

TRANSPORTATION MANAGEMENT PLAN (TMP)
PARKING MANAGEMENT PLAN (PMP)

FOR INTERNATIONAL COMMUNITY SCHOOL
AND THE COMMUNITY SCHOOL
11133 NE 65th Street, Kirkland
Tax Parcel No. 0825059248

This Transportation Management Plan (TMP) and Parking Management Plan (PMP) have been developed for the International Community School (ICS) and the Community School (CS) to prevent on-street parking by students, parents, staff and visitors, to prevent student drop-off and pick up by parents, to minimize the number of students driving to the site and to provide for the transit and ridesharing needs for students and staff. The purposes of the TMP and PMP are to reduce the number of single-occupant vehicle trips generated by ICS and the CS and to assist in mitigating the traffic and parking impacts created by school activities on streets in the project vicinity.

PROJECT DESCRIPTION

ICS is an educational facility for grades 7-12 to be relocated to the prior Gordon Hauck site in the Houghton neighborhood of Kirkland at 11133 NE 65th (see Attachment A: legal description). The total square footage of the ICS building is 33,000 square feet. The student population will be 360 students. CS is an existing educational facility on site with 80 elementary students with parental support during the school day on a regular basis. The TMP and PMP were required of the subject property as part of the conditions in an agreement between the Gordon Hauck neighborhood and the LWSD and in the City of Kirkland Building Permit No. BLD99-00739

GOALS OF THE TRANSPORTATION MANAGEMENT PLAN AND THE PARKING MANAGEMENT PLAN

The goals of the Transportation Management Plan (TMP) and the Parking Management Plan (PMP) shall be to have all parking and drop-off and pick-up for ICS and CS occur on-site and not on the streets and to have no more than 48 ICS vehicles driven by students to and from school each school day. The target mode split goal for students without parking permits and staff traveling to and from the site shall be 25% single-occupancy vehicle for staff driving alone and parents driving one student to and from school and 75% high occupancy vehicles or other modes (carpool, bus, walk or bike) to be attained two years (by January 2003) after the initial TMP survey in 2001.

The Lake Washington School District #414 shall implement the following elements of these plans. In addition, LWSD shall coordinate with and use the services of Metro and the City of Kirkland in implementing the TMP and PMP.

THE TMP AND PMP SHALL CONSIST OF THE FOLLOWING ELEMENTS:

1. As part of the conditions to attend ICS and CS, during the application/lottery process, student applicants and their parents/guardians will sign and agree to the ICS and CS Transportation and Parking policies, procedures, and consequences for infractions found in the approved TMP and PMP document, including the no street parking or drop-off/pick-up conditions in the agreement between ICS, CS, LWSD and the Gordon Hauck neighbors. On-street parking is only permit for the infrequent special school events
2. All ICS and CS staff and other LWSD personnel who come to the site shall receive a copy of the TMP and PMP policies, procedures and consequences and agree to the no on-street parking conditions.
3. No students, staff, parents, visitors or other district personnel will park or drop off/pick-up students on the street. All parking and drop-off/pick-up will occur only on site. However, limited on-street parking and drop-off/pick-up may occur on a very infrequent basis for certain special school events.
4. The LWSD will make available METRO bus passes for all ICS and CS students that are eligible and all staff.
5. Each January for four years, beginning January 2001, LWSD will conduct a traffic and parking study, performed by an independent traffic engineer. The results shall be submitted in writing to the City of Kirkland Planning Department and to the designated representative for the Gordon Hauck neighborhood. Additional paved parking shall be provided on site if the City and/or LWSD determine that the conditions of no on-street parking or drop-off/pick-up are not being met.

Anytime after 2005, if on-street parking violations become a problem, LWSD shall conduct another traffic and parking study as required between 2001-2005. Measures shall be taken to alleviate the need for ICS and/or CS to park or drop/pick-up on the street, including adding more paved parking stalls on site.

6. The following TMP and PMP policies shall be implemented:

The Transportation Policies include:

- ICS and CS students, parents and staff will agree in writing that no on-street parking or drop-off/pick-up of students will be allowed under any circumstances, except for the occasional special school events.
- Required ICS student parking permits, issued yearly. Forty eight (48) stalls only. No student driving to and from school unless a student has been issued a parking permit.
- Required registration of ICS and CS student, parents and staff vehicles, updated yearly or as required.
- Continued use of carpooling and bus ridership as currently designed and implemented at ICS current location at the campus of Redmond High School.
- Establishment of one or more remote shuttle locations by LWSD to and from the site and an encouragement program to use the shuttle by students.
- Continued use of Metro bus passes to be provided at no cost by LWSD for those students eligible for a free pass and for those not eligible who wish to purchase passes.
- Start-time and end-time to be staggered between ICS and CS to allow off-set traffic flow, five (5) days a week. This includes Wednesday early dismiss for both schools.
- Close campus at lunch for students driving on and off site.
- Each March following the required parking study in January, ICS and CS will conduct a review with the Gordon Hauck neighbors, staff, LWSD administration and the City of Kirkland Planning and Public Works Departments to assess the TMP and PMP success. If the goals of the TMP and PMP are not being met, ICS and CS shall take measures to meet the goals. Additional measures required to meet the goals may include more parking on-site and/or installation of on-street signs to prevent on street parking and drop-off and pick-up of students, approved by the City Public Works Department and paid for by the LWSD. The yearly review will continue after 2005 when the parking study is no longer required.

The Parking Policies include:

- Parking spaces designated for ICS and CS staff, parent volunteers, visitors and ICS students with parking permits shall be identified with signage. No on-street

parking or drop off/pick-up will be authorized or tolerated.

- Visitor parking including temporary emergency student parking (with permission) to be located near the entrance to the school.
- Parking spaces for students to be located furthest from the entrance to the school and will be limited to 48 stalls. Additional paved on-site student parking may be added if it is determined that the goals of the TMP and PMP are not being met and all elements of the TMP and PMP have been implemented to the maximum extent possible, including the shuttle.
- Student parking permits to be established by:
 - o Lottery
 - o Carpool
 - o Seniority
 - o Distance from site

Consequences for TMP and PMP Infractions for parking on the street, for ICS students driving during lunch (unless for an approved school activity), for drop-off/pick-up on the street or any other policy in the TMP and PMP:

FOR ICS STUDENTS:

- First Offense--- Warning with parent notification
- Second Offense--- Parent/student conference
- Third Offense --- For ICS students with parking permits: loss of parking privilege for one week. For students with no parking permit: one to three day suspension from ICS
- Fourth Offense---- For ICS student with a parking permit: loss of parking privilege for remainder of the academic year and one to three day suspension from ICS. For student with no parking permit: suspension from ICS for a length of time to be determined by the principal
- Fifth Offense---- For ICS student with a revoked parking permit for a previous fourth offense: suspension from ICS for a length of time to be determined by the principal

FOR ICS AND CS PARENTS:

ICS and CS agree in good faith to take responsibility to abide by the terms of this agreement.

- First Offense--- Verbal Warning
- Second Offense---Notice of violation of parking policy sent to parent or guardian

- Third Offense --- meeting held with TMP coordinator and District Safety officer
- Fourth Offense----Meeting with District Director of Support Services
- Fifth Offense--- City of Kirkland issues a Notice of Violation

FOR ICS AND CS STAFF:

ICS and CS agree to work through an appropriate approach to ensure compliance to the terms of this agreement by October 2000.

- First Offense--- Verbal Warning
- Second Offense--- Meeting with principal
- Third Offense --- Meeting with LWSD Director of Support Services
- Fourth Offense--- City of Kirkland issues a Notice of Violation

Non- Compliance and or Complaint Notification:

- First Contact should be made to Transportation Coordinator (TC)
- TC will determine infraction source (parent, student or staff) and at which school (ICS or CS)
- The appropriate ICS or CS school principal will be notified
- Consequences as outlined in the above section will be implemented
- If complainant is not satisfied with action, then complaint will be forwarded to the LWSD Director of Support Services
- Next and final step if complainant is not satisfied would be to file a written complaint with the City of Kirkland Planning Department Code Enforcement Officer

7. All students, parents and staff of ICS and CS shall be informed in writing of the transit and ridesharing information at the beginning of each school year and then updated at least once during the school year.

8. Commuter Information Center (CIC): The site administrator shall build and maintain Commuter Information Centers in a highly visible, accessible area in the main offices of ICS and CS. The CIC shall include bus schedules and ridesharing information at LWSD's expense as provided by Metro.

9. The site administrator for both ICS and CS, currently Cindy Duenas, is named as the initial Transportation Coordinator (TC) to coordinate and promote transit and ridesharing. The TC will perform the following duties:

a. Transit/Rideshare Information: An information packet containing transit schedules, ridesharing information, and other elements of the TMP and PMP shall be distributed to all students, staff and parents of ICS and CS. The information packet shall be updated and distributed to all students, staff and parents on an annual basis at the beginning of each school year. The TC will coordinate with Metro on the information to be included in this packet.

b. The TC shall work with Metro to perform an annual presentation to students, staff and parents regarding transit and ridesharing options to the ICS and CS site. Information shall also be distributed annually to all of students, staff and parents of ICS and CS.

c. The TC shall submit an annual report to the Director of Support Services for LWSD and the City of Kirkland Planning Department, documenting TMP and PMP activities (i.e. number of bus passes issued, number of carpool spaces used). This report shall be made available to anyone wishing a copy.

10. Preferential parking stalls for carpools/vanpools shall be provided in the parking lot as close as possible to the building entrances to ICS and CS. The TC will be responsible for enforcing the preferential parking program. The number of preferential parking spaces will increase as the number of carpools/vanpools are increases.

11. LWSD shall provide and maintain covered bicycle racks. These racks will be located at a safe and convenient location at ICS and CS.

12. At the option of the TC, the following program elements shall be provided:

a. Curriculum in appropriate ICS and CS classes may be expanded to include instruction on transportation management issues such as:

1. The effects of air pollution in Heath Classes.
2. Travel reduction/alternative modes of transportation in Driver's Education classes.
3. Travel reduction/fuel conservation in Local Government/U.S. Government classes.

- b. Committee support programs. Ideas may include:
 - 1. A "Clean Air" Faculty Advisory Committee (joint club with the student Environmental Club.)
 - 2. A bicycle club.
 - 3. A reward system for all employees who participate in the rideshare and bus shuttle programs. These rewards may include:
 - a. Drawings for prizes donated by local merchants.
 - b. A "coupon book" featuring discounts on merchandise and services from local merchants.

13. In January 2002 when ICS has driver age students, ICS will perform a survey to determine the existing amount of transit and ridesharing activities of all students and staff of ICS and CS and the potential for increasing those activities. The TC shall contact Metro before beginning the survey to receive a sample survey form.

ICS is responsible for printing, distributing, and collecting the survey questionnaires. ICS will perform the data entry, tabulation, and preparation of report of the survey data.

This initial survey shall be used as the baseline mode split data to which future surveys will be compared in order to see if the goals of the TMP and PMP are being met.

The City of Kirkland Planning Department and METRO shall receive a copy of the completed initial survey and all subsequent surveys.

- 14. Every two years after January 2002 when the initial survey has been completed, the ICS shall survey all CS and ICS students, staff and parents. The same process that was used for the initial survey shall be used.
- 15. If after completion of the January 2002 survey or any subsequent survey, the City of Kirkland determines that the goals of the established TMP and PMP are not being met, the City is authorized to require any and all elements of the established TMP and PMP to be implemented or to add other elements deemed necessary to meet the goals.
- 16. This TMP and PMP shall be recorded with King County as part of the conditions and restriction of Building Permit No. BLD99-00739 to assure its implementation. The TMP and PMP shall run for the duration of the current use of the

buildings, and shall be binding on the heirs, successors and assignees of the parties.

SIGNED, this 15 day of NOVEMBER 1999.
INTERNATIONAL COMMUNITY SCHOOL

BY Cindy Duenas
Cindy Duenas, Principal and Administrator

SIGNED, this 2 day of NOVEMBER 1999.
COMMUNITY SCHOOL

BY Gayle A. Cadworth
Gayle Cadworth, Principal and Administrator

SIGNED, this 2nd day of November 1999.
LAKE WASHINGTON SCHOOL DISTRICT

By Robert Collard
Robert Collard, Director of Support Services

The foregoing Agreement is accepted by the City of Kirkland this
16 day of November, 1999.

CITY OF KIRKLAND

BY: Teresa J. Swan

ATTACHMENT A

LEGAL DESCRIPTION

Commencing at the monument which is the intersection of the center line of 112th Avenue NE and the Southerly margin of NE 65th Street in the Plat of Collingswood Addition Division No. 2, according to the plat thereof recorded in Vol. 20 of plats, page 50, records of King County, Washington; thence North 89°53'10" East, 30.00 feet; thence North 0°26'02" West, 30.00 feet to the TRUE POINT OF BEGINNING, said point being the Southwest corner of Block 2, in said plat of Collingswood Addition, Division No. 2; thence North 89°53'10" East, 267.80 feet; thence South 0°24'22" East, 30.00 feet; thence North 89°53'10" East, 30.00 feet; thence South 0°15'19" West, 390.00 feet; thence South 89°53'10" West, 163.83 feet; thence South 0°14'30" West, 270.00 feet; thence South 89°53'10" West, along the Northerly margin of NE 62nd Street produced for 623.76 feet; thence North 0°13'41" East, along the East margin of Kirkland Street, and said street produced for 690.00 feet; thence North 89°53'10" East, along the North margin of NE 65th Street for 488.26 feet, to the TRUE POINT OF BEGINNING. Containing 11.981 acres , more or less.

CITY OF KIRKLAND

123 FIFTH AVENUE | KIRKLAND, WASHINGTON 98033-6189 | (425) 828-1257

**DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
MEMORANDUM**

To: Houghton Community Council

From: Paul Stewart, Deputy Director *PS*

Date: September 16, 1999

Subject: DETERMINATION ON THE MODIFICATION REQUEST FOR THE GORDON HAUCK INTERNATIONAL COMMUNITY SCHOOL, FILE BLD99-00739

I have reviewed Lake Washington School District's (LWSD) proposal to locate the International Community School at the existing Gordon Hauck site and have determined that the applicant has met the criteria for a modification under Zoning Code Section 155.125. A staff memorandum on this determination is attached.

Pursuant to the State Environmental Policy Act (SEPA), a Mitigated Determination of Non-Significance was issued to add 51 paved parking stalls to the site. The SEPA determination is attached.

If you have any questions on this project, please give Teresa Swan in my department (828-1263) a call. I will be out of the office until October 7, 1999.

Attachments

- 1- Determination on the Modification Request
- 2- SEPA Determination for the 51 parking stalls

CITY OF KIRKLAND

123 FIFTH AVENUE KIRKLAND, WASHINGTON 98033-6189 (425) 828-1257

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT MEMORANDUM

To: File III-83-47, Gordon Hauck School

From: Teresa Swan, Senior Planner *TS*

Date: September 15, 1999

Subject: MODIFICATION TO THE APPROVED GORDON HAUCK SITE PROCESS III PERMIT, FILE III-83-47, FOR THE LWSD INTERNATIONAL COMMUNITY SCHOOL, 11133 NE 65TH STREET, BUILDING PERMIT FILE BLD99-00739

PROPOSED MODIFICATION

Lake Washington School District (LWSD) has requested a modification to the approved Process III permit for the Gordon Hauck site under Section 155.125 of the Zoning Code. Under Section 155.125, an applicant is not required to apply for a zoning permit for a modification to the site, unless there is a change in use or if the Planning Director determines that there will be a substantial change in the impact on the neighborhood or the city as a result of the change (see Attachment 1).

Eric Shields, the Planning Director, has not been involved in any part of the review process for this application and will not make the final decision for the City because he has a child attending the International Community School and has designated Paul Stewart, as Deputy Director of the Planning Department, to make the decision on the modification.

LWSD proposes to relocate the existing International Community School (ICS), temporarily housed at Redmond High School, to the Gordon Hauck School. The programs in the Gordon Hauck School have been relocated this summer to other locations. LWSD proposes no exterior changes to the buildings on site, with only interior remodeling. Fifty-one additional paved parking stalls will be added to accommodate the eventual student drivers (see Attachment 2).

The Gordon Hauck School had 280 students on site at various times through the day for their Ready Start preschool, Home school, and Community preschool programs. On the same site is the Community School (CS) with 80 students between grades 1-6 grades which will remain. ICS will have 360 students between 7-12 grades starting with 180 students in 2000 and then achieving a total of 360 students in four years. LWSD has stated that ICS will not expand beyond 360 students.

HISTORY OF SITE

On September 19, 1983, the City Council approved a Process III zoning permit (File III-83-47) to add four portables and a 5,782 square foot building to house the Community School at the site and a Planned Unit Development to grant a deviation from the Zoning Code for the landscape buffer requirements. The Community School was added with approval of this zoning permit. Gordon Hauck school was in existence before the 1983 proposed permit (see Attachment 3).

CRITERIA FOR REQUIRING A ZONING PERMIT FOR A MODIFICATION TO AN APPROVED SITE

1.) Whether there is a change in use

Section 5.955 of the Zoning Code defines “use” as the nature of the activities taking place on private property or within structures thereon. Each separate listing under the ‘Use’ column in the Chapters 15 through 65 of this Code is a separate use.” The Zoning Code contains a use listing for schools in all zones. The Zoning Code Section 5.825 definition of a “school” is an institution of learning, excluding those offering post-secondary education. The Zoning Code has no separate use listing for preschool, elementary, junior high or high schools nor the type of programs offered in the schools, such as home school or ready start. The change in the school program at the site from Gordon Hauck’s mix of preschool, elementary, junior high and high school students to ICS’ junior and senior high students does not constitute a change in use. Thus, a zoning permit is not required because there is no change in use.

The City has consistently administered the provision that a change in school programs does not constitute a change in use. For example, the BEST school moved in to the old Administration Building site at NE 53rd/108th Ave NE in Houghton and no zoning permit was required.

2.) Whether there is a substantial change in impacts on the neighborhood or the city

LWSD and the Gordon Hauck neighborhood residents met at a series of meetings during this spring with a steering committee meeting over the summer. The purpose of the meetings were to reach agreement on conditions and site utilization plan to be included in a written agreement. These meetings culminated in a signed agreement between LWSD and the neighborhood (see Attachment 4) which addressed the following concerns raised at the community meetings:

- further expansion of the site
- additional traffic from the driver age students
- speeding through the neighborhood by the students
- adequate parking on-site
- on-street parking student and parent
- on-street drop-off and pick-up of students
- safe student pedestrian crossings on and off site
- limit site to existing single access
- closed campus at lunch
- garbage thrown, smoking and other nuisances by the students

ICS and CS have agreed to implementing a Transportation Management Plan and Parking Management Plan (see Attachment 5) specific to the site to prevent on-street parking by students and parents, to prevent on-street drop-off and pick-up by parents and to reduce the number of vehicles driven to and from the school. These plans provide for bus passes, a remote bus shuttle to the site, 48 parking permits for student drivers, carpooling incentives and registration of all ICS and CS family and staff vehicles with the schools to monitor on-street parking. The TMP and PMP also provide for staggered school hours between the two schools to reduce traffic and parking impacts and a plan to allocate the on-site parking spaces between the two schools. Even though CS is making no changes to its program or building, the CS principal has agreed to work with parents and staff to implement the overall site TMP and PMP.

Part of the LWSD/neighborhood agreement includes an annual traffic and parking study to be completed in January of each year to assess the adequacy of the ICS and CS on-site parking, to survey

the on-street parking to determine if any students and/or parents are parking on the street, and to measure the volume and speeds of vehicles. This past June, the Public Works Department took traffic counts and measured speeds when both the Gordon Hauck school and CS were in session as a baseline measurement. As a condition of the SEPA Determination, LWSD will participate in traffic calming improvements to slow traffic around the schools if this becomes a problem.

Concerning traffic and parking impacts, Iris Cabrera, Traffic Engineering Analyst for the Public Works Department, has reviewed the traffic and parking report and the proposed TMP and PMP. Iris has determined that the new traffic generation is not significant and does not warrant any traffic mitigation at this time as outlined in her memorandums dated August 12, 1999 and September 13, 1999 (see Attachments 6 and 7).

Pursuant to the State Environmental Policy Act (SEPA), the City has issued a Determination of Nonsignificance (DNS) because no significant parking, traffic, safety or other types of impacts were identified (see Attachment 8).

RECOMMENDATION

I recommend that a modification to the approved zoning permit be approved for the following reasons:

- there is no change in use to the site as defined by the Zoning Code;
- the square footage of the buildings will not be increased;
- there will be no significant or substantial changes in traffic;
- additional parking will be added to the site;
- LWSD has signed an agreement with Gordon Hauck residents containing conditions to mitigate concerns and a site utilization plan;
- a significant number of neighbors have signed the agreement to have ICS locate at the site;
- ICS has a currently established program of students taking the bus and carpooling;
- ICS can require students and parents to agree to follow the TMP and PMP because students must apply to the school rather than be granted automatic admittance

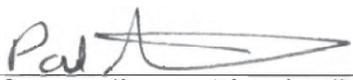
ATTACHMENTS

1. Zoning Code Sections 5.825, 5.955, 155.125
2. Site Plan
3. Approved Process III Permit
4. LWSD/Gordon Hauck Neighborhood Agreement
5. Transportation Management Plan and Parking Management Plan
6. Memorandum from Iris Cabrera, Public Works, dated August 12, 1999
7. Memorandum from Iris Cabrera, Public Works, dated September 13, 1999
8. SEPA Determination

Review by Deputy Planning Director:

I concur I do not concur

Comments: _____

 9-15-1999
Paul Stewart, Deputy Planning Director Date

- cc: Steve Cole, LWSD, 15212 NE 95th Street, Redmond, WA 98052-2536
- Cindy Duenas, Principal, ICS, LWSD
- Gayle Cudworth, Principal, CS, LWSD, 10903 NE 53rd Street, Kirkland, WA 98033
- Greg Cox, 6221-111th Ave NE, Kirkland WA 98033
- Houghton Community Council
- BLD99-00739

Tony Leavitt

From: Annette Cox [annettec@suhrco.com]
Sent: Monday, October 10, 2011 1:09 PM
To: Tony Leavitt
Subject: International Community School

Mr. Leavitt,

In the 1960s prior to the town of Houghton joining the City of Kirkland, Houghton granted the Gordon Hauck site to the Lake Washington School District (LWSD) for an elementary school to accommodate overflow from Lakeview Elementary. The site is single family zoned. Fortunately, at that time, the Houghton Community Council was established to preserve local control over land use. The Community Council was created as part of an agreement to convince Houghton to become part of Kirkland. It was part of a "trade-off": Houghton became part of Kirkland in exchange for the creation of the Houghton Community Council to preserve integrity and local control over land use decisions. In 1999, Lake Washington School District proposed establishing the International Community School (ICS). The Gordon Hauck Neighborhood was quite concerned as the neighborhood was a small one with little traffic and many pedestrians. Through negotiations, the Gordon Hauck neighborhood, LWSD and the Houghton Community Council drew up an agreement to mediate traffic and general congestion. The City of Kirkland was to monitor compliance, although this part has recently been denied by the City of Kirkland which is extremely unsettling as I sat across the table during negotiations from City representatives. In this agreement (attached) LWSD agreed to many stipulations. To date none of the criteria was ever met. If there was a transportation plan, it was never implemented. Parents picking up and dropping off students continue to block driveways forcing neighbors to take alternate routes when leaving the neighborhood in the morning. The cap of students agreed upon was surpassed and never honored. The site is a party site on weekends with beer bottles and cigarette butts strewn throughout. Buses idle for a half hour causing fumes to build up on neighborhood streets.

Now the neighbors are being asked to allow the site to house a 64,000 square foot high school. Though LWSD uses terminology such as "modernization" of the school, it is, in essence, tearing one structure down to replace it with another. The very term "modernization" is misleading as "modernization" means bringing an existing entity up to standard. How can citizens trust LWSD to honor new commitments? The bigger issue, however, is the City's responsibility to honor its commitments. The City's continued allowance of development of this site is a slap in the face to our neighborhood and to the residents of this City. The City continues to ignore the impact this will have on our quality of life. They have refused to intervene on behalf of the neighborhood in the past and are now even denying knowledge of an agreement that they were instrumental in drawing up in 1999. One of the City's employees that attended negotiations in 1999 is an acquaintance of mine.

The City's role in all of this is interesting. They are allowing a school to operate within the City's boundaries that does not directly benefit the City or its citizens. They have allowed a change to a zoning ordinance to slip through in an underhanded way. Certainly, the increase in density has no positive influence on the surrounding neighborhood. Some of the expansive rural areas of Redmond would be much better suited for this facility. You cannot argue that it is more

cost effective to remodel as LWSD is not remodeling the site but building a whole new structure. Why is the City of Kirkland so interested in having this school within its boundaries? At a time when funding is so scarce for existing schools, why is LWSD spending \$15 million for such a limited population? The school does not even begin to represent the demographics of Kirkland or LWSD or its constituents' wishes.

Respectfully Submitted,

Annette Cox, CMCA®

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Tony Leavitt

From: Easy Street [REDACTED]
Sent: Wednesday, October 19, 2011 12:02 PM
To: Tony Leavitt
Subject: Re: ICS and CES ZON11-00023

On Tue, Oct 18, 2011 at 8:27 PM, Easy Street [REDACTED] wrote:
To: Tony Leavitt
From: Jeff Nouwens

Hi Tony,
My comments and attached pictures to follow.

The LWSD wants to replace the present schools in a isolated neighborhood that has roads that are way to narrow to serve the present schools. With it being stated by the City that 111th Ave. NE is wider than 112th Ave. NE making the primary road 112th Ave. NE just won't work and doesn't work presently. Any change to on street parking for these streets would create an adverse impact on those neighbors since they need the on street parking presently. With cars parked on both sides of the road, these roads 110th Ave NE, 111th Ave. NE, 112th Ave. NE, NE 65th St, NE 62nd St. and NE 60th St. all become ONE LANE ROADS. On some of the roads even having a car parked on one side of the road makes it difficult to drive down the road with two cars meeting where that car is parked. So I've enclosed pictures showing this and have more pictures I would like to submit at the public hearing too. The traffic impact study doesn't reflect this impact since it just shows how many vehicles can travel on a road per hour if they keep moving which they don't at the school since everyone arrives at once and leaves at the same time. Since these schools are special and the kids come from all over the school district the majority of the students are delivered by car and picked up by car. The LWSD was going to provide Traffic Management Studies for the years 2000 to 2004 for the ICS as per the GHN agreement from 1999. Please have the LWSD have these available for the public hearing.

As for the GHN agreement signed back in 1999 between the neighbors and the LWSD it would seem to me that this agreement is still enforceable by the neighborhood. This agreement was established as a Master Plan for this site to allow the LWSD to change the use of this school from an elementary school into a junior high and high school with certain stipulations such as student body caps of 360 students for the ICS and 80 students for the CES. Also how many students could drive to school of 45 students I believe, which was changed by LWSD to a higher number. The landscaping agreement of anything planted on the site for the future would have a maximum height at maturity of 15 feet. All on site parking and no drop off or pick up of students off site. Light pollution has been all over the board by the school. From 1994 until 2005 the parking light standards were shut off at night. From 2006 to the present the lights have been on until the school shuts them off any where from 9:35 to 11:00 PM. In January of 2010 the parking lot standards were shut off completely and weren't turned back on until September 2010.

Ingress and egress for the school has caused many traffic jams and has made the neighborhood unsafe for driving for myself and other neighbors too. If this school is permitted the site should have ingress and egress from all three sides to make the school more accessible. The widening of all the streets around the school North, South and East sides to 36 feet would permit a safe traffic flow at the immediate school but still wouldn't resolve the exit street problem to NE 68th street and 108th Ave. NE.

The safety issue for traffic and pedestrians has been scary at best over the years. Kids walking in the streets, students and parents running stop signs at various intersections. Sooner or later an accident will happen and has almost happened to me six times over the past 12 years.

The police have been notified of this and actually have come out several times in the past 12 year period. The

police department has been notified about the parking problems for events as well.
I understand that there might be higher priority items than running stop signs and giving out parking tickets.

Trees grow and building don't. The LWSD has always claimed they didn't have any money to do anymore than mow the grass. So if this new school is permitted, no landscaping can be planted that would block any views now or in the future. Parking light standards no higher than 14 feet tall. No lights on at night unless a school event is taking place. All STUDENTS must be bused to this school from the three or four collections sites that presently operate now with buses unless a student has the right to drive to the school and park on site with the established rules of the school to park on site. This cap for driving to school for the students should be capped at the present level of 62.

I would think with all these issues and problems the LWSD would want to build this school else where to accommodate more students as it will need the space in the future which brings me back to the cap of the student population for this school of 360 plus 80 for the CES.

Why is this school being built to accommodate a 1,049 students when the LWSD just wants to add 65 students which would bring the present head count to around 540 with students and staff. It looks like the LWSD wants to double the student population with plans that have been submitted to the City of Kirkland. The on site parking is being increased to 145 spaces when the City recommends 128 spaces with the actual requirement being 103 spaces. So apparently the LWSD is planning for the future of more students and more staff..... The traffic and parking study provided by LWSD stated that the cars parked on site car count total was 92 total cars. On a day when the seniors weren't present in school the total car count was 64. So I guess this means only 28 seniors drive to school total and a total staff of 25 for both schools means that 34 juniors drove and parked on site. With addition of 2 additional staff members why would the school need an additional 51 parking spaces. So apparently the traffic and parking study is flawed or the additional parking spaces aren't needed unless the LWSD plans on adding a lot more than 65 students that will also be driving to school.

I would ask that this new school not be permitted. Wrong location for this size of school for this isolated and closed in neighborhood. It's not on a collector or arterial street which use to be a mandatory requirement until this was quietly changed last November 9th, 2010.

Best Regards,
Jeff Nouwens
P.O. Box 398
Kirkland, WA. 98083
jsn777@juno.com



















Tony Leavitt

From: Margaret Bull [wisteriouswoman@gmail.com]
Sent: Thursday, October 20, 2011 11:29 AM
To: Tony Leavitt
Subject: concerns about ICS site

October 20, 2011

Hi Tony,

Here are some of my concerns about the ICS remodel. I wanted to be sure I got them in by the deadline. I wasn't sure if my previous letters would be included.

- 1. I see no mention of the fact that there needs to be parking for part time teachers and aids as well as all the parents that volunteer at both schools. ICS and CES require each family to put in volunteer hours which means that there are lots of in and out trips during the day. There are also times when many parents are there at the same time during the day for a special event especially at Community School and not enough parking is available.*
- 2. I wasn't sure but I didn't see any mention of how they will govern student parking allotment. That should be clearly laid out so that sophomores that get their license midyear don't start driving to school when all the spaces have been allotted to juniors or seniors. The parking spaces for students should be limited so that there is an ample amount of parking available for parents and visitors.*
- 3. What is the policy going to be for street parking? Will there be penalties for students and parents that don't follow the guidelines of 'no neighborhood street parking'? There was an agreement with the neighbors when ICS originally occupied the building. Will this agreement still be in place?*
- 4. 111th Street is fairly narrow. If neighbors park in front of their houses then there isn't that much room for two buses to pass each other. Will the speed bumps be removed? Will 111th Ave NE be changed in any way to accommodate the new school driveways?*
- 5. NE 62nd Street is not a good choice for buses to be coming up and down because it is fairly narrow. It is difficult for two cars to pass each other especially if cars are parked on one or both sides. Street parking on this street is used more and more by those taking the metro bus because the South Kirkland Park and Ride lot is overly full or the buses are 'standing room only' by the time the bus loads at the Park and Ride. Street parking near the intersection of NE 62nd Street and 108th Ave NE causes a hazard due to the fact that the road is so narrow and the corner on the south side lacks visibility. Even so, there will most likely be an increase of both Community School and ICS parents coming up and down this street because of its easy access to the new entrances. Will you be doing a traffic study on the changes that will affect NE 62nd*

Street and NE 60th Street? I would prefer if NE 60th Street was designated as the street that the buses and cars must use coming and going to the site. It is a larger street, has more visibility, has crosswalks and is a four-way intersection.

- 6. Where will the truck access be during construction? I live off of NE 62nd Street and hope that there will not be construction trucks or construction worker trucks parked along the street. What is the plan for construction parking? Will 111th Ave NE be blocked off at certain times when construction trucks are in this area? In other words will the neighbors be required to detour during the construction?*
- 7. Trees are a big issue for many neighbors. I think some of the trees along the south of the property should be removed and replaced with trees that might be a better choice. I am very concerned about the tree plan along the streets on the west and north of the site. The city has requirements that aren't always wise. It can be difficult for new drivers to make good decisions. Street trees often block sidewalk and street views of pedestrians and cars that are farther from the intersection. Because of the complexity of looking both ways and pulling out, a great deal of visibility is needed. The other problem with street trees is that they can block the view of important signs that the driver needs to be aware of. In my experience plantings along sidewalks often encroach on pedestrian access. I feel that trees should be placed closer to the buildings and away from the sidewalk.*
- 8. I am concerned about access to the site during construction. I believe an access should be kept available on the west side of the site for students walking to school from the Houghton neighborhood.*
- 9. I have seen the plans and feel there is inadequate play space for the elementary students to play ball games at recess and lunch such as basketball, soccer, and baseball. The hard surface play area is up against the building near the library and I doubt that these games will be allowed in that area due to noise and safety issues.*

Best Regards,

*Margaret Bull
6225 108th Place NE
Kirkland WA 98033*

Tony Leavitt
City of Kirkland Planning Department
123 Fifth Avenue
Kirkland, WA 98033
Subject: ICS Redevelopment ZON11-00023

Dear Mr. Leavitt,

We live at 11231 NE 67th Street, one block north of the current site of the International Community School (ICS) and the Community School (CS). We have lived in this location for 26 years. Our two sons attended ICS. We are writing to express concerns regarding Lake Washington School District (LWD) plans for the site.

Historically city zoning has allowed conditional uses for public institutions within lower intensity zones. The original intent was that neighborhood services provided by schools, churches, and fire stations could be located in close proximity to those they served. The subject site for the schools is located in an RS-8.5 zone, and it is surrounded on all sides by single family homes. Its perimeter streets are all local access streets. Contrary to this intent ICS and CS are not neighborhood schools. They are commuter schools which draw students from the entire school district.

In 1999 ICS moved to this site. CS was already in place. At that time neighbors were concerned about the impacts a junior high/ high school would have on the neighborhood. The City negotiated an agreement between the neighborhood and LWSD with conditions for development at that time as well as in the future. (See attached) To our knowledge, this agreement has not been referenced by either the City or LWSD as part of the current permitting process and has largely been ignored by LWSD.

Current plans on file with the City describe a new campus serving grades 1-12. Key data points are as follows:

- Student population will increase from 450 to 515
- School area will increase from 46,677 SF (103 SF/ student) to 65,000 SF (126 SF/ student)
- Impervious lot coverage will triple from 153,408 SF to 451,818 SF, due to expanded building area and extensive expansion of driveways and parking areas.
- Automobile circulation into the site will be modified substantially.

We are concerned that the new campus will have a substantial impact on the community, and that the impacts must be properly considered and mitigated by the City of Kirkland, LWSD, and the school community itself. Our concerns are as follows:

School size- based on the area ratios per student, it would appear that the new schools can accommodate 631 students, an additional increase of 116 over what is projected in the permit application. These are very popular schools with many more students applying for application by lottery than space allows. There will be pressure on the schools to increase enrollment to meet the actual

capacity of the building. There are currently no mechanisms in place for oversight by the City and neighborhood when this increase occurs.

Traffic-

In the traffic report prepared by Heffron Transportation, Inc. on June 3, 2011, both current and projected trip generation for the school is presented. Current trip rates are 2.50 trips per day per student. With the projected enrollment increase of 65 students, total trips per day for the new campus will increase from 1,120 to 1,290 car trips per day. Looking purely at this relatively incremental increase, does not account for the fact that it starts with an extraordinarily high number of trips per day for a school with nearly all students commuting by car.

In the traffic report and City concurrency review new circulation routes for school traffic are described. Rather than continuing to split incoming and outgoing autos between 111th and 112th, it is proposed that all campus traffic enter and exit the neighborhood on 112th. The City report states that 112th is capable of handling parked cars on both sides of the street and two lanes of traffic. In fact, this is not the case. 112th is too narrow for two rows of parked cars and two lanes of traffic and if cars are parked on opposite sides of the street a bottleneck occurs which has backed up waiting cars all the way to the school and onto 68th. This will only get much worse with the proposed traffic plan.

The reports do not analyze traffic impacts at any of the arterial intersections that are affected by school traffic- 110th, 11th and 112th Avenue at NE 68th Street. We question the assumption that there are no measurable impacts at these locations.

The City's concurrency report suggests that if routing all traffic to 112th proves to be a problem in the future, traffic should again be separated to other streets. We suggest that split traffic patterns be required at the outset, as 112th most certainly cannot handle all of the traffic both ways.

If the school population grows by the 116 students that might be accommodated by the area increase, an additional 290 trips/day will be generated based on the current average. We think the traffic report should be amended to include analysis of this potential increase in trips/day.

This school is accessed by driving 1-2 blocks thru residential neighborhood streets. By design this is a commuter school where 80-90 % of the students arrive by car driven by themselves or their parents. As noted in the traffic report very few students arrive by public transportation, walking or bicycle and the LWSD bus service is limited and underutilized. As provided for in the 1999 agreement the LWSD is required to follow a transportation management plan and traffic monitoring. This plan works reasonably well at the beginning of the school year when drivers follow the plan. As the year goes on and people "forget" the plan or decide that they don't have time to wait in line, or parked cars force drivers to wait, the plan breaks down. Safety for the community and neighbors is then compromised.

In addition to the increase to traffic, the increase in carbon footprint of the school is not addressed at all. What are these impacts to the neighborhood and the entire community?

Regulatory process- We live one block from the school. We did not receive notice of any public meetings to discuss LWSD plans for the site until after we contacted the planning department and asked to be put on a list to receive information.

- Modernization- The scope of this project has been downplayed as a "modernization". In fact it is a complete redevelopment of the entire site, which will dramatically change the character of the neighborhood.
- SEPA- LWSD has been allowed to act as lead agency for this project. This is in direct violation of the 1999 agreement between the LWSD and the neighborhood group which states that the city will be lead agency for any changes to the site that require a new SEPA review. The notice posted at the site led to a website which describes the state allowed process LWSD uses for environmental review. It did not however provide specific notice of the EIS timeline or a mechanism for public comment.
- Zoning Change- We understand that in October 2010, the City implemented a change to the zoning code which deleted the requirement that schools to be on a "collector or arterial street". We understand that this change was made specifically to help pave the way for new schools to be built on the subject site and was done in such a way that appears to have misled the Houghton Community Council and the public. We did not receive notice of this important change to the code and if we had would have participated in the process.
- EIS- In the EIS document, LWSD made a determination of non-significance on its own behalf. In fact the impact of the new school campus within this single-family neighborhood will be substantial due to its physical size, its three-fold increase in developed area, loss of open space, and potential for future growth. Negative traffic impacts from the school have been in place since 1999, and will increase with this proposal.

Consider the "Community" – What the EIS does not acknowledge is the role that this public school property plays in the neighborhood. This is where we gather for the dog park, the soccer and t-ball practice field, and the sledding hill. Our pedestrian connection through the site at 112th will disappear. The public view from the hillside facing west, where neighbors gather to watch sunsets, Fourth of July fireworks and the Blue Angels, will be lost.

We ask the City of Kirkland to take a harder look at the project being proposed, and the leeway the school district has been given. We question the scale of the campus in this location, and do not feel adequate review is being done of neighborhood impacts.

One of the best ways to contribute to the international community is by being responsible to your local community. We ask the schools and LWSD to consider lessening the impacts to the neighborhood by more sensitive site design, and a responsible transportation management plan that gets the students out of cars.

Thank you for your consideration. We look forward to the participating in the process further, and to a result that benefits both the school and the neighborhood.

Susan and Ralph Busch

11231 NE 67th ST
Kirkland, WA 98033

THE LAKE WASHINGTON SCHOOL DISTRICT ("LWSD") AND THE GORDON HAUCK NEIGHBORS ("GHN") AGREE AS FOLLOWS:

1. The City of Kirkland ("the City") has State Environmental Policy Act ("SEPA") Jurisdiction over the proposed improvements and program commitments at the Gordon Hauck site described below.
2. Locating the International Community School ("ICS") at the Gordon Hauck site, subject to the "Site Utilization Plan" terms and mitigating conditions listed below, does not, in the opinions of GHN and LWSD, constitute a "Change In Use" for purposes of the City's zoning code nor would it create a "Significant Impact" for the purposes of SEPA.
3. The GHN do not oppose the exclusive use of the Gordon Hauck site for the ICS and the Community School ("CS") provided the LWSD includes with its Building Permit application to the city a "Site Utilization Plan" which consists of both the attached map and the agreement provisions below (part 4). The Building Permit application with the "Site Utilization Plan" together constitute the "proposed Action" for the purposes of SEPA. This agreement constitutes a "Mitigating Condition" under SEPA.
4. The "Site Utilization Plan" of the entire property includes:
 - A. No new buildings and no new portables.
 - B. No expansion of existing buildings or portables.
 - C. The maximum student population for the ICS will be 360. The maximum student population of the Community School will be 80.
 - D. There will be no additional vehicle entrances/exits to the one existing. Minor realignments of driveways and parking on school property is permitted.
 - E. No on-street (or adjacent) parking, drop-offs, or pick-ups. Adequate parking on site will be added to accommodate all student, faculty and visitor parking for both the ICS and Community School. The total number of parking stalls to be provided initially as agreed between the City of Kirkland, the LWSD and the GHN is one-hundred and seventeen (117) stalls. Each January for four years, beginning January, 2001, the LWSD will conduct a traffic and parking survey and review, and submit the results to the City and the GHN. The LWSD, as actual school use dictates, shall provide additional parking to achieve the condition of no on-street parking. (It is acknowledged that limited on-street parking may occur on a very infrequent basis for certain special events, which occurrences will not constitute a violation of this agreement.)

The ICS and CS will adopt a Transportation Management Plan ("TMP") and a Parking Management Plan ("PMP") as means to minimize traffic and parking needs and to prevent off-site parking. The TMP will provide for the use of such programs as ride sharing, car pooling, van pooling, use of METRO, and remote collection/drop point transportation. The TMP shall provide that students will not drive cars without specific school permission except to get to and leave school at the beginning and end of the school day. The PMP will provide for such features as limited student parking passes, a school designated parking enforcement person, etc. The ICS and the CS shall also adopt a "Good Neighbor Policy" ("GNP") similar to that of the BEST School to preclude littering, loitering, smoking, unruliness, etc.

Neighbors citing noncompliance with the above shall first contact the designated school representative, and if the problem is not speedily resolved then contact the LWSD facilities administrator's office, and if still not resolved shall finally contact the City.

G. New landscaping on site shall not exceed 15' height at maturity.

H. The LWSD and the GHN will request that the City evaluate the neighborhood for addition of speed humps, crosswalks, sidewalks and other safety measures. Resulting improvements determined to be the consequence of the use of the Gordon Hauck site shall be made at the expense of the LWSD.

5. Any proposed changes to this agreement and/or its provisions shall constitute a new action subject to the City of Kirkland zoning and SEPA processes in place at the time of the proposed change. It is intended that no such changes to this agreement will occur for at least five years. LWSD agrees to file a SEPA application, checklist, and filing fee to the City (with the City as lead agency) for any such proposed change even if the proposed change is below the thresholds of the City's adopted SEPA "Categorical Exemptions". LWSD shall provide advance notice (at least 60 days prior to the earlier of application to the City or pre-application meeting with the City) via mailing to the undersigned neighbors and neighbors within 300 feet of the property and as well as posting a notice on sign boards on the subject property adjacent to the three right-of-ways around the property regarding any planned changes. Any of the provisions of this agreement not expressly changed through such new action will remain intact.

6. The City has responsibility and authority for enforcing its codes and its permit and SEPA decisions. If any neighbor believes that LWSD has not complied with a provision of this agreement, they shall first contact the ICS/CS Gordon Hauck site administrator(s) to resolve the matter. If no satisfactory resolution is speedily reached, a neighbor shall then contact the LWSD facilities administrator's office. If still no satisfactory resolution is speedily reached, a neighbor shall then contact the City to request enforcement of the provision(s) at issue.

Signed by: Steve Cole, Administrator of Support Services (name and title) for the LWSD: 7/1/99

The undersigned neighbors hereby endorse the above agreement:

<u>Name</u>	<u>Address</u>
<u>Gregory P. Cox</u>	<u>6221 111th Ave NE, Kirkland 98033</u>
<u>Bevette Cox</u> (Theresa Stephenson)	<u>6221 111th NE, Kirkland 98033</u>
<u>Kathy Johnson</u>	<u>6419 111th Ave NE, Kirkland 98033</u>
<u>John Johnson</u>	<u>6249 - 111th Ave, NE, Kirkland 98033</u>

ADDENDUM TO AGREEMENT BETWEEN THE LAKE WASHINGTON SCHOOL DISTRICT AND THE GORDON HAUCK NEIGHBORS

This addendum is to clarify the intent of paragraph number 5 of the agreement entitled "THE LAKE WASHINGTON SCHOOL DISTRICT ("LWSD") AND THE GORDON HAUCK NEIGHBORS ("GHN") AGREE AS FOLLOWS".

It is the intent of the LWSD and the GHN that the third and fourth sentences of the agreement (requiring the filing of SEPA applications, checklists, and fees, and requiring notice to neighbors) apply only in the case of proposed changes affecting the property contrary to the specific terms of the agreement and to proposed changes to the agreement itself. For example, our agreement would not require filing of SEPA applications, checklists, and fees and would not require notice to neighbors for the following:

- addition or modification of signage;
- repair and maintenance of existing buildings, such as re-roofing, painting, window and siding repair/replacement, interior repairs/improvements, etc.;
- removal or demolition of all or part of existing buildings or portables;
- reduction in student populations;
- landscaping (except plantings that exceed 15' height at maturity) and playfield improvements;
- addition, repair, replacement, and/or removal of fencing;
- sale of the property.

However, as further examples, our agreement would require filing of SEPA applications, checklists, and fees and would require notice to neighbors for the following:

- addition of building(s) or portable(s) or expansion of existing building(s) or portable(s) resulting in any amount of added square footage;
- increasing the student population of the International Community School to 361 or more;
- proposed revisions to the terms of our agreement.

The above lists are not intended to be all-inclusive.

Signed by *Patricia Cole*, Administrator of Support Services (name and title) for the LWSD: 7/1/99

The undersigned neighbors hereby endorse the above addendum:

<u>Name</u>	<u>Address</u>
<u><i>Gregory P. Cox</i></u>	<u>6221 111th Ave NE, Kirkland, WA 98033</u>
<u><i>Janet Hauck</i></u>	<u>6504 113th Ave NE " "</u>

**Lake Washington School District Site # 96
111th Ave NE and NE 65th St., Kirkland WA
Site Utilization Plan / Map Narrative**

**International Community School & Community School
(see attached map and attached agreement entitled "The Lake Washington School District(LWSD) and the Gordon Hauck Neighbors (GHN) agree as follows")**

6/8/99

- Existing programs known as preschool, home school, daycare, and special services will vacate the premise.
- Reconfigure and add new parking to achieve 117 parking stalls. (from 66 existing)
- Community school will stay as existing
- Reconfigure the interior of the existing Gordon Hauck School to create a new school for 360 students grades 7-12.
- New drop area for students will be provided in front of the where it was previously reserved for buses.
- Path way will be provided to connect the new lower parking area to either school depending on final parking assignments of these new spaces
- A pathway may be added diagonally from NE 65th at the lower driveway to the front of the school.
- The lower play field may be improved including maintenance and any upgrades to the existing track.
- The upper play feild may include field upgrades including basketball hoops on existing hard surface areas

TRANSPORTATION MANAGEMENT PLAN (TMP)
PARKING MANAGEMENT PLAN (PMP)

FOR INTERNATIONAL COMMUNITY SCHOOL
AND THE COMMUNITY SCHOOL
11133 NE 65th Street, Kirkland
Tax Parcel No. 0825059248

This Transportation Management Plan (TMP) and Parking Management Plan (PMP) have been developed for the International Community School (ICS) and the Community School (CS) to prevent on-street parking by students, parents, staff and visitors, to prevent student drop-off and pick up by parents, to minimize the number of students driving to the site and to provide for the transit and ridesharing needs for students and staff. The purposes of the TMP and PMP are to reduce the number of single-occupant vehicle trips generated by ICS and the CS and to assist in mitigating the traffic and parking impacts created by school activities on streets in the project vicinity.

PROJECT DESCRIPTION

ICS is an educational facility for grades 7-12 to be relocated to the prior Gordon Hauck site in the Houghton neighborhood of Kirkland at 11133 NE 65th (see Attachment A: legal description). The total square footage of the ICS building is 33,000 square feet. The student population will be 360 students. CS is an existing educational facility on site with 80 elementary students with parental support during the school day on a regular basis. The TMP and PMP were required of the subject property as part of the conditions in an agreement between the Gordon Hauck neighborhood and the LWSD and in the City of Kirkland Building Permit No. BLD99-00739

GOALS OF THE TRANSPORTATION MANAGEMENT PLAN AND THE PARKING MANAGEMENT PLAN

The goals of the Transportation Management Plan (TMP) and the Parking Management Plan (PMP) shall be to have all parking and drop-off and pick-up for ICS and CS occur on-site and not on the streets and to have no more than 40 ICS vehicles driven by students to and from school each school day. The target mode split goal for students without parking permits and staff traveling to and from the site shall be 25% single-occupancy vehicle for staff driving alone and parents driving one student to and from school and 75% high occupancy vehicles or other modes (carpool, bus, walk or bike) to be attained two years (by January 2003) after the initial TMP survey in 2001.

NOTE: The 48 was decided on before the new teen driving law was passed. (C)

