



MADRONA SCHOOL

WALDORF EDUCATION

MEMO of additional information as requested by the Bainbridge Island Planning commission on March 23, 2017.

Submitted to Josh Machen, City Planner March 31, 2017
by the Madrona School Board of Directors and Missi Goss, Head of School

The Planning Commission has requested additional information on six main points: schedule of ordinary operations, transportation and parking plan, rental plan, fencing plan, buffer averaging review, and tree retention plan.

Schedule of ordinary operations

As noted in the April 14, 2016 traffic study, Madrona School operates Monday through Friday from early September through mid-June, (approximately 165 days/year not including holidays) within the general hours of 8:00 am - 4:00 pm. We follow the Bainbridge Island School District calendar for major vacations and holidays.

Program	future # of students at full enrollment (current #'s are lower in the grades)	drop-off & arrival times	pick-up and departure times	Days of the week
Parent-Child class	8	9:00 - parents stay for the class	11:00	M, T, W, Th, F
Preschool	12	8:45-9:00	11:45 - 12:00	M, T, W, Th, F
Kindergarten	36	8:30 - 8:45	12:30-1:00 or 4:00	M, T, W, Th
1st grade	18	8:10 - 8:30	1:45 or 3:20	M, T, W, Th, F
2nd - 5th grade	72	8:10 - 8:30	3:20, 1:45 on F	M, T, W, Th
6th - 8th grade	54	8:10 - 8:30	3:20	M, T, W, Th, F

Transportation and Parking Plan

The school is committed to ensuring that there is no queuing on Madison and no parking along Madison or in the surrounding neighborhoods. We will be monitoring and enforcing this policy with our school families.

There are three major categories of uses and times anticipated to occur at the school: schooldays, evening and weekend meetings and events, and summer programs. This plan outlines our strategies for reducing vehicle impact in the North Madison area by providing adequate parking for all but a few events, by having on-site queuing at drop-off and pick-up

if needed, by limiting site entry and exit points and by fostering a school culture of carpooling and of never parking on nearby streets.

1. School days: weekdays 8:00 - 4:00 with staggered start and dismissal times , for 200 students/day + 27 teachers and staff. Parking demand: 20 teachers and staff at any given time plus up to 20 early childhood parking drop-offs.

Plan to address traffic, parking and back-up concerns:

- a) Parking lot design: The parking lot has been designed to move cars efficiently through at drop-off and pick-up times. Of the 39 parking spaces, roughly 20 will be occupied by teachers and staff at those times of day, leaving 19 spaces open for parents to park. Additionally there are 5 drop-off spaces in front of the welcoming plaza. The lot has been further designed to allow for on-site queuing in a single row of up to 16 cars. While we do not anticipate needing it, a second row of cars (double stacking) can be accommodated for a total of 32 additional vehicles on site during peak loading times. Existing traffic patterns indicate that even at full occupancy the lot is adequate for the amount of traffic expected at peak times.
- b) One-way parking lot allows a smooth flow of traffic through the site.
- c) Right-turn only onto Madison during peak drop-off and pick-up times (8:20-8:40 and 3:20-3:40) keeps cars from piling up in the the parking lot.
- d) Carpools: The school will actively encourage carpooling and using public transportation whenever feasible to reduce parking demand and traffic impact. Families living off-island already carpool vigorously to save parents' time and gas money. The school will communicate clearly and often about the responsibility that families have to create or join carpools.
Pick up and drop off for 200 students does not equate to 200 cars. Because the school serves students across a wide age range, currently, 52% of students come from families where two or more siblings attend the school. Said another way, our 145 students come from 95 families. If this pattern extends into the future we anticipate that our 200 students will come from 131 families, or destination households. This number will then be further reduced through carpooling.
- e) "Parent Management": As an independent school, Madrona School is a close-knit community that has a track record of many years of working cooperatively with our current landlords, Eagle Harbor Congregational Church, to share a joint-use facility. We will educate our parents, teachers, and staff about the traffic and parking plan which prohibits parking on Madison Ave or utilizing Windsong Loop for any reason. We will also communicate to parents, teachers, and staff that we will be monitoring and enforcing the traffic and parking plan. We have an electronic newsletter in which we will publish weekly reminders.
- f) Staggered start times and dismissal times reduce the the number of cars present at any one time. (See the graph of current drop-off and pick-up patterns on page 5.)
- g) Contingency plan: If unforeseen events happen, for instance a car stalls, and the line starts to build up, then the staff member monitoring the parking lot will direct cars into the

meadow. There, 20+ vehicles could park perpendicular to the fire access road, on the edge of the playfield, thus containing the issue on-site. No cars will be permitted to turn into Windsong Loop as a waiting strategy.

2. School related evening and weekend activities will occur about 8-10 weekday evenings per month and one Saturday per month. Most activities will be finished by 9:00pm, with an occasional event concluding by 10:00pm. Typically, attendance will range from 8-90 depending upon the activity, with occasional all-school events (8/year) having attendance of 250-350. Trip volume and parking demand for after school and weekend activities are generally much smaller than for school days. On the whole, parking will be accommodated in the lot. For all-school events (roughly 8 times/year) where parking demand will exceed the capacity of the parking lot, off-site parking and shuttles will be arranged. No parking on nearby streets will be allowed.

Examples include board and class parent meetings, outreach events, craft and art workshops, community speakers, student performances, seasonal festivals, annual auction, etc.

3. Summer programs have not yet been defined. We imagine limiting participation to 40 students or less. Traffic volumes will be negligible because of the small number of children being served and all parking will be accommodated in the parking lot.

Rental plan

As a not-for-profit school, Madrona School will follow IRS regulations which limit non-mission-related income. All events will conclude by 10:00pm. The school traffic and parking policy will be monitored and enforced by school staff.

Fencing plan

Along the southern property line there is a 300' section that has no existing vegetation and abutts the nearest neighbor. To reduce noise impact and visual distraction, the fencing plan calls for replacing the existing open fencing with a six foot tall solid board wood fence, backed with solid plywood and sealed at the joints to be constructed along the property line at this section. This installation will reflect a significant amount of line-of sight sound and result in a reduction in Db levels for sound generated near the fence.

Around the remainder of the property, the school intends to maintain and augment where necessary the existing perimeter fencing. The existing fencing is comprised of welded wire and sturdy posts and for the most part is separated from the active zones of the site by 25 foot vegetated buffers.

In addition to perimeter fencing the school will also have internal fenced areas around the garden and around kindergarten and pre-school play areas.

Buffer averaging review

In response to community and commissioners' feedback, Madrona School will expand the buffer on the southern boundary to 25', except along the parking lot entrance where it will remain 15', while keeping all other buffers as shown on the plan. This buffering exceeds the buffer requirements. We are considering expanding the buffer along the north property line as well, but are not including such a change at this time.

Tree retention plan

Please refer to the tree retention plan in the original submittal which shows that of the 208 total trees on site, 170 will be retained for a total of 640 tree-units, far surpassing the 220 tree-units required by the code. 8 trees ranging in size from 10-18" will be removed for the parking lot; 5 trees (10-18") from the exit drive; 9 trees (14-32") along the northern property line; 2 trees (18") in the EC play area; and 10 trees (13-33") along the southern boundary.

Concern that exiting cars' headlights might shine into a home

Below is a photo taken at the proposed parking lot exit facing west across Madison Avenue. Note that no windows are visible from this vantage point.

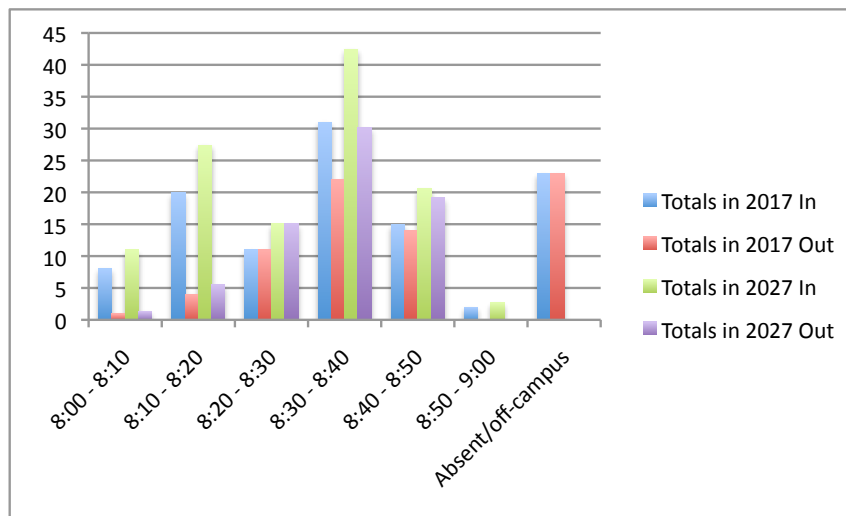


In-house study of current flow in and out of school parking lots

The graphs below show how traffic currently ebbs and flows through the parking lots at our existing site during peak traffic times. (Data collected on March 21 and 27, 2017.) The second pair of columns in each grouping represent estimated traffic at full-enrollment in 2027.

Projected volumes at full enrollment of 200 students, derived by extrapolation from our current site with 145 students, are lower than those used by the traffic study consultant. This is because the traffic study uses national standards for assumed numbers of cars, while Madrona School's population has more multi-child families and a current carpooling culture.

Morning drop-off 8:00 - 9:00am



Afternoon pick-up 3:10-3:50
(grades and kindergarten extended-day only,
preschool & regular kindergarten leave earlier in the day)

