

MEMORANDUM

Date: November 22, 2006 **TG:** 05347

To: Patrick Yamashita and Nancy Fairchild, Mercer Island

From: Jennifer Lowe, Project Manager

cc: Sid Kitchings and Debin Schlesman

Subject: Field data

Thank you for forwarding the e-mail from Stowe Sprague dated November 20 related to the preliminary Parking Analysis that was conducted for PEAK.

Our experience in working with the Boys and Girl's Club has been that they intend to provide an outstanding facility for the children of Mercer Island, and at the same time, to be a good neighbor and work with the community to help alleviate current parking and traffic problems. The study referred to has been conducted in a conservative manner and the current parking plan that results from this has been scrutinized and refined as we find better ways to accomplish these goals.

The programming for this facility has evolved as the Boys and Girls Club has had discussions with project stakeholders. Some of the programs, like accommodation of the 22 daycare children, have been defined since our preliminary study which Ms. Sprague saw. The TIA, including an updated parking analysis, is ready for submittal.

Ms. Stowe's concerns are listed below and this memo addresses those one by one. Some of the issues are more germane to the club operator and where appropriate the Boys and Girls Club representatives' comments have been included. The items from the e-mail are shown in *italics*.

PEAK's parking solution is predicated on having light demand during the day (7 a.m.-6 p.m.) when shared spots are not available. In fact, they said they would have leftover stalls for the School to use. Nothing could be farther than the truth.

The statement that no shared stalls are available from 7-6 pm is incorrect. It is anticipated that the school will have spaces available for the PEAK's shared use after school hours, beginning after 3 pm typically, and our parking counts and aerial photos support that.

The analysis no longer indicates an assumption that the PEAK spaces will be underutilized during school hours, allowing it to make spaces available to the School District. However, our analysis is intentionally conservative in nature, anticipating and planning for a full menu of programs and activities taking place on site simultaneously. With careful scheduling, even the highest ranges indicated are not likely to occur. We anticipate that once the club is up and operational,

experience will show that our estimates are consistently conservative and some additional space may be available. The analysis, however, no longer contains this conclusion.

The comment regarding "leftover" stalls also appears to misstate verbal comments made at a recent city council meeting. I understand that The clubs' representative mentioned, during a question and answer session with the city council, that if, after the PEAK is in operation for some period of time, it is determined that there are spaces that are not being utilized, the Club would look to share that resource with the school, this being the basic concept of shared parking. While we believe that in fact will be the case, the parking analysis does not include this assumption.

First, the omissions.

- *The 22 toddlers and babies and their 4 teachers are not in this study*

As noted in the introduction, the 22 toddlers and infants and their four teachers are now figured into the analysis of parking demand (and trip generation). Childcare for toddlers and infants was not in the programming for the facility originally, and only recently was that clarified as necessary to meet the school board resolution approving the project. This additional requirement does not change the net number of spaces the facility needs to provide.

PEAK's dedicated lot is not a new lot; it shares with CHILD, the special ed school. CHILD uses all 15 spots (7:30-4 and later) and 19 buses come through that parking lot. They are not in the study. The director of CHILD is surprised and upset

The study does note the buses that serve CHILD. It also indicates that the design will accommodate these buses to continue to use this loading area.

The lot is new, it currently is a driveway only, with no legal parking spaces, and will be reconstructed to accommodate the bus lane and approximately 25- 30 of the added 99 spaces. Currently, the driveway is not designed nor signed to accommodate the parking that occurs in front of CHILD. CHILD parking is supposed to occur in the lot north of the facility.

The MISD has discussed parking with CHILD, and agreed to make some of their stalls in these areas available for CHILD. In the latest parking distribution diagram, we show 8 stalls at the far north end of this lot designated as MISD, and it is possible MISD may allow CHILD to use these, or other, spaces.

The Executive Director of Boys and Girls Clubs of Mercer Island, Blair

Rasmussen, has met with the Executive Director of CHILD (Tina Wsterlund, 206-232-8680) as recently as today, and she is supportive our current parking plan.

All the afternoon art, karate, dance programs, plus their teachers are not mentioned

The analysis included a count of utilization of campus parking spaces at several times. These counts would have included all on-site activities that are currently hosted on the larger campus. The parking analysis accounts for all anticipated uses of the new facility. The “teachers” are full and part time staff already accounted for in the study.

Next, some sloppy oversights.

- *It estimates high sports activity requires 152 spots. Yet Admin staff do not vacate the shared spaces until 6 p.m.*

Perhaps some Admin staff stay until 6 PM but the majority complete their work day at 5 PM or earlier. Please see the utilization counts conducted for the TIA. We have had aerial photographs of the entire campus taken recently, at 4 PM on a typical weekday, and they show that only about 40 parking spaces in the Admin/Crest lot were utilized at 4 PM. This is typical of our observations of the site.

High school kids get out between 1-3, not 3, conflicting with other program parking

The analysis does not assume that High School students get out before 3 as a conservative measure. To the extent that some leave before 3, which is true, this helps alleviate somewhat the traffic bottleneck at 3, and therefore *additional* campus parking would be available before 3 PM.

The Club's 3 vans are only parked 6 hours of the day; do they circle the Island for 18 hours?

The analysis accounts for the vans in all totals, even though they may be off campus shuttling children during some study periods.

I don't know how many handicapped spots are required but right now, PEAK counts every single spot as usable for this athletic and young population. None are marked on the blueprint

The analysis does not discriminate against disabled patrons of the site, whether they are parents dropping off their children or disabled children or teens.

Disabled persons are welcomed at Boys & Girls clubs and we understand that there are disabled participants at many of the sites. Once drawings are refined for permit purposes the required quantity of handicapped stalls will be so labeled.

Rotary meets every Tuesday at lunch at the Lutheran Church and will use this parking lot unless it is attended and monitored

Neither the PEAK facility nor the MISD is under formal agreement to provide parking for church generated use, so the potential unauthorized use of the campus parking by others would not be included in the study.

If there are spaces available during the Rotary meeting, the Boys and Girls Clubs would have no problem with Rotary members using some of those spaces to help alleviate the increased parking demand in the neighborhood during these times. The Club has indicated that they are also willing to explore making the PEAK parking lot available for church spillover parking on Sundays.

Finally, the unbelievable underestimations.

- *During the day, only 20 users are expected to use this vast, state-of-the art facility with 4 gyms and 2 floors of program rooms. This flies against the booming business at the Community Center (which has 245 stalls) and the Club's need to bring in revenue. This building cannot be empty for 6 hours a day and break even.*

The PEAK is not a public facility and any comparison to a community center is inaccurate. It is a private club and membership is required for use and participation in its programs. There will not be "drop in" use by the community at large.

The Boys and Girls Clubs are a non-profit organization and as such their business model is not the same as a profit generating Health Club and budgeting is based on the participation of the programs we have noted. Their programs differ from a "Community Center" in that their primary patrons are children who, while delivered and picked-up by vehicle, do not otherwise have a personal vehicle on site and many of their trips are accommodated by Club and School District transport.

The facility will not be empty during the day since the programs as included in the study, such as Learning Lab and Day Care, will be in operation.

Only 10 teen center teens and athletes are expected to park there after school, all the others are expected to skip over from the high school. Remember, this is an Island where we drive from Rite Aid to the Post Office

Students should not be encouraged to drive between facilities. While vehicle trips between retail and post office facilities are more difficult to discourage because of carrying needs, this would be less the case on the campus. Internal walkways through the MISD High School Campus will be provided. Should a student do so in any event, the net number of spaces utilized on site would remain the same.

Does this make sense to you? The consultants, using a 1994 formula, say that 60 families can drop off their kids with only 10 spots, while 90 families – 30 more – can make do with 11 spots to pick up their kids at 6 p.m. (The study generously grants a 2 hour pick-up window – 4-6 p.m. – but since the children are dropped off from school at 4 p.m. at the Club, that does not make sense). That's not pick-up parking, that's a fast food window

The ITE source quoted is the best available information. It is also consistent with the experience of the current club operators and is consistent with this consultant's experience with like facilities. Parental pick-up reflects the varying commute distance of parents, varying traffic conditions and work patterns. In addition, many of the children are dropped off by MISD buses or brought to the site in Boys and Girls clubs vans, which would reduce the number of drop off trips.

The pick-up/drop-off activity is spread out over several hours. The number reflected reflects the peak occurrence within those hours. The assumptions applied are appropriate.

Of course, all the bets are off if students cheat and park here. Who's checking each car?

MISD will manage the parking supply in cooperation with the Boys and Girls Clubs and other tenants of the High School Campus. Enforcement of use of parking spaces will be the responsibility of MISD and PEAK operators.

Sven said something critical, twice. The parking code requires 225 spots for good reason. If you permit the 46 stall gap to be "parking managed" AND you permit 80 shared spots available only after 6 p.m., your two compromises add up to 56% of the code. A public building is a public building and should be judged as such, regardless of its purpose.

As noted previously, the building is not a public building, but a private club, and shared parking becomes available before the 6 pm timeframe noted above.

The ONLY scenario where more than 180 parking spaces would be needed is in an extremely high activity scenario where games would be scheduled at all 4 courts with back to back scheduling *if* all four earlier games ran over time. This scenario is very, very unlikely. Even so, the shared arrangement would

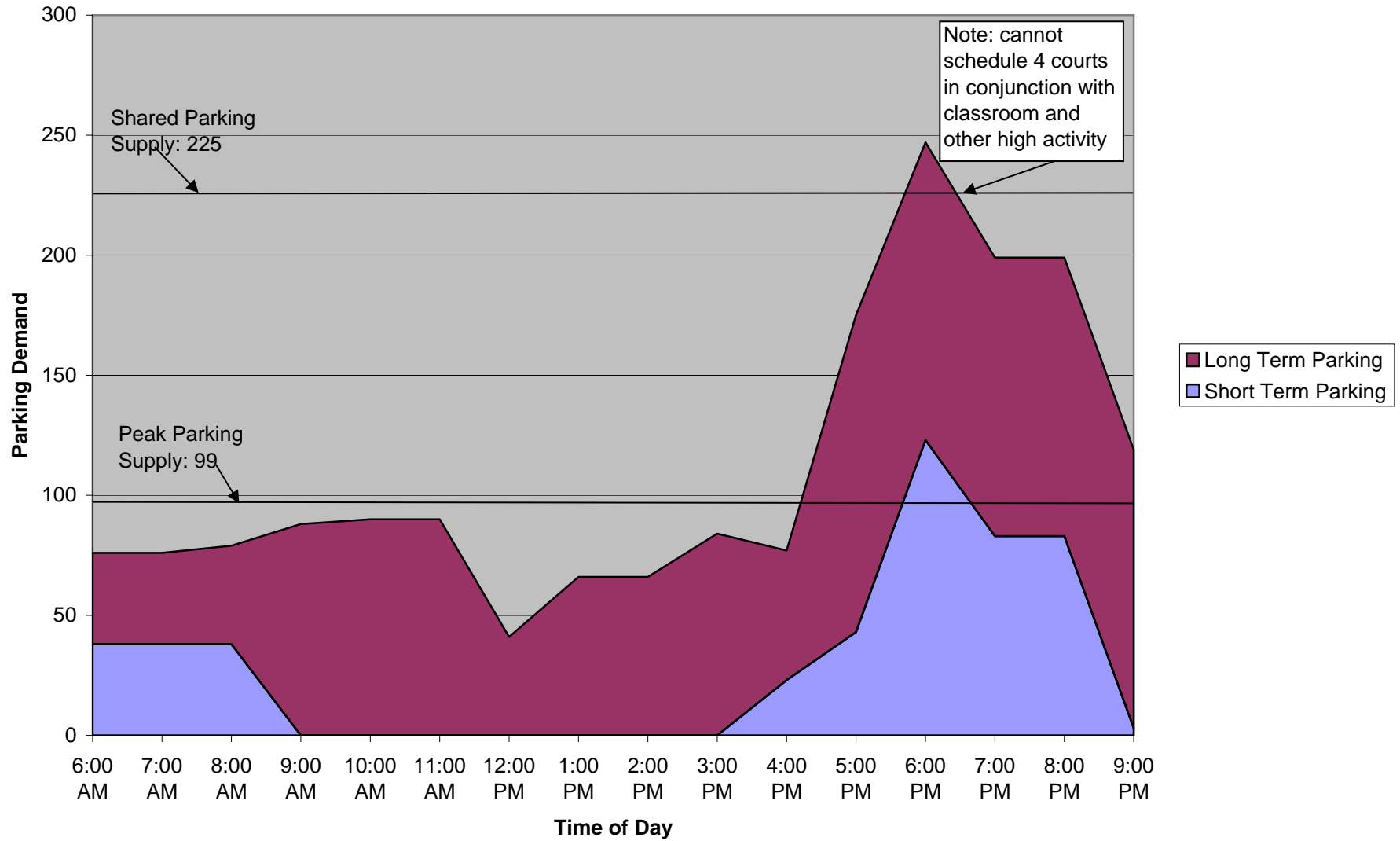
accommodate 98% of the demand with only an additional four spaces needed. All indications are that many more than four spaces would be available in on-campus lots and no spill over would have to occur.

As we noted, the PEAK intends to be a good neighbor and their parking plans and layout, building design, and programs appear to support that goal. The parking analysis and the TIA have been performed in accordance with ITE standards and with the necessary due diligence. Please feel free to contact me if you have any questions.

PARKING DEMAND FOR PEAK FACILITY

TYPICAL ACTIVITY																
"Typical level of activity" refers to the expected participation and attendance under usual circumstances.																
Short Term Parking	6-7AM	7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-NOON	NOON-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	8-9 PM	9-10 PM
Day Care (Parent Drop Off, Pick Up)	9	9	9	0	0	0	0	0	0	0	0	9	9			
Before School Care (Parent Drop off)	10	10	10													
After School Care (Parent Pick Up)											10	10	10			
Teen Center (Parental Pick Up)											3	5	5	3	3	3
Learning Lab (Parent Drop Off/Pick Up)				25		25	25			25						
Fieldhouse (game demand: more conservative than practice)													40	40	40	
SHORT TERM TOTAL	19	19	19	25	0	25	25	0	0	25	13	24	64	43	43	3
Long Term Parking																
Day Care: Staff	4	4	4	4	4	4	4	4	4	4	4	4	4			
Before School Care Staff	4	4	4													
After School Care Staff										4	4	4	4			
Teen Center: Kids with cars though can enforce to zero, morning boot camp	25	25	25							10	10	10	10	10	10	10
Teen Center Staff	2	2	2	1	1	1	1	1	1	4	4	4	2	2	2	2
Learning Lab 3 staff + 2 volunteers				5	5	5	5	5	5	5						
Rainy Day Gym (parents with cars)				9	9	9										
Classes/ Multi Purpose Room (worst case assume drivers): includes 1 Peaks activity staff)				21	21	21	21	21	21	21	21	21	21	21	21	21
Wrestling (coach parking)										3	3	3				
Fieldhouse (weekday sport practice/ games)												40	40	40	40	40
Peak and Facility Staff (Teen programs, Rainy Day Gym, Activities multi purpose room shown elsewhere)			3	5	7	7	7	7	7	5	5	3				
Vans	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LONG TERM TOTAL	38	38	41	48	50	50	41	41	41	59	54	92	84	76	76	76
TOTAL	57	57	60	73	50	75	66	41	41	84	67	116	148	119	119	79

High Activity Parking Accumulation



PARKING DEMAND FOR PEAK FACILITY

HIGH ACTIVITY																
"High activity" refers to maximum attendances, full back to back scheduling of all courts, high parental overlap in day care/child care pick up.																
Short Term Parking	6-7AM	7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-NOON	NOON-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	8-9 PM	9-10 PM
Day Care (Parent Drop Off, Pick Up)	18	18	18	0	0	0	0	0	0	0	0	18	18			
Before School Care (Parent Drop off)	20	20	20													
After School Care (Parent Pick Up)											20	20	20			
Teen Center (Parental Pick Up)											3	5	5	3	3	3
Fieldhouse (game demand: more conservative than practice)													80	80	80	
SHORT TERM TOTAL	38	38	38	0	0	0	0	0	0	0	23	43	123	83	83	3
Long Term Parking																
Day Care: Staff	4	4	4	4	4	4	4	4	4	4	4	4	4			
Before School Care Staff	4	4	4													
After School Care Staff										4	4	4	4			
Wrestling (coach parking)										3	3	3				
Teen Center: Kids with cars though can enforce to zero	25	25	25							10	10	10	10	10	10	10
Learning Lab (Parents stay)				25	25	25		25	25	25						
Learning Lab 3 staff + 2 volunteers				5	5	5	5	5	5	5						
Teen Center Staff	2	2	2	1	1	1	1	1	1	4	4	4	2	2	2	2
Rainy Day Gym (parents with cars)				24	24	24										
Classes/ Multi Purpose Room (worst case assume drivers): includes 1 Peaks activity staff				21	21	21	21	21	21	21	21	21	21	21	21	21
Fieldhouse (weekday sport practice/ games)												80	80	80	80	80
Peak and Facility Staff (Teen programs, Rainy Day Gym, Activities multi purpose room shown elsewhere)			3	5	7	7	7	7	7	5	5	3				
Vans	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LONGER TERM TOTAL	38	38	41	88	90	90	41	66	66	84	54	132	124	116	116	116
TOTAL	76	76	79	88	90	90	41	66	66	84	77	175	247	199	199	119

PARKING DEMAND FOR PEAK FACILITY

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"High activity" refers to maximum attendances, full back to back scheduling of all courts, high parental overlap in day care/child care pick up.																
Short Term Parking	6-7AM	7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-NOON	NOON-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	7-8 PM	8-9 PM	9-10 PM
Day Care (Parent Drop Off, Pick Up)	18	18	18	0	0	0	0	0	0	0	0	18	18			
Before School Care (Parent Drop off)	20	20	20													
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Fieldhouse (game demand: more conservative than practice)													80	80	80	
SHORT TERM TOTAL	38	38	38	0	0	0	0	0	0	0	23	43	123	83	83	3
Long Term Parking																
Day Care: Staff	4	4	4	4	4	4	4	4	4	4	4	4	4			
Before School Care Staff	4	4	4													
After School Care Staff										4	4	4	4			
Wrestling (coach parking)										3	3	3				
Teen Center: Kids with cars though can enforce to zero	25	25	25							10	10	10	10	10	10	10
Learning Lab (Parents stay)				25	25	25		25	25	25						
Learning Lab 3 staff + 2 volunteers				5	5	5	5	5	5	5						
Teen Center Staff	2	2	2	1	1	1	1	1	1	4	4	4	2	2	2	2
Rainy Day Gym (parents with cars)				24	24	24										
Classes/ Multi Purpose Room (worst case assume drivers): includes 1 Peaks activity staff)				21	21	21	21	21	21	21	21	21	21	21	21	21
Fieldhouse (weekday sport practice/ games)												80	80	80	80	80
Peak and Facility Staff (Teen programs, Rainy Day Gym, Activities multi purpose room shown elsewhere)			3	5	7	7	7	7	7	5	5	3				
Vans	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LONGER TERM TOTAL	38	38	41	88	90	90	41	66	66	84	54	132	124	116	116	116
TOTAL	76	76	79	88	90	90	41	66	66	84	77	175	247	199	199	119

PEAK FACILITY PROGRAM INFORMATION AND PARKING DEMAND

Program Element	Description	Scheduled Start or Flexible	Number/ Attendance (average/ max)	Staff	Days	Times	Parking Needs		Other
							Drop off/ short term	> 10 mins	
Day Care	Infant and toddler all day, day care. Uses lower floor designated areas	Flexible start	22 (licensed max)	4	M-F	6 AM to 6 PM	9-18	4 for staff	
Before School Care	School age children (K- 8 th) are cared for before and after school day. Uses 1 st floor classrooms so designated	Flexible drop off,	60 max	4	M-F	6 AM to school start (8:50 AM)	10-20	4	
After School Care	School age children (K- 8 th) are cared for before and after school day. Uses 1 st floor classrooms so designated	Bus drop off, flexible pick up	60 max	4	M-F	After school to pick up 4-6 PM	10-20	4	Kids arrive by bus
Teen Drop in After School	Teen Center- Teens may use Tech Room, Games Room, Learning Center, hang out at “Café”, use Fitness Room, etc.	Flexible, most if not all attendees already on campus	Estimate 30	2-4	M-F	3:30- 9pm	10	3-5	
Teen “Late Night “	Teen Center or other areas of facility	Scheduled	15 normal. 6 – 8 special events with 45 kids.	2 - 4	Sat.	7pm -11pm			
Teen Boot Camp	Potential early morning exercise class for teens	scheduled	25	2		6:30-8:00		27	
Learning Lab	(BCC Cooperative Pre-School) Pre-School Program run by BCC, uses classroom so designated	Scheduled	Max 25	2 staff 3 vol.	M-F M- Thu	9:15- 11:30/:45 12:15- 3:00	25	(25 only when parents stay)	
Rainy Day Gym	Uses Gym or Multi-Purpose Room	Scheduled	Avg 9, max 24	None Parent w/child	Tues./Wed	9:30 -12	9-24		

PEAK FACILITY PROGRAM INFORMATION AND PARKING DEMAND (page 2)

Program Element	Description	Scheduled Start or Flexible	Number/ Attendance	Staff	Days	Times	Parking Needs		Other
							Drop off/ short term	> 10 mins	
Multi Purpose Space	Classes (lego, dance, other)	Scheduled	20	1	TBD	TBD	20	1	Not determined yet. May be limited by parking
Fieldhouse (weekday sport practice/ games)	Sport Practice or Games- use will vary with season, basketball expects heaviest use, therefore numbers here assume that activity	Scheduled	40 - 80 children Assumes 80 parents (includes coaches)	Parents typically coach	M-F	5 pm –9pm (4 sets of games maximum, 1 st game starts at 5, last starts at 8)	80 – 160 only after 5:45 and if not staggered	80-160 (2-4 courts)	Start times can be staggered to prevent worst case scenario
Fieldhouse (weekends)	Potential uses vary from Volleyball, Baseball Practice, Box Lacrosse Practice etc.	Scheduled	40-80 kids	6 – 8 volunteer coaches	Sat /Sun	8 am to 6 pm	80 (if not staggered)	80	
Wrestling	Uses lower floor wrestling room, exclusive use of room during wrestling season, no B/G use	Scheduled	27 – students from HS	3 – HS staff	Nov-Feb. M-F	3:20-6 pm	3 coaches		Less than half of driving age

Typical Activity Parking Accumulation

