



Madrona School traffic mitigation plan for Lowery Farm Campus

In recognition of the residential / rural neighborhood, Madrona School will make concerted efforts to reduce the impact of vehicle traffic to and from the school. Specifically we plan to:

- 1) Encourage carpooling by developing strategies to connect parents, create incentives for carpooling and reduce the overall number of car trips. We will further encourage bicycle riding and walking to school whenever possible.
- 2) Create and communicate a clear protocol for efficient drop-off and pick-up monitored by school staff.
- 3) Develop a contingency plan in the unlikely event that there is an issue with queuing (e.g. car break down).
- 4) Work with neighbors and city to resolve any concerns or complaints.
- 5) Educate parents of city-preferred routes and arrival times.
- 6) Provide neighbors with advance notice of special events.
- 7) To minimize impact at the 305/Madison Ave. intersection, cars exiting the Madrona School parking lot after morning drop-off, will be directed north onto Madison Avenue during peak congestion times.
- 8) Madrona School will work with residents of Windsong Loop neighborhood to create a traffic safety plan that includes awareness of the children and commuters being picked up by buses at the shelter immediately across from the school.
- 9) Madrona School will petition the city to reduce the speed limit along Madison Avenue in the vicinity of the school to enhance safety for children and adult pedestrians.

Madrona School event parking plan

The proposed parking lot (39 spaces) has been designed to fully accommodate staff parking and guests for daily operations and parent meetings in the evenings.

Performances whose attendance will exceed the capacity of the parking lot such as all-school assemblies, class plays, and student concerts will be held off-site until the school gym/ auditorium is constructed in Phase III. At that time, overflow parking, when necessary, will be accommodated on the play field or at an off-site location with shuttle service.

For our two annual outdoor festival events (Michaelmas in late September and May Day in early May), we will partner with nearby organizations to use their parking lots and develop a shuttle system to keep cars from parking along Madison Avenue.

Description of the school gym/auditorium

In Phase III, we intend to build a multi-purpose hall to house a variety of activities. Its dimensions of 43' x 70' make it comparable in size to the Webster Hall at Island School (approximately 48' x 60' for the gym floor) or the City Council Chambers room. On a daily basis, it will be used as a gymnasium and covered recess area. An elevated platform at one end will make it suitable for presenting class plays or music performances to the parents, which occur about once a month. There will be seating on folding chairs for adults and seating on the floor for the students.

While the school may rent it from time to time to third party users, the restricted parking will make it unsuitable for regular use by church groups or large gatherings. It has not been over-designed to accommodate other uses beyond what the school needs.

Description of the outdoor areas and the lighting

Because the rural character of the site is one of its chief appeals, Madrona School is preserving as much open space on the site as possible. There will be a large garden and several distinct play areas for children of different ages. Most of the existing forest along the east, south and western boundaries of the property will be preserved. The largest open area presently, the meadow in the south-west quadrant of the property, will be retained for running and throwing games such as frisbee, dodge-ball etc. And while students may kick around a soccer ball there, it is not big enough to be a proper soccer field; there will be no striping or lighting or permanent goal posts such as are found on conventional school sports fields.

The lighting on the site will be minimal: only what is needed to safely guide visitors from the parking lot to the buildings during the evening events. We imagine low bollard-style lights shining down on the walkways. The buildings will not be lit at night except for tasteful exterior sconces at doorways. Similarly, the parking lot lighting will be low-level and will be turned on and off as needed, rather than being on continually to the extent allowed by code.