/manual/HEHE.html\)](http://www.se-eppc.org/manual/HEHE.html)
- [Oregon State University Extension Invasive Weeds in Forest Land: English Ivy \(http://extension.oregonstate.edu/catalog/pdf/ec/ec1595-e.pdf\)](http://extension.oregonstate.edu/catalog/pdf/ec/ec1595-e.pdf)
- [The Nature Conservancy bulletin on English Ivy \(http://tncinvasives.ucdavis.edu/esadocs/hedehe1.html\)](http://tncinvasives.ucdavis.edu/esadocs/hedehe1.html)
- [A list of ivy alternatives \(http://your.kingcounty.gov/dnrp/library/water-and-land/weeds/Brochures/ivy-alternatives.pdf\)](http://your.kingcounty.gov/dnrp/library/water-and-land/weeds/Brochures/ivy-alternatives.pdf) (453 KB [Acrobat file](#) (<http://www.kingcounty.gov/About/PDFhelp.aspx>))
- Detailed ivy photos: [Bioimages website on English ivy \(http://www.cas.vanderbilt.edu/bioimages/species/hehe.htm\)](http://www.cas.vanderbilt.edu/bioimages/species/hehe.htm)

What to do if you find this plant in King County, Washington

Because english ivy is so widespread, property owners in King County are not required to control it and we are not generally tracking infestations. We can provide advice on how to control english ivy, but there is generally no legal requirement to do so.

English ivy photos - click thumbnail for larger image



[~/media/environment/animalsAndPlants/noxious_weeds/imagesD_G/English_ivy_Hedera_helix_baltica.a](#)



[~/media/environment/animalsAndPlants/noxious_weeds/imagesD_G/English_ivy_leaves_mature_closeu](#)



[~/media/environment/animalsAndPlants/noxious_weeds/imagesD_G/English_ivy_carpet_with_flowersO!](#)



[~/media/environment/animalsAndPlants/noxious_weeds/imagesD_G/English_ivy_surrounding_trillium.a](#)

Related information

- [Agriculture in King County, Washington](http://www.kingcounty.gov/environment/waterandland/agriculture.aspx)
(<http://www.kingcounty.gov/environment/waterandland/agriculture.aspx>)
- [Northwest yard and garden](http://www.kingcounty.gov/environment/stewardship/nw-yard-and-garden.aspx) (<http://www.kingcounty.gov/environment/stewardship/nw-yard-and-garden.aspx>)
- [Animals, plants and habitat](http://www.kingcounty.gov/environment/animalsAndPlants.aspx)
(<http://www.kingcounty.gov/environment/animalsAndPlants.aspx>)

Related agencies

- [Dept. of Natural Resources and Parks](http://www.kingcounty.gov/environment/dnrp.aspx)
(<http://www.kingcounty.gov/environment/dnrp.aspx>)
- [Water and Land Resources Division](http://www.kingcounty.gov/environment/wlr.aspx) (<http://www.kingcounty.gov/environment/wlr.aspx>)

Program offices are located at 201 S. Jackson St., Suite 600, Seattle, WA 98104. To contact a staff member at the King County Noxious Weed Control Program, please call **206-296-0290** or by reach them by [email \(mailto:noxious.weeds@kingcounty.gov\)](mailto:noxious.weeds@kingcounty.gov).

[Home \(http://www.kingcounty.gov/\)](http://www.kingcounty.gov/) | [Privacy \(http://www.kingcounty.gov/About/privacy.aspx\)](http://www.kingcounty.gov/About/privacy.aspx) | [Accessibility \(http://www.kingcounty.gov/About/access.aspx\)](http://www.kingcounty.gov/About/access.aspx) | [Terms of use \(http://www.kingcounty.gov/About/termsOfUse.aspx\)](http://www.kingcounty.gov/About/termsOfUse.aspx) | [Search \(http://www.kingcounty.gov/About/search.aspx\)](http://www.kingcounty.gov/About/search.aspx)

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Head-Royce School
scholarship, diversity, citizenship

Transportation Policy Guide

2012-2013

Director of Community Relations:
Mary Fahey

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- Background
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- Parent Agreement
- Consequences
- Acknowledgement Form

Rationale

Head-Royce is part of the fabric of a residential neighborhood. As a school, we have committed to having as little adverse effect on our neighbors as possible. In addition, our use permit from the City of Oakland requires us to implement a variety of measures related to traffic and parking. How members of the HRS community conduct themselves during student drop off and pick up, while driving on neighborhood streets, and when parking for school events impacts our neighbors' quality of life.

It is essential that, at all times, we demonstrate responsible and thoughtful citizenship to our neighbors by following the HRS parking rules outlined in this guide. This issue is also important because the school's performance with respect to traffic and parking is monitored by the City of Oakland and how we handle traffic and parking will affect decisions that they make about the school in the future.

For all of these reasons, it is very important to adhere to the Transportation Policy Guide.

Background

Most of our students arrive and depart campus in two 20-minute morning and afternoon periods.

About 75% of the students have historically commuted via car and all of these car trips are concentrated on Lincoln Avenue.

The resultant congestion and impact on our residential neighbors is a problem our school community must work together to solve.

Objectives

- Create a safe and efficient transportation program.
- Reduce the number of car trips to campus through increased use of buses and carpools.
- Clearly communicate the school's expectations for those who must drive to school.
- Minimize on-street parking.

Bus Options

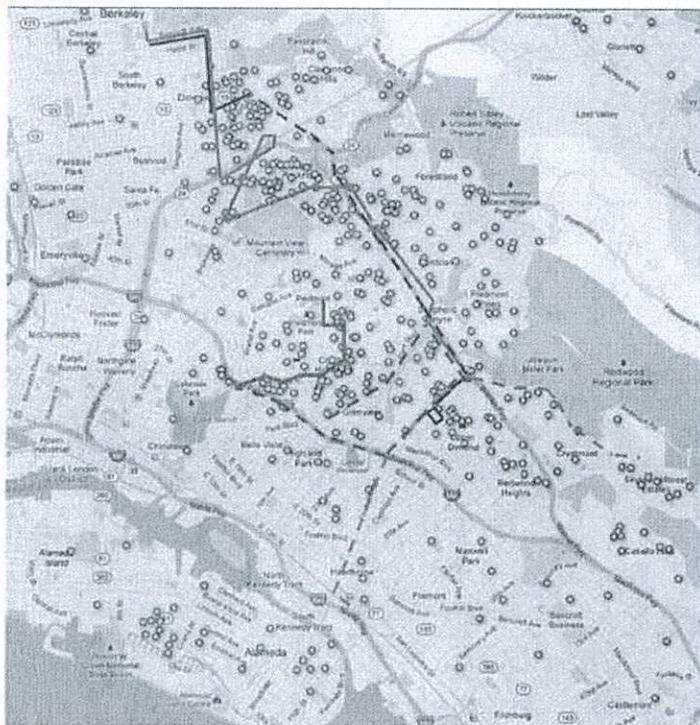
- AC Transit operates three dedicated school bus routes (604, 605 & 606), as well as a non-dedicated bus route (39) that runs all day to connect Head-Royce to the Fruitvale BART station and Skyline High School.
- Head-Royce has contracted with Michael's Transportation to provide four subsidized school buses to supplement the AC Transit service.
- A majority of Head-Royce families live in close proximity to one of these eight bus routes.

AC Transit Routes

605 blue
604 dk blue
606 red
39 green
Dashed = no
stops

For detailed accurate
route descriptions, see
AC Transit:
www.actransit.org

Mary Fahey can help
you connect with an
older child that rides
your younger child's
bus – bus buddies
work!



AC Transit Clipper Youth Cards

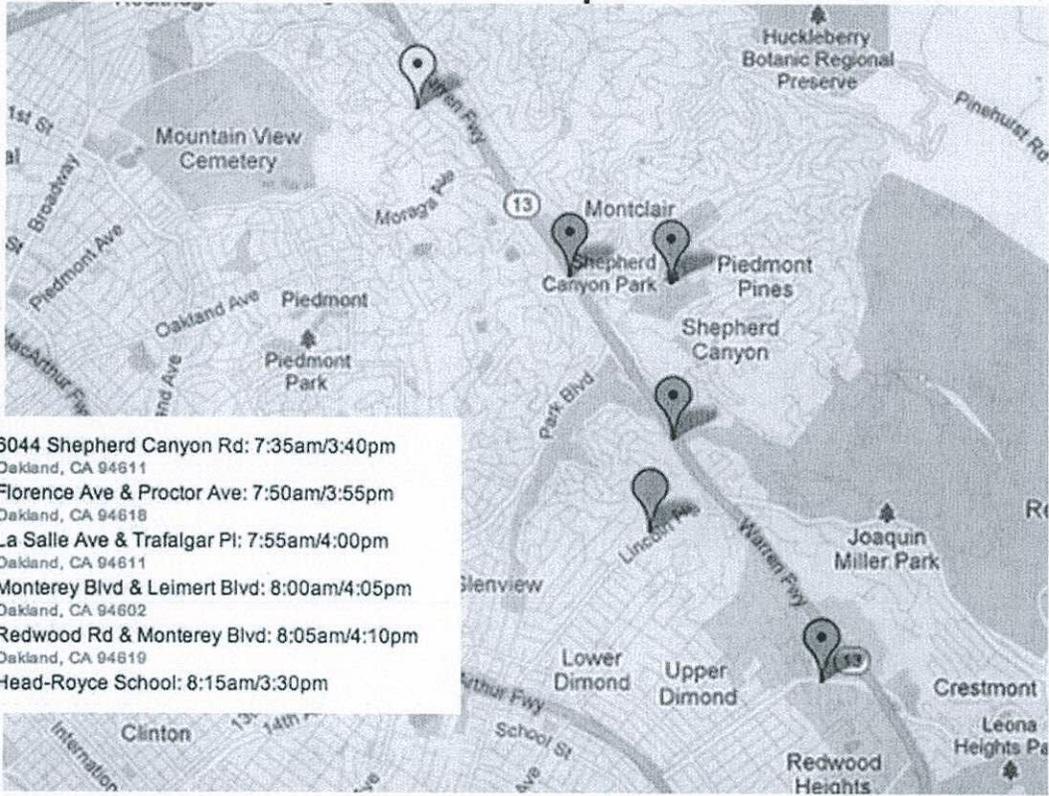
- The AC Transit 31-Day Youth bus pass is \$20/month for unlimited local rides. There is a one-time process to create a personalized AC Transit Youth pass that includes your child's photo. For more details on how to obtain a Youth bus pass, go to: <http://www.actransit.org/discounted-passes-on-clipper-2/#Youth>
- In September, 2012, AC Transit is offering three Saturday sign-up days to make it easier for working parents to obtain Youth Clipper cards. For details go to:
 - <http://www.actransit.org/2012/08/27/sign-up-for-an-ac-transit-clipper-youth-card-in-september/>
- Once established, it is easy to reload your child's Clipper Card online with a credit card.
- Students can also ride AC Transit without a pass by paying \$1.05.

Michael's Transportation

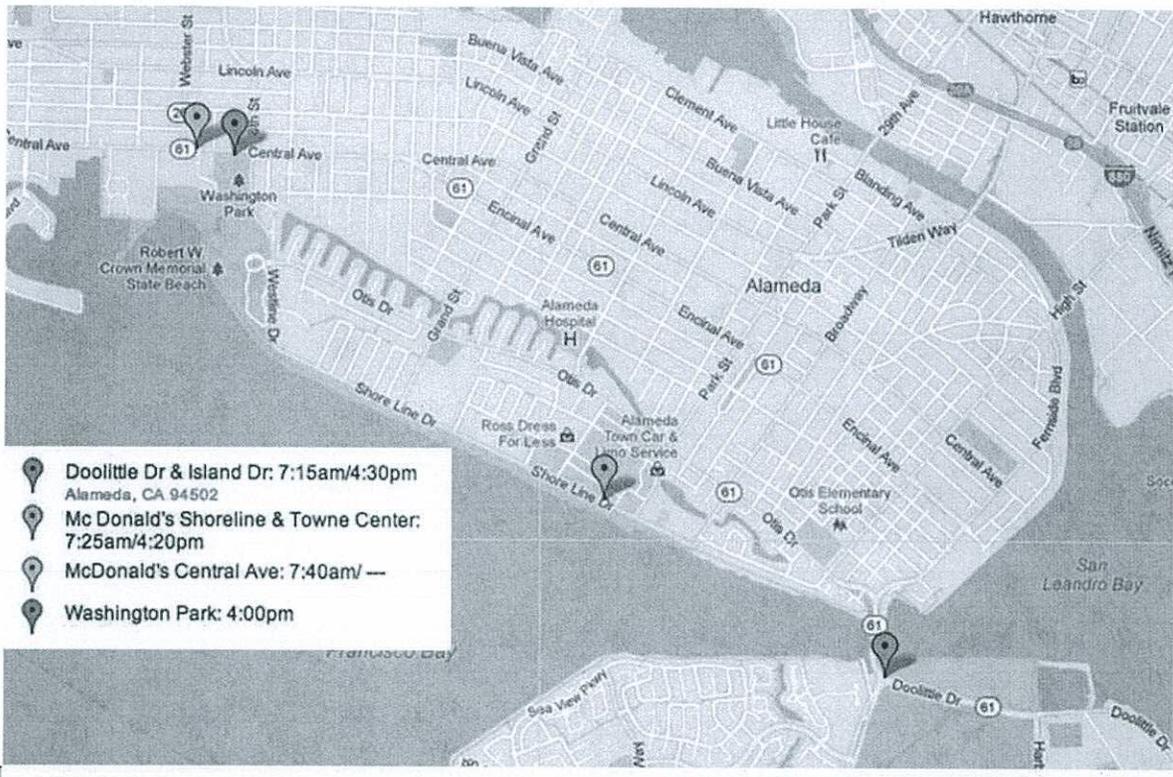
The school has contracted with Michael's Transportation to operate four bus routes serving:

- "Local" Oakland areas including Montclair, Upper Rockridge, Piedmont Pines, Dimond Canyon Park District and Redwood Heights
- the City of Alameda & the Glenview District
- Contra Costa County
- North Berkeley & El Cerrito

Michael's Bus Stops: Local Bus



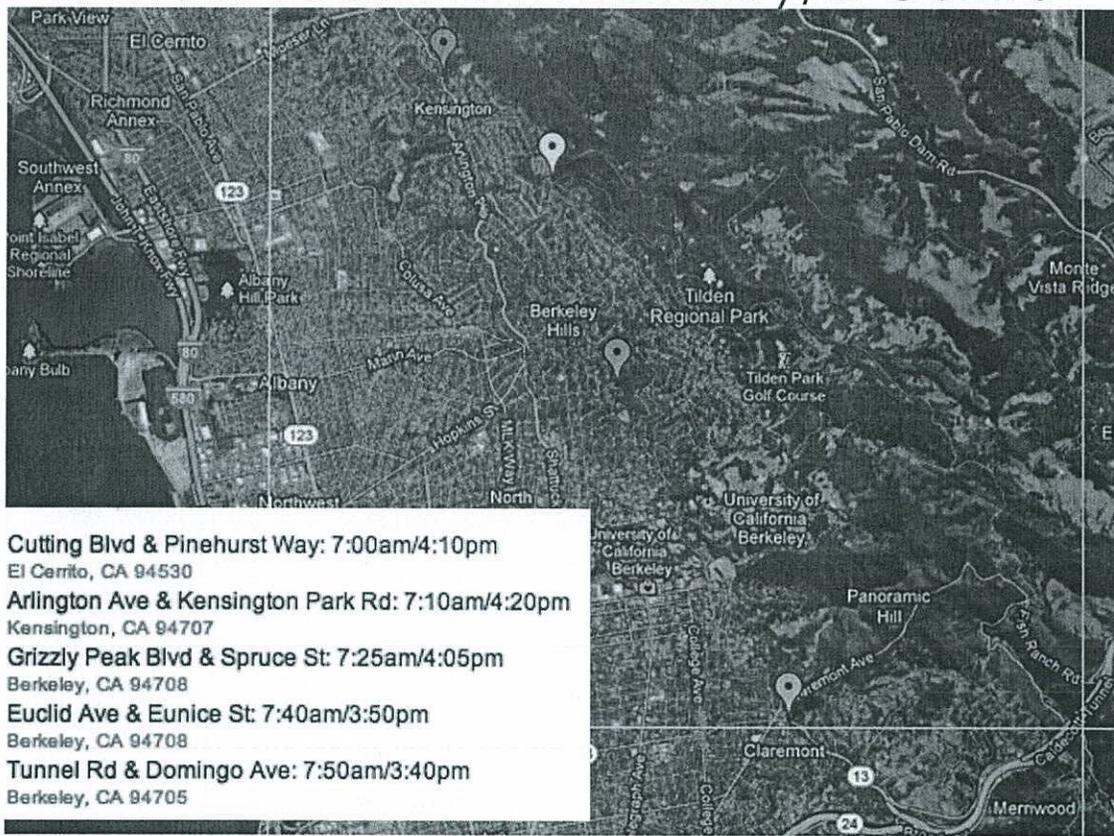
Michael's Bus Stops: Alameda Bus



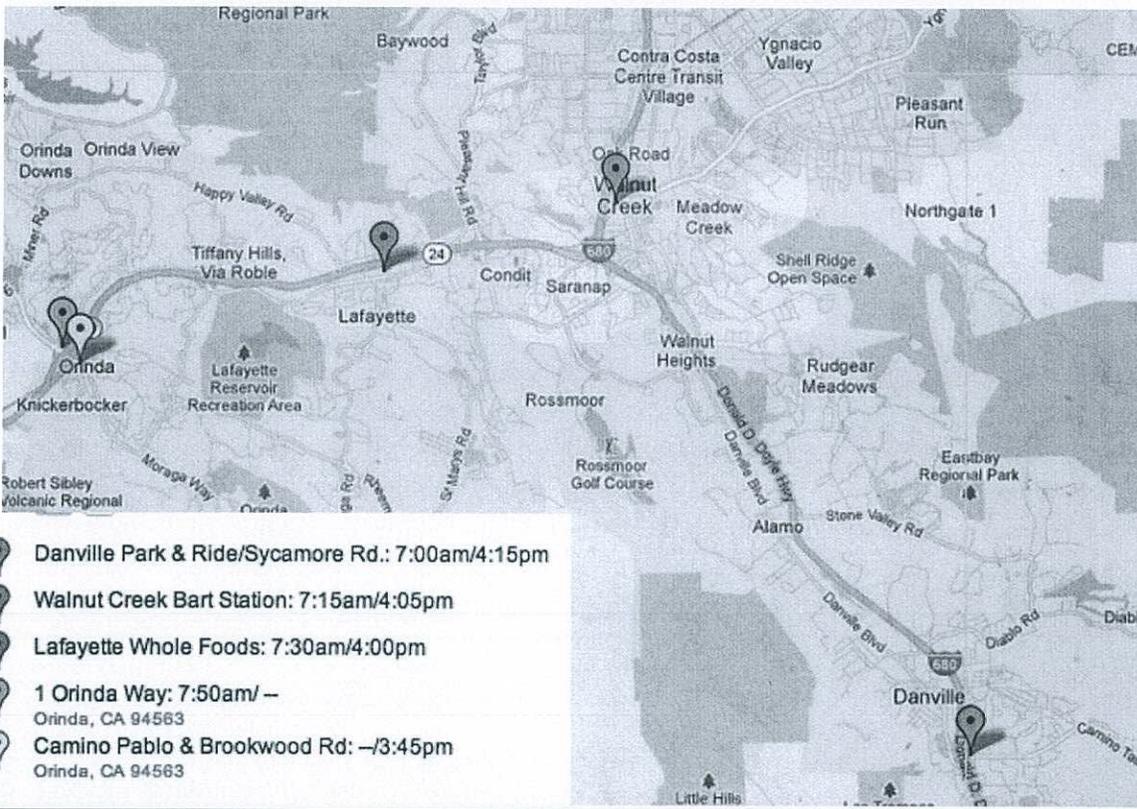
Michael's Bus: Alameda bus, Glenview Stop



Michael's Bus: North Berkeley/El Cerrito



Michael's Bus: Contra Costa



Michael's Transportation

- For the 2012-2013 school year, the school has lowered the subscription rate to a flat fee of \$500 per family per year, regardless of the number of passengers.
- Daily ride tickets are also available in booklets of 10 at a cost of \$5 per ride. These are available for purchase at the Head-Royce gatehouse.
- Sign up forms are available on the Head-Royce website.

Carpooling

- Carpooling is strongly encouraged for families not served by buses.
- The school provides preferential parking for student/faculty car pools in the Upper Lot.
- Head-Royce families interested in connecting with other families for carpooling can access a detailed map of all school families on the Parent Portal.
- Please note that Upper School student drivers interested in carpooling with fellow HRS students must complete a carpooling agreement and return it to the Upper School office.

HRS Carpool Google Map

To Access, login to HRS Parent Portal, click link to [HRS Carpool Google Map](#) on the top of the main Parent Portal Page. Zoom in, click on dots for name and address



Bike or Walk to School

- The Whittle Avenue gate provides a less hilly route than Lincoln Avenue for students who live nearby to walk or bike to school.
- Students who bike or walk may obtain a cardkey from the business office to enter the back gate. No student may ever exit a car and enter the back gate.
- The school offers Physical Education Optional Credit for students who walk or bike to school.
- For details on PE credits please contact Director of Athletics Brendan Blakeley (bblakeley@headroyce.org)

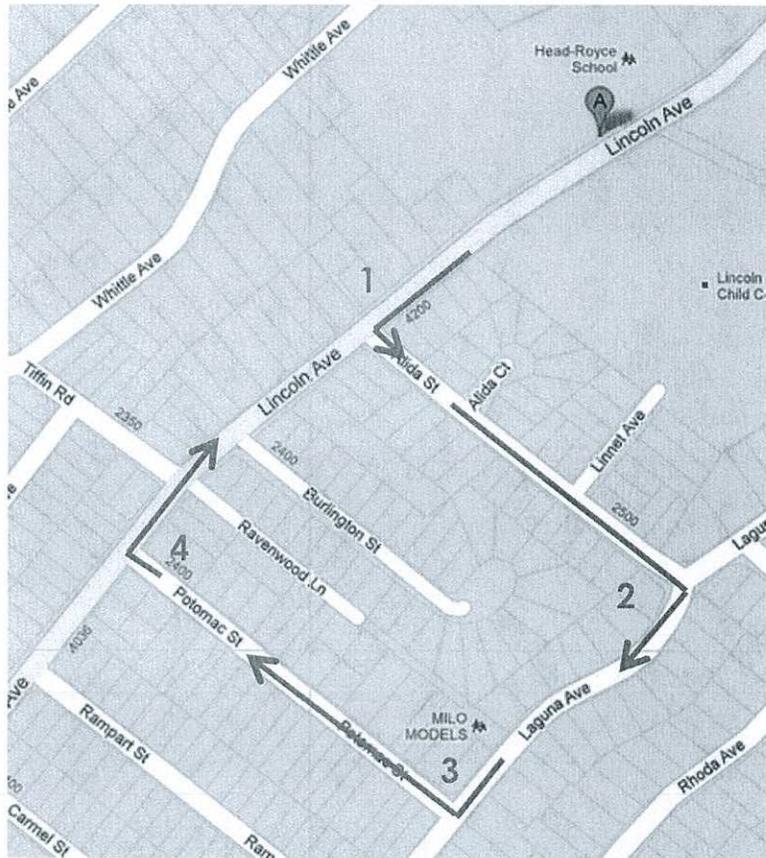
The Loop

To change direction on Lincoln Avenue you must use **The Loop**.

- Downhill (west-bound) drop-offs who want to return up Lincoln Ave towards Highway 13 must turn left on **Alida** Street, then right on **Laguna** Street, right on **Potomac** Street and then right on Lincoln to head uphill (east).
- Uphill (east-bound) drivers who want to return down Lincoln Ave towards 580 must turn right on **Maiden Lane**, then left on **Monterey** Boulevard before heading down on Lincoln.
- The Loop takes about 3-5 minutes for you and allows the school to continue operating legally. Your enrollment contract requires that you follow this traffic route.

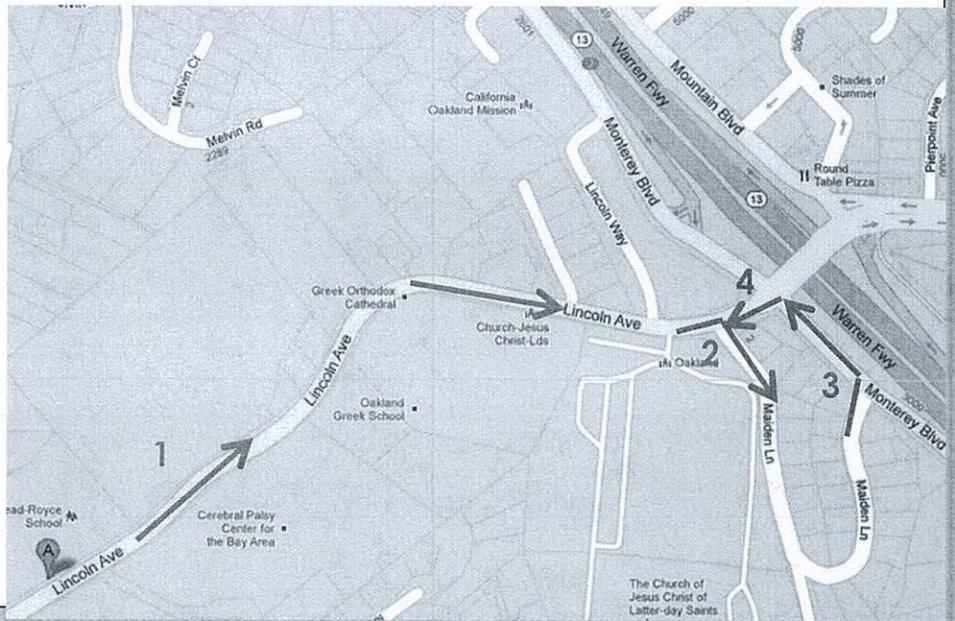
The Loop

The only way to change direction to head **back uphill** on Lincoln



The Loop

The only way to change direction to head **back down-hill** on Lincoln



The Queue

- Morning care on campus is free. Teachers will tell you how much kids benefit by arriving before 8:05 am so they can socialize and play before they begin the school day.
- If your child has an appointment right after school, arrive early, park legally and walk to the school to meet your child.
- Afternoon pickup is faster if you arrive later or use the Staging Area.
- For the fastest afternoon pick-up, come down Lincoln at 3:40 pm for Lower-school children. Come 10 minutes later for Middle- and Upper-school students. You will avoid the congestion and hassle and pick-up your child quickly.

The Queue:

Morning Drop-Off

- Never allow part of your car to protrude into traffic even briefly. Don't pull in until you have a car length. If there is insufficient room in the queue, you must do "the Loop."
- Pull as far forward as possible. Once stopped, kids immediately exit, no need to get to the front of the queue.
- Children must exit on the sidewalk side, never the street.
- Getting backpacks from a trunk while in queue is extremely dangerous. Keep backpacks, instruments and other items where the kids can reach them inside the car.
- You may park legally and walk your child to school.
- You may not drop off a child of any age anywhere below the main gate to campus.
- Yield by pulling over to the right for emergency vehicles.

The Afternoon Queue

- Kindergarten classes end at 2:00pm. All other grades end at 3:20pm.
- Dismissal gives preference to students riding buses. Buses depart promptly at 3:30pm.
- Cars pickup only on the westbound (downhill) side after the buses depart. Please see the detailed instructions on queuing. You may not have your child walk to your waiting car anywhere below the School's main gate.

The Afternoon Queue

- The school's Conditional Use Permit seeks to avoid a long queue of cars above the Upper Lot driveway entrance.
- If the queue has reached the school driveway, please drive on, do the legal "Loop" and proceed to the new staging area where you will be notified when there is room in the queue for additional vehicles.
- Under no circumstances should a car block traffic in the travel lane while waiting to enter the queue.
- Yield by pulling over to the right for emergency vehicles.

The Staging Area

- New this year – a Staging Area. Head-Royce has secured the Mormon Church overflow parking lot for use by cars arriving after the Lincoln Avenue queue reaches the HRS driveway and is full.
- Cars should not queue above the school driveway. If the queue is full, a school safety monitor will notify drivers with a sign at the corner of Monterey and Lincoln, adjacent to the Staging Area.
- Drivers will be instructed to park in a single-file line in the Staging Area and will be sent to the queue when space is available by a school safety monitor. Please follow the directions of the safety monitor.
- Map of the staging Area follows.
- If you arrive to the queue and it is full, please drive the “Loop” and return to the Staging Area.
- The Mormon Temple kindly requests that our community not smoke or drink coffee or tea while waiting in their lot.

Afternoon Staging Area

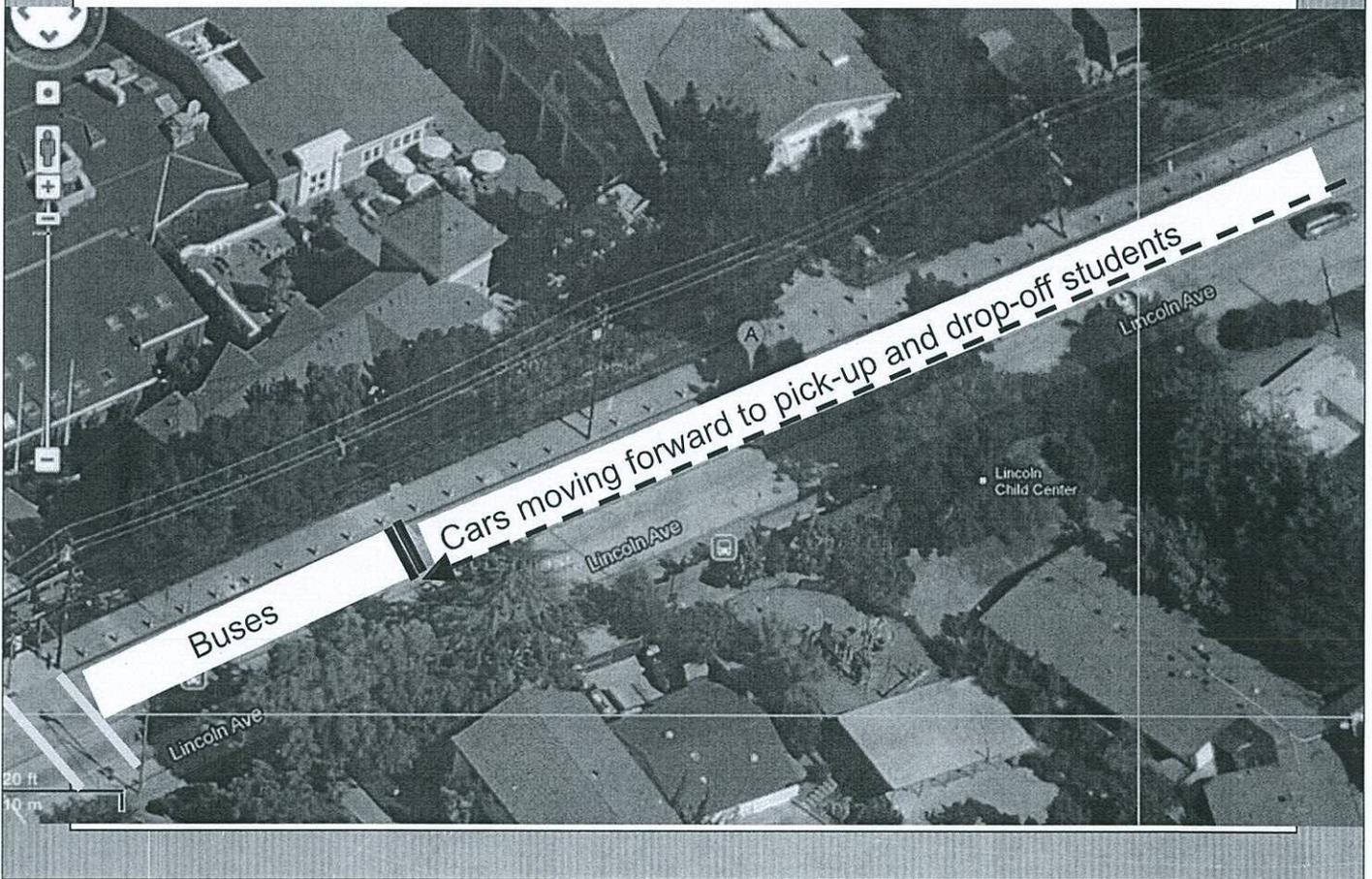
A Place to wait when you arrive early for PM pickup or when the queue is full to the HRS Driveway



The Mormon Temple allows us to use this lot for free to relieve congestion and for some overnight trip loading. Please return the courtesy by refraining from coffee, tea or smoking on their property.

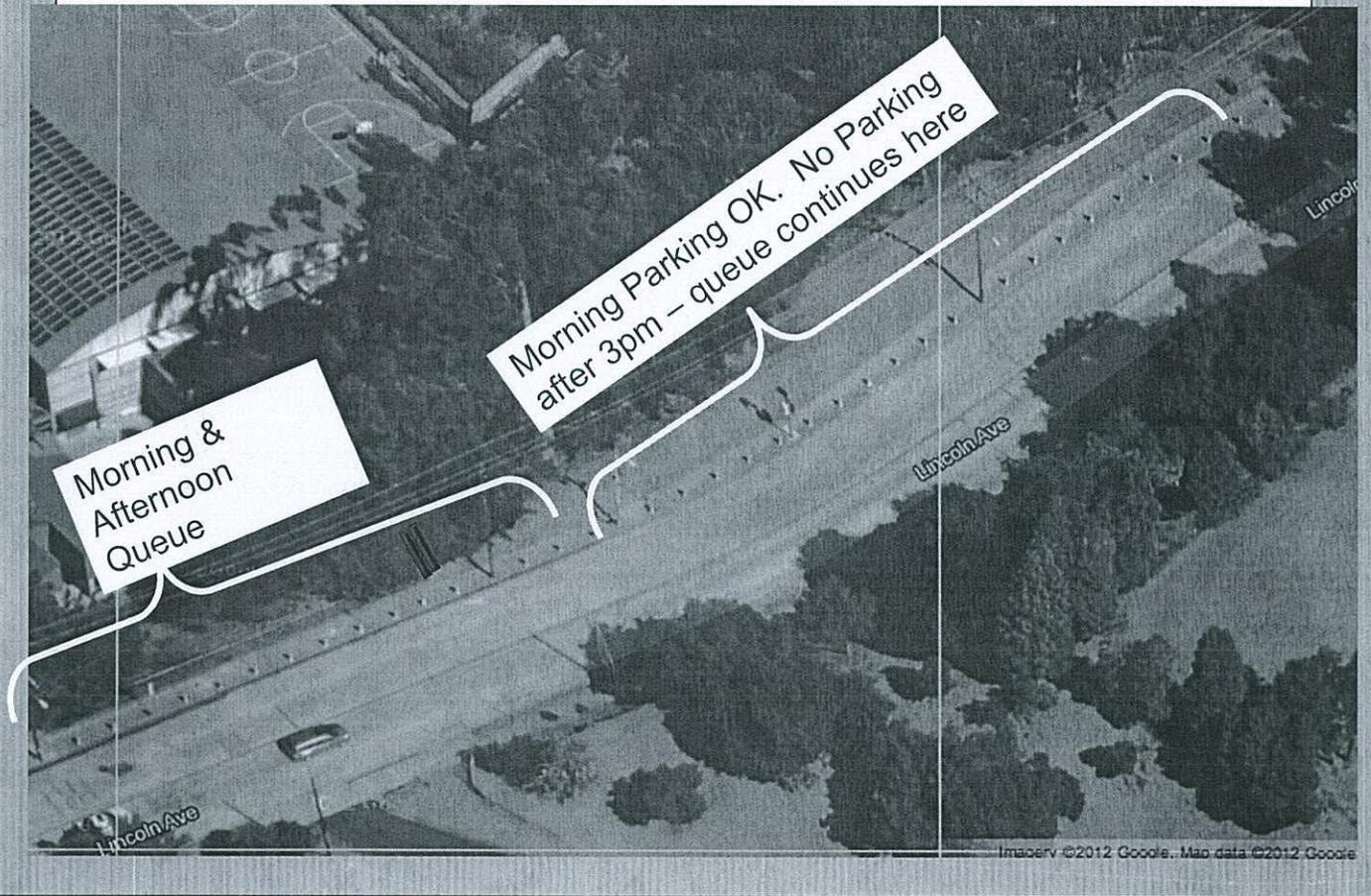
Queue Diagram

Head-Royce School
scholarship, diversity, citizenship

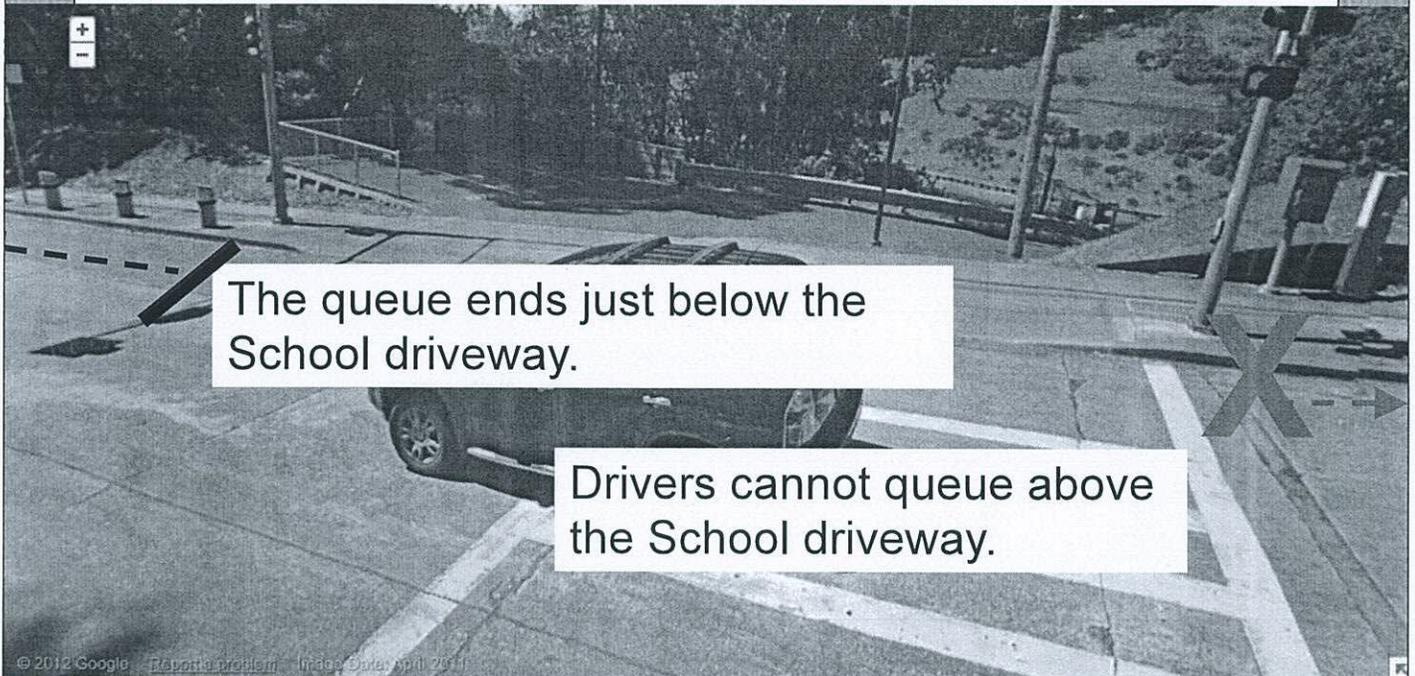


Queue Diagram

Head-Royce School
scholarship, diversity, citizenship



Queue Diagram



The Big 10 Driving Rules

Obeying the following rules is a condition of enrollment and employment at Head-Royce School

- 1.** The queue starts behind the bus stop on westbound Lincoln Avenue and ends at the school driveway. Cars may not wait in queue above the driveway. (Instead, do "The Loop" and wait in the afternoon staging area).
- 2.** Never allow your car to protrude into traffic, while attempting to enter the queue. If the queue is full, continue down Lincoln Avenue and complete "The Loop." In the afternoon, head up to the Staging Area to wait.
- 3.** While in the queue, stay close to the car ahead and move forward promptly to allow more cars in queue.

The Big 10 Driving Rules

Obeying the following rules is a condition of enrollment and employment at Head-Royce School

- 4.** Do not make U-turns, 3-point turns or any other change of direction **within 3 blocks of school at any hour.** To change direction, use "The Loop."

This includes: Alida, Linnet, Burlington, Laguna, Potomac, Tiffin, Whittle, Ravenwood, Lincoln Child Center, Cerebral Palsy Center, Greek Orthodox Church, HRS Upper Lot, and the Mormon Temple.

- 5.** Do not enter Alida Court or Linnet Court or any other non-through streets for parking or to turn at any hour.

- 6.** Never use the Head-Royce Parking Lot or driveway to turn around or drop-off/pickup students. There is no HRS Back Gate access for turn-around or drop-off/pickup.

This includes Whittle Avenue, Tiffin, Funston, & Fruitvale.

The Big 10 Driving Rules

Obeying the following rules is a condition of enrollment and employment at Head-Royce School

7. NEVER enter or block a driveway to turn around, to park or to wait.
8. NEVER double park, whether you are sitting in your car or not.
9. Children may not be dropped off or picked up **below** the gatehouse on Lincoln Avenue at any time no matter their grade. You may park legally to escort your child to and from Head-Royce.
10. Children must NEVER enter or exit from the street side of a vehicle. No jaywalking.

Big Ten Driving Rules are in effect every day of the year, 7 days a week, 24 hours a day.

Special Event Parking

- The school often arranges for use of nearby surface lots for special event overflow parking. Check your invitation or the schoolwide calendar. Please fill these lots when they are available before parking on nearby surface streets.
- If you are attending an event outside of school hours, please check first for space in the upper parking lot on campus located at the light, uphill from the gatehouse entrance to the school.
- Once the lots are full, please park up Lincoln Avenue above the light at the gatehouse to minimize our impact on neighbors. Obey all "No Event Parking" signs.
- Use courtesy as you arrive and leave an event to avoid disturbing our neighbors.

Parent Agreement

If a parent violates these rules just once, our neighbors will see us as collectively failing our neighborhood agreement every single day.

Acting as good role models for our students and good citizens in our community is an essential component of our school's mission.

Compliance with these rules in the Transportation Policy Guide is a required condition of the school's permit to operate and thus a condition of Employment and Enrollment in Head-Royce.

Consequences

The school places trained safety monitors throughout the neighborhood to report violations.

Violations will be treated as follows:

- First offense: You will receive a citation in the mail.
- Second offense: You will be required to meet with your child's Division Head.
- Third offense: You will be required to meet with the Head of School.
- Fourth offense: If the family and the Head of School cannot resolve recurring violations, the Student's enrollment agreement and/or an Employee's employment agreement will be withheld.

Parent/Guardian/Student/ Employee Acknowledgement

I/we, the undersigned, have read Head-Royce's Transportation Policy Guide. We understand our obligation to be responsible and courteous neighbors to the community around Head-Royce School. We understand that this obligation requires us to refrain from behavior that is allowed by law, but not allowed in the School rules. We agree to abide by all of the school's Policies governing driving, traffic, the queue and parking. Further, I/we, the undersigned, agree to abide by any special rules or guidelines that may be imposed by the school.

Every parent, guardian, employee and student-driver should print his/her name, sign and return one copy of this page to the front desk in the gatehouse.

Parent / Employee / Student Driver Printed Name & Signature Date

Other Parent / Guardian Printed Name & Signature Date

Other Parent / Guardian Printed Name & Signature Date

Other Parent / Guardian Printed Name & Signature Date

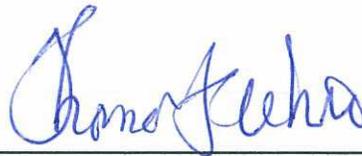
I, Thomas F. White, declare:

I live at 2472 Alida, on the corner of Alida and Linnet, with my wife Joan and daughter Tess.

Since writing my original declaration in early August, 2012, I have noticed some important differences in pick-up routines of Head Royce parents. Since Lincoln Avenue has become ensnarled in afternoon traffic, many students are using neighborhood streets to wait for their parents. Using their phones, they appear to be texting their parents of their location and, generally, within a few minutes, a car appears, pulls over and picks them up. Often the vehicle stops in the red bus zone in front of my house. The Bib Ten driving rules stipulate that students may not be picked up below the HRS gatehouse: this variation on picking up students appears to be in violation of those rules.

I declare under penalty of perjury under the laws of the state of California that the foregoing is true and correct.

Dated February 5, 201~~2~~³



Thomas F. White

I, Thomas F. White, declare:

I live at 2472 Alida, on the corner of Alida and Linnet, with my wife Joan and my daughter Tess. I am an Oakland Unified School District teacher and Joan is an Assistant Office Manager for a pediatrics practice working in Moraga and Berkeley.

We bought our home in 1991 and plan to live here permanently.

I have been aware of the increase in Head Royce's neighborhood presence over the past years. Both my wife and I are affected by increased traffic during drop-off and pick-up times at HRS, as both of us must drive up Lincoln Avenue in order to go to work and I must travel down Lincoln Avenue, pick-up time in order to get home after school.

Since I am a school teacher, my work hours are similar to those of HRS. I must leave for work earlier in the morning than I need to in order to avoid the chaos of the HRS drop-off period as well as to avoid being late. My wife must also leave earlier than necessary or later than she should in order to get to Highway 13, which is her only route to both facilities in which she works.

My afternoon commute is consistently impeded by the HRS pick-up of students. Most especially, I am concerned that traffic slows drastically on Highway 13 at the Lincoln Avenue off-ramp, often with cars at a standstill in the travel lane, creating a very dangerous situation for everyone on the freeway.

As one approaches the school, both in the morning and afternoon, drivers and pedestrians are in danger as busses and cars often cross the double yellow lines in order to go in either direction, vehicles double park and weave in and out of the

pick-up line. I have observed many dangerous actions on the parts of both drivers picking up students and those attempting to simply drive past the school.

In the morning, turning from Alida onto Lincoln to get to the Warren Freeway, is particularly difficult. Cars driving up Lincoln often block the intersection and one must wait for a driver to let one turn. Turning left is even more difficult and I have often waited far too long for a car ahead of mine to turn left. In the afternoon turning onto Alida from Lincoln is also extremely difficult as many vehicles wait to make the turn and vehicles coming up Lincoln block the intersection. Many of the vehicles driving uphill wait to get into the red-curbed parking lane in order to pick-up students on the side of the street where pick-up is not supposed to occur.

As a school teacher, I understand the necessity of getting students to their school in time for class. However, it is not my experience in more than two decades of teaching that drop-up and pick-up at most schools are so chaotic. My school, in a residential and business neighborhood (Piedmont Avenue Elementary School), does not create and maintain the hectic routine of drop-off and pick-up that is common at HRS.

While HRS is located in a residential neighborhood, it cannot be considered a neighborhood school. I see few students from surrounding blocks walking to the campus. Enrollment increases bring more vehicles from other areas of Oakland as well as from adjacent cities, creating greater traffic and potential for accidents and injury.

The prescribed vehicle route for leaving the neighborhood has greatly increased traffic at the intersection of Alida and Linnet. Even though the city installed a No U-Turn sign at the intersection, drivers continue to make U-turns here; Linnet is a cul-de-sac and drivers trying to return to Lincoln Avenue continue to U-turn here,

and/or use our driveways to make turns. Particularly dangerous are the three-point turns at the intersection, given that it is near the top of a hill on Alida with little way of seeing oncoming traffic as one backs up from Linnet onto Alida.

As drivers crest the hill in front of my home, they are out of sight of HRS monitors (few monitors walk from HRS to Linnet to observe traffic during these busiest periods of the school day), and they speed up considerably. At this point, they are less able to see oncoming traffic from the Laguna intersection and a greater danger of accidents ensues. There are no street signs that warn of this potential danger.

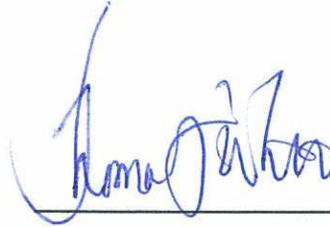
HRS is unable or unwilling to better manage consistently increasing traffic to and from the campus. Enrollment must be rolled back to earlier years and capped at a number that is manageable. Off-Lincoln drop-off and pick-up is also a necessity so that neighborhood traffic is decreased and unsightly orange cones can be removed. Anyone thinking of buying property in the neighborhood would wonder why all the cones and monitors are necessary; this reduces the value of my property and that of my neighbors.

Events held on campus, whether by HRS or others using the facilities, have also increased significantly over the past two years. This has created parking difficulties for our family members and for other visitors as well. As HRS allows more and more community groups to use its facilities, the neighborhood is inundated by drivers who, unaware of HRS' driving rules, park wherever they see a space. My adult children are often unable to park nearby in order to visit our home. These many events decrease our enjoyment of having a quiet, peaceful and relaxing home environment. HRS events must be capped at a lower number and use of the HRS facilities by other groups must be denied.

HRS, if it is to coexist with a residential neighborhood, must begin to better organize and manage its traffic and event routines. Then, and only then, will HRS be welcomed as a respectful and respected neighborhood.

I declare under penalty of perjury under the laws of the state of California that the foregoing is true and correct.

Dated August 5, 2012



Thomas F. White

DECLARATION OF ANDREA REZZONICO

I, Andrea Rezzonico, declare:

1. My husband, Bob, and I bought our home at 4511 Lincoln Ave., Oakland in 1982 as a place to live, but also to work. Bob needed a quiet place to work because he is a writer and movie historian. He also owns Saxon-Hamilton, a management consulting business, and I work for the same company as a business consultant.

2. Our house is located above the Head Royce parking lot. Over the years we have experienced many issues with Head Royce and have had either no, or limited, resolution. Our relationship has been over the phone. Their attitude has always been uninterested and dismissive.

3. One of our recent issues involves amplification noise from Head Royce's summer program, which is run by an organization, other than Head Royce. It is our impression that Head Royce has been renting their facility to this organization over the summer and therefore, the school does not provide supervision of it.

4. The frequent amplification noise coming from the athletic field is very loud and disruptive to my home. Attached are the emails that I sent to the school last summer asking that they stop the amplified noise. It did not stop, despite my repeated requests.

5. Also I have a copy of what appears to be a 1990 use permit. It specifically states that the use of the external athletic facilities must be limited to Head-Royce School related activities only and that the sports facilities not be used as commercial facilities open to paying customers. Yet, the school rents or loans the facilities for events and then the noise from these events also disturbs my husband's and my peace in our own home.

6. When the school hosts events, including both loaning or renting the facilities to other organizations and putting on their own events, they do not monitor their parking lot on the campus. These events result in noise from the parking lot, when the events get out. It is a common occurrence for loud talking, screaming and shouting to occur from the parking lot/playing field area well after **9:00 p.m.** I have called the school to complain with no call backs. I have called the police when I hear screaming.

7. As an example of what we endure, last night there were cars in the Head Royce parking lot and activity with people talking and laughing loudly until midnight. There was also an event invitee or parent who sat in front of our house on a cell phone, also around midnight. There should be a requirement that all cars be removed from the lot, and the driveway gate closed by 7:00 p.m. to prevent the extended parking lot activity.

8. Head Royce continuously also fails to supervise its parking lot in the daytime when students are leaving for home. There is daily horn honking coming from the parking lot. I have called the school when cars have gone head to head honking at each other. Loud music coming from the parking lot became so common I bought a small megaphone so I could yell down to the students to turn it off. Of course the kids retaliate by laying on the horn in front of my house. There seems to be little to no supervision on the school's driveway or parking lot.

9. My driveway is blocked every day with parents dropping off and picking up their kids. I have put out cones, which are run over. I have spoken with the drivers, who have been unbelievably rude to me, telling me that I'm not using the driveway and swearing at me. My husband has cancer and a heart condition. I definitely need immediate driveway access. As a result of my driveway being blocked, I have to very aggressively back my car out of the driveway; otherwise I will be forced to sit in my own driveway until the Head Royce traffic clears up enough for me to get out.

10. The school does not provide a monitor to supervise the students walking up the hill past my house. I have litter on the sidewalk, gutter and in my driveway from the kids that walk by my house.

11. The delivery trucks that go to Head Royce are not only very, very loud disrupting sleep, but also drive down the street dangerously fast.

12. Our experience with Head Royce is that they are completely unwilling to resolve problems as they occur. We realize that a school as a neighbor will always present some normal noise and occasional problems. However, the amplified noise and other problems Head Royce creates reflect their poor attitude. Over the years, we have had problems due to Head Royce's construction activities. When we have asked for their assistance in resolving the problems, the response has always been to delay fixing anything and to constantly tell us we were wrong.

13. We would like the hearing officer to greatly limit the number of events at Head Royce, prohibit amplification or other noise that migrates around the residential neighborhood, have the parking lot emptied and the gate closed by 7:00 p.m., stop the huge delivery trucks from coming down Lincoln Ave., and require adequate supervision of Head Royce's students – especially in its driveway and parking lot. Overall, we would like the hearing officer to greatly reduce the student enrollment so that Head Royce can manage its traffic and other problems, currently foisted on us in our own home.

I declare under penalty of perjury under the laws of the state of California that the foregoing is true and correct.

Dated: February 5, 2013


Andrea Rezzonico

From: Andrea Rezzonico <la_rezz@yahoo.com>
Date: July 13, 2012 2:43:44 PM PDT
To: "Rlake@headroyce.org" <Rlake@headroyce.org>, "mfahey@headroyce.org" <mfahey@headroyce.org>
Subject: **LOUD NOISE COMPLAINT**
Reply-To: Andrea Rezzonico <la_rezz@yahoo.com>

July 13, 2012

Last night there were 20 people on your playing field, yelling loudly until 8:15pm.

Today there are approximately 100 screaming children on your playing field with adults yelling through amplified devices.

The noise is invasive, disruptive and mentally very disturbing. There is not a room in my home where we are able to get away from the racket being made on your playing field. It is going on all day and into the night.

When you built this playing field you specifically stated that the external athletic facilities be limited to Head-Royce related activities only. That the sports facilities not be used as a commercial facilities open to paying customers. The facility was to be used for Head-Royce students and it wouldn't be disruptive.

Please correct this situation and uphold your agreement.

Andrea Rezzonico
4511 Lincoln Ave.
Oakland, Ca 94602

From: Andrea Rezzonico <la_rezz@yahoo.com>
Date: July 13, 2012 8:32:11 PM PDT
To: "jthieriot@mindspring.com" <jthieriot@mindspring.com>
Subject: **Fw: LOUD NOISE COMPLAINT**
Reply-To: Andrea Rezzonico <la_rezz@yahoo.com>

----- Forwarded Message -----

From: Rob Lake <rlake@headroyce.org>
To: Andrea Rezzonico <la_rezz@yahoo.com>
Cc: "mfahey@headroyce.org" <mfahey@headroyce.org>
Sent: Friday, July 13, 2012 3:45 PM
Subject: Re: LOUD NOISE COMPLAINT

Andrea,

In response to your email, I have asked our athletic director to cease the pickup soccer games that were occurring on Thursday evenings due to loud noise. Thank you for providing me with this information. It is important, however, for you to know the facts. The participants were a combination of neighbors, faculty, HRS students, and friends. This was not a situation where an outside group was renting the facility.

Respectfully,

Rob

Robert A. Lake
Head of School
Head-Royce School
[The Head's Perspective](#)
www.headroyce.org

From: Andrea Rezzonico <la_rezz@yahoo.com>
Date: July 14, 2012 9:05:42 AM PDT
To: Rob Lake <rlake@headroyce.org>
Subject: Re: **LOUD NOISE COMPLAINT**
Reply-To: Andrea Rezzonico <la_rezz@yahoo.com>

I think you missed my overall point and perhaps I didn't make it clear. The blowup structures with the screaming children are really over the top for everyday playground sound, especially with the adults using amplified sound to yell at them.

Sincerely,
Andrea Rezzonico

On 7/27/12, Andrea Rezzonico <la_rezz@yahoo.com> wrote:
Hello,

Once again there is activity on your playing field that I doubt has anything to do with a Head Royce teaching or athletic program. There are 5-play structures on your field. They are HUGE. One is approximately 60' long. There is some kind of motor keeping them inflated. That motor has been rumbling intrusively for hours.

In no way does that motor or the activity that you have going on comply with any of the agreements you made when you were asking us for our agreement when you put in that field. What is going on on your playing field has nothing to do with an average day at school. It has everything to do with some kind of program that is completely out of the norm for any school. There are at least 100 quite young screaming kids and it has been going on for hours. This is not the first time this has happened this summer, but one of several.

There are several issues here.

1. Your playing field is being used for purposes other than originally stated. Gigantic blow up party equipment does not have a place on it.
2. The noise from the motor makes it impossible for us to go out on our deck. With all the doors and windows closed it is rumbling inside of our house, making it impossible to concentrate on any project--including a conversation while having a meal-- and is affecting our mental health.
3. The unusual, continuous screaming from those kids does not happen when your school is in session. You seem to be having no consideration for the effect you are creating on our home.

Please put an end to these activities.

Andrea Rezzonico

From: Mary Fahey <mfahey@headroyce.org>
To: Andrea Rezzonico <la_rezz@yahoo.com>
Sent: Friday, July 27, 2012 3:31 PM
Subject: Re: NOISE COMPLAINT

Dear Andrea,

I apologize for our activity on the field that is too loud. It was a last day of summer program celebration. We have been using the same company for several years who supply the jumping houses for the event. I will check with them to see if they brought different equipment today. Again, I apologize for any inconvenience it has caused you and your family.

Mary

Mary Fahey
Assistant Director of Admissions
Director of Community Relations
510-531-1300 ext 2219

From: Andrea Rezzonico <la_rezz@yahoo.com>
Reply-To: Andrea Rezzonico <la_rezz@yahoo.com>
Date: Saturday, July 28, 2012 9:11 AM
To: Mary Fahey <mfahey@headroyce.org>
Subject: Re: NOISE COMPLAINT

Thank you for your apology. But as I stated, this happened several times this summer, not just once, they couldn't all have been last day celebrations.

Also, during the whole breakdown of the inflatables there was very, very, very loud Mexican music playing. Where were you when that was happening? How is it that

nobody noticed or thought it would make a difference? Was that part of your last summer day program?

Noise on the last day of school is understandable, we have never complained about that. We have never complained about your inter-school soccer games. We have never complained about the penetrating sounds from batting practice. What I am complaining about is unusual, extraordinary, penetrating and irresponsible noise.

What I don't understand is, there doesn't seem to be anyone at Head Royce who is responsible for noise control. Or for that matter, even notices it and how it will effect the neighbors. It seems to me that your policy is just do whatever you want and if the complaint is loud enough do whatever you have to to pacify. But, you don't change your policy.

We purchased a luxury home in the Oakland Hills. Below us was a bucolic scene. You took that ambiance and turned it into an athletic field with the promise that there would be only normal school sounds and activities. You have treated us with little consideration and put us in the uncomfortable position of complainer. I suggest that you notice the negative effects you are creating and become responsible for them.

Andrea Rezzonico
4511 Lincoln Ave.

From: Andrea Rezzonico <la_rezz@yahoo.com>
Reply-To: Andrea Rezzonico <la_rezz@yahoo.com>
Date: Monday, August 27, 2012 3:19 PM
To: "Rlake@headroyce.org" <Rlake@headroyce.org>, Mary Fahey <Mfahey@headroyce.org>
Subject: NOISE COMPLAINT

On Saturday, August 25, 2012, in the afternoon you once again had blow up structure on your playing field with POUNDING MUSIC that went on and on.

We are hardly able to stay in our home when you do this. This is not an exaggeration. We are not able to use our deck. We are not able to use our kitchen, dining room or living room while you are doing this. This is not ordinary athletic field sound, it is extraordinary and intrusive.

Within a month & 1/2 time period, I have had to write to you 4-times regarding this intrusive sound that has been coming from your athletic field. All of my sound complaints have to do with loudspeaker pounding music or adults yelling into bullhorns. I am not complaining about athletic/playground sounds. I am complaining about extra-ordinary sounds that you seem to have incorporated into your activities.

Please let me know what you are going to do to handle this.

Andrea Rezzonico
4511 Lincoln

From: Mary Fahey <mfahey@headroyce.org>
To: Andrea Rezzonico <la_rezz@yahoo.com>
Sent: Thursday, August 30, 2012 4:25 PM
Subject: Re: NOISE COMPLAINT

Andrea,

I am sorry that the activity on the field disrupted your afternoon last Saturday. It was a Head-Royce group of families getting together for the beginning of the school year. It was not our intent to cause a problem for you. Looking ahead at our calendar, we have an All-School Picnic on the field on Saturday, September 15 from 11:30 am to 2:30 pm. There are no plans for a blow up structure on that day. We are sponsoring a Walk-a-Thon for our Head's Up program followed by a picnic. Our website address is www.headroyce.org you may check this site for our calendar of events. In addition, I will let you know in advance about activities that may happen on the field which are not directly sports related.

Sincerely,
Mary Fahey

From: Andrea Rezzonico <la_rezz@yahoo.com>
Reply-To: Andrea Rezzonico <la_rezz@yahoo.com>
Date: Saturday, September 15, 2012 11:55 AM
To: "Rlake@headroyce.org" <Rlake@headroyce.org>, "Mfahey@headroyce.org" <Mfahey@headroyce.org>

Once again I am complaining about your amplified sound on your playing field. You completely disregarded our previous communications.

Your amplified music and man's voice is so intrusive I cannot remain in my home. Therefore, I have made a noise complaint to the police.

Andrea Rezzonico
4511 Lincoln Ave

Date: Thu, 7 Feb 2013 16:09:30 -0800
From: la_rezz@yahoo.com
To: Rlake@headroyce.org; Mfahey@headroyce.org

Hello,

You are having quite a socker game on your playing field today. There are shouting kids as they are excited about their game. However, there is a LOUD HORN THAT IS BEING BLOWN by someone that is watching their game. It is being blown over and over and over. It is AMPLIFIED SOUND. I have repeatedly asked that this doesn't happen. It is not normal playground sound. It is something that you would expect to hear in a professional stadium--not on a playing field with homes surrounding it.

Once again I am asking you to be respectful of your neighbors. You have repeatedly ignored my requests regarding amplified sound. I am not sure what you don't understand about this but it is absolutely not alright with us.

Andrea Rezzonico
4511 Lincoln Ave.

DECLARATION OF DREW LAU-REGENT

I, Drew Lau-Regent, declare:

1. I previously submitted my declaration to the city regarding traffic problems created by Head Royce. It is located in Volume 4, pp. 396-399. I have re-read that declaration and it accurately describes the current situation, as well as the situation when I signed the declaration last year.

2. On December 3, 2012, I monitored the traffic conditions in front of Head Royce School during afternoon pick-up. Below is my log of notes that I made while I observed the pick-up procedures that day:

Parked across from the front gate of HRS; my car pointing up the hill. The signal light is functioning and not blinking red like last week.

2:41pm

Two moms with young kids came out of HRS, crossed street to walk kids back to cars parked around the neighborhood

2:48pm

Two teenaged boys got into a car that headed up the hill... one was carrying an orange vest and the other a yellow vest

2:52pm

woman with short brown hair walked out of the HRS gate to head uphill with her orange vest. Noticed bumper to bumper cars along HRS's side and on the LCC side right up to the Greek church parking lot. A 39 bus with blinkers on stopped at the Greek lot.

2:55pm to 3:06pm

Two short yellow buses arrive and park alongside LCC entrance
The third and fourth short yellow buses arrive and park alongside LCC entrance
The fifth and sixth short yellow buses arrive and park alongside LCC entrance
The seventh and eighth short yellow buses arrive and park along side of LCC entrance

3:07pm to 3:10pm

The buses for LCC are loading and leaving.

3:07pm

A long yellow Michael's bus comes down the hill and no passengers in it
A long yellow Michael's bus is now parked in front of the HRS gate (facing downhill)
Another long yellow Michael's bus comes down the hill with no passengers in it

3:11pm

A Michael's bus is now parked in front of LCC [this one has the HRS sign on the side]

3:12pm

Parents are gathered in front of the Gate house and traffic is getting dense

3:12pm

A second Michael's bus parks in front of LCC. Steady traffic flow up and down the hill.

3:16pm to 3:25pm

More parents are gathered at the Gate house. A Third long Michael's bus is trying to squeeze behind the second.

On the other side a UPS truck stops traffic coming down the hill. The driver had to get out of the truck to remove a pilon that was blocking his way to park along side the blue striped sidewalk.

The fourth Michael's bus arrives to park alongside LCC. The students are loading now. A teenage monitor stands around wearing his red vest. Parents with their kids are walking back to their cars parked in the neighborhood.

The buses on LCC side are blocking my view of the on-coming traffic. However, there is heavy traffic up/down Lincoln Ave.

3:25pm to 3:30pm

All four long yellow Michael's buses parked alongside LCC are loading with students. Buses 605, 604, 606 going downhill with students on board.

3:30pm

Buses are starting to leave.

3:33pm

The yellow bus on the other side that's parked in front of the Gate is still there. Cars are lined up the hill behind the bus.

3:34pm to 3:35pm

The 605 and 604 are now headed up the hill with students on board. Dense traffic up/down Lincoln Ave.

3:37pm to 3:40pm

The teenager with the orange vest now walks back to the Gate house since there are no more buses alongside LCC for him to look at. Still a steady stream of cars, buses, delivery trucks up/down Lincoln Ave. The parents are now using the bus loading area to park and pick up their kids. Saw a SUV just pull out right in front of a bus coming down the hill!

3:41pm to 3:55pm

A yellow vested teenage boy walking down the hill collecting the cones back into the Gate house. Now there is a steady line of cars waiting on the HRS side. Saw a car blocking the flow of traffic to backup into a spot. Two cars are now parked in the blue striped side walk waiting for their kids. No monitors are around to direct this traffic.

4:00pm

I left.

I declare under penalty of perjury under the laws of the state of California that the foregoing is true and correct.

Dated: February 5, 2013

Drew Lau-Regent

3:41pm to 3:55pm

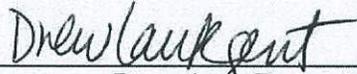
A yellow vested teenage boy walking down the hill collecting the cones back into the Gate house. Now there is a steady line of cars waiting on the HRS side. Saw a car blocking the flow of traffic to backup into a spot. Two cars are now parked in the blue striped side walk waiting for their kids. No monitors are around to direct this traffic.

4:00pm

I left.

I declare under penalty of perjury under the laws of the state of California that the foregoing is true and correct.

Dated: February 5, 2013



Drew Lau-Regent

Inma Liñero declares:

In my previous declaration, I pointed out that the screaming from the children at the Head-Royce summer camp last year was unbearable. After many complaints, the summer camp stopped using bullhorns and the public address system, but the noise of screaming kids and counselors continued unabated until the end of the session. This is because the children are outdoors most of the time and, apparently, no one made an effort to quiet them down.

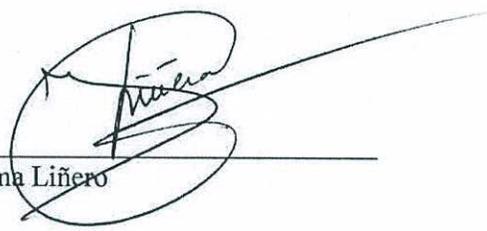
As to the landscaping problems, there was a flurry of activity sometime in September or early October, 2012. I was happy to see some men trimming ivy along the fence facing Whittle Avenue, right at the entranceway. I spoke to one of them and told him how glad I was to see something happening. His reply was that they were going to get the job done little by little, since they were short-handed. My reaction was "wait and see." I find it hard to believe that a prosperous school like Head Royce cannot afford to hire gardening services.

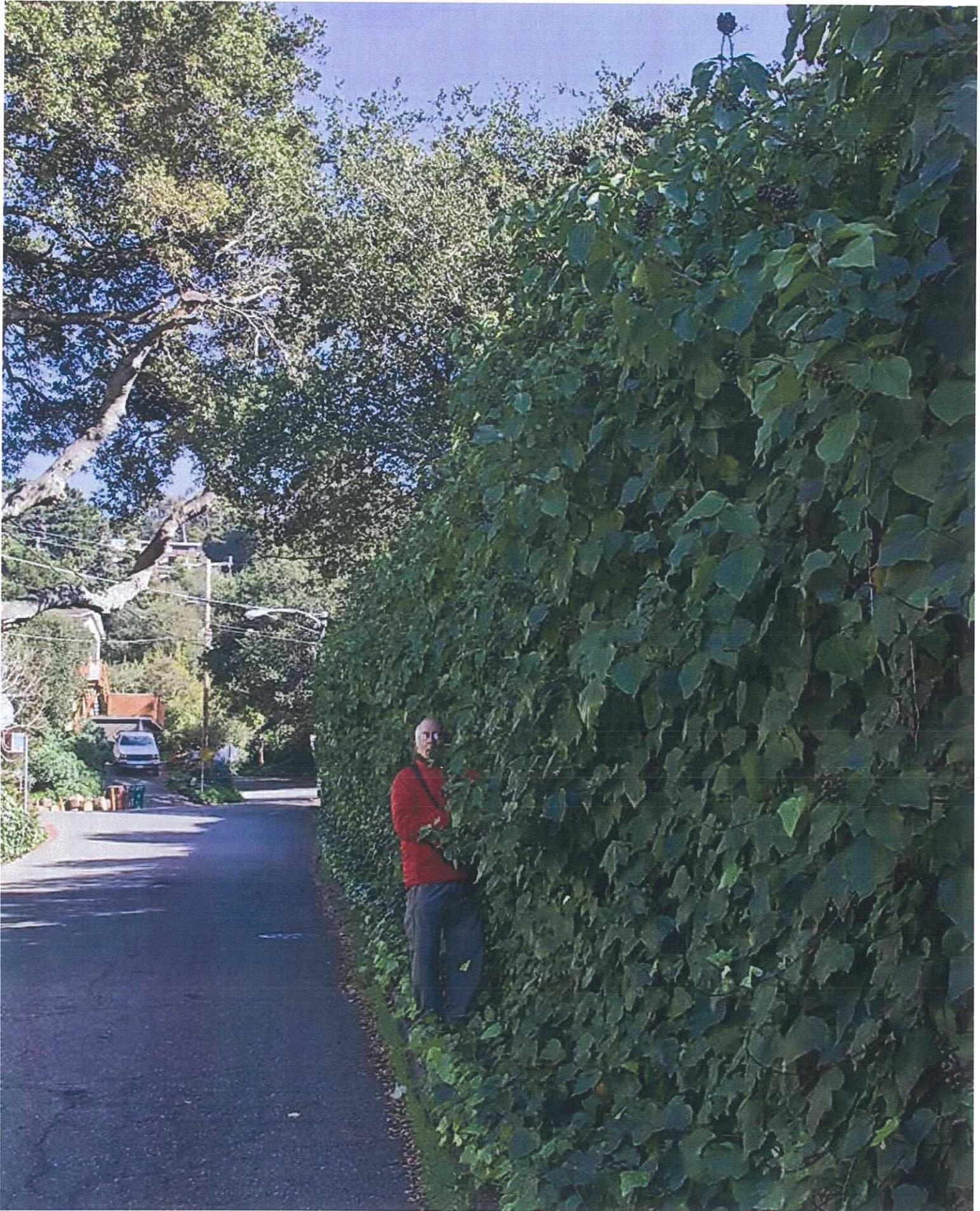
Well, all this was short lived. Granted they did some minor improvement, the ivy spilling over the curb into the street was dealt with. But the tops of it over the fence (gone to berries) and the rest of the fence, plus the ivy growing on the trees canopy and probably around the trunks on the other side of the fence has not been dealt with.

Also the oak trees by the driveway and next to a neighbor's house have ivy climbing up the trunks and no clear perimeter trimmed at the bases. As I stated to the school's Headmaster in my e-mail dealing with this problem, it is important to the neighborhood to preserve and care for all their trees since they provide a visual and sound buffer to the neighborhood from the school.

I enclose photos taken of the sites in question.

I declare under penalty of perjury that the foregoing is true and correct and was executed at Oakland, California on February 6, 2013.


Inma Liñero







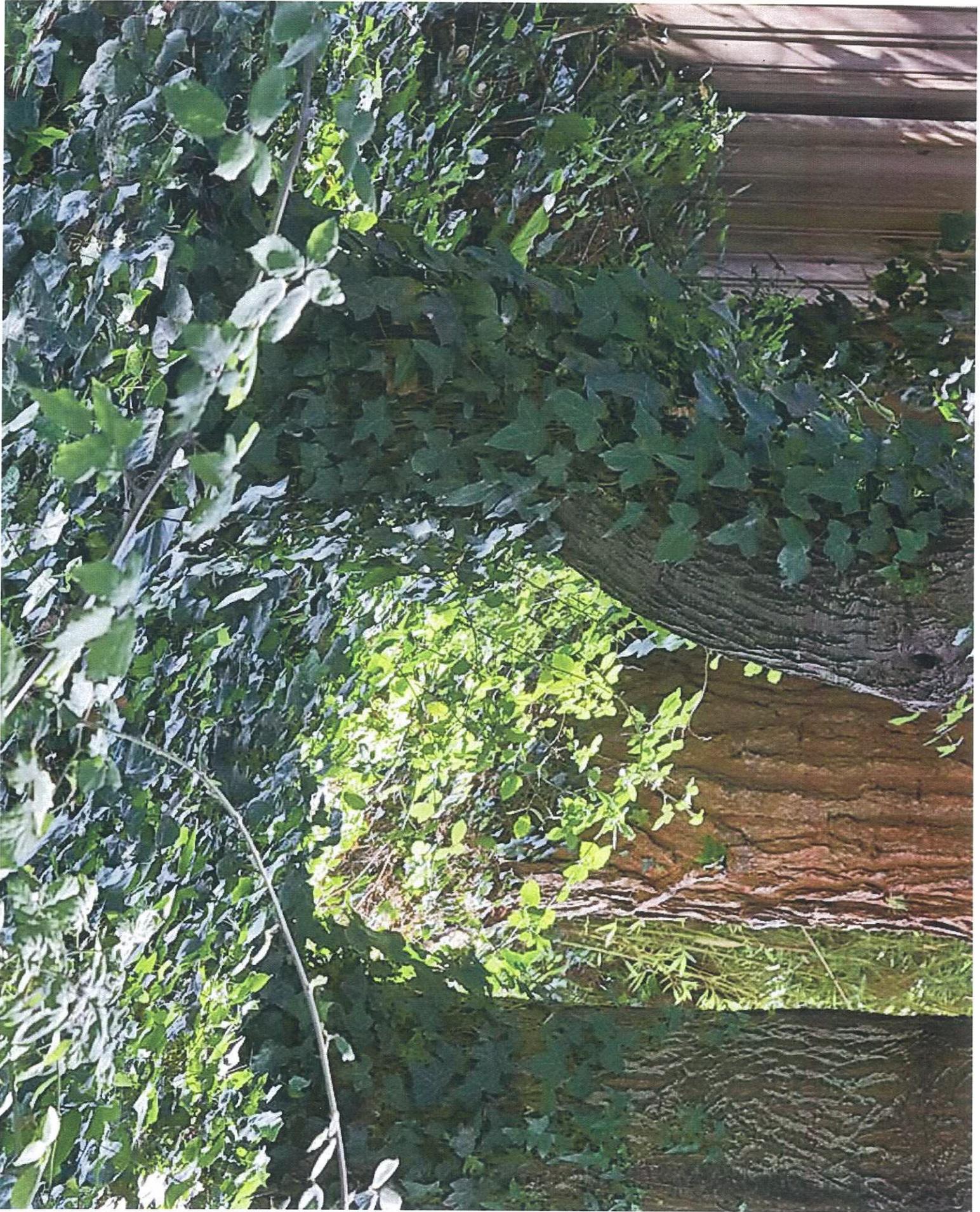
THE HEAD-ROUCE SCHOOL
PRIMARY SERVICE ENTRANCE
PRIVATE PROPERTY

NO TRESPASSING / NO THOROUGHFARE
NO TURN AROUND FOR LARGE TRUCKS

AUTHORIZED
VEHICLES ONLY

559 550













DECLARATION OF RODNEY THOMPSON

I, Rodney Thompson, declare:

1. My husband, Brian Petraska, wrote a declaration about the problems we have experienced with Head Royce School. His declaration is in volume 4, pp. 369-370 of documents submitted by the neighbors. There have been some changes in the HRS management, but other than what is contained in this declaration, the problems have remained the same.

2. The deliveries that were coming before 7:00 a.m. stopped about a month after the neighbors filed the complaint. However, HRS continues to use extremely large trucks that should not be coming down Lincoln Ave. They are the size of trucks that one normally finds in the warehouse district of a city or delivering groceries to a large grocery store. Many of the trucks, especially the US Food trucks, appear to violate the legal prohibition against four-and-a-half-ton trucks on Lincoln. They are very loud due to their generators and come down Lincoln Ave. at a rate of speed higher than is safe for a residential neighborhood.

3. This school year, HRS began loading students below the school's gatehouse and across the street, in front of my house. The school's "Big 10 Driving Rules" have always prohibited parents from handling drop-off or pick-up below the school's gatehouse. Rule 9 says: "Children may not be dropped off or picked up **below** the gatehouse on Lincoln Avenue at any time no matter their grade. You may park legally to escort your child to and from Head-Royce."

4. While quite a few parents escort their children to and from the gatehouse, many do not. For example, on December 27, 2012, I took a picture at 3:00 p.m. of a parent waiting in her car for her child in front of my house and below the gatehouse. I pulled part of the way into my driveway for a full minute hoping she would realize that she was 'caught in the act' but she didn't acknowledge me until she saw me take the photo, which is attached. (I am told that this car license plate is missing from the database, provided by the school.) She then asked me if she was blocking my driveway and I explained that HRS parents are not supposed to wait downhill from HRS to pick up their kids from school. She claimed complete ignorance of that 'rule' and said she would check with someone at HRS to find out if that is true. She then simply waited for her child to get into her car. Another parent sitting in a car directly across the street was doing the same thing.

5. I also have noticed that many parents are having their older kids meet them at their cars parked anywhere below the gatehouse. Typically a parent will simply call their child to advise them where they are parked. As a result, there are cars parked below the gatehouse and where ever the parents feel like waiting for their children. Also, the parents who do escort their children often sit in their

cars for long periods of time adding to the chaos of buses, kids walking to meet their parents somewhere, parents waiting in the parking queue, and cars trying to get through all the traffic. The chaos this school year is even more evident than last year, which was bad enough.

6. The events are still a very big issue for us as the attendees continue to wake me up as they go back to their cars very late at night, often after 11:00 p.m. This year it seems that there are far more of them than last year. The combination of HRS renting or loaning out its facilities combined with its own numerous events creates tremendous traffic problems around my house. Last year, HRS seemed to periodically have traffic monitoring. This year, all I see are a couple of security guards on Lincoln, who do nothing to control the traffic problems, let alone the noise from these events.

7. A more recent development has been HRS usage of the lower parking lot owned by the Lincoln Children's Center (LCC) that runs the entire length of the North East side of our home and property. Over the past several weeks, HRS usage of the LCC lot by our home has increased in frequency to as often as 3 – 4 times per week including evening and weekend events.

Key concerns include:

- Lack of a buffer zone between HRS and our home. Lack of privacy.
- Noise pollution. Car and truck engine noise; loud conversations of HRS parents, HRS school children and other HRS guests; opening and closing of car doors and trunks; car alarms sounding off.
- Air pollution. Automobile exhaust & other automobile related fumes emanating from the LCC lower parking lot can become so dense that they permeate into our bedrooms. In addition to the various adverse and potentially long term health impacts this added pollution could have on me and my husband, on several occasions the fumes have seriously aggravated my chronic obstructive pulmonary disorder (both at times when I was inside our home and at times when I was trying to utilize the outdoor area of our property adjacent to the LCC lower parking lot). This had not been a serious issue prior to the escalated usage of the LCC lot by HRS primarily because LCC's own usage of that lot had been light and was mostly limited to weekdays during normal business hours.

I declare under penalty of perjury under the laws of the state of California that the foregoing is true and correct.

Dated: February 7, 2013

Rod Thompson

cars for long periods of time adding to the chaos of buses, kids walking to meet their parents somewhere, parents waiting in the parking queue, and cars trying to get through all the traffic. The chaos this school year is even more evident than last year, which was bad enough.

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I declare under penalty of perjury under the laws of the state of California that the foregoing is true and correct.

Dated: February 7, 2013


Rod Thompson



I, Hollis N. Matson, declare:

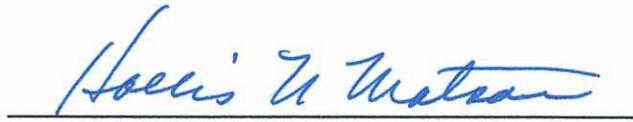
I live at 4191 Laguna Avenue, corner of Laguna and Alida, with my partner Deborah Royal. Having lived at this location since 1993, I have witnessed the ever-growing presence of Head Royce School in the neighborhood. As it has continuously increased its enrollment, especially in the past few years, the number of vehicles – cars and busses – has grown to the point of disrupting neighbors' activities. Not only are there many more students being dropped off and picked up; the number of evening and weekend events has radically increased, particularly of non-HRS events, creating traffic and parking problems.

At one time, the drop-off and pick-up zone was established directly in front of the school. In the past school year, as more busses dropped off and picked up students, the zone has enlarged to include both sides of Lincoln Avenue, creating a more potentially dangerous situation on a very busy street. HRS also established a staging area in the Mormon Temple lot on Lincoln Way and, over time, people picking up students found ways to circumvent the area. The Highway 13 off-ramp to Lincoln Ave has become increasingly dangerous as well, often with traffic stopped in the travel lane of Highway 13. Vehicles moving up and down Lincoln Ave are slowed to a crawl in the morning and afternoon as parents jockey for position in the queue and students cross Lincoln Avenue to board their busses. The traffic is often at a standstill as vehicles attempt to access the "loop" and are held up by vehicles in the Lincoln-Alida intersection.

Attached to this declaration are photos and traffic logs of some of these situations. Neighbors have spent countless hours monitoring HRS traffic and parking, sending emails to the neighborhood concern line, and waiting in their own vehicles to go to work themselves. It should not be the duty of neighbors to monitor HRS. Hopefully, the City of Oakland will establish enrollment numbers for HRS that make it possible for neighbors to enjoy their homes and physical surroundings.

I declare under penalty of perjury under the laws of the state of California that the foregoing is true and correct.

Dated February 7, 2013



Hollis N. Matson

LOGS

Hollis Matson

Monday, November 26, 2012

Monitoring the Monitors

I went out to see the HRS monitors at work and this is the result:

3:20: no monitors at Burlington, Tiffin, Whittle, Laguna or Linnet. No cones present in the usual places near the Lincoln-Alida intersection. Usual guard at her usual place near the Lincoln-Alida intersection. No orange-vested monitors anywhere, including the crosswalk at the gatehouse. One green-vested guard at the parking lot entrance. Two Michael's busses were parked, blinkers on, between the Lincoln-Alida intersection and one bus parked just above the crosswalk on the south side of Lincoln, not in the usual place on the north side.

3:25: there were a few cars jockeying into the queue rather than at the end of the queue, slowing traffic down as they waited for enough space to get into the line.

3:32: the busses on the south side of Lincoln appeared to be loading (across the street from the gatehouse), slowing traffic as many students crossed the street, not always with the signal. There were no monitors between the gatehouse and the monitor at the parking lot entrance much further up the hill.

3:37: the queue was empty. The monitor at the parking lot entrance took the cone and headed downhill to the gatehouse

3:40: the queue began filling again.

3:42: vehicle U-turned at the Greek parking structure service entrance and headed back down the hill

3:50: as I was leaving, the green-vested monitor was walking back uphill toward the parking lot entrance. No one was at any of the other areas.

Tuesday, November 27, 2012

No monitor at upper parking lot

In checking monitors at 8:05 a.m., there were no monitors down Lincoln beyond Alida St. (including Burlington, Tiffin, Whittle). There was no monitor at the parking lot entrance and only one midway between the parking lot entrance and the gatehouse, the green-vested crosswalk guard.

The usual guard stood in her usual place at Lincoln and Alida.

At 8:15, monitors came from the gatehouse and took positions on the hill.

Wednesday, November 28, 2012

Morning monitor log

Spent a half hour driving up and down Lincoln, turning around the "loop" and at Woodminster:

8:05: There were no monitors at Linnet, Tiffin, Whittle, Burlington; the guard was present between Lincoln and Alida Court; cones were not present anywhere along Alida. There were no monitors on the HRS side of Lincoln, only the guard was present at the crosswalk. There was no monitor at the parking lot entrance so there was no one monitoring the end of the queue.

8:10: Stopped near the Greek Church parking structure for a few minutes, drove up Lincoln to Woodminster, checked Highway 13 off-ramp where a steady stream of vehicles left Highway 13 to the off-ramp.

8:15: Still no monitor at the parking lot entrance, three monitors between the parking lot and the gatehouse.

8:23: Two Michael's busses arrived later than usual, causing a traffic snarl as cars attempted to crowd into the queue to drop off students.

8:32: Followed a vehicle driving up Lincoln, turned left onto Tiffin and right onto Whittle. Adult driver, child in rear seat. Presumably driving toward HRS' back gate.



Highway 13 offramp to Lincoln Ave

Tuesday, November 27

8:14 a.m.



November 27, 2012 8:14 – 8:16 Three photos showing the traffic coming down the Lincoln hill from Highway 13. Steady stream of vehicles with cars merging from Lincoln Way and the vicinity of the HRS staging area.

Photo 1



November 27, 2012 8:14 – 8:16 Three photos showing the traffic coming down the Lincoln hill from Highway 13. Steady stream of vehicles with cars merging from Lincoln Way and the vicinity of the HRS staging area.

Photo 2



November 27, 2012 8:14 – 8:16 Three photos showing the traffic coming down the Lincoln hill from Highway 13. Steady stream of vehicles with cars merging from Lincoln Way and the vicinity of the HRS staging area.

Photo 3



November 27, 2012

Could not turn left from Lincoln onto Alida in order to get home. Four cars at the Alida stop sign were not able to turn onto Lincoln. Cars going up Lincoln stop in the intersection, causing traffic to stop in all directions.



November 30, 2012 3:10 p.m. Car with adult in driver's seat, waits to pick up HRS student while blocking driveway of home across from HRS.



November 30, 2012 3:18 p.m. Michael's busses waiting to load students across Lincoln from HRS. Students will have to cross street from the gatehouse in order to board.



November 30, 2012 3:20 p.m. Michael's busses loading across Lincoln from HRS, students having to cross street from the gatehouse in order to board.

From: Hollis Matson/Deborah Royal (hollisanddeborah@att.net)
To: hollisanddeborah@att.net;
Date: Tue, February 5, 2013 5:29:03 PM
Cc:
Subject: Fw: HRS corner watch

Sent: Wed, December 5, 2012 4:02:39 PM
Subject: Re: HRS corner watch

Hi folks,

Just for kicks I sat on my front porch this afternoon, from 3:25 until 3:55. In thirty minutes, **72 cars** went around the corner, following their "mandated" loop. There could have been three or four who live on this blocck, tho I doubt it. One Michaels bus and three AC Transit buses also did the loop. Usually there are two or three Michaels buses, only one that I saw today.

That is a great big number of cars going around the same block, especially on Potomac, which is more narrow because of many more homeowner's cars. As I sit here at the computer and am able to see the corner, more are cornering, although not as steady a stream as up until just before 4.

H

Declaration of Don Dunning

I, Don Dunning, state:

I am one of the two representatives for the Whittle Avenue neighborhood and this is the second declaration I am submitting for the administrative record.

1. The Neighborhood Steering Committee's complaint was dated August 8, 2012. Peter Smith responded on behalf of HRS, dated September 7, 2012. This declaration is in response to Mr. Smith's comments beginning on page 16 of his response letter, "The School has carefully tracked compliance with all applicable Conditions of Approval. "

Mr. Smith lists a number of "requirements" on pages 16 and 17 of his response letter, after which he states, "As set forth in the attached compliance matrix, each of these requirements set forth above have been satisfied." This is an inaccurate statement, as follows:

"Increase on-site monitoring as required." Over the years, there has been little or no consistent monitoring in the locations cited below. As my personal observations on November 19, 2012, November 20, 2012, November 26, 2012, December 3, 2012, December 7, 2012 and January 18, 2013, plus accompanying photos, indicate, there continues to be no on site-monitoring in critically needed areas during peak pickup and drop-off hours. (See Exhibits A through G) These areas include the corner of Lincoln and Tiffin, the corner of Whittle and Tiffin and the area from the school gatehouse on Lincoln to the corner of Tiffin. Further, there is only occasional and sporadic monitoring of the Whittle gate during the busiest pickup and drop-off hours.

"Monitors to ...use digital cameras to record rule violations and track down violators." Neither I nor any of my neighbors have ever seen a monitor with a digital camera. This is not being done.

"Head Royce will perform additional monitoring during special events." Monitoring during special events is minimal to non-existent. As my wife, Sonia, observed on February 4, 2013, and other neighbors have discussed in their declarations, school events routinely result in reckless driving behavior by attendees, including extremely dangerous U-turns that block traffic in the middle of Lincoln Avenue (Big 10 Driving Rule #4). As usual, there were no monitors present on the date of her observation. (See Exhibit G)

2. Following the Neighborhood Steering Committee's complaint, the school, in an apparent attempt to reduce the size of the pickup and drop-off queue they had ignored for the past 30-plus years we have lived on Upper Whittle (Big 10 Driving Rule #1), instituted a series of procedures that have created chaos in their wake. In particular, the school, to the neighbors' detriment, has abandoned Big 10 Driving Rule #9 (Children may not be dropped off or picked up below the gatehouse on Lincoln Avenue at any time no matter their grade. You may park legally to escort your child to and from Head-Royce.) As my observations explain, the new system allows parents to pick up and drop off students below the gatehouse and, in fact, anywhere and everywhere near the school.

This has created an extremely dangerous situation on a daily basis where students stand on Lincoln near Tiffin or Tiffin near Whittle or Burlington or Alida and text parents to be picked up. This commonly causes backups and near fender-benders as parents, often without signaling, dart into small or, sometimes non-existent, parking spots and back up traffic while their child enters or leaves the vehicle. These same cars then often make illegal U-turns on Lincoln, Tiffin, Whittle and other streets. There have been numerous times that I have been behind Head-Royce parents who have come very close to causing a traffic accident. A monitor was never present during these occurrences.

As I stated in my December 3, 2013 observations: "Each time I have observed in November and December 2012, including today, there is a helter-skelter and chaos of students waiting to be picked up below the school and parents in cars quickly darting in front of them to pick them up. Also, during these observations, there have never been any monitors or school personnel anywhere below the school to deal with parents picking up students in areas where the school knows this is a common occurrence.

The instances of pickups I have recently observed and reported on all involved students waiting to be picked up below the school, something HRS has often told neighbor representatives is against school rules. It appears that the new school "traffic control" drop-off and pickup program is like a dike that is bursting in numerous sections. Many parents function on the path of least resistance and pick up or drop off wherever it is quicker and easier and HRS does not have sufficient monitors at specific trouble spots on a continual basis to remediate the problem."

EXHIBIT A

Monday, November 19, 2012

Don Dunning's personal observations from his car:

3:06 PM. No monitor or guard at Whittle gate.

3:14 PM. No monitor or guard on corner of Whittle and Tiffin.

3:16 PM. No monitor or guard on corner of Lincoln and Tiffin.

3:17 PM. No monitor or guard on corner of Lincoln and Alida.

3:20 PM. Young man, with guard-type vest with reflective, orange tape, sitting on Whittle curb at end of Whittle gate driveway. When he saw my car approaching, he stood up, as though he realized he should not have been sitting.

3:22 PM Young female student, approx.,11-13 years old with backpack, sitting on brick wall at bottom of 4103 Whittle driveway. She was apparently waiting for parent pickup. When she saw me watching her, she got up and walked up Tiffin toward Lincoln.

3:24 PM. No monitor or guard on corner of Lincoln and Tiffin.

3:26 PM. No monitor or guard on corner of Lincoln and Alida.

3:34 PM. No monitor or guard on corner of Whittle and Tiffin. Two elementary school students picked up by woman in gray Prius parked facing downhill on Tiffin, between Lincoln and Whittle.

3:40 PM No monitor or guard at Whittle gate. End of observations.

During my entire observation, I never saw any monitors or guards from HRS except the one who was briefly at the Whittle gate (mentioned above).

EXHIBIT B

Monday, November 20, 2012

Don Dunning's personal observations from his car.

3:14 PM. No monitor or guard at Whittle gate.

3:15 PM. No monitor or guard on corner of Whittle and Tiffin.

3:18 PM. No monitor or guard on corner of Tiffin and Lincoln. No monitor or guard on corner of Lincoln and Alida.

3:22 PM. No monitor or guard at Whittle gate.

3:26 PM. No monitor or guard on corner of Whittle and Tiffin.

3:29 PM. Three elementary school students quickly jumped into waiting black Toyota van parked on Tiffin, just below Lincoln. They ran so quickly down the hill that I had no time to take a photograph.

3:31 PM As I was parked on corner of Tiffin and lower section of Whittle, a black Porche Cayenne made a U-turn right in front of me and then made a left toward the school on Lincoln. See Dunning photo 1.

3:35 PM. A boy, approx. 10 years old, was standing, waiting to be picked up on Lincoln near Burlington (on the side opposite HRS).

3:36 PM. As I observed from Alida Court, a middle-aged woman with a greenish vest, who appeared to be an HRS monitor, was standing on Alida, not far from corner of Lincoln.

3:43 PM. No monitor or guard at Whittle gate.

3:44 PM. No monitor or guard on corner of Whittle and Tiffin.

3:45 PM. No monitor or guard on corner of Tiffin and Lincoln.

3:47 PM. As I was driving up Lincoln for a meeting in Montclair, I saw three female monitors congregated together on the school side, a little uphill from the main entrance. Two of the three monitors had their backs to traffic on Lincoln. The third was also not paying attention as she talked with the other two. This ended today's observations.

I saw no monitors at all today on the Whittle/Tiffin side. The monitor on Alida Court appeared well after the heart of student pickup began. The three women near the school entrance were oblivious. In addition, as I drove around, I saw a significant number of parent vehicles (minimum 12) that parked on either Tiffin, Lincoln, Alida or Burlington and walked over to HRS.

The school does not understand that a group of parent cars that arrive or depart from one location at the same time often causes congestion and dangerous traffic backup. This is particularly true because a large number of them make illegal U-turns when they leave.

EXHIBIT C

Monday, November 26, 2012

Don Dunning's personal observations in his car.

3:19 PM. Young man in orange vest monitoring Whittle gate.

3:21 PM. No monitor at intersection of Whittle and Tiffin.

3:24 PM. No monitor at intersection of Whittle and Lincoln. Female teenage student texting and waiting to be picked up on Lincoln between Tiffin and Burlington.

3:27 PM. Boy, maybe nine or ten years old with backpack, waiting in front of 4121 Lincoln (below the school) to be picked up.

3:32 PM. Boy mentioned above was picked up by bluish Honda SUV, CA license #6PQL960. See photos 2,3.

3:35 PM. Female monitor on Alida, a bit down from Lincoln.

3:37 PM. 8 to 10 students waiting outside LCC to be picked up. Guard standing in the middle of this group does nothing to move them to proper pickup points.

3:39 PM. End of observations.

EXHIBIT D

Monday, December 3, 2012

Don Dunning's personal observations from his car.

3:14 PM. Male monitor sitting on curb at Whittle gate.

3:16 PM. No monitor at Whittle and Tiffin.

3:17 PM. No monitor at Whittle and Lincoln.

3:18 PM. Female monitor at Lincoln and Alida. 3:20 PM. As I am driving up Lincoln, past LCC, a minivan directly in front of me makes sharp turn, without signaling, into parking spot rather than getting into queue across the street.

3:24 PM. Maroon Toyota SUV picks up two younger students right in front of me on Lincoln, below the school main entrance and above Tiffin.

3:29 PM. A young teenage boy is standing right next to my car on the downhill side of Tiffin, facing Whittle. He suddenly crosses the street on Tiffin and is picked up by a gold, two-door BMW, CA license #6ARD875. See photo 4.

3:32 PM. Monitor at Whittle gate now leaning on tree.

3:41 PM. Young teen or pre-teen girl standing on corner of Lincoln and Tiffin, waiting to be picked up. See photo 5. This, as many other areas below HRS, is dangerous because stopping on Lincoln at Whittle stops always heavy traffic behind. Same is true if car makes right on Tiffin and stops.

3:44 PM. Female student was picked up by minivan, which did a U-turn into a driveway on Tiffin.

3:45 PM. End of observations.

Each time I have observed in November and December 2012, including today, there is a helter-skelter and chaos of students waiting to be picked up below the school and parents in cars quickly darting in front of them to pick them up.

Also, during these observations, there have never been any monitors or school personnel anywhere below the school to deal with parents picking up students in areas where the school knows this is a common occurrence.

Tiffin and Whittle is the same area where I met Martha Sellers, member of board of directors, about a week after school started this year. She said she was there because the school was aware of pickups on Tiffin and that the school had authorized parents to park there and walk up to pick up their children. This is not a good plan because many cars congregate in this area to park and make U-turns and it is dangerous for students, parents and others driving or walking nearby.

The instances of pickups I have recently observed and reported on all involved students waiting to be picked up below the school, something HRS has often told neighbor representatives is against school rules. It appears that the new school "traffic control" drop-off and pickup program is like a dike that is bursting in numerous sections. Many parents function on the path of least resistance and pick up or drop off wherever it is quicker and easier and HRS does not have sufficient monitors at specific trouble spots on a continual basis to remediate the problem.

EXHIBIT E

Friday, December 7, 2012

Don Dunning's personal observations from his car.

3:05 PM. No monitor on corner of Whittle and Tiffin. No monitor on corner of Lincoln and Tiffin. White Mercedes was in process of picking up female teenage student. This vehicle was parked on Tiffin, facing downhill, one spot from corner of Lincoln. If another car had parked behind this one to pick up another student, it would have caused a huge backup going downhill on Lincoln. This is a potentially dangerous situation that I have seen and reported numerous times before.

For another example, see my 12/3/12 notes and photo of student waiting to be picked up on corner of Lincoln and Tiffin. This seemingly innocuous situation could end up in a serious accident. HRS appears to be totally oblivious about this.

EXHIBIT F

Friday, January 18, 2013

Don Dunning's personal observations from his car.

3:29 PM. Female high school student standing on corner of Lincoln and Tiffin texting, apparently to be picked up. White Toyota SUV picks her up on Tiffin, near corner of Lincoln.

EXHIBIT G

Monday, February 4, 2013

Sonia Dunning's personal observations from her car.

6:48 PM. As Sonia was returning home this evening , she noticed there was another "event" at HRS. As she drove down Lincoln and approached HRS she saw two different cars U-turn in front of her (so as to be able to go back up Lincoln). This backed up and stopped traffic going down the hill even though the light was green. These cars used the driveway of LCC and the intersection of Alida for their U-turns. Sonia said there were no monitors or HRS personnel handling the all the traffic near the school.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Dated: February 8, 2013

Don Dunning

Don Dunning's personal observations from his car.

3:29 PM. Female high school student standing on corner of Lincoln and Tiffin texting, apparently to be picked up. White Toyota SUV picks her up on Tiffin, near corner of Lincoln.

EXHIBIT G

Monday, February 4, 2013

Sonia Dunning's personal observations from her car.

6:48 PM. As Sonia was returning home this evening , she noticed there was another "event" at HRS. As she drove down Lincoln and approached HRS she saw two different cars U-turn in front of her (so as to be able to go back up Lincoln). This backed up and stopped traffic going down the hill even though the light was green. These cars used the driveway of LCC and the intersection of Alida for their U-turns. Sonia said there were no monitors or HRS personnel handling the all the traffic near the school.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Dated: February 8, 2013

A handwritten signature in black ink, appearing to read 'Don Dunning', written over a horizontal line.

Don Dunning



- [Head's Welcome](#)
- [The Head's Perspective](#)
- [HRS At a Glance](#)
- [Our Mission](#)
- [HRS Magazine](#)
- [Board of Trustees](#)
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- [History](#)
- [Strategic Plan](#)
- [Employment Opportunities](#)
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- [Directions, Maps and Parking](#)
- [Transportation/Bus Schedules](#)
 - [Big 10 Driving Rules](#)
- [Contact Us](#)

[Home](#) > [About HRS](#) > [Transportation/Bus Schedules](#) > [Big 10 Driving Rules](#)

Big 10 Driving Rules

- 1.** The queue starts behind the bus stop on westbound Lincoln Avenue and ends at the school driveway. Cars may not wait in queue above the driveway. (Instead, do "The Loop" and wait in the afternoon staging area).
- 2.** Never allow your car to protrude into traffic, while attempting to enter the queue. If the queue is full, continue down Lincoln Avenue and complete "The Loop." In the afternoon, head up to the Staging Area to wait.
- 3.** While in the queue, stay close to the car ahead and move forward promptly to allow more cars in queue.
- 4.** Do not make U-turns, 3-point turns or any other change of direction **within 3 blocks of school at any hour.** To change direction, use "The Loop."

This includes: Alida, Linnet, Burlington, Laguna, Potomac, Tiffin, Whittle, Ravenwood, Lincoln Child Center, Cerebral Palsy Center, Greek Orthodox Church, HRS Upper Lot, and the Mormon Temple.
- 5.** Do not enter Alida Court or Linnet Court or any other non-through streets for parking or to turn at any hour.
- 6.** Never use the Head-Royce Parking Lot or driveway to turn around or drop-off/pickup students. There is no HRS Back Gate access for turn-around or drop-off/pickup.

This includes Whittle Avenue, Tiffin, Funston, & Fruitvale.

- 7.** NEVER enter or block a driveway to turn around, to park or to wait.
- 8.** NEVER double park, whether you are sitting in your car or not.
- 9.** Children may not be dropped off or picked up **below** the gatehouse on Lincoln Avenue at any time no matter their grade. You may park legally to escort your child to and from Head-Royce.
- 10.** Children must NEVER enter or exit from the street side of a vehicle. No jaywalking.

Big 10 Driving Rules are in effect every day of the year, 7 days a week, 24 hours a day.

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