

RESOLUTION R-5744

A RESOLUTION OF THE CITY OF KIRKLAND APPROVING AN AMENDMENT TO THE INTERNATIONAL COMMUNITY SCHOOL (ICS)/COMMUNITY ELEMENTARY SCHOOL (CES) CAMPUS MASTER PLAN, AS APPLIED FOR IN THE PLANNING AND BUILDING DEPARTMENT FILE NO. ZON26-00059, AND SETTING FORTH CONDITIONS TO WHICH SUCH PERMIT SHALL BE SUBJECT.

1 WHEREAS, the City of Kirkland's Planning and Building Department received an
2 application for a Process IIB permit for the purpose of amending and updating the International
3 Community School (ICS)/Community Elementary School (CES) Campus Development Plan,
4 filed by Ina Holzer of Lake Washington School District, which is the owner of the property
5 described in said application; and
6

7 WHEREAS, the subject property is located within a RS 8.5 (Residential Single-family)
8 zone, the City previously approved the ICS/CES Campus Master Plan (now referred to as a
9 Development Plan) for the District, and this requested Process IIB permit will amend that Plan;
10 and
11

12 WHEREAS, pursuant to the City of Kirkland's Concurrency Management System,
13 adopted in Title 25 of the Kirkland Municipal Code (KMC), a concurrency application has been
14 submitted to the City of Kirkland, the application has been reviewed by the responsible Public
15 Works official, the concurrency test has been passed, and a concurrency test notice issued;
16 and
17

18 WHEREAS, pursuant to the State Environmental Policy Act (SEPA), Chapter 43.21C
19 RCW, and the District's Administrative Policy 6890P adopted to implement it, the District, as
20 SEPA Lead Agency, performed a SEPA review for the application and issued an Addendum
21 to a Determination of Non-Significance, and the environmental checklist and SEPA Addendum
22 have been available and accompanied the application through the entire review process; and
23

24 WHEREAS, the application was submitted to the Hearing Examiner, who held a public
25 hearing on July 15, 2026; and
26

27 WHEREAS, the Hearing Examiner, after the public hearing and consideration of the
28 recommendations of the Planning and Building Department, did adopt certain findings,
29 conclusions, and a recommendation and did recommend approval of the Process IIB permit
30 subject to the specific conditions of approval set forth in said recommendation; and
31

32 WHEREAS, the City Council, in a regular meeting, has considered the findings,
33 conclusions, and recommendation of the Hearing Examiner, together with the environmental
34 documents received from the responsible official, and concludes that the proposal is consistent
35 with all applicable development regulations, the Comprehensive Plan, and the public health,
36 safety, and welfare.
37

38 NOW, THEREFORE, be it resolved by the City Council of the City of Kirkland as follows:
39

40 Section 1. The findings, conclusions, and recommendation of the Hearing Examiner, as
41 signed by the Hearing Examiner and filed in the Planning and Building Department File No.
42 ZON26-00059, attached to this resolution as Exhibit A and incorporated herein by reference,
43 are hereby adopted by the Kirkland City Council.
44

45 Section 2. The Process IIB permit amending the ICS/CES Campus Master Plan
46 (Development Plan) shall be issued to the applicant subject to the conditions set forth in the
47 recommendation hereinabove adopted by the City Council.
48

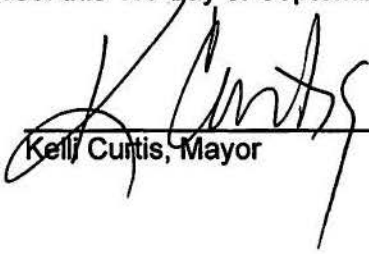
49 Section 3. Nothing in this resolution shall be construed as excusing the applicant from
50 compliance with any federal, state, or local statutes, ordinances, or regulations applicable to
51 this project, other than expressly set forth herein.
52

53 Section 4. Failure on the part of the holder of the permit to initially meet or maintain strict
54 compliance with the standards and conditions to which the Process IIB permit is subject shall
55 be grounds for revocation in accordance with Section 170.30 of the Kirkland Zoning Code. A
56 complete copy of this resolution, including findings, conclusions, and recommendation adopted
57 by reference, shall be certified by the City Clerk, who shall then forward the certified copy to
58 the King County Department of Assessments.
59

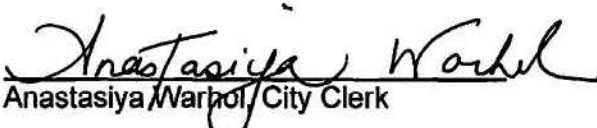
60 Section 5. A copy of this resolution, together with the findings, conclusions, and
61 recommendation herein adopted, shall be attached to and become a part of the Process IIB
62 permit.
63

64 Passed by majority vote in open meeting of the Kirkland City Council on the 1st day of
65 September, 2026.
66

67 Signed in authentication thereof this 1st day of September, 2026.


Kelli Curtis, Mayor

Attest:


Anastasiya Warhol, City Clerk

**CITY OF KIRKLAND HEARING EXAMINER
FINDINGS OF FACT, CONCLUSIONS OF LAW AND RECOMMENDATION**

**Master Plan Amendment
Lake Washington School District ICS/CES
Process IIB Review, ZON26-00059**

July 23, 2026

1. FINDINGS OF FACT

1.1 Proposal. Lake Washington School District proposes a Master Plan amendment to increase maximum International Community School student enrollment from 445 to 545. The Community Elementary School enrollment maximum is unchanged at 70 students. Total enrollment would be 615. No new construction or grading is occurring. To address traffic impacts, the District will improve the main parking lot to increase the onsite passenger loading area.

Applicant	Lake Washington School District c/o Ina Holzer
Site Location	International Community School (ICS) and Community Elementary School (CES) 11133 NE 65 th Street, Kirkland, WA

1.2 Zoning and Surrounding Uses. The 10.37-acre site is zoned RS 8.5 (Residential Single-Family). Schools are an allowed use, subject to Master Plan approval. Neighboring properties to the north, east, and south are zoned RS 8.5 and to the west, RS 7.2. Surrounding uses are single-family residences.

1.3 State Environmental Policy Act, Ch. 43.21C RCW. Lake Washington School District completed SEPA review with issuance of a SEPA Addendum.¹

1.4 Hearing. An open record public hearing was held July 15, 2026. The Kirkland Planning and Building Department, through Senior Planner Tony Leavitt, summarized the proposal, with the City Public Works Department, through Transportation Engineer Thang Nguyen, addressing transportation. The District, through Brian Buck (District Executive Director, Support Services) and Chandler Waldal (Transportation Engineer, TenW), testified. Project neighbor Karen Anderson testified, raising questions on transportation impacts.

1.5 Administrative Record. The Department submitted the Staff Report (Exhibit 1), with Attachments 1-14. The Department and Applicant submitted Power Points (Exhibits 2 and 3). Exhibits 1-3 were admitted.

¹ Ex. 1 (Staff Report), Att. 6.

1.6 Hearing Public Comment and Response. Project neighbor Karen Anderson raised a question on whether (in Applicant/Department experience) increased signage and pavement arrows help with traffic backing up onto the street. She stated this has been a significant problem, noting that parents have parked right up to the intersection, blocking stop signs and practically blocking the intersection, presenting a safety concern. The Applicant (through Ms. Waldal) addressed the queuing question. She stated TenW is aware of the concern and is providing signage and the entrance delineation is expected to improve conditions. She stated the mitigation strategies are proven countermeasures which are consistent with standard engineering practices. The Department, through Public Works Traffic Engineer Thang Nguyen, stated that the District's proposal to increase queuing capacity will help minimize queuing back-up. He stated that the issue will be monitored and noted that there is an underutilized parking lot at the school's northwest corner. If staff parking is shifted there, additional pick-up/drop-off room could be provided to further address the issue.

1.7 Public Comment to Department.

- **Vehicle Backups on Neighboring Streets/Traffic Impacts.** Concerns on vehicle backups on neighboring streets during morning drop-off and afternoon pick-up times were identified. Neighbors requested that the onsite loading and unloading area be expanded. In response, the Applicant submitted a plan showing an increased area for onsite passenger loading area and revisions to address safety concerns. *See Finding 1.9 for detail.*
- **Parking.** A concern about overflow parking onto neighborhood streets was raised. A parking demand study found parking sufficient. *See Finding 1.8 for detail.*
- **Increased Bus Service to Campus.** Neighbors requested that the District increase bus service and provide bus passes to students and staff. The District noted it supports multi-modal transportation. It provides yellow bus shuttle services and encourages students to carpool, bike, or walk. All students are eligible to ride King County Metro buses at no cost and bus passes are provided for staff.
- **Traffic Safety.** Neighbors raised concerns about vehicles not stopping as they exit the main parking lot onto NE 65th Street, speeding on neighborhood streets, and drivers not stopping for pedestrians. The Department noted that to address vehicles not stopping as they exit, Public Works is requiring the District to install a flashing stop sign and a "Cross Traffic Does Not Stop" sign. The Department will employ a police officer the first week of school to remind parents to obey traffic laws during pick-up and drop-off. In a separate project to address speeding, the City will be updating and adding signage to alert drivers to school zone presence when entering from major side streets, clarifying the location of parking areas around schools, and bringing school zones into compliance with traffic control engineering standards. Phase 1 addresses school zones throughout the City. Phase 2 includes new pedestrian crossing signs at a limited number of school crosswalks.

- **Pedestrian Safety.** A comment identified a concern about pedestrian safety along 111th Avenue NE between NE 60th Street and NE 62nd Street. The Department noted that as part of the City's Neighborhood Safety Program, the City is installing about 80 feet of sidewalk along 111th Avenue NE south of NE 62nd Street. It will connect to an existing sidewalk south of the site and provide a crosswalk at NE 62nd Street. The project is in design, with construction expected in 2027.

1.8 Parking. KZC 15.40.130 does not establish a required parking ratio for school uses, but defers to KZC 105.25, which authorizes the Department to determine requirements case by case. The District submitted a parking demand study from TENW.² Based on study review, the City's Transportation Engineer concluded ICS parking demand will be 66 parking stalls.³ This is based on a demand rate of 0.12 stalls per student.⁴ For CES, parking demand is 0.31 stalls per student, so with 70 students, this requires an additional 22 stalls. With its current 145 stalls, parking requirements are met. Also, as part of the updated TMP/PMP, the City's Transportation Engineer is requiring the District to collect parking utilization data for three years, starting in 2027, to substantiate parking demand and make appropriate changes to ensure parking does not spill over onto neighboring streets.

1.9 Onsite Passenger Loading Area Design and Location. Parking and passenger loading areas must be on-site and designed to reduce impacts on nearby residential uses.⁵ The City determines the appropriate loading area size on a case-by-case basis, depending on attendee numbers and abutting right-of-way improvements. Carpooling, staggered loading/unloading time, right-of-way improvements or other means may be required. The District prepared a queuing analysis⁶ and proposed added signage and circulation improvements.⁷ The City's Transportation Engineer reviewed the analysis and recommended approval with conditions, as noted below.⁸

- Install a "Do Not Block Intersection" sign on the eastbound approach to the driveway entrance to the main parking lot and pick-up/drop-off area on NE 65th Street.
- Install a flashing stop sign, to be owned and maintained by LWSD, for the lane exiting the main parking lot to NE 65th Street.
- Beneath the flashing stop sign described above, install a "Cross Traffic Does Not Stop" sign.
- Restripe the existing crosswalk at the NE 65th Street/main driveway entrance in accordance with Public Works Pre-Approved Plans.

² Ex. 1, Att. 10.

³ Ex. 1, Att. 11.

⁴ The rate includes students that drive (0.062 per student) and staff and visitor parking (0.058 per student).

⁵ KZC 15.40.130, DS 8 and DS 13.

⁶ Ex. 1, Att. 7.

⁷ Ex. 1, Att. 2.

⁸ Ex. 1, Att. 8. Complete language and recommendations are in the City's Transportation Engineering Memo.

- Extend the load/unload curbside lane into the student parking lot area and along the east side of the exiting lane in the main parking lot and restripe the parking lot circulation as shown in Staff Report Attachment 2 to accommodate the additional load/unload areas.
- Stripe a new crosswalk within the main parking lot (near the sport court) as shown in Attachment 2 for safe crossing to the new load/unload area.
- District staff shall direct the traffic queue to the loading area to minimize the queue spilling out onto NE 65th Street when the load/unload queues spill out onto NE 65th Street. If the occurrences continue consecutively for three days, then staff shall direct the traffic queue until the school district provides evidence that queue spilling onto the street is no longer occurring. If the queue spilling onto the street cannot be mitigated with staff directing traffic, then staff parking should be reassigned to the northwest parking lot and parking spaces in the main parking lot should be reassigned as load/unload spaces during drop-off and pick-up times.
- Employ a police officer the first week of school to remind and ensure that parents obey traffic laws during student pick-up and drop-off times.
- If the identified queue and circulating issues are not resolved, the District shall work with the City of Kirkland to identify additional measures to resolve the impact. A proposed mitigation plan must be provided to the City for approval within three months from the time staff is made aware of the queue impact.

In addition, the 2012 Master Plan required TMP/PMP implementation.⁹ The District's revised TMP/PMP reflects the enrollment increase.¹⁰ Also, traffic impact fees will be paid before parking area site plan review approval. And, more generally, on overall street capacity, the project passed concurrency and no appeal was filed.¹¹

1.10 Comprehensive Plan. The site is within the Central Houghton neighborhood. The Central Houghton Land Use Map designates the site as a public facility use.¹² Policies provide for community involvement and coordination with the District to address needed school capacity. "Coordinate with" LWSD "on the planning, siting, and development of new, replaced or expanded school facilities to address public school capacity needs."¹³ As the Findings detail, this coordination occurred, with thorough consideration of District and community concerns.

1.11 Staff Report Incorporation and Conditions. The Staff Report is incorporated as supplemental findings. The Staff Report conditions, which were not objected to, should be included without substantive revision to ensure KZC requirements are met.

⁹ Ex. 1, Att. 12.

¹⁰ Ex. 1, Att. 13.

¹¹ Ex. 1, Att. 9.

¹² Ex. 1, Att. 14.

¹³ Public Services Policy 2.4.

2. CONCLUSIONS OF LAW

2.1 Jurisdiction. The Hearing Examiner conducts a public hearing and issues a recommendation in a Process IIB review, which applies here. As the site exceeds five acres and is a school use in the RS 8.5 zone, the project requires Master Plan amendment. The City Council then makes the final decision.¹⁴

2.2 Master Plan Amendment. The Master Plan must show building placement and dimensions, roadways, utility locations, land uses, parking areas, buffering, and landscaping. The District submitted development plans showing the changes to the main parking lot accessed from NE 65th Street.¹⁵ No building improvements are proposed. The District must also demonstrate Master Plan consistency with these criteria:¹⁶

It is consistent with all applicable development regulations and, to the extent there is no applicable development regulation, the Comprehensive Plan; and

It is consistent with the public health, safety and welfare.¹⁷

The project is consistent with the development regulations. Regulatory requirements are complied with. Amendment impacts include increased traffic and vehicle queuing, which the District addressed through the revised approach to traffic circulation, as reflected in the Findings and proposed conditions. No area was identified as lacking regulatory coverage, but the project also follows the Comprehensive Plan, which supports well designed school uses. And, as detailed above, with the careful attention given to planning for transportation impacts associated with the modest student increase, the Master Plan revision supports continuation of the existing school consistent with the public health, safety, and welfare.

In addition, the District must demonstrate the Master Plan “will not be materially detrimental to the character of the neighborhood in which it is located,” and the “[s]ite and building design minimizes adverse impacts on surrounding residential neighborhoods.”¹⁸ The proposal does not introduce new facilities or activities which would materially impact neighborhood character, and includes no changes to existing buildings or playfields. The minor changes to the main parking lot are designed to address drop-off and pick-up issues. The changes adequately mitigate impacts associated with the modest enrollment increase and improve upon the existing situation. Given the analysis and mitigation proposed, the proposal meets code criteria and should be approved.

RECOMMENDATION

The Hearing Examiner, pursuant to the above Findings of Fact and Conclusions of Law, recommends Master Plan amendment approval, subject to these conditions:

¹⁴ KZC 15.20.130, PU-2b; Ch. 152 KZC.

¹⁵ Ex. 1, Att. 2.

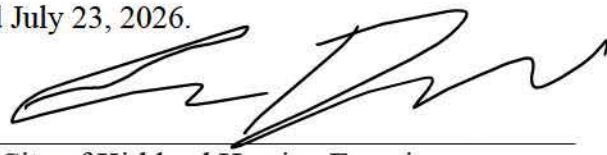
¹⁶ KZC 152.55.

¹⁷ KZC 152.70.3.

¹⁸ KZC 15.20.130, PU-4.

1. This application is subject to the applicable requirements contained in the Kirkland Municipal Code, Zoning Code, and Building and Fire Code. It is the responsibility of the applicant to ensure compliance with the various provisions contained in these ordinances. Staff Report Attachment 3, Development Standards, was provided to familiarize the applicant with some of the additional development regulations. This attachment does not include all of the additional regulations. When a condition of approval conflicts with a development regulation in Staff Report Attachment 3, the condition of approval shall be followed.
2. The applicant shall comply with the parking utilization data collection requirements as outlined in the updated TMP/PMP (*see* Staff Report Conclusion II.G.3).
3. Prior to an increase in the maximum enrollment for the 2026-2027 school year, the applicant shall submit a parking site plan review application for approval and complete the installation of the required signage and circulation improvements (*see* Staff Report Conclusion II.G.4). As part of the parking site plan review application, the applicant shall:
 - a. Incorporate additional signage and circulation improvements within the main parking lot as outlined in Staff Report Attachment 8 and Staff Report Subsection II.G.4.a.5. (*see* Staff Report Conclusion II.G.4).
 - b. Submit for review a revised TMP/PMP that incorporates the additional provisions as recommended by the City's Transportation Engineer in Staff Report Attachment 8. The approved TMP/PMP shall be recorded with the King County Recorder's office (*see* Staff Report Conclusion II.G.4).
4. Prior to approval of the parking site plan review, the applicant should submit payment of traffic impacts fees as determined by the Public Works Department (*see* Staff Report Conclusion II.G.4).

Entered July 23, 2026.



City of Kirkland Hearing Examiner
Susan Elizabeth Drummond

Notice on Further Review

The applicant or a party who submitted written or oral comments to the Hearing Examiner may challenge this recommendation within seven calendar days of distribution, if the challenge is properly made, filed, and served.¹⁹ The City Council makes the final decision. Parties are responsible for determining applicable review requirements.

¹⁹ Ch. 152.85 KZC; Ex. 1, p. 13 (review process summary).



CITY OF KIRKLAND
Planning and Building Department
123 5th Avenue, Kirkland, WA 98033
425.587.3600 - www.kirklandwa.gov

**ADVISORY REPORT
FINDINGS, CONCLUSIONS, AND RECOMMENDATIONS**

To: Kirkland Hearing Examiner

From:  Tony Leavitt, Project Planner
 Adam Weinstein, AICP, Planning and Building Director

Date: July 8, 2026

File No.: ZON26-00059

Subject: International Community School (ICS)/ Community Elementary School (CES) Master Plan ¹(Development Plan) Amendment

Hearing Date and Place: July 15, 2026
City Hall Council Chamber
123 Fifth Avenue, Kirkland

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¹ The City has changed some of its nomenclature for planning documents. One change is that the terminology "Development Plan" is used in lieu of "Master Plan." However, because the City's Zoning Code has not yet been updated to reflect this change in terminology, and to avoid confusion, this staff report refers to "Master Plan."

I. INTRODUCTION

A. APPLICATION

1. Applicant: Ina Holzer, Lake Washington School District (LWSD)
2. Site Location: International Community School (ICS)/ Community Elementary School (CES) campus located at 11133 NE 65th Street (see Attachment 1)
3. Request: Approval of a Master Plan amendment to increase the ICS student enrollment maximum from 445 students to 545 students. The CES student enrollment maximum will remain at 70 students. The total campus maximum enrollment is currently 515 students and the proposal would increase enrollment to 615 students. No new buildings or building additions are being proposed. The project includes improvements to the main parking lot to increase the size of the onsite passenger loading area and address safety issues (see Attachment 2).
4. Review Process: Process IIB, Hearing Examiner conducts public hearing and makes a recommendation to City Council; City Council makes final decision.
5. Summary of Key Issues and Conclusions:
 - Compliance with applicable zoning permit approval criteria (see Section II.F)
 - Compliance with applicable development regulations (see Section II.G)

B. RECOMMENDATIONS

Based on Statements of Fact and Conclusions (Section II), and attachments in this report, we recommend approval of this application subject to the following conditions:

1. This application is subject to the applicable requirements contained in the Kirkland Municipal Code, Zoning Code, and Building and Fire Code. It is the responsibility of the applicant to ensure compliance with the various provisions contained in these ordinances. Attachment 3, Development Standards, is provided in this report to familiarize the applicant with some of the additional development regulations. This attachment does not include all of the additional regulations. When a condition of approval conflicts with a development regulation in Attachment 3, the condition of approval shall be followed.
2. The applicant shall comply with the parking utilization data collection requirements as outlined in the updated TMP/PMP (see Conclusion II.G.3).
3. Prior to an increase in the maximum enrollment for the 2026- 2027 school year, the applicant shall submit a parking site plan review application for approval and complete the installation of the required signage and circulation improvements (see Conclusion II.G.4). As part of the parking site plan review application, the applicant shall:
 - a. Incorporate additional signage and circulation improvements within the main parking lot as outlined in Attachment 8 and Subsection II.G.4.a.5. (see Conclusion II.G.4).
 - b. Submit for review a revised TMP/PMP that incorporates the additional provisions as recommended by the City's Transportation Engineer in Attachment 8. The approved TMP/PMP shall be recorded with the King County Recorder's office (see Conclusion II.G.4).
4. Prior to approval of the parking site plan review, the applicant should submit payment of traffic impacts fees as determined by the Public Works Department (see Conclusion II.G.4).

II. FINDINGS OF FACT AND CONCLUSIONS

A. SITE DESCRIPTION

1. Site Development and Zoning:

a. Facts:

- (1) Size: 10.37 acres or 451,717 sq. ft.
- (2) Land Use: The subject property contains the existing ICS and CES school uses.
- (3) Zoning: The subject property is zoned RS 8.5 (Residential Single-family). A "School Use" is an allowed use, subject to approval of a Master Plan, within this zone. The existing school use was approved through a Master Plan in 2012. The Master Plan included an ICS student enrollment maximum of 445 students and required a new Process IIB permit application for any increase in enrollment and/or building square footage.
- (4) Terrain: The subject property slopes from east to west with an overall elevation change of approximately 45 feet.
- (5) Vegetation: The subject property contains numerous significant trees. However, no trees would be impacted by the proposal since no building construction or site grading is proposed.

b. Conclusions:

- (1) The size, land use, and topography of the property, along with tree protection/retention, are not relevant factors in the review of this application as the applicant is not proposing any site development work.
- (2) The zoning and the previously approved Master Plan relevant factor in the review of this application, since the applicant is requesting an increase in enrollment for ICS (see Section II.F.1).

2. Neighboring Development and Zoning:

- a. Facts: Neighboring properties to the north, east and south are zoned RS 8.5 and developed with single-family residences. The properties to the west are zoned RS 7.2 and developed with single-family residences
- b. Conclusion: The neighboring residential zoning and development are factors in the review of the proposed Master Plan application. The potential impacts to the neighboring residential uses should be considered as part of this permit. Further discussion of this issue is provided in Sections II.F and G.

B. HISTORY

1. Facts:

- a. Prior to 1983, the subject property contained the Gordon Hauck Center.
- b. In 1983, the Lake Washington School District (LWSD) applied for a zoning permit to allow the CES to locate on the subject property. The City Council and Houghton Community Council (HCC) approved the proposal.

- c. In 1999, the LWSD applied for a minor modification of the 1983 zoning permit to allow the ICS to locate on the property within the Gordon Hauck Center. As part of the process, the LWSD and the Gordon Hauck Neighborhood residents signed an agreement to address concerns about the proposed relocation. LWSD was responsible for primary enforcement of the provisions contained in the agreement. The City was not a signatory of this agreement but did have a secondary enforcement role as outlined in the agreement.

Additionally, the LWSD agreed to implement a Transportation Management Plan and Parking Management Plan (TMP and PMP) 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.

In September 1999, the Planning Department approved the minor modification and SEPA Determination, which allowed the LWSD to proceed with their proposed plan.

- d. In 2011, the LWSD applied for a master plan application to build a new 65,000 square foot school to house ICS and CES, two parking lots for a total of 145 parking stalls, and new playfields. The proposal also included an increase in ICS student enrollment from 380 students to 445 students. CES student enrollment remained at 70 students. Total campus site enrollment increased to 515 students.

The HCC and the City's Hearing Examiner held a joint hearing for the project and following the hearing, the HCC issued a recommendation to the Hearing Examiner. The HCC recommended approval of the application and requested additional conditions including limitations on planting of new trees that could block views, requiring and modifying items in the TMP and PMP, and a requirement for a new zoning permit application and review process for any increase in student enrollment and/or building size.

The Hearing Examiner issued a recommendation for approval that incorporated the HCC recommendations. Additionally, the Hearing Examiner concluded that the proposed Master Plan was not subject to the 1999 Gordon Hauck Agreement and any action to enforce the agreement would require private action by the signatories of the agreement. No challenges to the Hearing Examiner's recommendation were filed.

The City Council and HCC approved the application as recommended by the Hearing Examiner in 2012. The school building was completed in 2013.

- e. On July 9, 2022, Community Municipal Corporations, including the Houghton Community Council, were sunset by State law (House Bill 1769).

2. Conclusion: The history of the site and previous master plan approvals are relevant factors in the review of the proposed Master Plan application. The applicant is proposing an amendment to the existing Master Plan that would increase the student enrollment for ICS from 445 students to 545 students.

C. PUBLIC COMMENT

The public comment period for the project ran from March 19, 2026 to April 10, 2026. Pursuant to KZC 152.35, a Process IIB staff report must include all comments received by the City prior to distribution of the staff report.

The Planning and Building Department received a total of 18 emails during the comment period (see Attachment 4). The applicant provided a response to some of the issues raised in the letters (see Attachment 5).

The comments raised in the correspondence are summarized below by topic and are followed by staff response.

1. *Vehicle Backups on Neighboring Streets - Multiple neighbors raised concerns about vehicle backups on neighboring streets during morning drop off and afternoon pick up times. Additionally, the neighbors request that the size of the onsite loading and unloading area be expanded.*

Staff Response: The applicant has submitted a plan showing improvements to the main parking lot to increase the size of the onsite passenger loading area and address safety issues that have been identified by neighbors and City Staff. Staff addresses the onsite loading area and its adequacy to handle anticipated traffic in Section II.G.4.

2. *Parking - A neighbor is concerned that parking for staff and students is not adequate and will lead to parking on neighborhood streets.*

Staff Response: Parking was found to be adequate based on a parking demand study. See Section II.G.3 where staff addresses required parking for the campus.

3. *Increased Bus Service to Campus- Neighbors requested that LWSD increase bus service to the campus and provide bus passes to students and staff.*

Staff Response: The LWSD provided a response to this issue. They state that "The district supports sustainable transportation by providing yellow bus shuttle services (three shuttles per day) and encouraging students to carpool, bike, or walk. Additionally, all students are eligible to ride King County Metro buses at no cost. Students without a free ORCA card or student id may student ID may still board buses, as transit agencies have confirmed that youth can ride without concern". Additionally, bus passes are provided for staff as part of the required TMP and PMP.

The City only has the authority to require additional school bus service to the campus if traffic mitigation is required. The City has determined that traffic mitigation is not required for the proposed enrollment increase as discussed in Section II.D.

4. *Traffic Impacts - Multiple comments raised concerns about the traffic impacts on neighboring streets that would occur with the proposed enrollment increase.*

Staff Response: See Sections II.D and II.G.4 where staff addresses traffic impacts.

5. *Traffic Safety Issue - Multiple neighbors raised concerns about vehicles not stopping as they exit the main parking lot onto NE 65th Street, vehicles speeding on neighborhood streets, and drivers not stopping for pedestrians.*

Staff Response: To address vehicles not stopping as they exit the main parking lot onto NE 65th Street, Public Works is requiring that the applicant install a flashing stop sign and a "Cross Traffic Does Not Stop" sign (see Section II.G.4). Additionally, the applicant has proposed to employ a police officer the first week of school to remind and ensure parents to obey traffic laws during pickup and drop-off. Public Works is making this a condition of approval.

In a separate project to address speeding on neighborhood streets, the City will be updating and adding new signage to alert drivers to the presence of school zones when entering from major side streets, clarifying the location of parking areas around schools, and bringing the city's school zones into compliance with traffic control engineering standards. This project is being done at the direction of the City Council and will address school zones throughout the City as part of Phase 1. Phase 2 includes new in-street pedestrian crossing signs at a limited number of school crosswalks. More information about this program can be found here:

<https://www.kirklandwa.gov/Government/Departments/Public-Works-Department/Transportation/Data-and-Resources-Transportation-Division/School-Zones>

6. *Pedestrian Safety - One neighbor raised a concern about pedestrian safety along 111th Avenue NE between NE 60th Street and NE 62nd Street.*

Staff Response: As part of the City's Neighborhood Safety Program, the City is installing approximately 80 feet of sidewalk along 111th Avenue NE south of NE 62nd Street. The sidewalk will connect to an existing sidewalk to the south of the project area and also provide a crosswalk at NE 62nd Street. The project is currently being designed and is expected to be constructed in 2027. The approval can be found here:

https://www.kirklandwa.gov/files/sharedassets/public/v/1/city-council/agenda-documents/2024/may-21-2024/9d_business.pdf

Additionally, as part of the Safer Routes to School Action Plans, the City has identified the need for additional sidewalks along the west side of 111th Avenue NE between NE 60th Street and NE 62nd Street. At this time, this project has not been funded. More information about this plan can be found here:

<https://www.kirklandwa.gov/Government/Departments/Public-Works-Department/Transportation/Plans-and-Studies-Transportation-Division/Safer-Routes-to-School-Action-Plans>

D. STATE ENVIRONMENTAL POLICY ACT (SEPA)

1. Facts:

- a. Pursuant to WAC 197-11-924, LWSD assumed Lead Agency status for the project. A SEPA Addendum was issued by the LWSD on January 9, 2026. The SEPA Addendum and Checklist are included as Attachment 6.
- b. Prior to issuance of the SEPA Addendum, the applicant submitted to the City a Traffic Impact Analysis (TIA) prepared by TENW dated October 1, 2025 (updated on June 11, 2026 to address concurrency requirements) that evaluated potential impacts of the increased student enrollment on the Level of Service (LOS) at six intersections identified by the City (see Attachment 7).
- c. The applicant's TIA was reviewed by the City's Transportation Engineer (see Attachment 8). Based on the LOS analyses, the six intersections are calculated to operate at LOS-B or better with the proposed expansion. The City does require mitigation for a LOS of A,B, C or D. Therefore, intersection LOS mitigation is not warranted.

2. Conclusions:

- a. The City completed review of the Traffic Impact Analysis and determined that LOS mitigation is not warranted. No additional environmental impacts were identified by the City or LWSD during the review of the addendum.
- b. The LWSD has satisfied the requirements of SEPA.

E. CONCURRENCY

1. Facts: The Public Works Department has reviewed the application for concurrency. A concurrency test was passed for traffic on June 15, 2026 (see Attachment 9). No appeal of the concurrency test was filed.
2. Conclusion: The applicant and City have satisfied concurrency requirements.

F. APPROVAL CRITERIA

1. Master Plan

a. Facts:

- (1) Kirkland Zoning Code (KZC) Section 15.20.130, Permitted Use Special Regulation 2, requires that a School Use with a property size of five acres or more receive Master Plan approval through a Process IIB review. The Master Plan must show building placement, building dimensions, roadways, utility locations, land uses within the Master Plan area, parking locations, buffering, and landscaping.
- (2) The applicant has submitted development plans that show the proposed changes to the main parking lot accessed from NE 65th Street (see Attachment 2). No building improvements are being proposed.
- (3) Zoning Code section 152.70.3 states that a Process IIB application may be approved if:
 - (a) It is consistent with all applicable development regulations and, to the extent there is no applicable development regulation, the Comprehensive Plan; and
 - (b) It is consistent with the public health, safety, and welfare.
- (4) Potential impacts of increasing student enrollment include increased traffic and increased vehicle queuing within adjoining streets. These have been adequately addressed by the applicant and/or the conditions of approval in Section I.B. Staff addressed traffic impacts as part of SEPA review (see Section II.D) and vehicle queuing concerns in Section II.G.5.

b. Conclusions:

- (1) The application complies with the Master Plan requirements outlined in KZC Section 15.20.130, Permitted Use Special Regulation 2 (see Section II.G.2).

- (2) The proposal complies with the criteria in KZC Section 152.70.3. It is consistent with all applicable development regulations (see Section II.G) and the Comprehensive Plan (see Section II.H). The proposal is consistent with the public health, safety, and welfare requirements. The proposed increase in student enrollment will allow the LWSD to serve additional students in the district while minimizing impacts on the surrounding neighborhood.

G. DEVELOPMENT REGULATIONS

1. Required Review Process

a. Facts:

- (1) The existing Master Plan was approved through the Process IIB permit process in 2011. The Master Plan established an enrollment limit for ICS of 445 students and required a new Process IIB permit application for any increase in enrollment and/or building square footage.
- (2) The Master Plan Amendment application proposes to increase the student enrollment for ICS by 100 students, increasing the enrollment limit to 545 students.

- #### **b. Conclusions:** The proposed increase in student enrollment for ICS requires approval of a Process IIB zoning permit.

2. School Location Criteria

a. Facts:

- (1) KZC Section 15.20.130, Permitted Use Special Regulation 4, states that a school use may be located in a RS zone only if:
 - (a) It will not be materially detrimental to the character of the neighborhood in which it is located.
 - (b) Site and building design minimize adverse impacts on surrounding residential neighborhoods.
 - (c) The property is served by a collector or arterial street (does not apply to existing school sites).
- (2) The site contains an existing school building that includes two parking lots and a playfield normally associated with a school use.

- #### **b. Conclusions:** The proposal is consistent with the criteria established in KZC Section 15.20.130 Permitted Use Special Regulation 4 as follows:

- (1) The proposal will not introduce new facilities or activities which would materially impact the character of the neighborhood.
- (2) The proposal does not include any changes to the existing building or playfields. The applicant is proposing minor changes to the main parking lot that will help to address drop off and pick up issues. These site design changes will minimize adverse impacts on the surrounding neighborhood. See Section II.G.4 for further discussion.
- (3) The property is not served by a collector or arterial street, but does contain an existing school site.

3. Parking

a. Facts:

- (1) KZC Section 15.40.130 does not establish a required parking ratio for school uses. Instead, it defers to KZC Section 105.25, which authorizes the Planning Official to establish the number of required parking stalls on a case-by-case basis.
- (2) The applicant submitted a parking demand study that was prepared by TENW dated October 3, 2025 for staff review (see Attachment 10). The parking demand study looked at current parking demand based on the current ICS and CES student enrollment and associated staff.
- (3) Based on review of the parking demand study, the City's Transportation Engineer has concluded that the total parking demand for ICS will be 66 parking stalls (see Attachment 11). This is based on a parking demand rate of 0.12 stalls per ICS student. The total rate includes students that drive (0.062 per student) and parking for staff and visitors (0.058 per student). Given an enrollment of 545 high school students, a total of 32 stalls are needed for staff/ visitors and 34 stalls are needed for students.
- (4) The parking demand for CES is 0.31 stalls per student. Student enrollment at CES of 70 students will not change. Therefore, a total of 22 parking stalls is needed for CES.
- (5) The parking demand rate per student is generally higher at elementary schools than middle schools or high schools due to a higher staff to student ratio and because more parent volunteers and visitors visit elementary schools. Also, CES has a requirement that parents volunteer more in the classroom than a traditional elementary school.
- (6) The ICS/CES campus currently contains 145 parking stalls. The TMP/PMP limits student parking to 78 stalls, which will leave 67 stalls for staff and visitors. The parking study identified a staff and visitor parking demand of 54 stalls under the proposed enrollment increase.
- (7) As part of the updated TMP/PMP, the City's Transportation Engineer is requiring that the applicant collect parking utilization data for the first three years starting in 2027 to substantiate the parking demand and make any appropriate changes to ensure parking does not spill over onto neighboring streets.

b. Conclusion:

- (1) The approved parking demand rate for ICS is 0.12 stalls per student. Based on the proposed ICS enrollment of 545 students, a total of 66 parking stalls are required. This is broken down as follows: 32 parking stalls for staff and visitors and 34 parking stalls for students.
- (2) The existing parking demand for CES is 0.31 stalls per student. Based on a maximum enrollment of 70 students, a total of 22 parking stalls are required.

- (3) The combined required parking for ICS and CES staff and visitors is 54 parking stalls. The applicant is proposing that 67 of the 145 onsite parking stalls will be designated for staff and visitors.

The remaining 78 parking stalls may be used for ICS student parking. While ICS student parking has a demand of 34 parking stalls, the additional parking supply will allow for an increase in student parking. However, as outlined in the TMP/PMP, student parking will be limited to 78 parking stalls.

- (4) The applicant should comply with the parking utilization data collection requirements as outlined in the updated TMP/PMP. The approved TMP/PMP should be recorded with the King County Recorder's office.

4. Onsite Passenger Loading Area Design and Location

a. Facts:

- (1) KZC Section 15.40.130, Development Standard 8 requires that the location of parking and passenger loading areas shall be designed to reduce impacts on nearby residential uses.
- (2) KZC Section 15.40.130, Development Standard 13, requires that an on-site passenger loading area must be provided. The City shall determine the appropriate size of the loading area on a case-by-case basis, depending on the number of attendees and the extent of the abutting right-of-way improvements. Carpooling, staggered loading/unloading time, right-of-way improvements or other means may be required to reduce traffic impacts on nearby residential uses.
- (3) The applicant prepared a queuing analysis for the site that looked at passenger loading and unloading area within the main parking lot accessed from NE 65th Street (see Attachment 7).
- (4) The applicant is proposing additional signage and circulation improvements within the main parking lot to provide additional passenger loading and unloading areas (see Attachment 2).
- (5) The City's Transportation Engineer has reviewed the queuing analysis and recommends approval subject to following conditions (see Attachment 8):
 - (a) Install a "Do Not Block Intersection" sign on the eastbound approach to the driveway entrance to the main parking lot and pickup/drop-off area on NE 65th Street.
 - (b) Install a flashing stop sign, to be owned and maintained by LWSD, for the lane exiting the main parking lot to NE 65th Street.
 - (c) Beneath the flashing stop sign described above, install a "Cross Traffic Does Not Stop" sign.
 - (d) Restripe the existing crosswalk at the NE 65th Street/main driveway entrance in accordance with Public Works Pre-Approved Plans.

- (e) Extend the load/unload curbside lane into the student parking lot area and along the east side of the exiting lane in the main parking lot and restripe the parking lot circulation as shown in Attachment 2 to accommodate the additional load/unload areas.
 - (f) Stripe a new crosswalk within the main parking lot (near the sport court) as shown in Attachment 2 for safe crossing to the new load/unload area.
 - (g) School District staff shall direct the traffic queue to the loading area to minimize the queue spilling out onto NE 65th Street when the load/unload queues spill out onto NE 65th Street. If the occurrences continue consecutively for three days, then staff shall direct the traffic queue until the school district provides evidence that queue spilling onto the street is no longer occurring. If the queue spilling onto the street cannot be mitigated with staff directing traffic, then staff parking should be reassigned to the northwest parking lot and parking spaces in the main parking lot should be reassigned as load/unload spaces during drop-off and pickup times.
 - (h) Employ a police officer the first week of school to remind and ensure that parents obey traffic laws during student pickup and drop-off times.
 - (i) If the identified queue and circulating issues are not resolved, the school district shall work with the City of Kirkland to identify additional measures to resolve the impact. A proposed mitigation plan must be provided to the City for approval within three months from the time staff is made aware of the queue impact.
- (6) The Master Plan approved in 2012 required the implementation of a TMP/PMP (see Attachment 12). The goal of the TMP/PMP is to have all parking and drop-off and pick-up for ICS and CES occur on-site and to limit the number of vehicles driven by ICS students to and from school each school day.
 - (7) The applicant has submitted a revised TMP/PMP to reflect the increase in enrollment (see Attachment 13).
 - (8) The increased enrollment will require the payment of traffic impact fees. Payment of the traffic impacts fees will need to be made prior to approval of the parking area site plan review.

b. Conclusions:

- (1) The proposed passenger loading and unloading area and associated parking lot improvements are approved. The existing loading and unloading area has been expanded to reduce impacts on nearby residential uses. Additionally, the TMP/PMP is being revised to require additional provisions that will help to reduce traffic impacts on nearby residential uses.

- (2) Prior to an increase in the maximum enrollment for the 2026- 2027 school year, the applicant should submit a parking site plan review application for approval and complete the installation of the required signage and circulation improvements. As part of the parking site plan review application, the applicant should:
 - (a) Incorporate additional signage and circulation improvements within the main parking lot as outlined in Attachment 8 and Subsection (5) above.
 - (b) Submit for review a revised TMP/PMP that incorporates the additional provisions as recommended by the City's Transportation Engineer in Attachment 8. The approved TMP/PMP should be recorded with the King County Recorder's office.
- (3) Prior to approval of the parking site plan review, the applicant should submit payment of traffic impacts fees as determined by the Public Works Department.

H. COMPREHENSIVE PLAN

1. Facts:

- a. The subject property is located within the Central Houghton neighborhood. The Central Houghton Land Use Map designates the subject property as a public facility use (see Attachment 14).
- b. Public Services Policy 2.4 states: "coordinate with the LWSD on the planning, siting, and development of new, replaced or expanded school facilities to address public school capacity needs".

2. Conclusion: The proposal is consistent with the public facility use designation and policies contained in the Comprehensive Plan.

I. DEVELOPMENT STANDARDS

1. Fact: Additional comments and requirements placed on the project are found in the Development Standards, Attachment 3.
2. Conclusion: The applicant should follow the requirements set forth in Attachment 3.

III. SUBSEQUENT MODIFICATIONS

Modifications to the approval may be requested and reviewed pursuant to the applicable modification procedures and criteria in effect at the time of the requested modification.

IV. CHALLENGES AND JUDICIAL REVIEW

The following is a summary of the deadlines and procedures for challenges. Any person wishing to file or respond to a challenge should contact the Planning & Building Department for further procedural information.

A. CHALLENGE

Section 152.85 of the Zoning Code allows the Hearing Examiner's recommendation to be challenged by the applicant or any person who submitted written or oral comments or testimony to the Hearing Examiner. A party who signed a petition may not challenge unless such party also submitted independent written comments or information. The challenge must be in writing and must be delivered, along with any fees set by ordinance, to the Planning and Building Department, seven (7) calendar days following distribution of the Hearing Examiner's written recommendation on the application. Within this same time period, the person making the challenge must also mail or personally deliver to the applicant and all other people who submitted comments or testimony to the Hearing Examiner, a copy of the challenge together with notice of the deadline and procedures for responding to the challenge.

Any response to the challenge must be delivered to the Planning and Building Department within seven (7) calendar days after the challenge letter was filed with the Planning and Building Department. Within the same time period, the person making the response must deliver a copy of the response to the applicant and all other people who submitted comments or testimony to the Hearing Examiner.

Proof of such mail or personal delivery must be made by affidavit, available from the Planning and Building Department. The affidavit must be attached to the challenge and response letters, and delivered to the Planning and Building Department. The challenge will be considered by the City Council at the time it acts upon the recommendation of the Hearing Examiner.

B. JUDICIAL REVIEW

Section 152.110 of the Zoning Code allows the action of the City in granting or denying this zoning permit to be reviewed in King County Superior Court. The petition for review must be filed within twenty-one (21) calendar days of the issuance of the final land use decision by the City.

V. LAPSE OF APPROVAL

Under KZC 152.115 of the Zoning Code, the applicant must begin construction or submit to the City a complete building permit application for the development activity, use of land or other actions approved under this chapter within five (5) years after the final approval of the City of Kirkland on the matter, or the decision becomes void; provided, however, that in the event judicial review is initiated per KZC, KZC 152.110, the running of the five (5) years is tolled for any period of time during which a court order in said judicial review proceeding prohibits the required development activity, use of land, or other actions.

The applicant must substantially complete construction for the development activity, use of land, or other actions approved under this chapter and complete the applicable conditions listed on the notice of decision within seven (7) years after the final approval on the matter, or the decision becomes void.

VI. APPENDICES

Attachments 1 through 14 are attached.

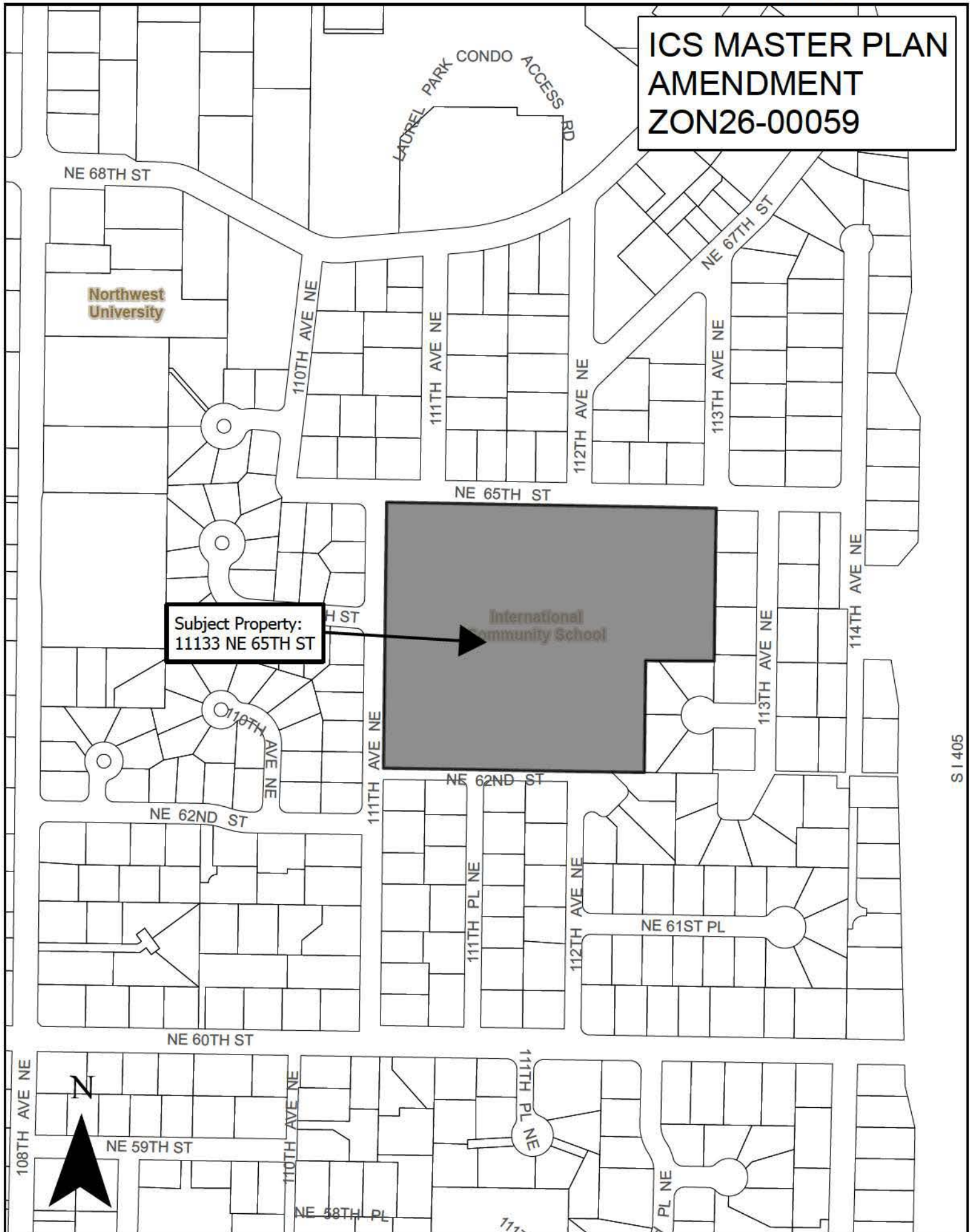
1. Vicinity Map
2. Parking Lot Circulation Improvements
3. Development Standards
4. Public Comments
5. LWSD Response to Public Comments
6. SEPA Addendum and Environmental Checklist
7. Traffic Impact Analysis
8. Traffic Impact Analysis Public Works Review Memo
9. Concurrency Review Memo
10. Parking Demand Study
11. Parking Demand Study Review Memo
12. 2012 TMP/PMP
13. Revised 2026 TMP/PMP
14. Central Houghton Land Use Map

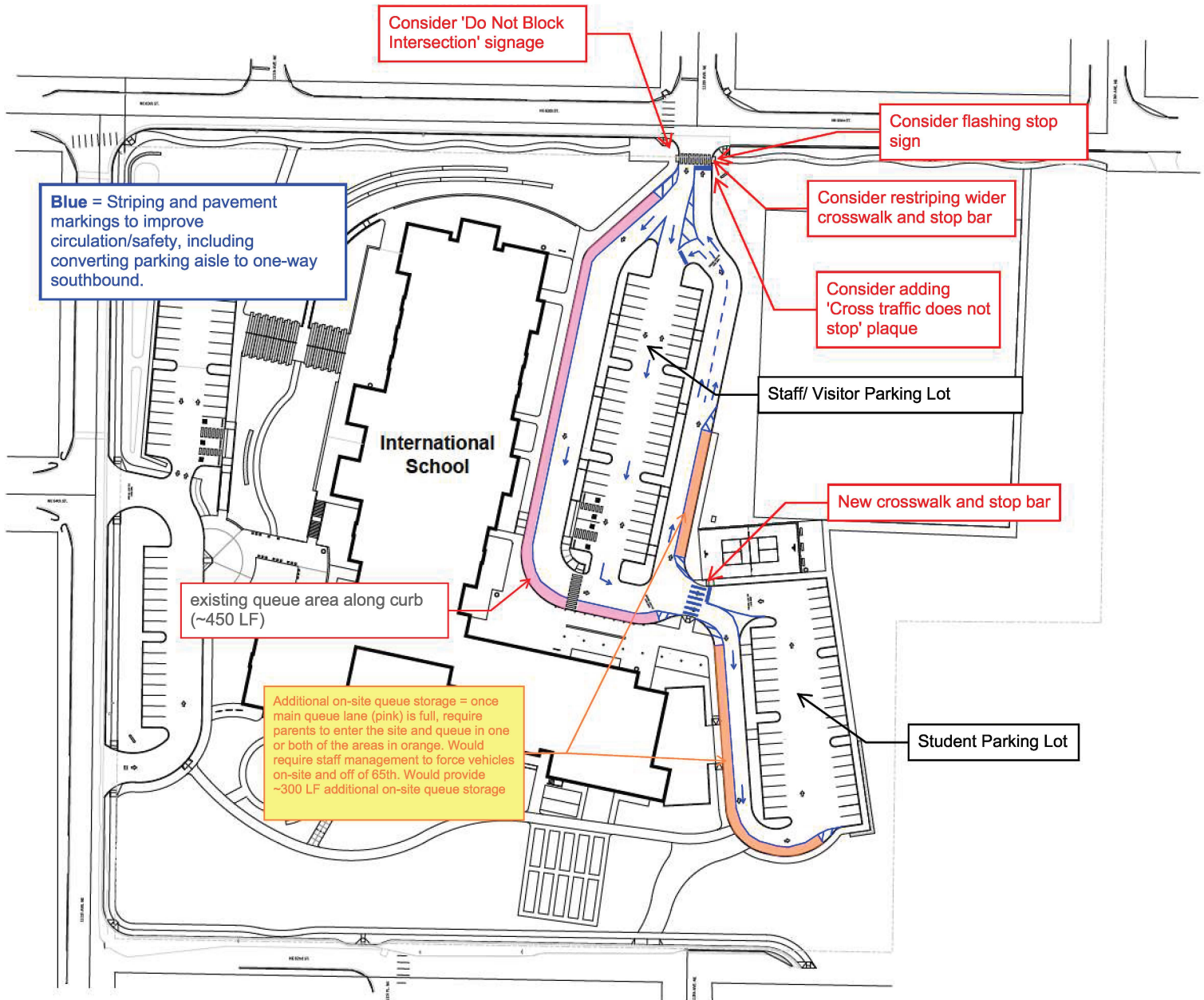
VII. PARTIES OF RECORD

Applicant
Planning and Building Department
Department of Public Works
Parties of Record

A written recommendation will be issued by the Hearing Examiner within eight calendar days of the date of the open record hearing.

ICS MASTER PLAN AMENDMENT ZON26-00059





Lake Washington School District #414

Level: Site Plan

Site: Community School - 11

Date Modified:
3/9/2022





City of Kirkland
Planning and Building Department
123 Fifth Avenue, Kirkland, WA 98033
425-587-3600 ~ www.kirklandwa.gov

Development Standards List
File: ICS/ CES Master Plan Amendment, ZON 26-00059

ZONING CODE STANDARDS

115.25 Work Hours. It is a violation of this Code to engage in any development activity or to operate any heavy equipment before 7:00 am. or after 8:00 pm Monday through Friday, or before 9:00 am or after 6:00 pm Saturday. No development activity or use of heavy equipment may occur on Sundays or on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas Day. The applicant will be required to comply with these regulations and any violation of this section will result in enforcement action, unless written permission is obtained from the Planning official.

115.95 Noise Standards. The City of Kirkland adopts by reference the Maximum Environmental Noise Levels established pursuant to the Noise Control Act of 1974, RCW 70.107. See Chapter 173-60 WAC. Any noise, which injures, endangers the comfort, repose, health or safety of persons, or in any way renders persons insecure in life, or in the use of property is a violation of this Code.

152.22.2 Public Notice Signs. Within seven (7) calendar days after the end of the 21-day period following the City's final decision on the permit, the applicant shall remove all public notice signs.

DEVELOPMENT STANDARDS

ZON26-00059



PUBLIC WORKS DEPARTMENT

Applicant shall pay traffic impact fees in the amount of \$47,334 for the addition of 100 student to the schools capacity per the Jan 1 2026 rates. No fire, parks or school impact fees are due (no addition to the building proposed).

Tony Leavitt

From: hgnobar@yahoo.com
Sent: Thursday, March 19, 2026 8:21 PM
To: Tony Leavitt
Subject: Public comments permit ZON26-00059 International Community School

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From:
Houman Nobar
6237 111th AVE NE
Kirkland WA 98033
(512) 825-6602
hgnobar@yahoo.com

Hello,

I am writing to provide my feedback on permit request ZON26-00059 from LWSD International Community School.

While I fully support the request to increase student enrollment without increasing the footprint of the school, I do have concerns with the traffic nuisance caused during drop-off and pick-up times. As you may know, the school offers very limited school bus service to students, which is resulting in significant impact to the neighborhood during drop-off and pick-up times which happen throughout the day since the Community School and international School have different schedules.

As part of this permit, the school district should be required to increase the number of buses and routes offered in order to accommodate the increased enrollment. School bus services should also be offered free of charge to the students to encourage increased usage. My understanding is that current school bus services are offered as a paid service and by lottery only, resulting in many students needing or electing to be dropped off and picked up by their parents.

Thank you,
Houman Nobar

Tony Leavitt

From: Elizabeth Brooks <elizabethbrooks39@yahoo.com>
Sent: Monday, March 23, 2026 8:06 AM
To: Tony Leavitt
Subject: ZON26-00059. Request for Neighborhood Meeting Regarding Expansion Concerns

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Hi Tim,

I hope you're doing well.

I'm reaching out to request a neighborhood meeting to discuss concerns related to the proposed expansion. Several of us in the area have noticed a significant increase in traffic already and we're becoming increasingly concerned about safety particularly at the nearby intersection, which feels more dangerous with the current volume of cars.

With the expansion, we anticipate these issues may worsen, and we would really appreciate the opportunity to come together as a community to better understand the plan, share our concerns, and explore potential solutions.

Would you be available to coordinate a time to meet with neighbors in the near future?

Thank you in advance for your time and consideration as we truly value open communication and want to ensure this is addressed thoughtfully and collaboratively.

Best regards,

Elizabeth Brooks

[Sent from Yahoo Mail for iPhone](#)

Tony Leavitt

From: Margaret Bull <bullseye7734@frontier.com>
Sent: Thursday, March 26, 2026 7:54 PM
To: Tony Leavitt
Subject: ics enrollment

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Hi,
Hi Tony,

I want to know more about the ICS enrollment expansion. Your name was posted on the notice sign by the school.

I lived in the neighborhood when ICS took over the Gordon Hauk school site. There was a strict transportation plan that the city and school district agreed on. I cannot see how you can keep that same plan if enrollment expands.

Students were supposed to be provided with school buses to get home to various points in the district or encouraged to ride bikes, walk, carpool or take Metro. (Unfortunately the district is short school bus drivers so adding more bus service is difficult.) Parents were told not to park in the neighborhood and generally parents have adhered to that policy. This is a safety issues especially with an elementary school on the same site. It is hard for residents to back out of driveways if their views of the street are blocked or to watch for young children crossing the street.

Last fall, I had trouble driving down 112th street to get home without driving into the opposing lane because of Community school or ICS lines of cars waiting to pick up students. Some parents didn't follow the correct traffic pattern and would wait at the stop sign trying to get into the ICS driveway rather than turning left or right. I had to drive around them which wasn't very safe. The first couple of years, neighbors had to be informed if a large gathering was planned at night that utilized all the street parking. (I know because I had to go around and pass out the fliers door-to-door.)

ICS is a small alternative school (by design) for the whole district and is entered by lottery. Therefore people often don't live within biking distance. (The city is very enthusiastic about bicycle transportation.) If enrollment is increased, the traffic issues and parking issues will be compounded. Many students don't take the bus because parents pick them up for afterschool activities such as music, sports, allergy shots, dental work or jobs. This is one of the main reason car-pools are unpopular. The city has a big focus on multistory housing and coffee shops but there are few places near schools that offer the types of after school activities I have mentioned. This is not an important focus for Kirkland.

One of the things that should be included in a transportation plan is to only allow seniors (and not juniors) to park on campus if space is available. One of the important aspects of ICS and Community School when founded was a requirement for parents to volunteer. I don't know if there is still a requirement, but if so, there needs to be adequate visitor parking to accommodate this so that parents are not parking on the street.

If increasing enrollment means a need for more teachers, than there needs to be a parking space for each teacher. The City of Kirkland is always moaning about the fact that there is no affordable housing in Kirkland for teachers. If this is true, then they have to commute from surrounding communities that are more affordable but may not have good transportation services. (Think Snohomish.) They may also need their cars to pick up their own children from daycare or school. It would be interesting to know what percentage of teachers and currently enrolled students never commute by car. If the current transportation plan is not working, we cannot expect a new plan for an increased enrollment to work either.

To reiterate, unlike a neighborhood school, an alternative school with a lottery draws students from many areas of Lake Washington School District. Meaning, there is not enough parking or adequate school or public transportation to get these students home in a timely manner or to expect them to bike or walk. As it is, there is a huge congestion problem at the end of the school day with a real challenge for drivers wanting to travel north from the school to go east or west on 68th. This is especially concerning since many of the drivers are new drivers, the sun from the west is often blinding in the afternoon, and the east side of 112th Ave. is without a sidewalk so students crossing are in danger as they dart across 112th to get to the bus. In addition, there is no flashing pedestrian lights at the crosswalk east of the bus stop on NE 68th Street. The traffic light at the entrance to 405 is not well synced to allow pedestrians to cross safely there. If Lakeview or Emerson schools get out at the same time as ICS the traffic on 68th gets backed up. Many years ago, when my son went to Kamiakin for the Quest program, the school district provided him with an Orca pass. I don't know if this option is currently available to students in alternative programs.

As a resident living in the Highland View neighborhood I strongly disagree with any plan to increase enrollment at International Community School.

Sincerely,
Margaret Bull

Tony Leavitt

From: Mike Watkins <mkwtkns@hotmail.com>
Sent: Tuesday, March 31, 2026 8:30 AM
To: Tony Leavitt
Subject: ZON26-00059

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Mike and Barb Watkins
6301 113th Ave NE
Kirkland WA 9033
mkwtkns@hotmail.com
permit # ZON26-00059

Tony,

We live just to the east of ICS and above their play field. We are probably affected the most by what happens at the school. While most activities do not impact us negatively, traffic is of major concern. Drop-off and pick-up times are a mess. 68th and adjoining streets are clogged at those times. Adding an additional 100 cars every day seems unreasonable unless some form of parking modification or the use of public transportation (i.e. school busses) can be implemented.

Mike and Barb Watkins

Tony Leavitt

From: Kristine Isaacson <kisaacson56@gmail.com>
Sent: Monday, March 30, 2026 7:53 AM
To: Tony Leavitt; iholzer@lwsd.org
Subject: ZON26-00059

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Leavitt,

I am writing to express my concerns regarding ZON26-00059 and the proposal to add 100 students to ICS. As a resident living just off the southwest corner of the school, I already witness significant traffic and safety issues twice a day.

I have three main concerns regarding this expansion:

1. Access to Neighborhoods: It is currently difficult, and sometimes impossible, to leave our neighborhood using 111th. The line of cars dropping off students in the morning frequently blocks an entire lane of traffic, making it unsafe for drivers to get through.
2. Speeding: Parents driving to and from the school often reach speeds of 35 miles per hour on 62nd St. This creates a dangerous environment for the children and seniors who live and walk in this neighborhood.
3. Traffic Mitigation: I believe the school needs to actively require carpools or bus transportation to significantly reduce the number of individual vehicles.

Adding 100 students represents a massive increase that could potentially add 100 more cars daily. This 20-25% increase is too large a request given the severity of the existing traffic issues.

I realize that ICS is a successful school model so maybe the District should consider a location for a second campus in an eastern location of the District. Start it now and let it grow!

Thank you for your time and for considering these concerns.

Kristine Isaacson
11001 NE 62nd St
Kirkland
kisaacson56@gmail.com

Best regards,

Kristine Isaacson

Tony Leavitt

From: Mike McGivern <mariners.fan2@comcast.net>
Sent: Wednesday, April 1, 2026 10:58 AM
To: Tony Leavitt
Subject: International Community School Proposed Enrollment Increase
Attachments: IMG_1848.jpeg

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Tony,

I can no longer find the link on the COK-City Council webpage to the proposed amendment to the ICS master plan related to increasing enrollment by 100 students. I'm unsure if the proposal has been rescinded?

I want to voice our strong opposition to the proposed increase in enrollment. We live one block west of the entry to ICS on NE 65th St. Currently enrolled students for ICS and the attached Community School is 500 students per the current LWSD website enrollment report. The vast majority of the students are driven to school via car with a driver. This creates a great amount of traffic congestion in the neighborhood twice per day at drop off and pickup. This congestion also affects the traffic on NE 68th Street from 108th Ave NE to 116th Ave NE at 405 acutely in the afternoon due to the off work traffic from Google, Western Pneumatic, Carillon Point and others attempting to access the freeway at NE 70th Place. Another close to 100 vehicles twice per day will exacerbate the situation causing and extending the current backups onto 108th and increase congestion in the neighborhood.

The Central Houghton Neighborhood plan addressed the congestion issue at 108th Ave NE:

Goal CH-1110: Maintain safe mobility along 108th Avenue NE as a major primary vehicle, transit, pedestrian and bicycle corridor through the neighborhood.

Policy CH-1110.1: The existing three-lane configuration for 108th Avenue NE should be monitored to determine appropriate measures to mitigate transportation impacts.

Traffic on 108th Avenue NE is often heavy, particularly during morning and evening commute periods. Congestion restricts local access to and from 108th Avenue NE and creates safety hazards and conflicts for bicyclists, transit riders, adjacent residents, and pedestrians, including children arriving at and leaving the schools. Future traffic levels should be monitored and appropriate measures should be considered to mitigate impacts.

Policy CH-1110.2: Enhance attractiveness usability, safety, and accessibility of 108th Avenue NE for all modes of transportation.

Additionally, there is the concern that if the proposed student population is allowed to increase, LWSD could propose to increase the school footprint with the stated reason of overcrowding.

Attached is a photo of a typical morning drop off through a front window, as you can imagine attempting to leave or arrive home at this time is challenging for anyone in the neighborhood.

Thank you for the opportunity to provide our input regarding the proposed increase of 100 students.

Mike and Jeannie McGivern



Tony Leavitt

From: ikes.kirkland@frontier.com
Sent: Wednesday, April 1, 2026 5:39 PM
To: Tony Leavitt
Subject: Fw: permit number ZON26-00059

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

From: ikes.kirkland@frontier.com <ikes.kirkland@frontier.com>
To: tleavitt@kirkland.gov <tleavitt@kirkland.gov>
Cc: iholzer@lwsd.org <iholzer@lwsd.org>
Sent: Wednesday, April 1, 2026 at 05:23:41 PM PDT
Subject: Re: permit number ZON26-00059

To: Mr. Tony Leavitt, Project Planner, Kirkland, WA

Re: ICS request to increase enrollment from 445 to 545 students

From: Stephen Isaacson
11001 NE 62 Street, Kirkland, WA 98033

I am objecting to the requested increase in enrollment of 100 students at ICS. Based on my experience witnessing the increased traffic and oftentimes reckless driving well in excess of the posted 25 MPH speed limit by ICS parents and students, this is a bad idea. The speed and sheer numbers of drivers from the school has affected the safety and quality of living in the neighborhood, on NE 62nd Street in Kirkland, especially during before and after school hours.

Pedestrian safety is a huge concern of those of us living in the blocks adjacent to the school. An increase in enrollment just adds exponentially to our concerns. One area I specifically want to mention involves 111th AVE NE between NE 60th and NE 62nd Street. Here pedestrians, especially children and older adults have no choice but walk on the street and dodge two way traffic. Adding more students will increase traffic in all directions of ICS.

Congestion from ICS traffic on NE 65th north of ICS, and along 111th, or 112th Ave NE affects all of the residents living next to ICS. Adding 100 more students is going to bring with it more congestion. Does the school district have any plans to mitigate this traffic? Where are the carpools?

These are my concerns.

Regards,

Stephen Isaacson

Tony Leavitt

From: Julie and Kevin Cedergreen <info@cedergreencellars.com>
Sent: Wednesday, April 1, 2026 5:01 PM
To: Tony Leavitt
Cc: <INFO@cedergreencellars.com>
Subject: International Community School Master Plan Amendment ZON26-00059

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Name: Julie Baker and Kevin Cedergreen
11315 NE 65th St, Kirkland, WA 98033
info@cedergreencellars.com
Written comments for permit number ZON26-0059

The current traffic around the International Community School at school start and stop times is already dangerous. Cars don't stop at the stop signs, or observe traffic laws. The lineup of waiting cars around the school obstructs traffic and adds to the danger of the moving cars. When I walk past the school during these times, I fear that I will be hit - and there are lots of kids walking and having to deal with this danger. Adding another 25% to the existing car traffic will make the situation untenable. I suggest adding a city of Kirkland traffic control officer/policeman to the school entrance and exit locations to attain a nominal amount of safety.

We have lived in this neighborhood for 30 years and the level of disregard for the traffic rules around the school has grown immensely. We follow the posted speed limits and traffic rules and still have to slam on our breaks several times a day when someone blows through stop signs and ignores rules of the road. We try to avoid the school during these times, but sometimes we can't. Please consider a marshaling point off campus where parents can drop their kids off and they can be bused in with much less traffic through the residential neighborhood. Or...a police officer 5 days per week.

Thank you.

Julie Baker and Kevin Cedergreen
11315 NE 65th St
Kirkland, WA 98033
info@cedergreencellars.com
425-533-4172

Tony Leavitt

From: jsn777@juno.com
Sent: Sunday, April 5, 2026 1:05 PM
To: Tony Leavitt

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Hi Tony,
Jeff Nouwens PO Box 398 Kirkland, WA 98083 jsn777@juno.com

Regarding the ICS application under permit number ZON26-00059. The agreement in place with the neighborhood put a limit on the number of students that could be enrolled at the ICS I think. It would be nice to see what that agreement states.

As far as adding 100 more students and a 100 more cars for drop off and pick up wouldn't be possible. The number of cars that currently come to the school for drop off and pick up has been extremely difficult for anyone trying to use NE 65th St at these drop off and pick up times.

I would assume traffic counts of the present traffic in and out of the ICS have been done. And a video cam the of the traffic going in and out of the school would need to be done as well on the corner of NE 65th St and 112th Ave NE and on the corner of NE 65th St and 111th Ave NE as well showing present line up of cars in waiting to pick up in the afternoon. Maybe the ICS School could redesign the exit of traffic flow onto NE 62nd street to accommodate the present traffic flow that exist today to accommodate all pick up traffic on site, instead clogging up the streets. So in summary a lot of issues need to be addressed with the present-day problems. The neighborhood has put up with many issues over the years and the School District has ignored pretty much all of them. Including the fact that cars exiting the school don't have to stop at the STOP sign.

Best Regards,
Jeff Nouwens

Tony Leavitt

From: C Miller <cm.kirkland503@gmail.com>
Sent: Sunday, April 5, 2026 10:20 AM
To: Tony Leavitt
Subject: UPDATED LETTER: Public comment/International Community School Master Plan Amendment ZON26-00059

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Mr. Leavitt,

Unfortunately after I sent the letter regarding the master plan amendment, I realized there were several mistakes about driving directions. Attached please accept this updated letter. The mistakes are shown with strike through notations followed by the corrections (three in all). Please forgive the errors.

Chris Miller

On Apr 4, 2026, at 12:27 PM, C Miller <cm.kirkland503@gmail.com> wrote:

Tony Leavitt
Project Planner
City of Kirkland Planning & Building Department
123 Fifth Avenue
Kirkland, WA 98033

Re: Permit number ZON26-00059

Dear Mr. Leavitt,

It is commendable that the Lake Washington School District has such a highly respected magnet school as the International Community School and that additional students will soon have an opportunity to attend the school. My husband and I appreciate quality education and are proud to have the school in our neighborhood.

The word community in the name of the school may refer to the close bonds that the school creates between staff, students and parents. We hope that the school district and the Kirkland Planning Department also consider that the word community encompasses the neighborhood surrounding the school. We are impacted by school-related traffic from September to June for 180 days a year. We live northeast of the school and drive NE 65th Street regularly to turn on 112th Avenue NE to get to freeway access off of NE 68th Street or to continue ~~east~~ west to drive by the lower ICS parking lot to make our way to 108th Avenue NE. Often we find traffic leaving the ICS parking lot at the intersection of NE 65th St. and 112th Ave. will fail to stop or yield to traffic. Over the years there have been several incidents when our car has nearly been broadsided by someone leaving the school's parking lot without stopping. We consider that intersection unsafe and try to avoid it as

much as possible during school hours.

Another issue about traffic from the school in the mornings and afternoons is that 112th Avenue NE will be blocked by vehicles trying to get onto or off of NE 68th Street. Parking is allowed on 112th Avenue on both sides and traffic getting off NE 68th to travel ~~north~~ south, or in line on 112th NE going ~~south~~ north, often has to narrow down to one lane. Traffic comes to a standstill for a long time until a kind driver on NE 68th, which is often backed up as well in the mornings and afternoons, allows a car to leave 112th NE. We have seen impatient drivers force their way into traffic in all directions creating dangerous and angry situations.

We appreciate the ways that the city and the school district have tried in the past to make the traffic flow safer around ICS but the signs and road striping are often ignored. We hope that while considering the 100 new students that will be enrolled in the school, new traffic flow mitigations will be implemented. All of the drivers in this area will be extremely grateful for your solution to this irritating and often unsafe situation.

Respectfully,

Chris and Mike Miller
6505 114th Avenue NE
Kirkland, WA 98033
E-mail: cm.kirkland503@gmail.com

Tony Leavitt

From: Karlyn Huddy <karlynhuddy@gmail.com>
Sent: Saturday, April 4, 2026 10:38 AM
To: Tony Leavitt
Subject: Public comment and safety concerns for ZON26-00059.

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Good morning

I'm writing in regards to proposed ZON26-00059. As a neighbor, I have significant concerns regarding the safety of increasing enrollment to international school. As it stands at the current enrollment, there continue to be unsafe traffic conditions with extensive guardian pick up and drop off during the day. As a neighbor, I hear horns daily of cars not appropriately yielding. There have been frequent near collisions I have witnessed both with vehicles and pedestrians.

Prior to any increased enrollment of the school, action needs to be taken to address the intersection and ways to improve our community safety at its current capacity. This is an area where there are many families enrolled in local Lake Washington schools walk and drive to and from school every day.

There are many neighbors who continue to share this ongoing concern, which has yet to be adequately addressed for the decade that I have lived in this neighborhood.

Thank you for your consideration.

Karlyn Huddy
6500 113th Ave. NE.
Kirkland , Washington 9033

Tony Leavitt

From: Caroline Amundsen <skweeg@gascan.com>
Sent: Friday, April 3, 2026 12:04 PM
To: Tony Leavitt
Subject: Re Permit # ZON26-00059 International School Adding 100 students

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To: Tony Leavitt:
From: Caroline Amundsen
Address: 6503 114th Ave NE , Kirkland
Email: skweeg@ gascan.com

I am writing in relation to the application and request for adding 100 new students to the International School in Houghton.

Permit # ZON26-00059

1. The traffic in the neighborhood is already significantly impacted and congested during student arrival and pickup. All traffic comes through NE 68th St. to get to the school or to leave the school. Traffic is backed up to the freeway all the way down to the intersection of Houghton at NE 68th ST and 108th AVE NE at the light and beyond as well as NE 6th ST. Anyone living above the International School has difficulty having any easy access to their home . To leave my neighborhood or get to my neighborhood involves long lines of traffic.
2. The intersection is also significantly impacted by the Google campus on 6th ST. S., with traffic and buses going to and from the campus in the morning and afternoon.
3. I would assume that a traffic study will be completed before any decisions are made to move forward with this permit.
4. I believe adding 100 more students to the International School (these are typically students from outside of the local school boundary of the International School and that will require independent transportation to the school) would highly impact the neighborhood and surrounding community.

Respectfully,
Caroline Amundsen

Tony Leavitt

From: amber bowers <amberbowers299@hotmail.com>
Sent: Friday, April 3, 2026 11:05 AM
To: Tony Leavitt
Subject: ICS Permit ZON26-00059

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Dear Mr. Leavitt,

I am writing to oppose the proposal to increase the number of students at ICS. I live very close to the school (6504 114th Ave NE) and am constantly concerned about the intersection on 65th Street. I have personally witnessed two accidents there caused by drivers exiting the school at the stop sign where many parents disregard the stop sign altogether. An additional 100 students will only exacerbate this significant problem. Also, in the afternoons the parents block 65th street waiting for their children in the pick up line. They block the road and at times make it virtually impossible to pass the as there are parents waiting on both sides of the street. I was nearly involved in an accident as there was another car driving down 65th while I was driving up. This would never have happened if ICS parents weren't blocking both sides of 65th. If this proposal is approved, I fear that we will pose an even greater danger to the public and the students of ICS.

Kind Regards,
Amber Bowers

Tony Leavitt

From: Roycee Hasuko <rhasuko@gmail.com>
Sent: Monday, April 6, 2026 3:22 PM
To: Tony Leavitt
Subject: Public comment re: permit number ZON26-00059

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Greetings Tony:

I am writing to provide public comment on permit number ZON26-00059.

My name is Roycee Hasuko and my address is 6500 114th Ave NE, Kirkland, WA 98033. I reside in the Houghton neighborhood, right above the International School.

I support planned, thoughtful expansion of the International School and/or increased numbers of students there. *However*, I oppose this permit application as submitted.

There are numerous, daily **traffic problems with the current number of students that continue to go unmitigated. Despite instructions on existing traffic signage at/near the school there are near accidents**-many drivers stop and drop off their children at stop signs and/or disregard traffic regulations in multiple ways (e.g., illegal u-turns; making unexpected stops in the nearby intersections).

Based on the current proposal, particularly with no proposed infrastructure/traffic mitigations to accomodate more human and vehicle traffic at the current campus, I oppose the permit application. If traffic mitigation (i.e., police officers to control traffic and cite violators) and other measures are added, I would happily reconsider my current position.

Thank you for your work on this permit. Please do not hesitate to follow up should more information be required. (Email works or my phone number is 415-654-3804).

/Roycee Hasuko

Tony Leavitt

From: Shannon Ressler <shannonressler@hotmail.com>
Sent: Thursday, April 9, 2026 10:48 AM
To: Tony Leavitt
Subject: Permit # ZON26-00059

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Good Morning Mr. Leavitt,

I am writing to provide some feedback on the master plan amendment (ZON26-00059) at the International Community School. I live on the block to the East of the school and I do have two middle school aged children in the school district (and could stand to benefit if this passes as my son is on a waiting list to attend ICS). My concern is around the traffic patterns and general influx in activity around the school start / end times (although mostly around the start times). There is a lack of traffic rule adherence (and enforcement) by those dropping off / picking up at the school. Specifically at the stop sign coming out of the parking lot at NE 65th St. Many of the drivers do not stop and yield to traffic going strait on 65th or turning into the neighborhood from 112th and I have witnessed and been part of many near misses. I sat out on the morning of 3/31 to observe and 2 of the 3 cars traveling down 65th and going strait through the intersection were almost hit by cars coming from ICS. Just one small example. (I have this recorded if interested). In addition to morning commute traffic, this area has a lot of kid pedestrians headed down to Lakeview (there is no elementary bussing in this neighborhood) and use this intersection.

In general, I understand the need to increase enrollment at the school and would be in favor of it but the city needs to address the glaring traffic issue, especially in light of adding 100 more cars to the problem.

One suggestion would be to put a flashing light and/or sign "Cross traffic does not stop" coming out of the ICS parking lot. Also what about bussing from other high schools? Other choice schools offer bussing for students coming from out of the area. Re-routing the exit traffic to the back of the school? (Part of the problem is that there is traffic queued up to come into the lot and visibility is low for those coming out of the lot.) Traffic ticketing? Traffic control person?

Thanks for your consideration!

Shannon Ressler
6405 113th Ave NE, Kirkland, 98033
shannonressler@hotmail.com

Tony Leavitt

From: Pamela <pamelitalaree@gmail.com>
Sent: Monday, April 20, 2026 2:54 PM
To: Tony Leavitt
Cc: Luis J Ordonez
Subject: Feedback regarding Permit Application for Student Enrollment Increase Permit # ZON26-00059

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Dear City of Kirkland,

I hope this message finds you well.

I am writing to you as a long-term resident of the neighborhood directly adjacent to International Community School. Having lived right across the street from the school's main entrance for over ten years, I have seen firsthand the positive role the school plays in our community. However, I am writing to formally express my concerns regarding the current permit application to increase the number of student enrollments.

At present, traffic congestion during school drop-off and pick-up hours is quite significant. As a direct neighbor, I frequently encounter difficulties entering and exiting my own driveway during these peak times. I am concerned that a further increase in the student population, without corresponding mitigation efforts, will exacerbate these challenges for the residents who are most directly impacted by the school's daily operations.

When I moved to this location over a decade ago, I was hopeful that my children would one day have the opportunity to attend this school. I understood that living in such close proximity would involve certain inconveniences, which I have been willing to accept as a member of this community. It was, however, disappointing to learn that the current lottery system does not account for residential proximity, meaning those of us bearing the most direct impact of the school's presence may not have the opportunity for our children to attend.

In light of the proposed enrollment increase, I respectfully request that the school consider implementing a guaranteed placement or a "neighborhood preference" category for families residing in the immediately impacted area. Providing local families with prioritized access would serve as a meaningful way to acknowledge and alleviate the impact of the school's expansion on its closest neighbors.

Thank you for your time and for considering this request. I would welcome the opportunity to discuss this further or to provide more detail on the current traffic conditions from a resident's perspective.

Sincerely,

Pamela Laree-Ordonez 6514 112th Ave NE Kirkland, WA 98033 (978) 943-2578.

Tony Leavitt

From: Karen A <airsong1@aol.com>
Sent: Friday, April 10, 2026 5:00 PM
To: Tony Leavitt
Subject: International Community School #ZON26-00059

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Tony Leavitt,

April 10, 2026

Project Planner

Regarding:

International Community School Master Plan Amendment

permit #ZON260059

I am adamantly opposed to increasing the maximum enrollment allowed for the International School for the following reasons:

- 1- Twice a day during the active school year NE 65th Street, 110th Ave NE, and 112th Ave NE are almost impassable due to the cars lined up on the street to deliver/retrieve their students.
- 2- The cars illegally park right up to the stop signs.
- 3- Often cars totally disregard the stop sign as they leave the school, pulling out in front of local cars. Someday there is going to be a terrible accident with fatalities!
- 4- Police and parent volunteers have had no evident effect in correcting this problem.

Possible solutions I suggest:

- 1- Create a drive for cars on the school's property where the "self-sustaining" weeds are next to the sidewalk to accommodate the waiting cars.

- 2- Create a drive for cars on the school's property in the "recreation field" which appears to be used more by the neighborhood dogs than the students. (They are probably in the field in an organized activity about 10 times throughout the school year.)

Unless this ridiculous traffic situation can be resolved, it would be unacceptable to add more cars to accommodate another 100 students.

Thank you.

Karen Anderson

11214 NE 63rd St

Kirkland, WA 98033

[Sent from AOL on Android](#)

Tony Leavitt

From: jill.shriver@comcast.net
Sent: Wednesday, May 27, 2026 8:11 PM
To: Tony Leavitt
Subject: PUBLIC COMMENT ON CASE NUMBER ZON26-59

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PUBLIC COMMENT REGARDING ZONING APPLICATION ZON26-00059: INCREASING THE MAXIMUM ALLOWED ENROLLMENT FROM 445 TO 545

As a 25-year resident of Houghton, living just three blocks from LWSD's International Community School (ICS), I am opposed to the proposed increase in enrollment at the school on the basis of my very serious traffic and public safety concerns. The current traffic around the ICS campus is already awful; 100 more students would only increase the congestion, frustration, and public safety issues in nearby neighborhoods.

If I need to leave my home to travel north or east during peak hours, I have to navigate every one of the six intersections covered in the *International Community School Additional Student Capacity, Updated Traffic Impact Analysis, dated October 1, 2025*. My first-hand experience zigzagging around the school is presented here for your consideration:

N.E. 68th

This major arterial in and out of Houghton is a constant source of frustration with traffic backed up several times a day. During afternoon dismissals at Lakeview Elementary and ICS, 68th eastbound is solid cars from the elementary school to 116th Ave NE. If there is construction or road closures on I-405 or 85th, I simply can forget about going anywhere. This bottleneck is a public safety issue that the City of Kirkland has not addressed. And I also note that the Traffic Study did not include the three intersections at 68th and 110th, 111th or 112th. If these intersections had been included, I am certain that they would all be given an Intersection LOS rating of F.

N.E. 65th

The queueing on 65th, also not included in the Traffic Study, is significant. I have seen cars lined up from 110th to the 112th entrance to the school.

N.E. 65th and 111th

There's a lot of pressure at this intersection, with cars continually wrapped around this corner traveling north on 111th, turning east and merging with the traffic queued on 65th, all trying to get to the ICS parking lot entrance at 112th.

N.E. 62nd

Even though parents are asked not to pick up their students on this street, as pressure builds at the other access points, cars are continually using this street as an alternative. Who can blame them!

Through Traffic

Trying to drive through the school zone during peak hours requires a lot of difficult navigation around parked and queued cars. The scenario: cars picking up students are queued southbound on 112th at the same time cars are attempting to leave the parking lot to go northbound on 112th or east or west on 65th. With parked cars on one or both sides of the street, this results in non-school-related through traffic having to weave in and out of **the one remaining lane (or less) while driving to and from our nearby neighborhoods**. This scenario also occurs on 65th between both 111th and 112th.

Public Safety

The congestion surrounding ICS should be considered a public safety issue. We have been lucky, but should the need arise for Emergency Services to reach someone in the neighborhoods surrounding ICS during peak hours, catastrophe is the likely outcome.

Recommended Mitigation

I believe that these mitigation tactics should be considered **even if the proposed increase in student population is denied**:

- Increase busing to and from the school.
- Move the drop-off location in the upper parking lot deeper onto school grounds
- Complete another traffic study and include the omitted issues noted above:
 - The intersections at 68th and 110th, 111th, and 112th
 - Queueing on 65th from 110th to 112th
 - Queueing on 111th
- Limit parking to one side of the street (or prohibit parking) from 65th to 68th from both 111th and 112th
- Prohibit parking on 65th from 110th to 112th

In Summary

As a long-time resident of a neighborhood in close proximity to ICS who experiences repeated frustration and public safety concerns with the school's traffic congestion during peak hours, I oppose any increase in the school's population at this time. I ask instead that the City and LWSD act to address the current situation using the mitigation recommendations herein and others as determined by additional traffic studies.

Sincerely,

Jill Shriver

11308 NE 61st Place

Kirkland, WA

425 770 5459

May 26, 2026

Tony Levit, Senior Planner
City of Kirkland Planning and Building Department

RE: International Community School Master Plan Amendment, ZON26-00059
Zoning Submittal Comments & LWSD Response Summary

Lake Washington School District (LWSD) has received several comments from neighbors regarding the International Community School (ICS) request to increase the maximum allowed enrollment from 445 to 545 students. The purpose of this letter is to summarize all the received comments and LWSD responses.

1. **Public Comment:** LWSD received several comments regarding our enrollment process to choice schools.

LWSD Response: *The requirements for choice school selection do not include a factor for the proximity to the school location. Application to LWSD Choice Schools is free of eligibility requirements other than student district residency. Current student grade level and district residency are verified for each applicant. No other student identifying information is gathered or used for the lottery.*

The lottery is conducted centrally using a computer-based random number sequence generating tool. The process is conducted by the Assistant Superintendent of School Support Services and witnessed in person by no less than two additional district administrators. A lottery is conducted for each Choice School/Program. Each applicant is assigned a random lottery number using the sequence generating tool. Following the lottery, the lists go to each Choice School, parents are notified, and the Choice Schools begin making offers based on the number of spaces available. If students decline placement, the school moves to the next student on the waitlist. Once a student accepts placement in a Choice School, they are immediately removed from any other wait lists they may be on. Students on the waitlist do not need to re-apply, they carry their waitlist number forward each year.

2. **Public Comment:** Bussing & Public Transportation

LWSD received several comments regarding bussing options for ICS students.

LWSD Response: *The district supports sustainable transportation by providing yellow bus shuttle services and encouraging students to carpool, bike, or walk. Additionally, all students are eligible to ride King County Metro buses at no cost. Students without a free ORCA card or*

student ID may still board buses, as transit agencies have confirmed that youth can ride without concern. Neighboring Lake Washington High School students are primarily served by King County Metro bus service routes.

3. Public Comment: Traffic Concerns

LWSD received several comments regarding traffic impacts in the area.

LWSD Response: The District employed a traffic consultant to study the impacts of the project to the site and a traffic study and parking assessment was completed for the potential additional students enrollment at ICS:

Approval of the International Community School and Community Elementary School Campus Master Plan in 2012 required conditions of approval related to traffic and parking which included implementation of a Transportation Management Plan (TMP) and Parking Management Plan (PMP) that was adopted in 2012 and updated as part of the current proposal to add student enrollment. The adopted TMP/PMP outlines policies related to parking, drop-off/pick-up procedures and bell schedules, and transit passes that must be implemented. The TMP/PMP also includes monitoring and survey requirements that must be reported back to the City of Kirkland to ensure that the goals of the TMP/PMP are being met.

Additionally, as part of the proposal to add student enrollment to ICS, the school is proposing changes to the on-site circulation as well as at the intersection of NE 65th St and 112th Ave NE to improve traffic flow and safety at the main ICS access. Any changes to the NE 65th St/112th Ave NE intersection or NE 65th Street will require approval by the City of Kirkland.

4. Public Comment: Speeding

LWSD received a few comments regarding vehicular speed on public roadways.

LWSD Response: Community concerns related to vehicles speeding on neighborhood streets should be reported to the City of Kirkland via their Neighborhood Traffic Control program.

The District appreciates all the comments received on this project and it's collaboration with the community.

Sincerely,

A handwritten signature in blue ink, appearing to read "Brian Buck", with a stylized flourish at the end.

Brian Buck

Executive Director, Support Services

SEPA Addendum

International Community School (ICS) and Community Elementary School (CES) Campus
Master Plan Amendment related to Enrollment Cap
File No: SEPA 201101000

A. Background:

In March 2012 the City of Kirkland approved the Master Plan for the Lake Washington School District's International Community School (ICS) and Community Elementary School (CES) (File No.: ZON11-00023). The Master Plan permitted building a new school to house both ICS and CES, including demolition of the then-existing building and associated site developments (the "Project"). A condition of the Master Plan limited student enrollment to 515 students for ICS and 70 students for CES.

The Lake Washington School District seeks a Master Plan Amendment – Zoning Permit Process IIB to permit an additional 100 students at the Project as constructed. The existing building and site were designed and constructed to accommodate the increased enrollment. No other Project modifications or amendments are requested.

B. Existing Environmental Review and Purpose of the SEPA Addendum:

On March 4, 2011, the Lake Washington School District, acting as lead agency under the State Environmental Policy Act, issued a Determination of Nonsignificance ("DNS") regarding the Project, based on the responsible official's review and analysis of the SEPA Checklist (dated March 2, 2011) and other Project documents on file with the District. Together, the March 2, 2011 Checklist and March 4, 2011 DNS are referred to as the "2011 SEPA Documents".

The 2011 SEPA Documents adequately document the environmental impacts associated with the Project and this proposed amendment. This SEPA Addendum is issued to disclose (1) the proposed Process IIB application before the City of Kirkland to amend the enrollment cap in the Master Plan to permit enrollment of an additional 100 students at the existing Project; and (2) supporting information and analysis related to that amendment. A supplemental SEPA Checklist, dated January 9, 2026, is provided to identify the proposed timing of permitting and occupancy (Section A(6)); additional environmental information prepared for the Master Plan amendment, including (i) an October 1, 2025 Traffic Impact Analysis and (ii) an October 3, 2025 Parking Assessment and Traffic Management Plan/Parking Management (Section A(8)); the specific approval needed for the Master Plan amendment (Section A(10)); information regarding the proposed increased enrollment (Sections A(11) and B(8(i))); and additional information specific to trip generation and related

mitigation measures (Sections B14(e) and (g)). This new information and the Master Plan amendment do not result in any new significant adverse impacts.

An addendum is appropriate to add analysis and information regarding the proposal that does not change the analysis of significant impacts and alternatives in the existing environmental document (WAC 197-11-600(4)(c), -706).

C. Comment Period

No comment period is required for this Addendum.

D. Attachments

- a. 2011 SEPA Documents and Supplemental SEPA Checklist dated January 9, 2026 (SEPA File No: 201101000)
- b. Traffic Impact Analysis dated October 1, 2025
- c. Parking Assessment and Traffic Management Plan/Parking Management plan dated October 3, 2025

Date of Addendum:

Responsible Official:



Brian Buck
Executive Director Support Services
Lake Washington School District

SEPA¹ Environmental Checklist

Purpose of checklist

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization, or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. **You may use “not applicable” or “does not apply” only when you can explain why it does not apply and not when the answer is unknown.** You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to **all parts of your proposal**, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for lead agencies

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B, plus the Supplemental Sheet for Nonproject Actions (Part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in “Part B: Environmental Elements” that do not contribute meaningfully to the analysis of the proposal.

¹ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/Checklist-guidance>

A. Background

[Find help answering background questions²](https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-A-Background)

1. Name of proposed project, if applicable:

International Community School (ICS) and Explorer Community School (ECS) Campus
Remove Enrollment Cap / Additional Student Capacity

2. Name of applicant:

Lake Washington School District No. 414

3. Address and phone number of applicant and contact person:

15212 NE 95th Street
Redmond WA, 98052

4. Date checklist prepared:

January 09, 2026

5. Agency requesting checklist:

City of Kirkland

6. Proposed timing of schedule (including phasing, if applicable):

Permitting in Winter/Spring 2026
Occupancy in August 2026

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

Currently there are no plans for future additions, expansions, or further activity related to or connected with this proposal.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

March 4, 2011 Determination of Nonsignificance for the International Community School and Community Elementary School Master Plan, with March 2, 2011 SEPA Checklist (SEPA 201101000)

Traffic Impact Analysis prepared by TenW dated October 1, 2025

Parking Assessment prepared by TenW dated October 3, 2025

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

No.

10. List any government approvals or permits that will be needed for your proposal, if known.

Master Plan Amendment, City of Kirkland Process IIB application.

² <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-A-Background>

- 11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)**

The 2012 Master Plan for the ICS/CES campus caps enrollment at 515 students. The proposal seeks to amend the Master Plan to increase entitlement by a 100 students. The school and site were built to accommodate a capacity of approximately 600 students.

- 12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.**

The site is located at 11133 NE 65TH Street, Kirkland, WA 98033. The site is bounded on the north by NE 65th Street, on the West by 111th Avenue NE and on the South by NE 62nd Street.

B.Environmental Elements

1. Earth

[Find help answering earth questions³](#)

- a. General description of the site:**

Circle or highlight one: Flat, rolling, hilly, steep slopes, mountainous, other:

- b. What is the steepest slope on the site (approximate percent slope)?**

None – developed site with building and parking lots.

- c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them, and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.**

Not applicable - proposal does not include any site disturbance.

- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.**

³ <https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-earth>

Not applicable - proposal does not include any site disturbance.

- e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.**

Not applicable - proposal does not include any site disturbance.

- f. Could erosion occur because of clearing, construction, or use? If so, generally describe.**

Not applicable - proposal does not include any site disturbance or construction.

- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?**

The current impervious area is about 45%. The proposal does not include any change to existing impervious areas.

- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any.**

Not applicable - proposal does not include any site disturbance or construction.

2. Air

[Find help answering air questions⁴](#)

What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

Not applicable – the proposal does not involve construction.

- a. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.**

None that would impact this proposal.

- b. Proposed measures to reduce or control emissions or other impacts to air, if any:**

None proposed, as this proposal will not alter current site operations.

⁴ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-Air>

3. Water

[Find help answering water questions⁵](#)

a. Surface:

[Find help answering surface water questions⁶](#)

1. **Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.**

None known.

2. **Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.**

Not applicable.

3. **Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.**

Not applicable

4. **Will the proposal require surface water withdrawals or diversions? Give a general description, purpose, and approximate quantities if known.**

No.

5. **Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.**

No.

6. **Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.**

No.

b. Ground:

[Find help answering ground water questions⁷](#)

1. **Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give a general description, purpose, and approximate quantities if known. No.**

⁵ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water>

⁶ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water/Environmental-elements-Surface-water>

⁷ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water/Environmental-elements-Groundwater>

2. Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (domestic sewage; industrial, containing the following chemicals...; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

Not applicable.

c. Water Runoff (including stormwater):

1. Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Not applicable – no impervious services are being added and/or changes are being proposed to the existing stormwater system.

2. Could waste materials enter ground or surface waters? If so, generally describe.

Not applicable – no impervious services are being added and/or changes are being proposed to the existing stormwater system.

3. Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

No.

c. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

Not applicable – no impervious services are being added and/or changes are being proposed to the existing stormwater system.

4. Plants

[Find help answering plants questions](#)

a. Check the types of vegetation found on the site:

- ☒ deciduous tree: alder, maple, aspen, other
- ☒ evergreen tree: fir, cedar, pine, other
- ☒ shrubs
- ☒ grass
- ☐ pasture
- ☐ crop or grain
- ☐ orchards, vineyards, or other permanent crops.
- ☐ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other

☐ **water plants: water lily, eelgrass, milfoil, other**

☐ **other types of vegetation**

b. What kind and amount of vegetation will be removed or altered?

None – this proposal does not include any site disturbance, demolition and/or construction activities.

c. List threatened and endangered species known to be on or near the site.

None.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any.

No changes are being proposed to the existing landscaping on the site.

e. List all noxious weeds and invasive species known to be on or near the site.

None that the applicant is aware of.

5. Animals

[Find help answering animal questions⁸](#)

a. List any birds and other animals that have been observed on or near the site or are known to be on or near the site.

Examples include:

- **Birds:** hawk, heron, eagle, songbirds, other:
- **Mammals:** deer, bear, elk, beaver, other: raccoon, squirrel, chipmunk, possum
- **Fish:** bass, salmon, trout, herring, shellfish, other:

b. List any threatened and endangered species known to be on or near the site.

None.

c. Is the site part of a migration route? If so, explain.

Pacific Flyway.

d. Proposed measures to preserve or enhance wildlife, if any.

Not applicable – this proposal does not include any site disturbance, demolition and/or construction activities.

e. List any invasive animal species known to be on or near the site.

None.

⁸ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-5-Animals>

6. Energy and natural resources

[Find help answering energy and natural resource questions⁹](#)

- a. **What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.**

Not applicable – this proposal does not include any site disturbance, demolition and/or construction activities.

- b. **Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.**

No.

- c. **What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any.**

Not applicable – this proposal does not include any site disturbance, demolition and/or construction activities

7. Environmental health

[Health Find help with answering environmental health questions¹⁰](#)

- a. **Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur because of this proposal? If so, describe.**

There are no environmental risks associated with this proposal.

1. **Describe any known or possible contamination at the site from present or past uses.**

None known at this time.

2. **Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.**

None.

3. **Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.**

None.

4. **Describe special emergency services that might be required.**

None.

⁹ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-6-Energy-natural-resou>

¹⁰ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-7-Environmental-health>

5. Proposed measures to reduce or control environmental health hazards, if any.

None.

b. Noise

1. What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

None.

2. What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site)?

No significant noise impacts are anticipated because of this proposal.

3. Proposed measures to reduce or control noise impacts, if any:

Nonapplicable. No significant noise impacts are anticipated as a result of the proposal.

8. Land and shoreline use

[Find help answering land and shoreline use questions](#)¹¹

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

The current use of the site is for LWSD Educational program and there is no proposed change in use. Adjacent properties are residential. The proposal is not expected to affect land uses nearby or on adjacent properties.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses because of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

No.

1. Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how?

No.

c. Describe any structures on the site.

The site includes a multi-level, approximately 64,000 SQFT school building.

d. Will any structures be demolished? If so, what?

No, there will be no demolition associated with this proposal.

¹¹ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-8-Land-shoreline-use>

- e. **What is the current zoning classification of the site?**
RS 8.5.
- f. **What is the current comprehensive plan designation of the site?**
Low Density Residential
- g. **If applicable, what is the current shoreline master program designation of the site?**
Not applicable.
- h. **Has any part of the site been classified as a critical area by the city or county? If so, specify.**
No.
- i. **Approximately how many people would reside or work in the completed project?**
Student enrollment at ICS would be about 545; student enrollment at CES would be about 70. Approximately 40 staff members will be on-site.
- j. **Approximately how many people would the completed project displace?**
None.
- k. **Proposed measures to avoid or reduce displacement impacts, if any.**
Not applicable; the proposal will not have any displacement impacts.
- l. **Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any.**
Not applicable.
- m. **Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:**
Not applicable.

9. Housing

[Find help answering housing questions](https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-9-Housing)¹²

- a. **Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.**
Not applicable.
- b. **Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.**
Not applicable.
- c. **Proposed measures to reduce or control housing impacts, if any:** Not applicable.

¹² <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-9-Housing>

10. Aesthetics

[Find help answering aesthetics questions](#)¹³

- a. **What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?**

Not applicable as no new structures are proposed.

- b. **What views in the immediate vicinity would be altered or obstructed?**

Not applicable.

- c. **Proposed measures to reduce or control aesthetic impacts, if any:**

Not applicable.

11. Light and glare

[Find help answering light and glare questions](#)¹⁴

- a. **What type of light or glare will the proposal produce? What time of day would it mainly occur?**

Not applicable.

- b. **Could light or glare from the finished project be a safety hazard or interfere with views?**

Not applicable.

- c. **What existing off-site sources of light or glare may affect your proposal?**

Not applicable.

- d. **Proposed measures to reduce or control light and glare impacts, if any:**

Not applicable.

12. Recreation

[Find help answering recreation questions](#)

- a. **What designated and informal recreational opportunities are in the immediate vicinity?**

Recreational activities include a lyceum and playground associated with the school building.

- b. **Would the proposed project displace any existing recreational uses? If so, describe**

No.

¹³ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-10-Aesthetics>

¹⁴ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-11-Light-glare>

- c. **Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:**

Not applicable.

13. Historic and cultural preservation

[Find help answering historic and cultural preservation questions](#)¹⁵

- a. **Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.**

No.

- b. **Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.**

None known.

- c. **Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.**

Not applicable.

- d. **Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.**

Not applicable.

14. Transportation

[Find help with answering transportation questions](#)¹⁶

- a. **Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.**

The primary public streets serving the site are NE 65th Street and 111th Ave NE. Access to/from the school is expected to be consistent with existing conditions which includes access provided via one driveway on NE 65th Street and two driveways on 111th Ave NE.

- b. **Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?**

¹⁵ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-13-Historic-cultural-p>

¹⁶ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-14-Transportation>

King County Metro provides public transit service in the proposal vicinity on 108th Ave NE and NE 68th Street. The nearest transit stops are located on NE 68th Street at approximately 110th Ave NE and 112th Ave NE and provide service to route 245.

- c. **Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle, or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).**

No, the proposal will not require any improvements to existing public or private transportation facilities.

- d. **Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.**

No.

- e. **How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?**

The proposal would generate 329 weekday vehicular trips (165 in, 164 out). Peak volumes would occur from 7 to 9 AM and from 2 to 4 PM. Trucks would consist of less than 3% of the total weekday daily vehicular trips.

The trip generation estimates are based on an existing trip rate study conducted at the existing school in March 2025.

- f. **Will the proposal interfere with, affect, or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.**

No.

- g. **Proposed measures to reduce or control transportation impacts, if any:**

The applicant may be required to pay transportation impact fees to the City of Kirkland.

15. Public services

[Find help answering public service questions¹⁷](https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-15-public-services)

- a. **Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.**

No.

- b. **Proposed measures to reduce or control direct impacts on public services, if any.**

Not applicable.

¹⁷ <https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-15-public-services>

16. Utilities

[Find help answering utilities questions¹⁸](#)

- a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other:
- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

No changes to existing facilities are proposed as a part of this proposal.

C. Signature

[Find help about who should sign¹⁹](#)

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

X Laura DeGooyer

Type name of signee: Laura DeGooyer

Position and agency/organization: Director of Capital Projects / Lake Washington School District

Date submitted: 01/09/2026

¹⁸ <https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-16-utilities>

¹⁹ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-C-Signature>

International Community School Additional Student Capacity Kirkland, WA

Updated Traffic Impact Analysis
June 11, 2026

Prepared for:

*Lake Washington School District No. 414
Support Services Center
15212 NE 95th Street
Redmond, WA 98052*

Prepared by:



520 Kirkland Way, Suite 100
Kirkland, WA 98033
(425) 889-6747



06-11-2026

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FINDINGS/CONCLUSIONS

This Traffic Impact Analysis (TIA) has been prepared for the proposed *International Community School (ICS) Additional Student Capacity* project located at 11133 NE 65th Street (King County Parcel #0825059248) in the City of Kirkland. This TIA has been updated to incorporate comments received from the City of Kirkland on September 25, 2025.

Project Proposal. Two schools are located on the existing International Community School Campus; the International Community School (ICS) serves grades 6 through 12 and the Community School (CS) serves grades Kindergarten through 5. As of March 2025, the existing school enrollment was 418 students at ICS and 68 students at CS. The school campus is currently entitled for a maximum total of 515 students (445 students at ICS and 70 students at CS). The Lake Washington School District (LWSD) is seeking approval to increase the total student capacity of ICS by 100 students for a total of 545 ICS students. The student capacity of CS is proposed to remain at 70 students with the proposed project.

Vehicular access to the site is currently provided by three existing driveways; one (1) on NE 65th Street that provides access to the main drop-off/pick-up loop and parking for ICS, and two (2) on 111th Ave NE that provide access to parking for CS and a bus loop used by district buses for ICS students only (bus service is not provided for the Community School). No changes to vehicular access are proposed with the proposed project.

Trip Generation. The proposed *ICS Additional Student Capacity* project is estimated to generate 102 new weekday AM peak hour trips (54 in, 48 out) and 53 new weekday afternoon (school) peak hour trips (20 in, 33 out).

Transportation Concurrency. The City has determined the proposed project meets the City's transportation concurrency requirements. A Concurrency Test Notice was issued in June 2026.

Intersection Level of Service (LOS). Weekday AM and afternoon (school) peak hour LOS analysis was conducted at six (6) study intersections. All of study intersections are anticipated to operate at LOS C or better during the weekday AM and afternoon (school) peak hours in 2027 with or without the proposed *International Community School Additional Student Capacity* project.

Site Access Evaluation. The individual movements entering and exiting the school site at the stop-controlled site access locations are expected to operate at LOS C or better during the weekday AM and afternoon (school) peak hours with the *ICS Additional Student Capacity* project. Additionally, the estimated 95th-percentile queues for the individual movements at the school site access locations are anticipated to be 25 feet (1 vehicle) or less except for the northbound (exiting) approach at 112th Ave NE/NE 65th Street which is anticipated to have 95th percentile queues of 50 to 125 feet during the weekday afternoon and AM peak hours.

Southbound Queues on 112th Ave NE. The conditions of approval for the International Community School/Community School Master Plan associated with the school replacement project (dated March 29, 2012) stated that queuing on southbound 112th Ave NE approaching NE 65th Street cannot exceed 300 feet continuously for 10 minutes. Based on video observations of the southbound approach of 112th Ave NE during the AM peak drop-off and afternoon peak pick-up periods, the southbound queue on 112th Ave NE approaching the school exceeded 1 vehicle (~25 feet) only 5 times, and the maximum queue observed was 3 vehicles (~75 feet) for 54 seconds.

Transportation Management Plan (TMP)/Parking Management Plan (PMP). LWSD will update the existing *2012 Transportation Management Plan (TMP) and Parking Management Plan (PMP)* for the International Community School (ICS) and Community Elementary School (CES) to reflect the proposed additional

student capacity and modifications to the parking management. The updated 2025 TMP/PMP will be recorded with King County after approval from the City of Kirkland.

Mitigation.

Concurrency. The project was evaluated for transportation concurrency by the City of Kirkland in June 2026. Based on the results, the City has determined the project meets the City's transportation concurrency requirements. Therefore, no short-term transportation mitigation was required to obtain concurrency in the City of Kirkland.

Off-Site Improvements. Based on the results of the LOS analysis, all six (6) study intersections are anticipated to operate at LOS C or better with the proposed project. Therefore the installation of improvements under SEPA is not required.

Transportation Impact Fees. Transportation mitigation required by the City of Kirkland is payment of an impact fee based on the project's proposed land use. The currently adopted transportation impact fee (as of January 1, 2025) is \$568.45 per middle school student and \$554.25 per high school student. It is assumed that the City will work with the Lake Washington School District to determine the timing of impact fee payment since there will be no building permit associated with this project.

INTRODUCTION

This Traffic Impact Analysis (TIA) has been prepared for the proposed *International Community School (ICS) Additional Student Capacity* project located at 11133 NE 65th Street (King County Parcel #0825059248) in the City of Kirkland as shown in **Figure 1**. This TIA has been updated to incorporate comments received from the City of Kirkland on September 25, 2025.

Project Description

Two schools are located on the existing International Community School Campus; the International Community School (ICS) serves grades 6 through 12 and the Community School (CS) serves grades Kindergarten through 5. As of March 2025, the existing school enrollment was 418 students at ICS and 68 students at CS. The school campus is currently entitled for a maximum total of 515 students (445 students at ICS and 70 students at CS). The Lake Washington School District (LWSD) is seeking approval to increase the total student capacity of ICS by 100 students for a total of 545 ICS students. The student capacity of CS is proposed to remain at 70 students with the proposed project.

Vehicular access to the site is currently provided by three existing driveways; one (1) on NE 65th Street that provides access to the main drop-off/pick-up loop and parking for ICS, and two (2) on 111th Ave NE that provide access to parking for CS and a bus loop used by district buses for ICS students only (bus service is not provided for the Community School). No changes to vehicular access are proposed with the proposed project. A site plan is included in **Appendix A**.

Project Approach

The scope of work for this traffic impact analysis was discussed and confirmed with City of Kirkland Public Works staff. To analyze the traffic impacts from the proposed *ICS Additional Student Capacity* project, the following tasks were undertaken:

- Assessed existing conditions through field reconnaissance and reviewed existing planning documents.
- Described and assessed existing transportation conditions in the area.
- Documented existing (2025) traffic volumes and intersection levels of service (LOS) at 6 study intersections during the weekday AM and afternoon (school) peak hours.
- Documented future planned transportation improvements in the project vicinity.
- Developed trip generation estimates for weekday AM and afternoon (school) peak hour conditions based on counts conducted at the existing school.
- Documented trip distribution and assignment of weekday AM and afternoon (school) peak hour project-generated traffic.
- Documented traffic forecasts and assumptions for year 2027 conditions at the 6 study intersections without and with the proposed project.
- Analyzed weekday AM and afternoon (school) peak hour LOS for future year 2027 conditions without and with the proposed project at the 6 study intersections.
- Documented southbound queuing on 112th Ave NE at the main ICS driveway access intersection.
- Documented proposed traffic mitigation.

Primary Data and Information Sources

- AM and afternoon peak period traffic counts, All Traffic Data, March 2025.
- *Highway Capacity Manual (HCM)*, Transportation Research Board, 7th Edition, 2021.
- Washington State Department of Transportation crash data, 2019-2023.
- City of Kirkland crash data, 2019-2023.
- Metro/King County Website, April 2025.
- City of Kirkland *2025-2030 Capital Improvement Program (CIP)*.
- City of Kirkland *Transportation Impact Fees*, effective January 1, 2025.

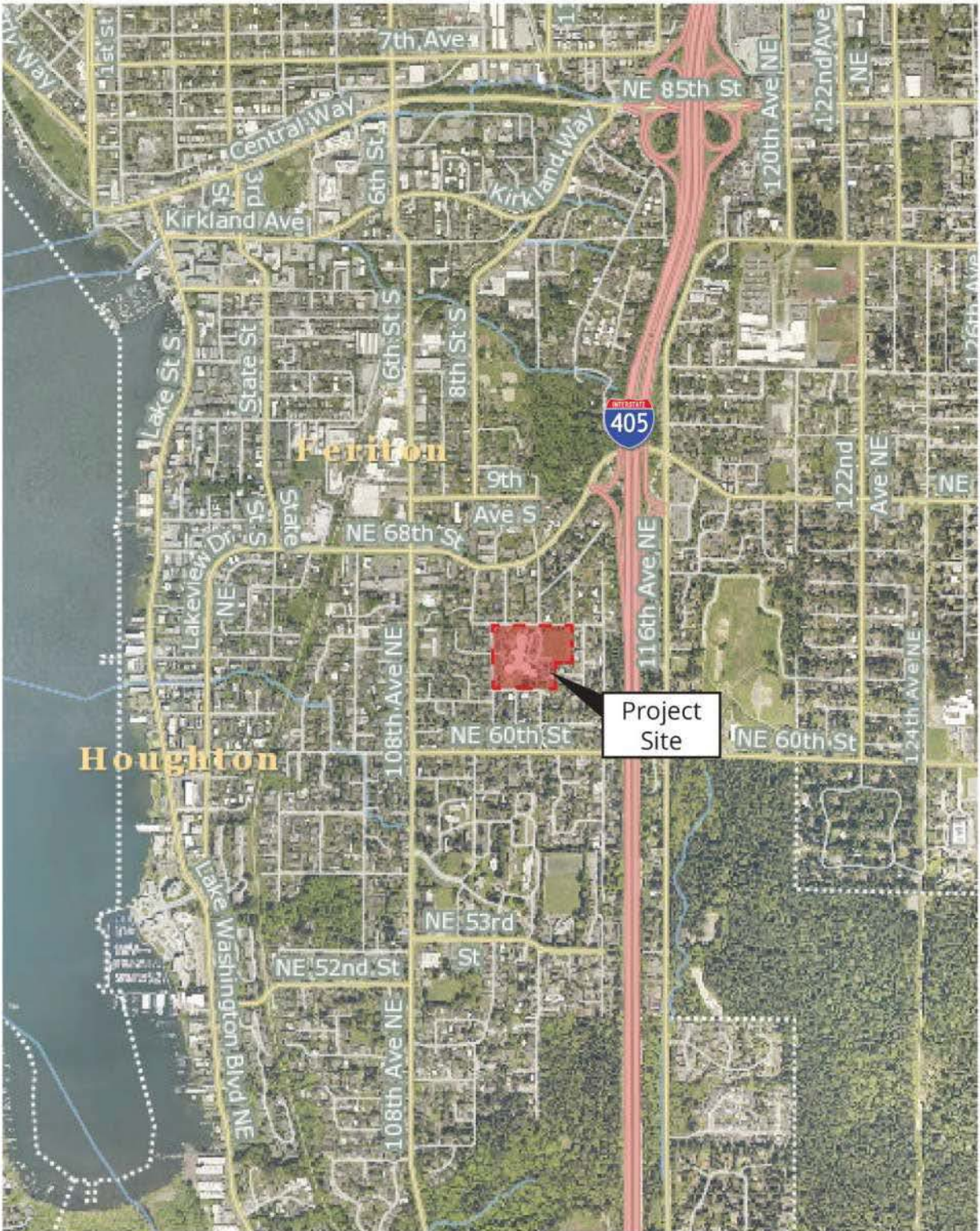


Figure 1: Project Site Vicinity



EXISTING CONDITIONS

Study Area

Based on correspondence with the City of Kirkland regarding the scope of work for this traffic analysis, the following 6 study intersections are included in this traffic impact analysis:

1. 112th Ave NE / NE 65th Street / Site Access (stop-controlled)
2. 111th Ave NE (east) / NE 65th Street (stop-controlled)
3. 111th Ave NE / NE 65th Street (stop-controlled)
4. 111th Ave NE / NE 64th Street / Exit-Only Driveway (stop-controlled)
5. 111th Ave NE / Enter-Only Driveway (stop-controlled)
6. 111th Ave NE / NE 62nd Street (stop-controlled)

Roadway Network

Table 1 describes the existing characteristics of the streets that would be used as primary routes to and from the site. Roadway characteristics are described in terms of orientation, arterial classification, posted speed limits, parking, sidewalks, and bicycle facilities. The relationship of these roadways to the project site is shown in **Figure 1**.

Table 1
Existing Roadway Network Summary

Roadway	Orientation	Classification ¹	Speed Limit	Parking	Sidewalks	Bicycle Facilities
NE 65 th Street	E/W	Local Street	25	Both Sides	Intermittent both sides	None
111 th Ave NE	N/S	Local Street	25	Both Sides	Intermittent both sides	None
112 th Ave NE	N/S	Local Street	25	Both sides	Intermittent both sides	None

1. Source: City of Kirkland Transportation Master Plan, 2015.

Non-Motorized Transportation Facilities

Non-motorized transportation facilities in the project site vicinity include on-street parking and intermittent sidewalks on both sides of NE 65th Street, 111th Ave NE, and 112th Ave NE. There are currently no bicycle facilities in the project site vicinity.

Traffic Volumes

Existing weekday AM and afternoon (school) peak hour traffic volumes at the study intersections were based on counts collected by All Traffic Data in March 2025. The AM peak hour traffic volumes represent the highest hour of traffic between 7:00 and 9:00 a.m. and the afternoon (school) peak hour traffic volumes represent the highest hour of traffic between 2:00 and 4:00 p.m. **Figure 3 and Figure 4** illustrate the existing weekday AM and afternoon (school) peak hour traffic volumes at the study intersections. The existing traffic count sheets are included in **Appendix B**.

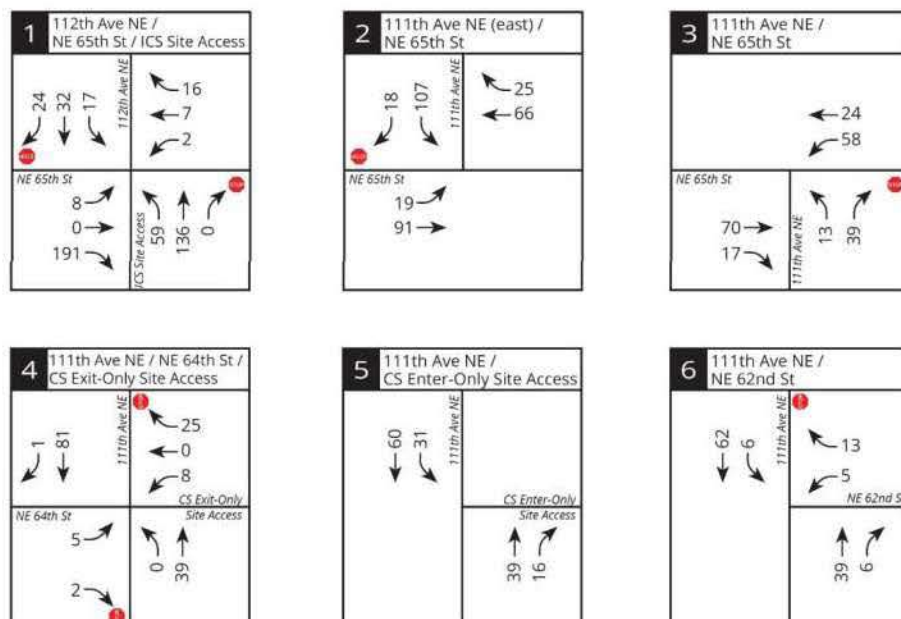


Figure 2: 2025 Existing Weekday AM Peak Hour Traffic Volumes

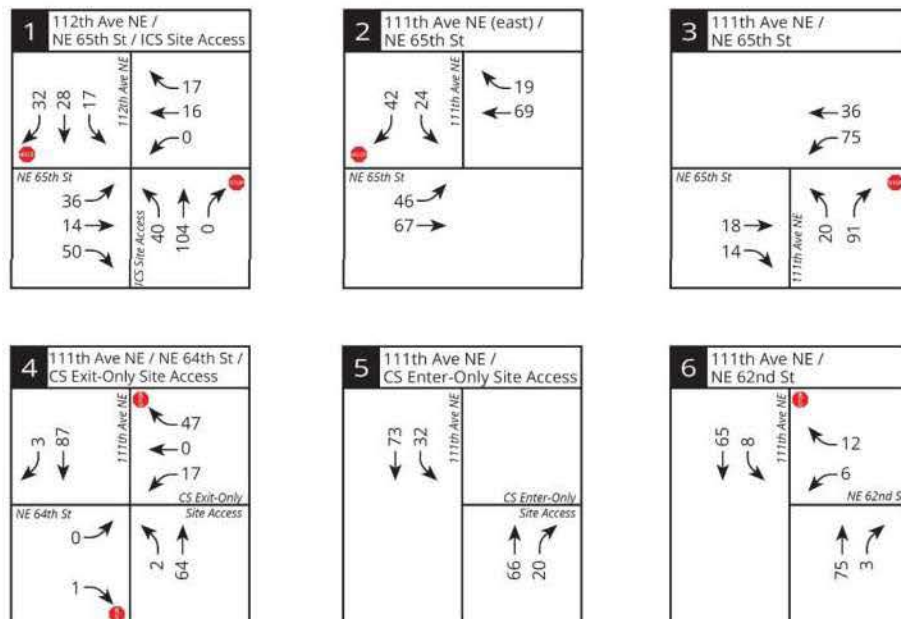


Figure 3: 2025 Existing Weekday Afternoon Peak Hour Traffic Volumes

Crash History

Crash history at the study intersections was analyzed for the five-year period from 2019 to 2023 (the most recent 5-year period as provided by WSDOT). Summaries of the total and yearly average during this period are provided in **Table 2**. Summaries of crashes by type over the five-year period are provided in **Table 3**.

Table 2

Crash Data Summary by Year, January 1, 2019 to December 31, 2023

Study Intersection	2019	2020	2021	2022	2023	5-Year Total Crashes	Average Annual Crash Rate
1. 112 th Ave NE / NE 65 th St / ICS Site Access	1	0	0	0	0	1	0.2
2. 111 th Ave NE (east) / NE 65 th St	0	0	1	0	0	1	0.2
3. 111 th Ave NE / NE 65 th St	0	0	0	0	0	0	0.0
4. 111 th Ave NE / NE 64 th St / CS Exit-Only Access	0	0	0	0	0	0	0.0
5. 111 th Ave NE / CS Enter-Only Site Access	0	0	0	0	0	0	0.0
6. 111 th Ave NE / NE 62 nd St	0	0	0	0	0	0	0.0

Source: WSDOT

Table 3

Crash Data Summary by Type, January 1, 2019 to December 31, 2023

Study Intersection	5-Year Total Crashes	Average Annual Crash Rate	Crash Type						
			Angle (Left/Right)	Angle (T)	Side Swipe	Rear End	Parked Veh/ Fixed Object	Ped/Cyclist	Other
1. 112 th Ave NE / NE 65 th St / ICS Site Access	1	0.2	0	1	0	0	0	0	0
2. 111 th Ave NE (east) / NE 65 th St	1	0.2	0	0	1	0	0	0	0
3. 111 th Ave NE / NE 65 th St	0	0.0	0	0	0	0	0	0	0
4. 111 th Ave NE / NE 64 th / CS Exit-Only Access	0	0.0	0	0	0	0	0	0	0
5. 111 th Ave NE / CS Enter-Only Site Access	0	0.0	0	0	0	0	0	0	0
6. 111 th Ave NE / NE 62 nd St	0	0.0	0	0	0	0	0	0	0

Source: WSDOT

Comparison to City of Kirkland Crash Data

Crash records at the study intersections were also reviewed for the most recent five-year period from January 1, 2019 to December 31, 2023 based on crash data obtained from the City of Kirkland. In addition to the crash data from WSDOT summarized above, the City of Kirkland had one additional crash occurring in 2023 at the 111th Ave NE / NE 65th St intersection. This crash involved a parked vehicle/fixed object.

Intersection Levels of Service

An existing level of service (LOS) analysis was conducted at the study intersections for weekday AM peak hour and afternoon (school) peak hour conditions. Intersection LOS was calculated using the methodology

and procedures outlined in the *Highway Capacity Manual* (HCM 7th Edition) using the *Synchro 12* software program. The 2025 existing weekday AM and afternoon (school) peak hour LOS analysis results are summarized in **Table 4**. The LOS methodology and calculations are included in **Appendix C**.

Table 4
Existing 2025 Weekday Peak Hour LOS Summary

Study Intersections (Two-Way Stop-Controlled)	AM PEAK HOUR		AFTERNOON PEAK HOUR	
	LOS	Delay (sec)	LOS	Delay (sec)
1. 112 th Ave NE / NE 65 th St / ICS Site Access				
Northbound Approach	B	14.3	B	13.0
Southbound Approach	B	11.7	B	11.2
Eastbound Left-Turn	A	7.3	A	7.4
Westbound Left-Turn	A	7.9	A	0.0
2. 111 th Ave NE (east) / NE 65 th St				
Southbound Approach	B	13.8	B	10.3
Eastbound Left-Turn	A	7.6	A	7.6
3. 111 th Ave NE / NE 65 th St				
Northbound Approach	A	9.9	A	9.7
Westbound Left-Turn	A	7.7	A	7.5
4. 111 th Ave NE / NE 64 th St / CS Exit-Only Site Access				
Eastbound Approach	B	10.6	A	9.0
Westbound Approach	A	9.2	A	9.3
Northbound Left-Turn	A	0.0	A	7.5
5. 111 th Ave NE / CS Enter-Only Site Access				
Southbound Left-Turn	A	7.5	A	7.5
6. 111 th Ave NE / NE 62 nd St				
Southbound Left-Turn	A	7.4	A	7.5
Westbound Approach	A	8.8	A	9.0

As shown in **Table 4**, the six (6) study intersections currently operate at LOS B or better during the weekday AM and afternoon (school) peak hours.

Site Access

Vehicular access to the site is currently provided by three existing driveways; one (1) on NE 65th Street that provides access to the main drop-off/pick-up loop and parking for ICS, and two (2) on 111th Ave NE that provide access to parking for CS and a bus loop used by district buses for ICS students only (bus service is not provided for the Community School).

At the time of the existing counts in March 2025, the on-site AM peak drop-off and Afternoon peak pick-up at ICS occurred via the site access driveway on NE 65th Street which provides access to the drop-off/pick-up loop and the main ICS parking lot. A small number of vehicles also dropped off and picked up students on 112th Ave NE just north of NE 65th Street.

Students walking and biking utilize the existing sidewalks in the vicinity and along the site frontages to access the ICS site via the site access on NE 65th Street.

FUTURE CONDITIONS

Planned Transportation Improvements

A review of the City of Kirkland's *2025-2030 Capital Improvement Program (CIP)* showed that there are no fully funded planned transportation improvement projects in the study area.

Project Trip Generation

The trip generation estimates for the proposed *ICS Additional Student Capacity* project with a maximum capacity of 545 students at ICS were based on trip rates derived from existing counts at the school. Consistent with historical school projects in the City of Kirkland, conducting counts at the existing school allows for a more accurate and reliable trip generation estimate of new trips generated by the proposed additional student enrollment at ICS. Additionally, the use of school-specific trip generation rates is preferred over ITE trip generation rates since ICS is a choice school that offers limited District bus service and operates differently than typical non-choice LWSD schools.

Traffic Counts

Existing traffic counts were conducted at the school campus (which includes the International Community School and Community School) on Tuesday, March 25, 2025 and Thursday, March 27, 2025 during the AM peak period (7:00 – 9:00 AM) and afternoon (school) peak period (2:00 – 4:00 PM). These days were confirmed to be “normal” school days by staff (i.e. days without any major events, field trips, or student absences, etc). The traffic counts included all vehicles entering and exiting the school campus driveways on NE 65th Street and 111th Ave NE and any pick-ups/drop-offs occurring on 112th Ave NE north of NE 65th Street.

Based on information provided by the Lake Washington School District and ICS staff, trips entering and exiting the site via the driveway on NE 65th Street are associated with the International Community School, and trips entering and exiting the site on 111th Ave NE are associated with the Community School (except district buses which are associated with ICS). Any pick-up/drop-off trips occurring on 112th Ave NE north of NE 65th Street during the counts were also assumed to be associated with ICS.

Existing Trip Generation Rates

In order to estimate the trip generation associated with up to 100 additional students at the International Community School, weekday AM and afternoon (school) peak hour trip rates were derived for the existing school based on the two-day average of the existing (March 2025) traffic counts associated with ICS and an existing enrollment of 418 students. The resulting trip generation rates and directional splits from the trip generation study are shown in **Table 5** below. The trip rate calculations and vehicular count summaries are included in **Appendix D**.

It should be noted that **Table 5** summarizes the two-day average of observed trips associated with ICS only (driveway on NE 65th Street and off-site drop-offs/pick-ups on 112th Ave NE north of NE 65th Street) and trips associated with the Community School (trips at driveways on 111th Ave NE) were excluded from counts and the ICS trip generation study summary shown in **Table 5**. ICS bus trips utilizing the 111th Ave NE driveways were also excluded from the ICS trip generation summary shown in **Table 5** since the Lake

Washington School District confirmed that the number of buses servicing ICS would not change as a result of additional student capacity.

Table 5
International Community School (ICS) Existing Trip Generation Study Summary

Weekday Time Period	Observed Trips ¹			Directional Split ¹		Trip Rate (Trips per Student) ¹
	In	Out	Total	In	Out	
AM Peak Hour (7:00 – 8:00 AM)	227	198	425	53%	47%	1.02
Afternoon Peak Hour (2:45 – 3:45 PM)	84	139	223	38%	62%	0.53

1. Based on 2-day average of trip generation study conducted at ICS in March 2025 and a student enrollment of 418 students. Trips associated with CS are excluded from Table 5.

As shown in **Table 5**, based on the two-day average of counts associated with ICS in March 2025, the AM peak hour trip rate is 1.02 trips per student and the afternoon peak hour trip rate is 0.53 trips per student.

Trip Generation Estimate of Additional ICS Student Capacity (+100 students)

To estimate the new trips generated by the proposed *ICS Additional Student Capacity* project, the derived existing trip generation rates shown in **Table 5** were applied to the net increase in student capacity associated with the proposed project (100 additional students = 545 future students less 445 entitled students). **Table 6** summarizes the total weekday AM peak hour and afternoon peak hour trip generation estimates associated with the project. The detailed trip generation estimates are included in **Appendix D**.

Table 6
Trip Generation Estimates for ICS Additional Student Capacity (100 students)

Weekday Time Period	Trip Rate (Trips per Student)	Additional Student Capacity (Students)	New Trips Generated		
			In	Out	Total
AM Peak Hour (7:00 – 8:00 AM)	1.02	100	54	48	102
Afternoon Peak Hour (2:45 – 3:45 PM)	0.53	100	20	33	53

As shown in **Table 6**, the proposed *ICS Additional Student Capacity* Project is estimated to generate 102 new weekday AM peak hour trips and 53 new weekday afternoon peak hour trips.

Transportation Concurrency

The *ICS Additional Student Capacity* project was evaluated for transportation concurrency by the City of Kirkland in June 2026. Based on the results, the City has determined the project meets the City's transportation concurrency requirements. A Concurrency Test Notice was issued for the project in June 2026.

Project Trip Distribution and Assignment

School traffic traditionally has a slightly different distribution for inbound versus outbound trips. This is intuitive since inbound trips mainly originate at home, while outbound trips are likely more varied with regard to destination. For example, some parents might leave home to drop off their students at school and then exit the site and go to work instead of returning home.

The estimated weekday distribution of new trips associated with the proposed *International Community School Additional Student Capacity* project within the immediate vicinity of the school was based on existing AM and afternoon (school) peak hour turning movement count volumes at the ICS main driveway on NE 65th Street (2-day average of counts conducted in March 2025) and adjacent off-site study intersections (see **Appendix B**). The detailed trip distribution calculations are included in **Appendix E**. As noted previously, based on information provided by LWSD, no new bus trips are anticipated with an additional 100 student enrollment at ICS. Therefore, all new trips were assigned to/from the ICS main driveway on NE 65th Street.

The estimated distribution and assignment of new weekday AM and afternoon (school) peak hour trips associated with the proposed project are illustrated graphically in **Figures 4 and 5**.

Traffic Volumes

Future year 2027 No Action (without project) AM and afternoon (school) peak hour traffic volumes at the study intersections were estimated by applying a 0.5 percent growth rate compounded annually to the existing (2025) volumes. *It should be noted that the annual growth rate was not applied to entering and exiting turning movements at the 3 existing ICS Campus site access driveways on NE 65th Street and 111th Ave NE.*

Trips associated with an additional 27 students that represent the current entitled ICS student capacity of 445 students (445 entitled students less 418 existing enrollment = 27 additional students) were also included in the future year 2027 No Action traffic volumes. The trips associated with the additional 27 students were estimated based on the trip rates included in **Table 5** (see detailed trip generation calculations included in **Appendix D**) and were distributed to the study intersections and site access driveways consistent with the trip distribution illustrated in **Figures 4 and 5**.

The resulting 2027 No Action AM peak hour and afternoon (school) peak hour traffic volumes at the study intersections and site access driveways are illustrated in **Figures 6 and 7**.

Future year 2027 With Project peak hour traffic volumes were estimated by adding the new project trips associated with the *ICS Additional Student Capacity Project* (**Figures 4 and 5**) to the 2027 No Action traffic volumes (**Figures 6 and 7**). The resulting future year 2027 With Project traffic volumes at the study intersections and site access driveways are shown in **Figures 8 and 9** for the weekday AM and afternoon (school) peak hours.

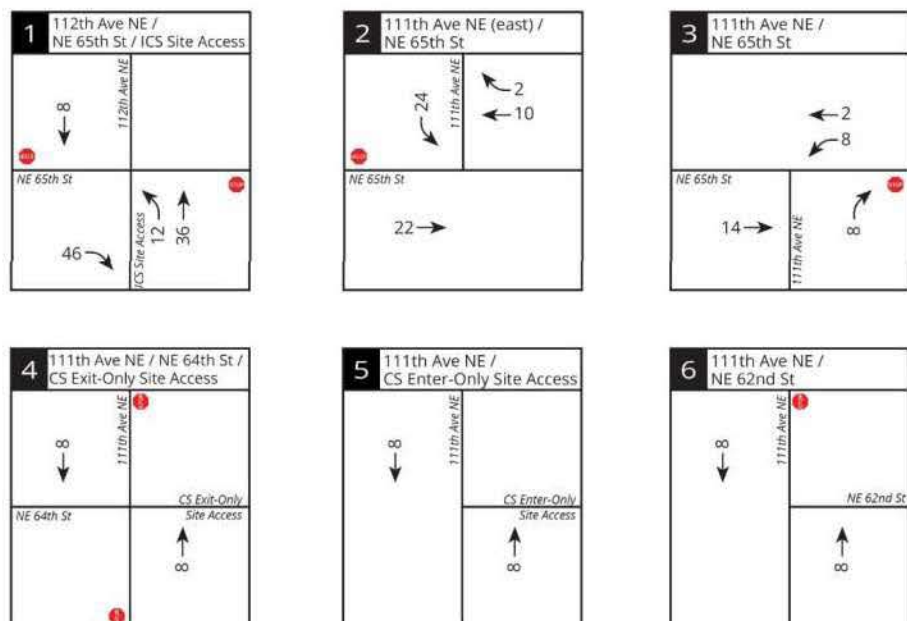


Figure 4: Weekday AM Peak Hour Project Trip Distribution and Assignment

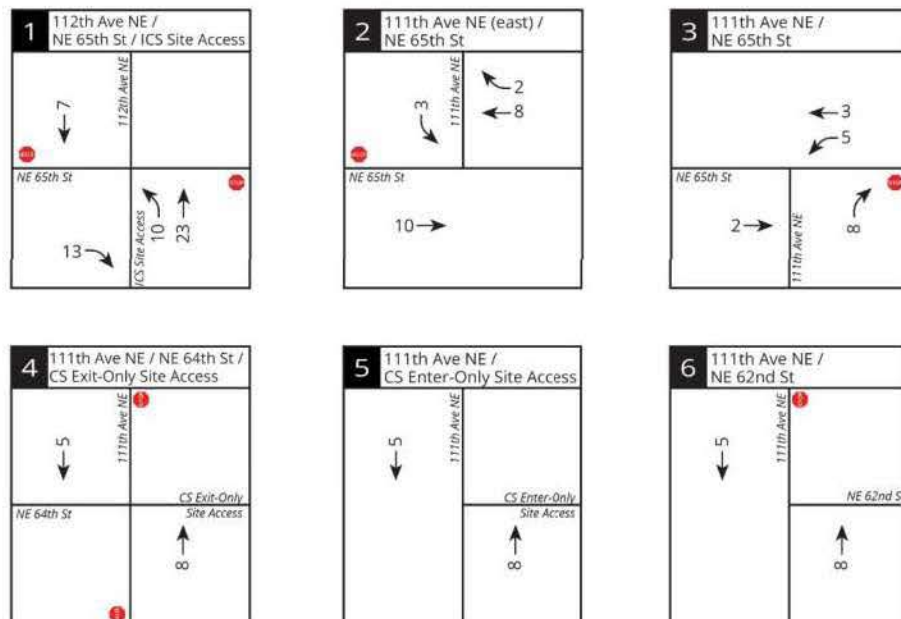


Figure 5: Weekday Afternoon Peak Hour Project Trip Distribution and Assignment

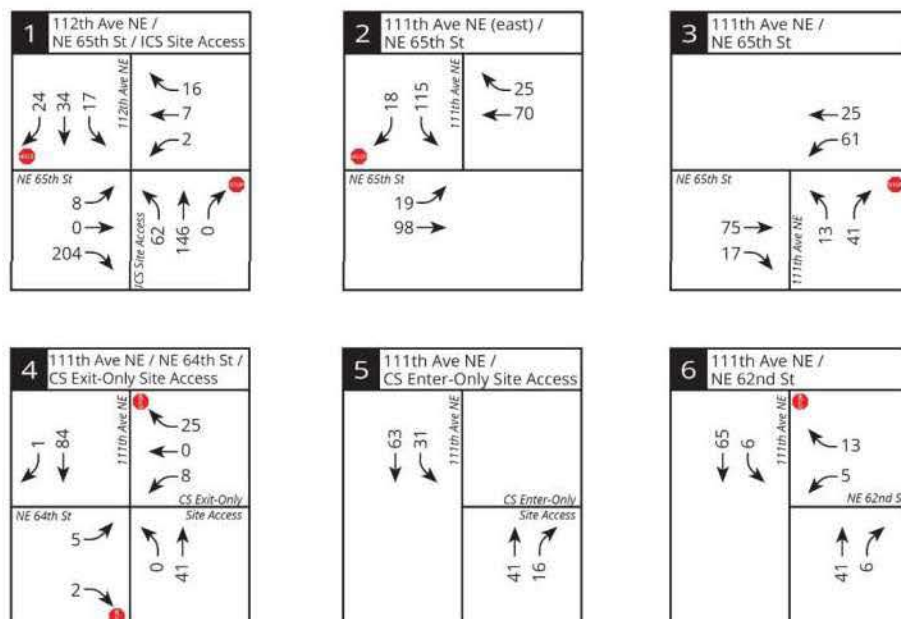


Figure 6: 2027 No Action Weekday AM Peak Hour Traffic Volumes

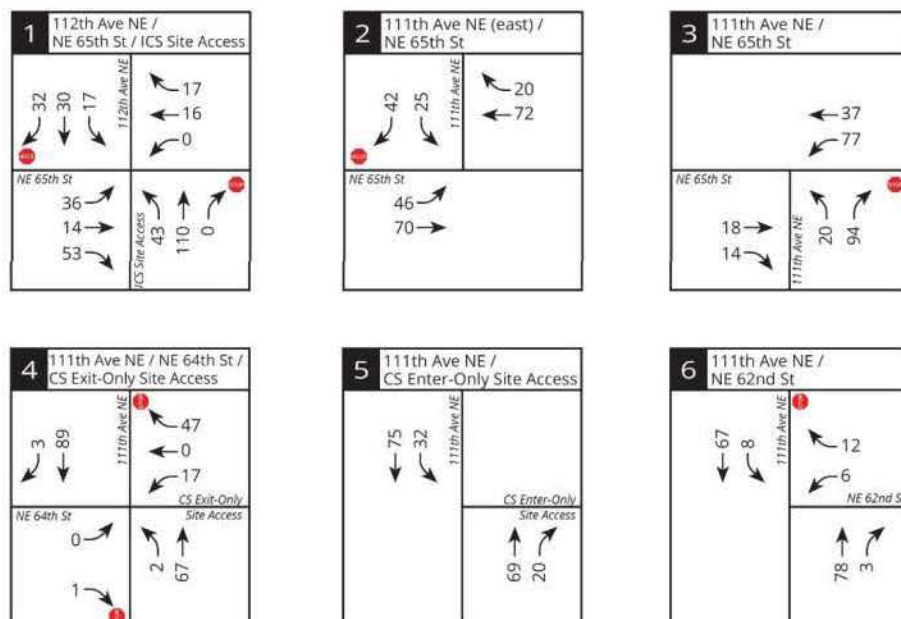


Figure 7: 2027 No Action Weekday Afternoon Peak Hour Traffic Volumes

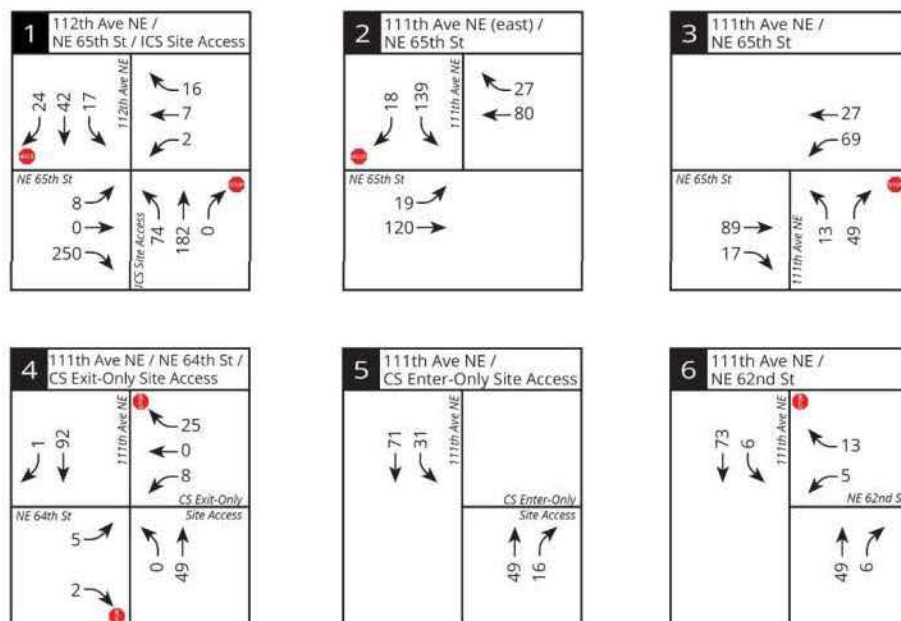


Figure 8: 2027 With Project Weekday AM Peak Hour Traffic Volumes

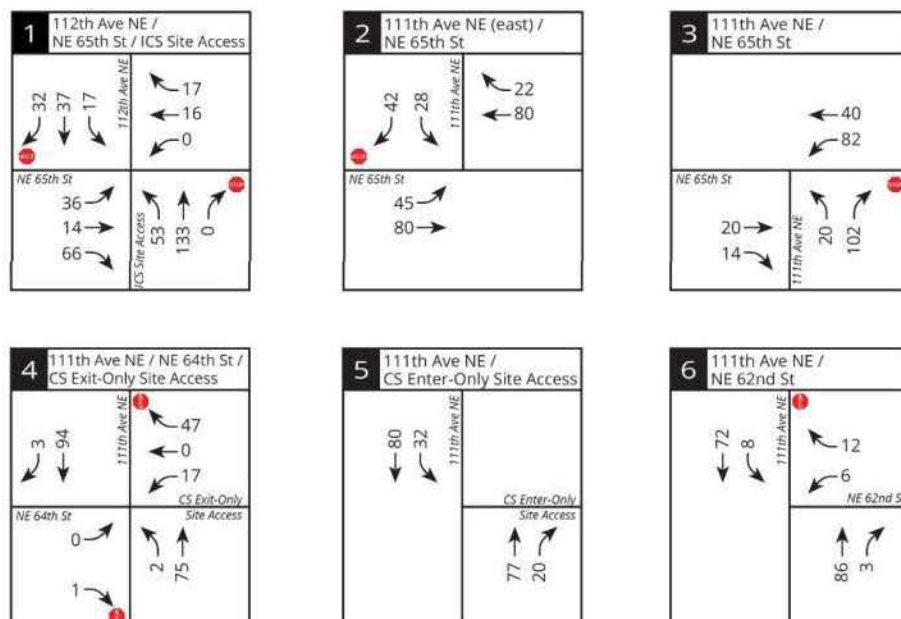


Figure 9: 2027 With Project Weekday Afternoon Peak Hour Traffic Volumes

Intersection Levels of Service

Weekday AM and afternoon (school) peak hour level of service (LOS) analyses at the study intersections were conducted for future year 2027 No Action (without project) and With Project conditions (with the proposed additional ICS student enrollment). The roadway network assumed in the future year LOS analysis was based on existing conditions. The LOS results at the study intersections without and with the proposed project are summarized in **Table 7** for the AM peak hour and **Table 8** for the afternoon (school) peak hour. The detailed LOS worksheets are included in **Appendix C**.

Table 7
Future 2027 Weekday AM Peak Hour LOS Summary

Study Intersections (Two-Way Stop-Controlled)	2027 No Action		2027 With Project	
	LOS	Delay (sec)	LOS	Delay (sec)
1. 112 th Ave NE / NE 65 th St / ICS Site Access				
Northbound Approach	C	15.7	C	20.8
Southbound Approach	B	12.2	B	13.8
Eastbound Left-Turn	A	7.3	A	7.3
Westbound Left-Turn	A	7.9	A	8.1
2. 111 th Ave NE (east) / NE 65 th St				
Eastbound Left-Turn	A	7.6	A	7.7
Southbound Approach	B	14.6	C	17.6
3. 111 th Ave NE / NE 65 th St				
Northbound Approach	A	9.9	B	10.2
Westbound Left-Turn	A	7.7	A	7.8
4. 111 th Ave NE / NE 64 th St / CS Exit-Only Site Access				
Eastbound Approach	B	10.7	B	11.0
Westbound Approach	A	9.2	A	9.3
Northbound Left-Turn	A	0.0	A	0.0
5. 111 th Ave NE / CS Enter-Only Site Access				
Southbound Left-Turn	A	7.5	A	7.5
6. 111 th Ave NE / NE 62 nd St				
Southbound Left-Turn	A	7.4	A	7.4
Westbound Approach	A	8.8	A	8.8

Table 8
Future 2027 Weekday Afternoon (School) Peak Hour LOS Summary

Study Intersections (Two-Way Stop-Controlled)	2027 No Action		2027 With Project	
	LOS	Delay (sec)	LOS	Delay (sec)
1. 112 th Ave NE / NE 65 th St / ICS Site Access				
Northbound Approach	B	13.4	B	14.8
Southbound Approach	B	11.4	B	11.9
Eastbound Left-Turn	A	7.4	A	7.4
Westbound Left-Turn	A	0.0	A	0.0
2. 111 th Ave NE (east) / NE 65 th St				
Eastbound Left-Turn	A	7.6	A	7.6
Southbound Approach	B	10.4	B	10.7
3. 111 th Ave NE / NE 65 th St				
Northbound Approach	A	9.7	A	9.8
Westbound Left-Turn	A	7.6	A	7.6
4. 111 th Ave NE / NE 64 th St / CS Exit-Only Site Access				
Eastbound Approach	A	9.0	A	9.0
Westbound Approach	A	9.3	A	9.4
Northbound Left-Turn	A	7.5	A	7.5
5. 111 th Ave NE / CS Enter-Only Site Access				
Southbound Left-Turn	A	7.5	A	7.5
6. 111 th Ave NE / NE 62 nd St				
Southbound Left-Turn	A	7.5	A	7.5
Westbound Approach	A	9.1	A	9.1

As shown in **Table 7** and **Table 8**, all of the study intersections are anticipated to operate at LOS C or better during the weekday AM and afternoon (school) peak hours with the proposed *ICS Additional Student Capacity* project.

The installation of site-specific improvements under SEPA is primarily determined by the proportional share of project traffic and the LOS analysis at the study intersections. **Table 9** is used as a guide by the City of Kirkland in determining when mitigation under SEPA is required.

Table 9
Guidelines for Installation of Improvements under SEPA

Peak Hour Intersection LOS with Project Traffic	Install Improvements?
A thru D	No
E	If intersection proportional share > 15%
F	If intersection proportional share > 5%

As shown in **Table 7** and **Table 8**, all study intersections are anticipated to operate at LOS C or better in 2027 during the weekday AM and afternoon (school) peak hours without or with the proposed *ICS Additional Student Capacity* project. Therefore, the installation of improvements under SEPA is not required at any of the study intersections.

Vehicular Access and Circulation

With the proposed additional student enrollment at ICS, vehicular access to ICS would continue to be provided via the main access driveway at the intersection of 112th Ave NE / NE 65th Street. Existing vehicular circulation, drop-off/pick-up location and circulation, pedestrian/bike circulation, and service vehicle circulation are expected to be maintained with the additional ICS student enrollment.

Non-Motorized and Transit Impacts

Pedestrian and bicycle circulation on the ICS site is expected to be maintained with the proposed *ICS Additional Student Capacity* project. The demand on pedestrian or bicycle facilities in the project vicinity is not expected to increase with the proposed additional ICS student enrollment since the school serves enrolls students from throughout the district and therefore the majority of students enrolled at ICS do not live within walking/biking distance of the school. It is expected that existing facilities (i.e. sidewalks) within the immediate vicinity of the school are adequate to accommodate any additional pedestrian or bicycle demand as a result of the additional student enrollment at ICS.

There are no existing bus routes in the vicinity of ICS along the school frontage. The nearest transit stops are north of the site along NE 68th Street and west of the site along 108th Ave NE and are served by King County Metro Routes 245, 255, and 986. The peak school AM drop-off period and peak afternoon pick-up period associated with the *ICS* project is not anticipated to have a significant impact on these existing public transit services.

Site Access Evaluation

To assess operations at the site access locations with the *ICS Additional Student Capacity* project, LOS and queuing was evaluated for future year 2027 weekday AM and afternoon (school) peak hour conditions. The reported queues for the individual movements at both the ICS and CS site access locations are 95th-percentile queues, which are only exceeded five (5) percent of the time. The 2027 weekday peak hour traffic volumes at the site access locations were shown previously in **Figure 8** and **Figure 9**.

The weekday AM and afternoon (school) peak hour site access analysis for future year 2027 conditions is summarized in **Table 10**. The detailed LOS worksheets are included in **Appendix C**.

Table 10
Future 2027 Weekday Peak Hour Site Access LOS and Queue Summary

Site Access / Movement	AM Peak Hour			Afternoon (school) Peak Hour		
	LOS	Delay (sec)	95 th % Queue (ft)	LOS	Delay (sec)	95 th % Queue (ft)
1. 112 th Ave NE / NE 65 th St / ICS Site Access						
Northbound Approach	C	20.8	125'	B	14.8	50'
Southbound Approach	B	13.8	25'	B	11.9	25'
Eastbound Left-Turn	A	7.3	0'	A	7.4	< 25'
Westbound Left-Turn	A	8.1	0'	A	0.0	0'
4. 111 th Ave NE / NE 64 th St / CS Exit-Only Site Access						
Eastbound Approach	B	11.0	< 25'	A	9.0	0'
Westbound Approach	A	9.3	< 25'	A	9.4	< 25'
Northbound Left-Turn	A	0.0	0'	A	7.5	0'
5. 111 th Ave NE / CS Enter-Only Site Access						
Southbound Left-Turn	A	7.5	0'	A	7.5	< 25'

As shown in **Table 10**, the individual movements entering and exiting the school site at the stop-controlled site access locations are expected to operate at LOS C or better during the weekday AM and afternoon (school) peak hours with the *ICS Additional Student Capacity* project. Additionally, the estimated 95th-percentile queues for the individual movements at the school site access locations are anticipated to be 25 feet (1 vehicle) or less except for the northbound (exiting) approach at 112th Ave NE/NE 65th Street which is anticipated to have 95th percentile queues of 50 to 125 feet during the weekday afternoon (school) and AM peak hours.

Queuing on 112th Ave NE

The conditions of approval for the International Community School/Community School Master Plan associated with the school replacement project (dated March 29, 2012) stated that queuing on southbound 112th Ave NE approaching NE 65th Street cannot exceed 300 feet continuously for 10 minutes. As shown in **Figure 2** and **Figure 3**, the majority of trips entering the ICS site via the driveway on NE 65th Street during the AM and afternoon (school) peak hours are approaching the driveway from the west on NE 65th Street and entering the driveway via an eastbound right-turn movement.

Based on video observations of the southbound approach of 112th Ave NE during the AM peak drop-off and afternoon peak pick-up periods on Tuesday, March 25, 2025 and Thursday, March 27, 2025, the southbound queue approaching the school exceeded 1 vehicle (~25 feet) only 5 times, and the maximum queue observed was 3 vehicles (~75 feet) for 54 seconds. The queueing summary is included in **Appendix F**.

Parking Analysis

The parking analysis for the proposed *ICS Additional Student Capacity* project is documented under a separate memorandum.

Transportation Management Plan (TMP)/Parking Management Plan (PMP)

LWSD will update the existing 2012 *Transportation Management Plan (TMP) and Parking Management Plan (PMP)* for the International Community School (ICS) and Community Elementary School (CES) to reflect the proposed additional student capacity and modifications to the parking management as documented in the separate parking analysis memorandum. The updated 2025 TMP/PMP will be recorded with King County after approval from the City of Kirkland.

MITIGATION

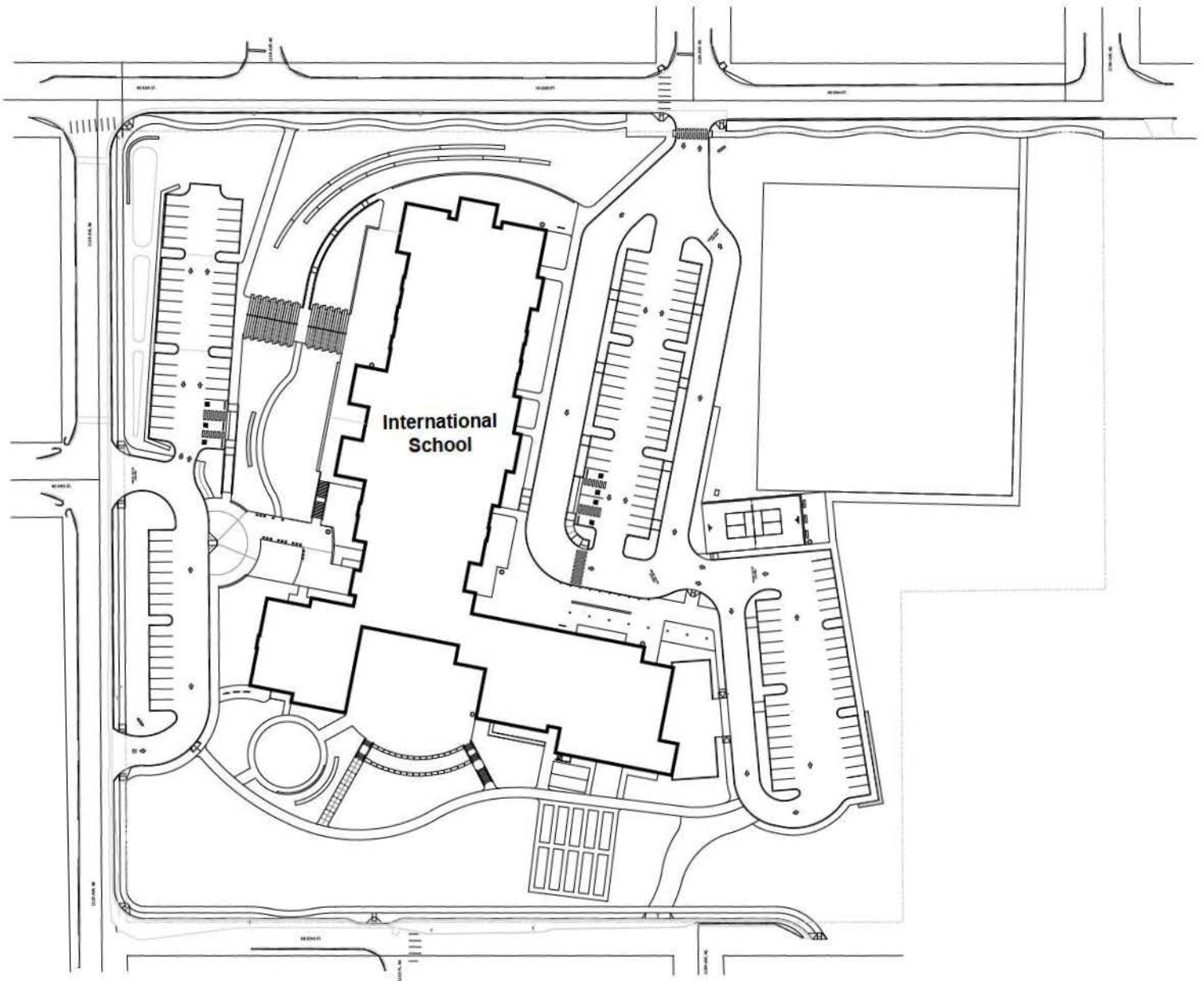
Concurrency. The *ICS Additional Student Capacity* project was evaluated for transportation concurrency by the City of Kirkland in June 2026. Based on the results, the City has determined the project meets the City's transportation concurrency requirements. Therefore, no short-term transportation mitigation was required to obtain concurrency in the City of Kirkland.

Off-Site Improvements. The installation of site-specific improvements under SEPA is determined based on the guidelines shown in **Table 9**. All six (6) study intersections are anticipated to operate at LOS C or better with the proposed project, therefore the installation of improvements under SEPA is not required.

Transportation Impact Fees. Transportation mitigation required by the City of Kirkland is payment of an impact fee based on the project's proposed land use. The currently adopted transportation impact fee (as of January 1, 2025) is \$568.45 per middle school student and \$554.25 per high school student. It is assumed that the City will work with the Lake Washington School District to determine the timing of impact fee payment since there will be no building permit associated with this project.

Appendix A

Site Plan



Lake Washington School District #414

Level: Site Plan

Site: Community School - 11

Date Modified:
3/9/2022



Appendix B

Existing Traffic Counts



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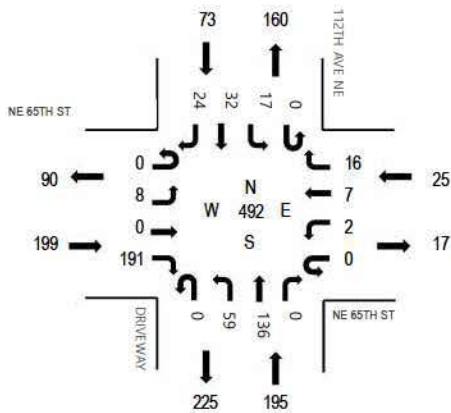
Location: 1 DRIVEWAY & NE 65TH ST AM

Date: Tuesday, March 25, 2025

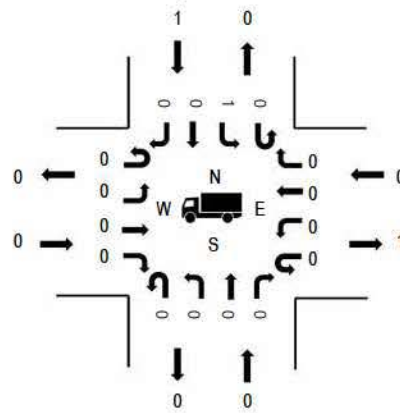
Peak Hour: 07:00 AM - 08:00 AM

Peak Hour

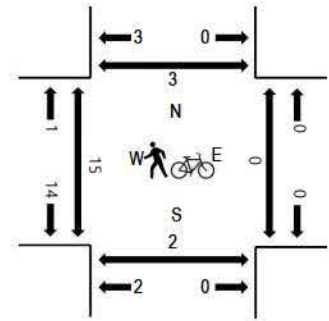
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



	HV%	PHF
EB	0.0%	0.50
WB	0.0%	0.78
NB	0.0%	0.53
SB	1.4%	0.91
All	0.2%	0.61

Traffic Counts - Motorized Vehicles

Interval Start Time	NE 65TH ST Eastbound				NE 65TH ST Westbound				DRIVEWAY Northbound				112TH AVE NE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	2	0	5	0	0	1	2	0	1	7	0	0	4	8	3	33	492
7:15 AM	0	3	0	18	0	0	4	3	0	4	14	0	0	2	14	4	66	479
7:30 AM	0	1	0	98	0	0	0	8	0	17	60	0	0	6	2	10	202	441
7:45 AM	0	2	0	70	0	2	2	3	0	37	55	0	0	5	8	7	191	296
8:00 AM	0	3	2	1	0	0	4	3	0	0	1	0	0	4	2	0	20	127
8:15 AM	0	6	0	3	0	0	3	5	0	2	2	0	0	0	1	6	28	
8:30 AM	0	14	3	2	0	0	6	4	0	0	8	0	0	4	10	6	57	
8:45 AM	0	5	1	1	0	0	4	2	0	0	1	0	0	1	4	3	22	
Count Total	0	36	6	198	0	2	24	30	0	61	148	0	0	26	49	39	619	
Peak Hour	0	8	0	191	0	2	7	16	0	59	136	0	0	17	32	24	492	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	2	0	0	2
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	1	1
7:30 AM	0	0	0	0	0	7:30 AM	8	0	0	0	8
7:45 AM	0	0	0	1	1	7:45 AM	7	0	0	2	9
8:00 AM	0	0	1	0	1	8:00 AM	1	0	0	0	1
8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:30 AM	1	0	1	0	2	8:30 AM	4	6	1	2	13
8:45 AM	0	0	0	0	0	8:45 AM	0	9	2	0	11
Count Total	1	0	2	1	4	Count Total	20	17	3	5	45
Peak Hour	0	0	0	1	1	Peak Hour	15	2	0	3	20



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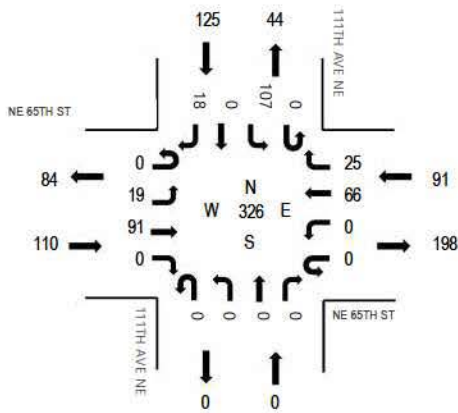
Location: 2 111TH AVE NE & NE 65TH ST AM

Date: Tuesday, March 25, 2025

Peak Hour: 07:15 AM - 08:15 AM

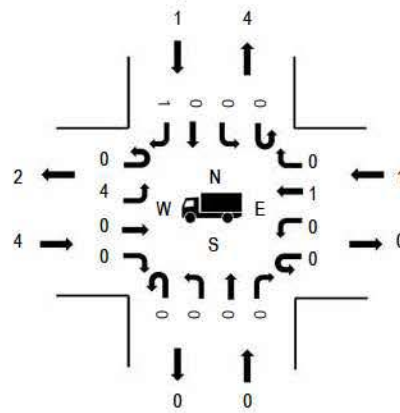
Peak Hour

Motorized Vehicles

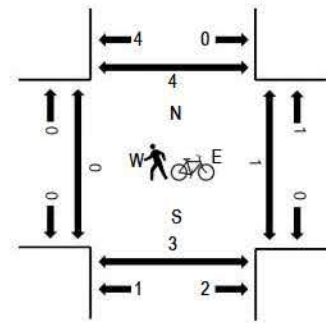


	HV%	PHF
EB	3.6%	0.54
WB	1.1%	0.47
NB	0.0%	0.00
SB	0.8%	0.51
All	1.8%	0.59

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	NE 65TH ST Eastbound				NE 65TH ST Westbound				111TH AVE NE Northbound				111TH AVE NE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	5	4	0	0	0	3	2	0	0	0	0	0	3	0	1	18	322
7:15 AM	0	5	8	0	0	0	12	0	0	0	0	0	0	14	0	3	42	326
7:30 AM	0	4	47	0	0	0	19	8	0	0	0	0	0	59	0	2	139	314
7:45 AM	0	5	31	0	0	0	31	17	0	0	0	0	0	34	0	5	123	235
8:00 AM	0	5	5	0	0	0	4	0	0	0	0	0	0	0	0	8	22	134
8:15 AM	0	9	9	0	0	0	11	0	0	0	0	0	0	0	0	1	30	
8:30 AM	0	10	17	0	0	0	12	0	0	0	0	0	0	2	0	19	60	
8:45 AM	0	8	6	0	0	0	6	0	0	0	0	0	0	1	0	1	22	
Count Total	0	51	127	0	0	0	98	27	0	0	0	0	0	113	0	40	456	
Peak Hour	0	19	91	0	0	0	66	25	0	0	0	0	0	107	0	18	326	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	1	1
7:15 AM	1	0	0	1	2	7:15 AM	0	0	0	1	1
7:30 AM	2	0	0	0	2	7:30 AM	0	1	0	0	1
7:45 AM	0	0	0	0	0	7:45 AM	0	1	1	3	5
8:00 AM	1	0	1	0	2	8:00 AM	0	1	0	0	1
8:15 AM	0	0	0	0	0	8:15 AM	0	1	0	0	1
8:30 AM	1	0	1	0	2	8:30 AM	0	3	0	5	8
8:45 AM	0	0	0	0	0	8:45 AM	0	7	0	0	7
Count Total	5	0	2	1	8	Count Total	0	14	1	10	25
Peak Hour	4	0	1	1	6	Peak Hour	0	3	1	4	8



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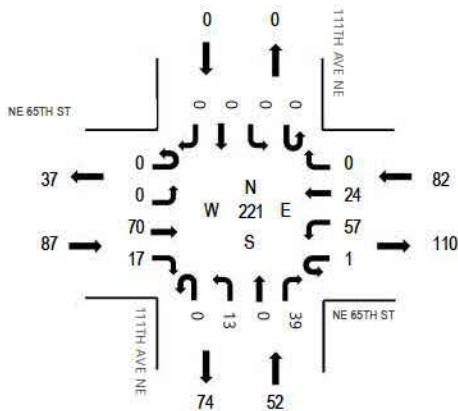
Location: 3 111TH AVE NE & NE 65TH ST AM

Date: Tuesday, March 25, 2025

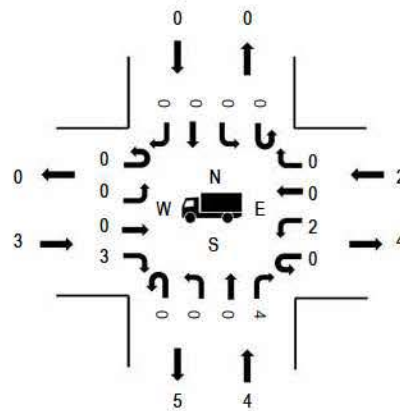
Peak Hour: 07:15 AM - 08:15 AM

Peak Hour

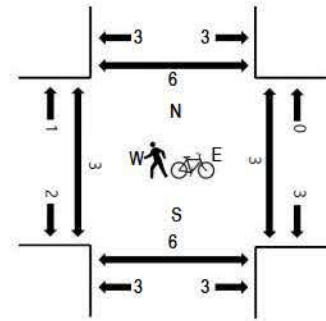
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



	HV%	PHF
EB	3.4%	0.46
WB	2.4%	0.57
NB	7.7%	0.81
SB	0.0%	0.00
All	4.1%	0.66

Traffic Counts - Motorized Vehicles

Interval Start Time	NE 65TH ST Eastbound				NE 65TH ST Westbound				111TH AVE NE Northbound				111TH AVE NE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	2	1	0	4	0	0	0	0	0	7	0	0	0	0	14	212
7:15 AM	0	0	6	5	0	10	5	0	0	5	0	8	0	0	0	0	39	221
7:30 AM	0	0	39	8	1	15	5	0	0	2	0	14	0	0	0	0	84	214
7:45 AM	0	0	25	2	0	23	13	0	0	5	0	7	0	0	0	0	75	198
8:00 AM	0	0	0	2	0	9	1	0	0	1	0	10	0	0	0	0	23	148
8:15 AM	0	0	4	0	0	12	1	0	0	1	0	14	0	0	0	0	32	
8:30 AM	0	0	2	4	0	30	1	0	0	5	0	26	0	0	0	0	68	
8:45 AM	0	0	0	2	0	6	1	0	0	2	0	14	0	0	0	0	25	
Count Total	0	0	78	24	1	109	27	0	0	21	0	100	0	0	0	0	360	
Peak Hour	0	0	70	17	1	57	24	0	0	13	0	39	0	0	0	0	221	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	0	0	7:00 AM	1	1	1	2	5
7:15 AM	2	1	1	0	4	7:15 AM	0	0	0	2	2
7:30 AM	1	2	0	0	3	7:30 AM	0	4	1	1	6
7:45 AM	0	0	0	0	0	7:45 AM	2	2	2	2	8
8:00 AM	0	1	1	0	2	8:00 AM	1	0	0	1	2
8:15 AM	0	0	0	0	0	8:15 AM	0	1	0	0	1
8:30 AM	1	0	1	0	2	8:30 AM	1	2	1	5	9
8:45 AM	0	0	0	0	0	8:45 AM	0	9	1	0	10
Count Total	4	4	3	0	11	Count Total	5	19	6	13	43
Peak Hour	3	4	2	0	9	Peak Hour	3	6	3	6	18



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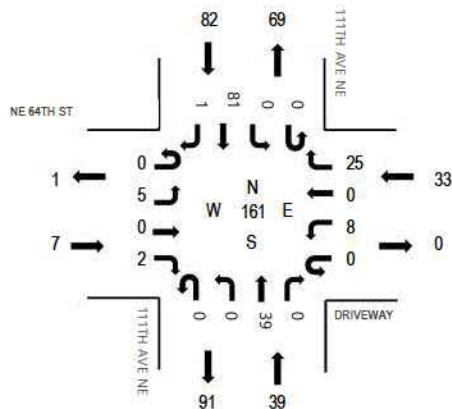
Location: 4 111TH AVE NE & DRIVEWAY AM

Date: Tuesday, March 25, 2025

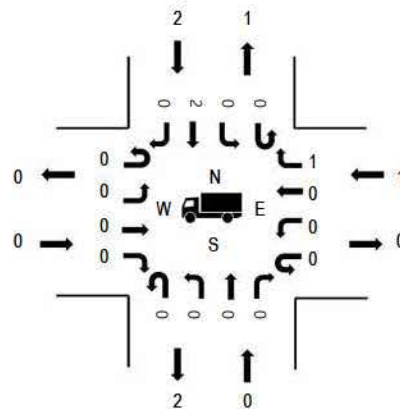
Peak Hour: 07:45 AM - 08:45 AM

Peak Hour

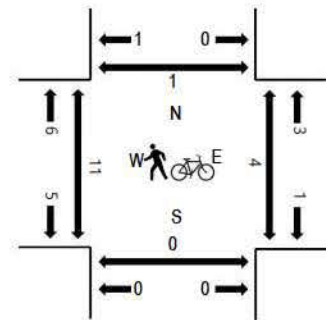
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



	HV%	PHF
EB	0.0%	0.44
WB	3.0%	0.29
NB	0.0%	0.75
SB	2.4%	0.59
All	1.9%	0.58

Traffic Counts - Motorized Vehicles

Interval Start Time	NE 64TH ST Eastbound				DRIVEWAY Westbound				111TH AVE NE Northbound				111TH AVE NE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	0	2	0	1	0	0	0	0	7	0	0	2	3	0	15	122
7:15 AM	0	0	0	0	0	0	0	2	0	0	11	0	0	0	15	0	28	129
7:30 AM	0	0	0	0	0	3	0	2	0	0	14	0	0	0	23	0	42	133
7:45 AM	0	1	0	0	0	0	0	0	0	0	11	0	0	0	25	0	37	161
8:00 AM	0	1	0	0	0	0	0	1	0	0	9	0	0	0	10	1	22	150
8:15 AM	0	2	0	2	0	2	0	2	0	0	13	0	0	0	11	0	32	
8:30 AM	0	1	0	0	0	6	0	22	0	0	6	0	0	0	35	0	70	
8:45 AM	0	1	0	0	0	2	0	8	0	0	7	0	0	0	8	0	26	
Count Total	0	6	0	4	0	14	0	37	0	0	78	0	0	2	130	1	272	
Peak Hour	0	5	0	2	0	8	0	25	0	0	39	0	0	0	81	1	161	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	0	0	7:00 AM	2	0	0	0	2
7:15 AM	0	0	1	3	4	7:15 AM	2	0	0	0	2
7:30 AM	0	0	3	1	4	7:30 AM	0	0	2	0	2
7:45 AM	0	0	0	0	0	7:45 AM	5	0	1	1	7
8:00 AM	0	0	1	1	2	8:00 AM	1	0	1	0	2
8:15 AM	0	0	0	0	0	8:15 AM	1	0	0	0	1
8:30 AM	0	0	0	1	1	8:30 AM	4	0	2	0	6
8:45 AM	0	0	0	0	0	8:45 AM	1	0	1	0	2
Count Total	0	0	5	6	11	Count Total	16	0	7	1	24
Peak Hour	0	0	1	2	3	Peak Hour	11	0	4	1	16



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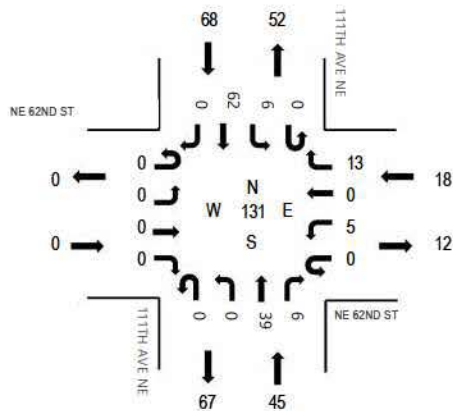
Location: 5 111TH AVE NE & NE 62ND ST AM

Date: Tuesday, March 25, 2025

Peak Hour: 07:30 AM - 08:30 AM

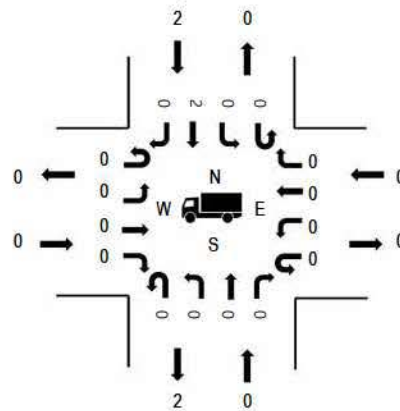
Peak Hour

Motorized Vehicles

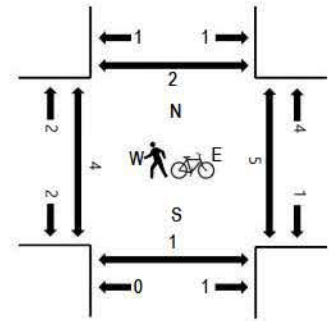


	HV%	PHF
EB	0.0%	0.00
WB	0.0%	0.50
NB	0.0%	0.70
SB	2.9%	0.68
All	1.5%	0.78

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	NE 62ND ST Eastbound				NE 62ND ST Westbound				111TH AVE NE Northbound				111TH AVE NE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	0	0	0	1	0	1	0	0	8	0	0	1	5	0	16	123
7:15 AM	0	0	0	0	0	0	0	5	0	0	9	0	0	2	8	0	24	128
7:30 AM	0	0	0	0	0	2	0	2	0	0	13	3	0	4	18	0	42	131
7:45 AM	0	0	0	0	0	2	0	7	0	0	5	2	0	2	23	0	41	123
8:00 AM	0	0	0	0	0	1	0	1	0	0	8	1	0	0	10	0	21	106
8:15 AM	0	0	0	0	0	0	0	3	0	0	13	0	0	0	11	0	27	
8:30 AM	0	0	0	0	0	0	0	1	0	0	17	0	0	1	15	0	34	
8:45 AM	0	0	0	0	0	4	0	1	0	0	8	1	0	0	10	0	24	
Count Total	0	0	0	0	0	10	0	21	0	0	81	7	0	10	100	0	229	
Peak Hour	0	0	0	0	0	5	0	13	0	0	39	6	0	6	62	0	131	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:15 AM	0	1	0	0	1	7:15 AM	1	0	0	1	2
7:30 AM	0	0	0	1	1	7:30 AM	0	0	2	0	2
7:45 AM	0	0	0	0	0	7:45 AM	3	0	1	1	5
8:00 AM	0	0	0	1	1	8:00 AM	0	1	1	1	3
8:15 AM	0	0	0	0	0	8:15 AM	1	0	1	0	2
8:30 AM	0	0	0	1	1	8:30 AM	11	2	3	3	19
8:45 AM	0	0	0	0	0	8:45 AM	4	0	1	0	5
Count Total	0	1	0	3	4	Count Total	20	3	9	6	38
Peak Hour	0	0	0	2	2	Peak Hour	4	1	5	2	12



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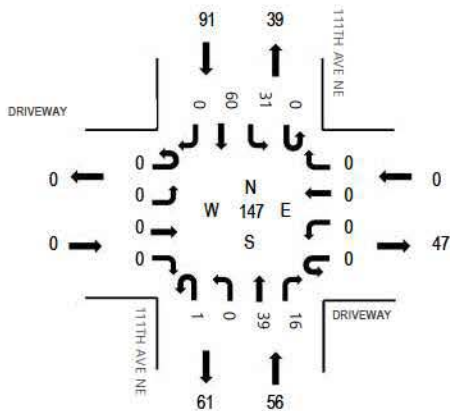
Location: 6 111TH AVE NE & DRIVEWAY AM

Date: Tuesday, March 25, 2025

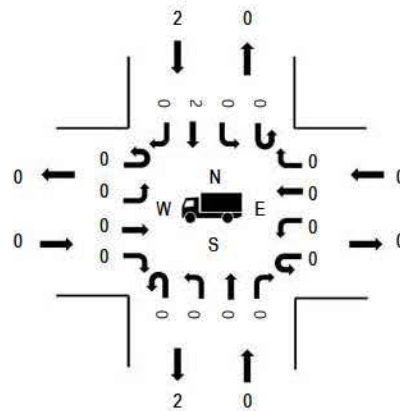
Peak Hour: 07:45 AM - 08:45 AM

Peak Hour

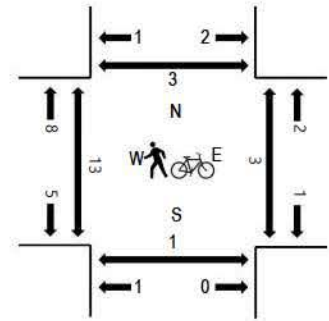
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



	HV%	PHF
EB	0.0%	0.00
WB	0.0%	0.00
NB	0.0%	0.78
SB	2.2%	0.55
All	1.4%	0.62

Traffic Counts - Motorized Vehicles

Interval Start Time	DRIVEWAY Eastbound				DRIVEWAY Westbound				111TH AVE NE Northbound				111TH AVE NE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	0	0	0	0	0	0	0	0	7	2	0	0	6	0	15	123
7:15 AM	0	0	0	0	0	0	0	0	0	0	10	4	0	5	10	0	29	128
7:30 AM	0	0	0	0	0	0	0	0	0	0	14	2	0	3	23	0	42	130
7:45 AM	0	0	0	0	0	0	0	0	1	0	11	0	0	1	24	0	37	147
8:00 AM	0	0	0	0	0	0	0	0	0	0	9	1	0	1	9	0	20	128
8:15 AM	0	0	0	0	0	0	0	0	0	0	13	3	0	4	11	0	31	
8:30 AM	0	0	0	0	0	0	0	0	0	0	6	12	0	25	16	0	59	
8:45 AM	0	0	0	0	0	0	0	0	0	0	7	1	0	0	10	0	18	
Count Total	0	0	0	0	0	0	0	0	1	0	77	25	0	39	109	0	251	
Peak Hour	0	0	0	0	0	0	0	0	1	0	39	16	0	31	60	0	147	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	1	1	2
7:15 AM	0	1	0	3	4	7:15 AM	3	0	0	0	3
7:30 AM	0	0	0	2	2	7:30 AM	0	0	2	0	2
7:45 AM	0	0	0	0	0	7:45 AM	5	1	2	1	9
8:00 AM	0	0	0	1	1	8:00 AM	1	0	1	0	2
8:15 AM	0	0	0	0	0	8:15 AM	1	0	0	0	1
8:30 AM	0	0	0	1	1	8:30 AM	6	0	0	2	8
8:45 AM	0	0	0	0	0	8:45 AM	2	0	1	2	5
Count Total	0	1	0	7	8	Count Total	18	1	7	6	32
Peak Hour	0	0	0	2	2	Peak Hour	13	1	3	3	20



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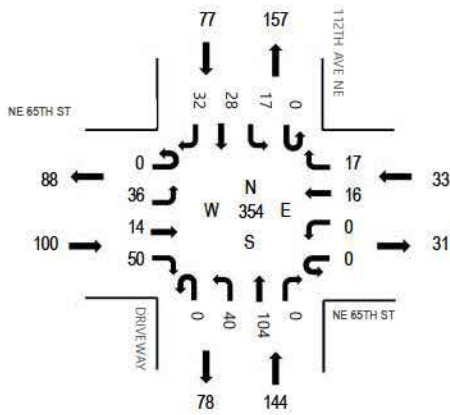
Location: 1 DRIVEWAY & NE 65TH ST PM

Date: Tuesday, March 25, 2025

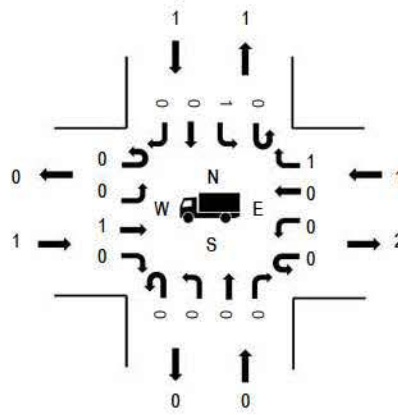
Peak Hour: 02:45 PM - 03:45 PM

Peak Hour

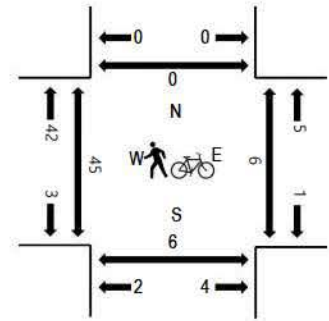
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



	HV%	PHF
EB	1.0%	0.66
WB	3.0%	0.63
NB	0.0%	0.52
SB	1.3%	0.96
All	0.8%	0.66

Traffic Counts - Motorized Vehicles

Interval Start Time	NE 65TH ST Eastbound				NE 65TH ST Westbound				DRIVEWAY Northbound				112TH AVE NE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
2:00 PM	0	3	0	1	0	0	2	4	0	0	1	0	0	1	3	3	18	226
2:15 PM	0	0	1	8	0	0	1	4	0	1	2	1	0	6	14	7	45	281
2:30 PM	0	3	0	3	0	0	0	5	0	0	4	0	0	2	7	4	28	313
2:45 PM	0	10	2	26	0	0	3	6	0	25	44	0	0	6	5	8	135	354
3:00 PM	0	9	1	7	0	0	5	8	0	7	16	0	0	5	6	9	73	288
3:15 PM	0	11	7	7	0	0	3	2	0	7	21	0	0	4	12	3	77	
3:30 PM	0	6	4	10	0	0	5	1	0	1	23	0	0	2	5	12	69	
3:45 PM	1	13	7	3	0	0	1	2	0	1	22	0	0	4	8	7	69	
Count Total	1	55	22	65	0	0	20	32	0	42	133	1	0	30	60	53	514	
Peak Hour	0	36	14	50	0	0	16	17	0	40	104	0	0	17	28	32	354	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:00 PM	0	0	0	0	0	2:00 PM	1	1	0	0	2
2:15 PM	0	0	0	0	0	2:15 PM	0	1	0	0	1
2:30 PM	0	0	0	0	0	2:30 PM	2	5	0	0	7
2:45 PM	0	0	0	0	0	2:45 PM	37	3	4	0	44
3:00 PM	0	0	1	1	2	3:00 PM	2	0	0	0	2
3:15 PM	1	0	0	0	1	3:15 PM	1	1	1	0	3
3:30 PM	0	0	0	0	0	3:30 PM	5	2	1	0	8
3:45 PM	0	0	1	0	1	3:45 PM	4	7	0	2	13
Count Total	1	0	2	1	4	Count Total	52	20	6	2	80
Peak Hour	1	0	1	1	3	Peak Hour	45	6	6	0	57



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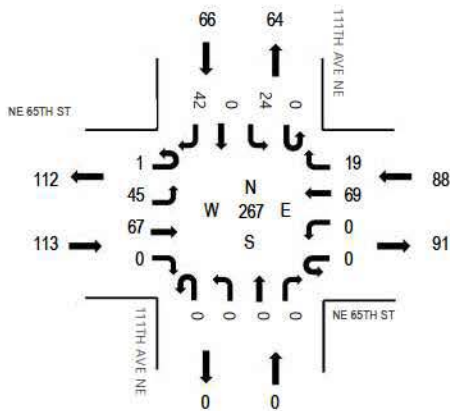
Location: 2 111TH AVE NE & NE 65TH ST PM

Date: Tuesday, March 25, 2025

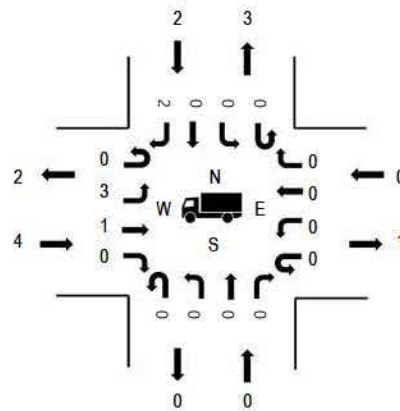
Peak Hour: 02:45 PM - 03:45 PM

Peak Hour

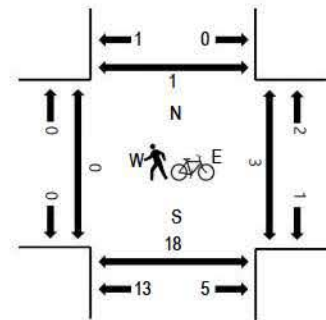
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



	HV%	PHF
EB	3.5%	0.66
WB	0.0%	0.59
NB	0.0%	0.00
SB	3.0%	0.63
All	2.2%	0.71

Traffic Counts - Motorized Vehicles

Interval Start Time	NE 65TH ST Eastbound				NE 65TH ST Westbound				111TH AVE NE Northbound				111TH AVE NE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
2:00 PM	0	2	2	0	0	0	3	2	0	0	0	0	0	1	0	1	11	165
2:15 PM	0	9	3	0	0	0	8	0	0	0	0	0	0	8	0	4	32	206
2:30 PM	0	4	7	0	0	0	4	0	0	0	0	0	0	8	0	5	28	235
2:45 PM	1	12	18	0	0	0	24	13	0	0	0	0	0	13	0	13	94	267
3:00 PM	0	9	10	0	0	0	17	5	0	0	0	0	0	5	0	6	52	221
3:15 PM	0	17	26	0	0	0	11	1	0	0	0	0	0	1	0	5	61	
3:30 PM	0	7	13	0	0	0	17	0	0	0	0	0	0	5	0	18	60	
3:45 PM	0	7	23	0	0	0	10	0	0	0	0	0	0	0	0	8	48	
Count Total	1	67	102	0	0	0	94	21	0	0	0	0	0	41	0	60	386	
Peak Hour	1	45	67	0	0	0	69	19	0	0	0	0	0	24	0	42	267	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:00 PM	0	0	0	0	0	2:00 PM	1	1	0	0	2
2:15 PM	0	0	0	0	0	2:15 PM	0	1	0	0	1
2:30 PM	1	0	0	1	2	2:30 PM	0	0	1	1	2
2:45 PM	3	0	0	0	3	2:45 PM	0	7	2	0	9
3:00 PM	0	0	0	0	0	3:00 PM	0	3	1	0	4
3:15 PM	1	0	0	1	2	3:15 PM	0	3	0	0	3
3:30 PM	0	0	0	1	1	3:30 PM	0	5	0	1	6
3:45 PM	0	0	0	0	0	3:45 PM	0	3	0	3	6
Count Total	5	0	0	3	8	Count Total	1	23	4	5	33
Peak Hour	4	0	0	2	6	Peak Hour	0	18	3	1	22



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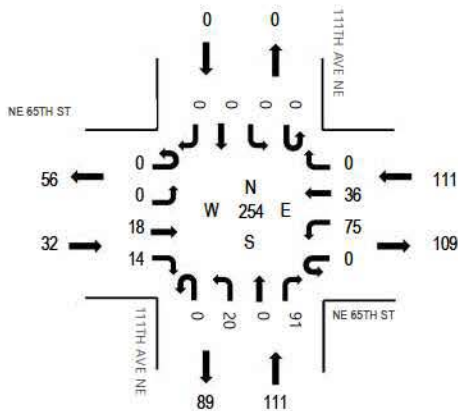
Location: 3 111TH AVE NE & NE 65TH ST PM

Date: Tuesday, March 25, 2025

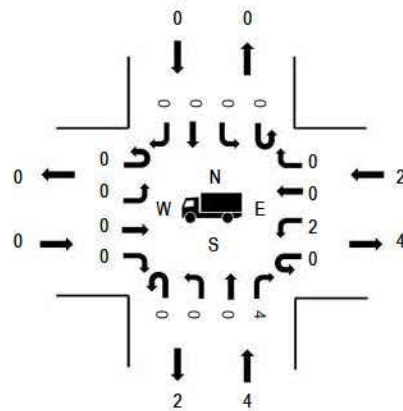
Peak Hour: 02:45 PM - 03:45 PM

Peak Hour

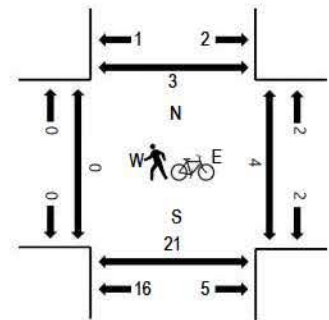
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



	HV%	PHF
EB	0.0%	0.80
WB	1.8%	0.75
NB	3.6%	0.75
SB	0.0%	0.00
All	2.4%	0.78

Traffic Counts - Motorized Vehicles

Interval Start Time	NE 65TH ST Eastbound				NE 65TH ST Westbound				111TH AVE NE Northbound				111TH AVE NE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
2:00 PM	0	0	0	0	0	3	1	0	0	2	0	4	0	0	0	0	10	151
2:15 PM	0	0	3	3	0	9	3	0	0	2	0	9	0	0	0	0	29	190
2:30 PM	0	0	7	5	0	9	0	0	0	2	0	8	0	0	0	0	31	223
2:45 PM	0	0	3	5	0	17	20	0	0	12	0	24	0	0	0	0	81	254
3:00 PM	0	0	3	4	0	17	6	0	0	2	0	17	0	0	0	0	49	225
3:15 PM	0	0	9	1	0	11	4	0	0	4	0	33	0	0	0	0	62	
3:30 PM	0	0	3	4	0	30	6	0	0	2	0	17	0	0	0	0	62	
3:45 PM	0	0	5	1	0	15	3	0	0	3	0	25	0	0	0	0	52	
Count Total	0	0	33	23	0	111	43	0	0	29	0	137	0	0	0	0	376	
Peak Hour	0	0	18	14	0	75	36	0	0	20	0	91	0	0	0	0	254	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:00 PM	0	0	0	0	0	2:00 PM	0	1	1	0	2
2:15 PM	0	0	0	0	0	2:15 PM	0	1	0	0	1
2:30 PM	2	1	1	0	4	2:30 PM	0	3	3	4	10
2:45 PM	0	3	0	0	3	2:45 PM	0	11	2	3	16
3:00 PM	0	0	0	0	0	3:00 PM	0	2	1	0	3
3:15 PM	0	1	1	0	2	3:15 PM	0	3	0	0	3
3:30 PM	0	0	1	0	1	3:30 PM	0	5	1	0	6
3:45 PM	0	0	0	0	0	3:45 PM	1	5	1	3	10
Count Total	2	5	3	0	10	Count Total	1	31	9	10	51
Peak Hour	0	4	2	0	6	Peak Hour	0	21	4	3	28



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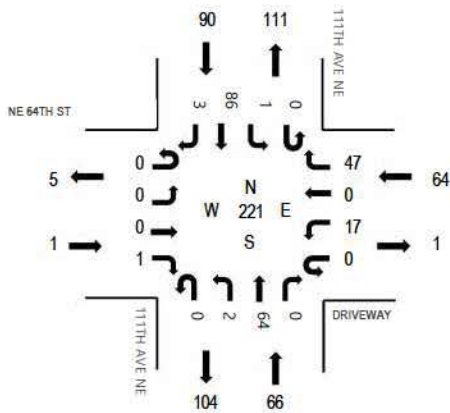
Location: 4 111TH AVE NE & DRIVEWAY PM

Date: Tuesday, March 25, 2025

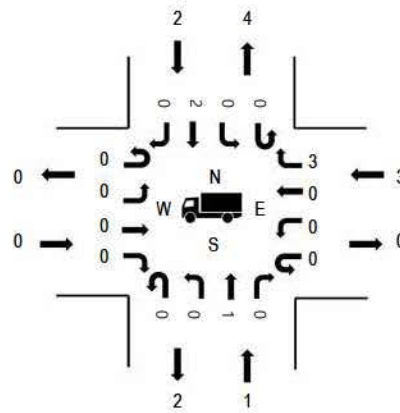
Peak Hour: 02:45 PM - 03:45 PM

Peak Hour

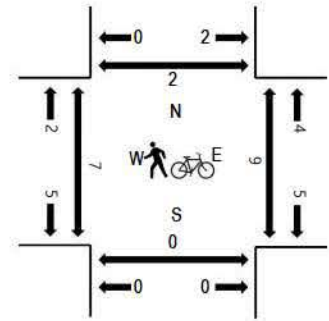
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



	HV%	PHF
EB	0.0%	0.25
WB	4.7%	0.64
NB	1.5%	0.72
SB	2.2%	0.66
All	2.7%	0.86

Traffic Counts - Motorized Vehicles

Interval Start Time	NE 64TH ST Eastbound				DRIVEWAY Westbound				111TH AVE NE Northbound				111TH AVE NE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
2:00 PM	0	0	0	1	0	0	0	0	0	0	6	0	0	0	3	0	10	126
2:15 PM	0	0	0	0	0	0	0	0	0	3	11	0	0	0	11	1	26	161
2:30 PM	0	0	0	1	0	0	0	0	0	0	11	0	0	0	14	0	26	189
2:45 PM	0	0	0	0	0	6	0	13	0	1	22	0	0	1	21	0	64	221
3:00 PM	0	0	0	0	0	2	0	12	0	1	8	0	0	0	21	1	45	203
3:15 PM	0	0	0	0	0	7	0	18	0	0	17	0	0	0	12	0	54	
3:30 PM	0	0	0	1	0	2	0	4	0	0	17	0	0	0	32	2	58	
3:45 PM	0	2	0	1	0	2	0	11	0	0	14	0	0	0	15	1	46	
Count Total	0	2	0	4	0	19	0	58	0	5	106	0	0	1	129	5	329	
Peak Hour	0	0	0	1	0	17	0	47	0	2	64	0	0	1	86	3	221	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:00 PM	0	0	0	0	0	2:00 PM	0	0	2	0	2
2:15 PM	0	0	0	0	0	2:15 PM	0	0	1	0	1
2:30 PM	0	1	0	3	4	2:30 PM	0	0	8	1	9
2:45 PM	0	0	3	0	3	2:45 PM	2	0	2	1	5
3:00 PM	0	0	0	0	0	3:00 PM	4	0	4	1	9
3:15 PM	0	1	0	1	2	3:15 PM	0	0	2	0	2
3:30 PM	0	0	0	1	1	3:30 PM	1	0	1	0	2
3:45 PM	0	0	0	0	0	3:45 PM	2	0	1	0	3
Count Total	0	2	3	5	10	Count Total	9	0	21	3	33
Peak Hour	0	1	3	2	6	Peak Hour	7	0	9	2	18



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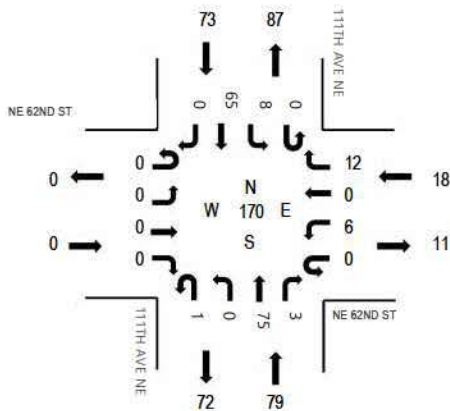
Location: 5 111TH AVE NE & NE 62ND ST PM

Date: Tuesday, March 25, 2025

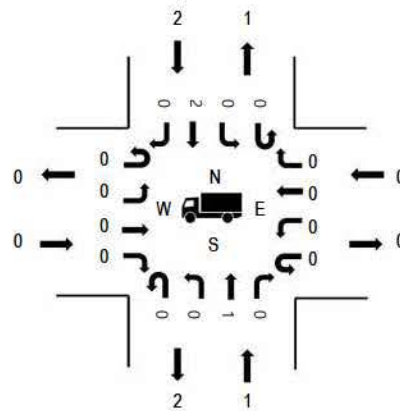
Peak Hour: 02:45 PM - 03:45 PM

Peak Hour

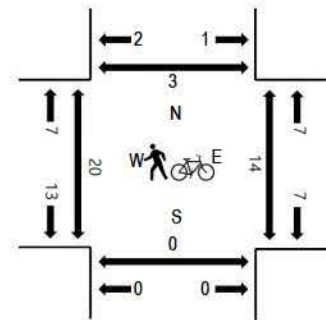
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



	HV%	PHF
EB	0.0%	0.00
WB	0.0%	0.41
NB	1.3%	0.79
SB	2.7%	0.61
All	1.8%	0.80

Traffic Counts - Motorized Vehicles

Interval Start Time	NE 62ND ST Eastbound				NE 62ND ST Westbound				111TH AVE NE Northbound				111TH AVE NE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
2:00 PM	0	0	0	0	0	1	0	1	0	0	7	0	0	0	4	0	13	106
2:15 PM	0	0	0	0	0	1	0	3	0	0	10	1	0	1	7	0	23	130
2:30 PM	0	0	0	0	0	0	0	2	0	0	12	5	0	4	3	0	26	143
2:45 PM	0	0	0	0	0	3	0	8	0	0	16	0	0	4	13	0	44	170
3:00 PM	0	0	0	0	0	1	0	1	0	0	22	3	0	1	9	0	37	158
3:15 PM	0	0	0	0	0	1	0	1	1	0	17	0	0	0	16	0	36	
3:30 PM	0	0	0	0	0	1	0	2	0	0	20	0	0	3	27	0	53	
3:45 PM	0	0	0	0	0	1	0	2	0	0	14	1	0	0	14	0	32	
Count Total	0	0	0	0	0	9	0	20	1	0	118	10	0	13	93	0	264	
Peak Hour	0	0	0	0	0	6	0	12	1	0	75	3	0	8	65	0	170	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:00 PM	0	0	0	0	0	2:00 PM	1	0	1	0	2
2:15 PM	0	0	0	0	0	2:15 PM	2	0	0	0	2
2:30 PM	0	1	0	0	1	2:30 PM	3	1	2	1	7
2:45 PM	0	0	0	0	0	2:45 PM	5	0	5	1	11
3:00 PM	0	0	0	0	0	3:00 PM	9	0	3	1	13
3:15 PM	0	1	0	1	2	3:15 PM	3	0	1	1	5
3:30 PM	0	0	0	1	1	3:30 PM	3	0	5	0	8
3:45 PM	0	0	0	0	0	3:45 PM	5	0	3	3	11
Count Total	0	2	0	2	4	Count Total	31	1	20	7	59
Peak Hour	0	1	0	2	3	Peak Hour	20	0	14	3	37



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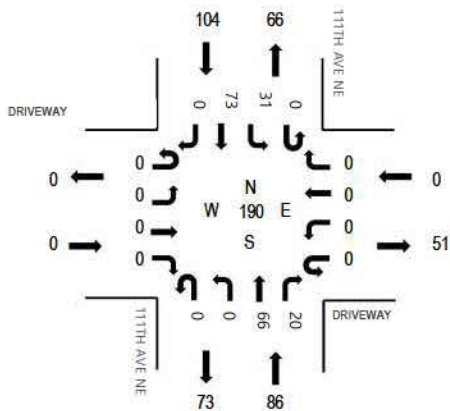
Location: 6 111TH AVE NE & DRIVEWAY PM

Date: Tuesday, March 25, 2025

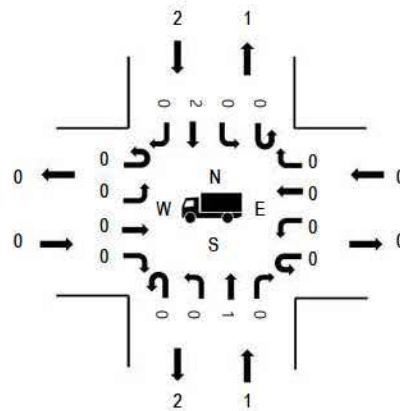
Peak Hour: 02:45 PM - 03:45 PM

Peak Hour

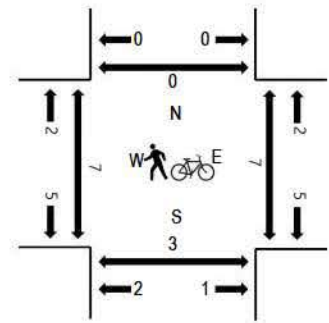
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



	HV%	PHF
EB	0.0%	0.00
WB	0.0%	0.00
NB	1.2%	0.90
SB	1.9%	0.74
All	1.6%	0.85

Traffic Counts - Motorized Vehicles

Interval Start Time	DRIVEWAY Eastbound				DRIVEWAY Westbound				111TH AVE NE Northbound				111TH AVE NE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
2:00 PM	0	0	0	0	0	0	0	0	0	0	7	1	0	0	4	0	12	117
2:15 PM	0	0	0	0	0	0	0	0	0	0	13	1	0	3	8	0	25	149
2:30 PM	0	0	0	0	0	0	0	0	0	0	11	3	0	7	7	0	28	162
2:45 PM	0	0	0	0	0	0	0	0	0	0	23	1	0	11	17	0	52	190
3:00 PM	0	0	0	0	0	0	0	0	0	0	10	12	0	12	10	0	44	171
3:15 PM	0	0	0	0	0	0	0	0	0	0	16	3	0	2	17	0	38	
3:30 PM	0	0	0	0	0	0	0	0	0	0	17	4	0	6	29	0	56	
3:45 PM	0	0	0	0	0	0	0	0	0	0	14	1	0	3	15	0	33	
Count Total	0	0	0	0	0	0	0	0	0	0	111	26	0	44	107	0	288	
Peak Hour	0	0	0	0	0	0	0	0	0	0	66	20	0	31	73	0	190	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:00 PM	0	0	0	0	0	2:00 PM	1	0	2	0	3
2:15 PM	0	0	0	0	0	2:15 PM	0	0	1	0	1
2:30 PM	0	1	0	3	4	2:30 PM	1	0	1	2	4
2:45 PM	0	0	0	0	0	2:45 PM	2	1	1	0	4
3:00 PM	0	0	0	0	0	3:00 PM	4	1	4	0	9
3:15 PM	0	1	0	1	2	3:15 PM	0	1	1	0	2
3:30 PM	0	0	0	1	1	3:30 PM	1	0	1	0	2
3:45 PM	0	0	0	0	0	3:45 PM	2	0	1	0	3
Count Total	0	2	0	5	7	Count Total	11	3	12	2	28
Peak Hour	0	1	0	2	3	Peak Hour	7	3	7	0	17



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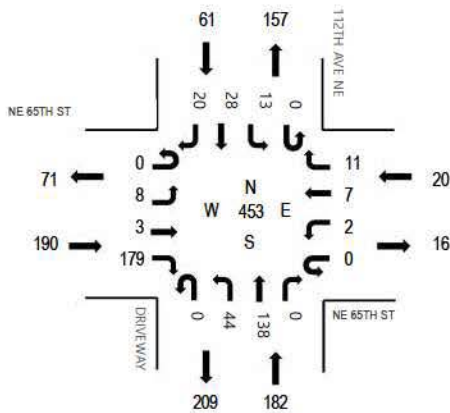
Location: 1 DRIVEWAY & NE 65TH ST AM

Date: Thursday, March 27, 2025

Peak Hour: 07:00 AM - 08:00 AM

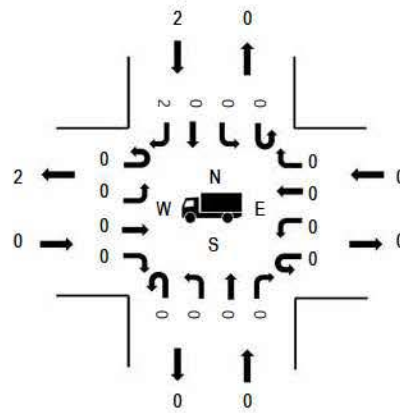
Peak Hour

Motorized Vehicles

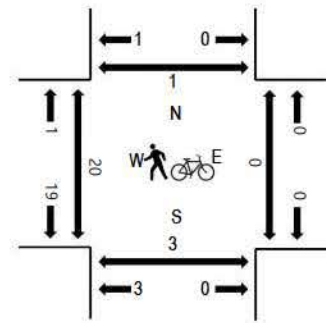


	HV%	PHF
EB	0.0%	0.46
WB	0.0%	0.63
NB	0.0%	0.58
SB	3.3%	0.85
All	0.4%	0.57

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	NE 65TH ST Eastbound				NE 65TH ST Westbound				DRIVEWAY Northbound				112TH AVE NE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	2	1	4	0	0	1	1	0	1	8	0	0	2	11	5	36	453
7:15 AM	0	2	1	15	0	0	3	5	0	3	14	0	0	1	7	1	52	451
7:30 AM	0	2	0	102	0	0	1	2	0	14	63	0	0	4	5	7	200	431
7:45 AM	0	2	1	58	0	2	2	3	0	26	53	0	0	6	5	7	165	279
8:00 AM	0	5	3	3	0	0	2	7	0	1	3	0	0	5	3	2	34	129
8:15 AM	0	7	1	0	0	0	2	8	0	0	3	0	0	2	4	5	32	
8:30 AM	0	18	5	0	0	0	6	1	0	0	3	0	0	2	2	11	48	
8:45 AM	0	1	1	1	0	0	1	3	0	0	2	0	0	2	4	0	15	
Count Total	0	39	13	183	0	2	18	30	0	45	149	0	0	24	41	38	582	
Peak Hour	0	8	3	179	0	2	7	11	0	44	138	0	0	13	28	20	453	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	1	1	7:00 AM	3	1	0	0	4
7:15 AM	0	0	0	0	0	7:15 AM	1	1	0	0	2
7:30 AM	0	0	0	1	1	7:30 AM	10	0	0	1	11
7:45 AM	0	0	0	0	0	7:45 AM	6	1	0	0	7
8:00 AM	1	0	0	0	1	8:00 AM	1	1	0	0	2
8:15 AM	0	0	0	2	2	8:15 AM	0	0	0	0	0
8:30 AM	2	0	1	0	3	8:30 AM	1	8	0	0	9
8:45 AM	0	1	0	0	1	8:45 AM	0	6	0	2	8
Count Total	3	1	1	4	9	Count Total	22	18	0	3	43
Peak Hour	0	0	0	2	2	Peak Hour	20	3	0	1	24



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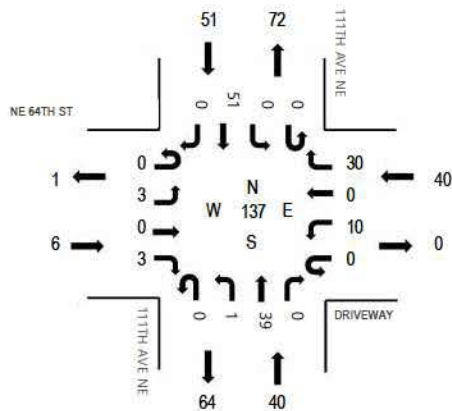
Location: 4 111TH AVE NE & DRIVEWAY AM

Date: Thursday, March 27, 2025

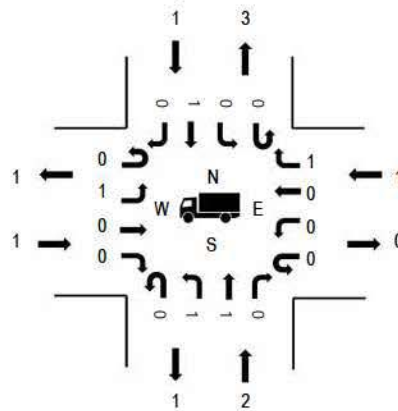
Peak Hour: 07:45 AM - 08:45 AM

Peak Hour

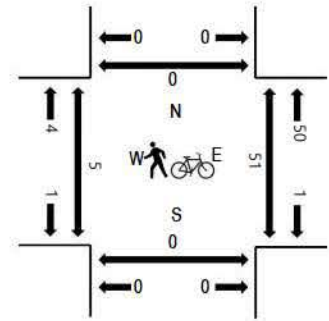
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



	HV%	PHF
EB	16.7%	0.75
WB	2.5%	0.26
NB	5.0%	0.67
SB	2.0%	0.61
All	3.6%	0.62

Traffic Counts - Motorized Vehicles

Interval Start Time	NE 64TH ST Eastbound				DRIVEWAY Westbound				111TH AVE NE Northbound				111TH AVE NE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	0	1	0	0	0	1	0	0	4	0	0	0	8	0	14	109
7:15 AM	0	0	0	0	0	0	0	2	0	0	10	0	0	0	12	0	24	121
7:30 AM	0	1	0	1	0	2	0	3	0	0	16	0	0	0	16	0	39	121
7:45 AM	0	0	0	1	0	0	0	0	0	0	10	0	0	0	21	0	32	137
8:00 AM	0	1	0	1	0	0	0	1	0	1	14	0	0	0	8	0	26	122
8:15 AM	0	1	0	1	0	1	0	0	0	0	7	0	0	0	14	0	24	
8:30 AM	0	1	0	0	0	9	0	29	0	0	8	0	0	0	8	0	55	
8:45 AM	0	1	0	0	0	1	0	3	0	0	4	0	0	0	8	0	17	
Count Total	0	5	0	5	0	13	0	39	0	1	73	0	0	0	95	0	231	
Peak Hour	0	3	0	3	0	10	0	30	0	1	39	0	0	0	51	0	137	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	1	1	7:00 AM	1	1	0	1	3
7:15 AM	0	0	1	3	4	7:15 AM	2	0	2	0	4
7:30 AM	0	0	3	2	5	7:30 AM	0	0	1	0	1
7:45 AM	0	0	0	0	0	7:45 AM	1	0	2	0	3
8:00 AM	1	1	1	0	3	8:00 AM	0	0	49	0	49
8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:30 AM	0	1	0	1	2	8:30 AM	4	0	0	0	4
8:45 AM	0	0	1	0	1	8:45 AM	2	0	2	1	5
Count Total	1	2	6	7	16	Count Total	10	1	56	2	69
Peak Hour	1	2	1	1	5	Peak Hour	5	0	51	0	56



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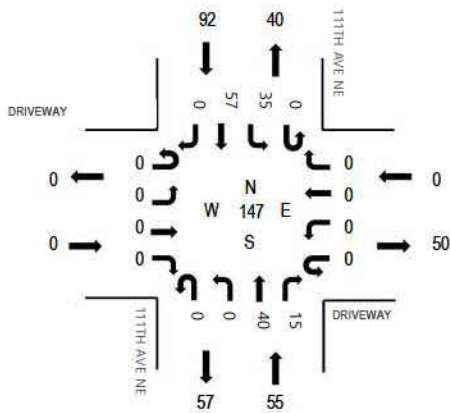
Location: 5 111TH AVE NE & DRIVEWAY AM

Date: Thursday, March 27, 2025

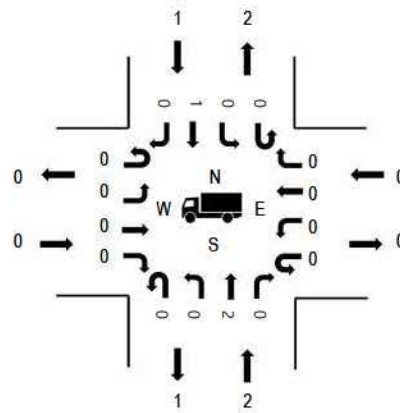
Peak Hour: 07:45 AM - 08:45 AM

Peak Hour

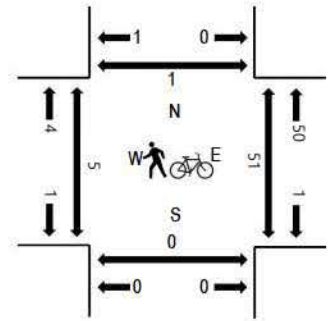
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



	HV%	PHF
EB	0.0%	0.00
WB	0.0%	0.00
NB	3.6%	0.69
SB	1.1%	0.50
All	2.0%	0.56

Traffic Counts - Motorized Vehicles

Interval Start Time	DRIVEWAY Eastbound				DRIVEWAY Westbound				111TH AVE NE Northbound				111TH AVE NE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	2	7	0	13	107
7:15 AM	0	0	0	0	0	0	0	0	0	0	10	4	0	5	7	0	26	119
7:30 AM	0	0	0	0	0	0	0	0	0	0	15	2	0	2	17	0	36	117
7:45 AM	0	0	0	0	0	0	0	0	0	0	10	0	0	1	21	0	32	147
8:00 AM	0	0	0	0	0	0	0	0	0	0	15	1	0	1	8	0	25	130
8:15 AM	0	0	0	0	0	0	0	0	0	0	7	2	0	3	12	0	24	
8:30 AM	0	0	0	0	0	0	0	0	0	0	8	12	0	30	16	0	66	
8:45 AM	0	0	0	0	0	0	0	0	0	0	4	2	0	1	8	0	15	
Count Total	0	0	0	0	0	0	0	0	0	0	73	23	0	45	96	0	237	
Peak Hour	0	0	0	0	0	0	0	0	0	0	40	15	0	35	57	0	147	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	1	1	7:00 AM	1	0	0	1	2
7:15 AM	0	1	0	3	4	7:15 AM	2	0	3	0	5
7:30 AM	0	0	0	2	2	7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0	7:45 AM	2	0	1	0	3
8:00 AM	0	1	0	0	1	8:00 AM	0	0	49	0	49
8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:30 AM	0	1	0	1	2	8:30 AM	3	0	1	1	5
8:45 AM	0	1	0	1	2	8:45 AM	8	0	2	0	10
Count Total	0	4	0	8	12	Count Total	16	0	56	2	74
Peak Hour	0	2	0	1	3	Peak Hour	5	0	51	1	57



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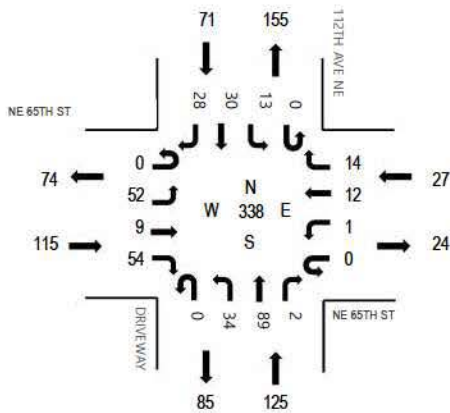
Location: 1 DRIVEWAY & NE 65TH ST PM

Date: Thursday, March 27, 2025

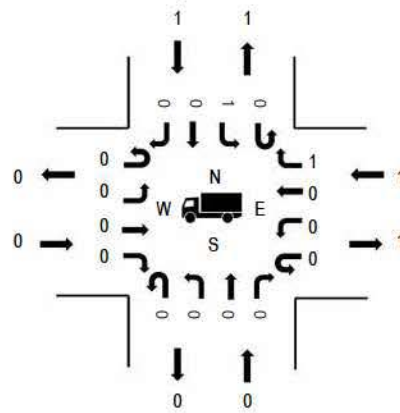
Peak Hour: 02:45 PM - 03:45 PM

Peak Hour

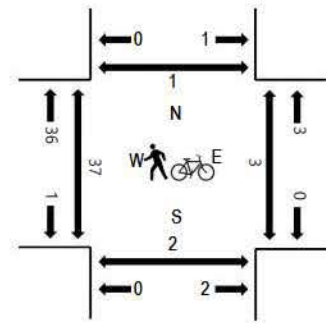
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



	HV%	PHF
EB	0.0%	0.67
WB	3.7%	0.68
NB	0.0%	0.42
SB	1.4%	0.74
All	0.6%	0.57

Traffic Counts - Motorized Vehicles

Interval Start Time	NE 65TH ST Eastbound				NE 65TH ST Westbound				DRIVEWAY Northbound				112TH AVE NE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
2:00 PM	0	3	3	2	0	0	1	2	0	0	2	0	0	3	2	6	24	237
2:15 PM	0	2	3	7	0	0	2	2	0	0	3	0	0	1	10	2	32	287
2:30 PM	0	6	1	1	0	0	1	5	0	0	4	0	0	5	7	4	34	317
2:45 PM	0	9	4	30	0	1	2	2	0	30	44	1	0	5	10	9	147	338
3:00 PM	0	18	3	9	0	0	2	4	0	3	17	0	0	3	4	11	74	258
3:15 PM	0	18	2	11	0	0	0	6	0	0	13	1	0	1	7	3	62	
3:30 PM	0	7	0	4	0	0	8	2	0	1	15	0	0	4	9	5	55	
3:45 PM	0	6	8	6	0	0	5	3	0	6	21	0	0	4	5	3	67	
Count Total	0	69	24	70	0	1	21	26	0	40	119	2	0	26	54	43	495	
Peak Hour	0	52	9	54	0	1	12	14	0	34	89	2	0	13	30	28	338	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:00 PM	0	0	0	0	0	2:00 PM	0	0	0	0	0
2:15 PM	0	0	0	0	0	2:15 PM	0	0	0	0	0
2:30 PM	0	0	0	0	0	2:30 PM	6	4	0	0	10
2:45 PM	0	0	0	0	0	2:45 PM	31	2	3	1	37
3:00 PM	0	0	1	1	2	3:00 PM	1	0	0	0	1
3:15 PM	0	0	0	0	0	3:15 PM	1	0	0	0	1
3:30 PM	0	0	0	0	0	3:30 PM	4	0	0	0	4
3:45 PM	1	0	0	0	1	3:45 PM	1	1	0	0	2
Count Total	1	0	1	1	3	Count Total	44	7	3	1	55
Peak Hour	0	0	1	1	2	Peak Hour	37	2	3	1	43



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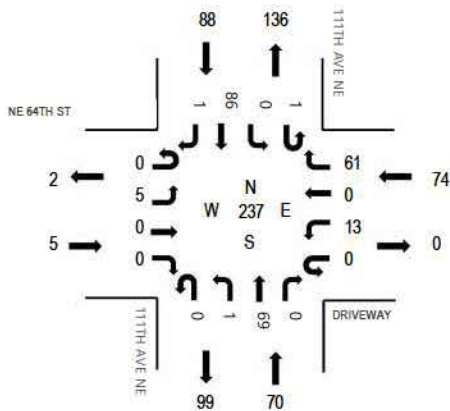
Location: 4 111TH AVE NE & DRIVEWAY PM

Date: Thursday, March 27, 2025

Peak Hour: 02:45 PM - 03:45 PM

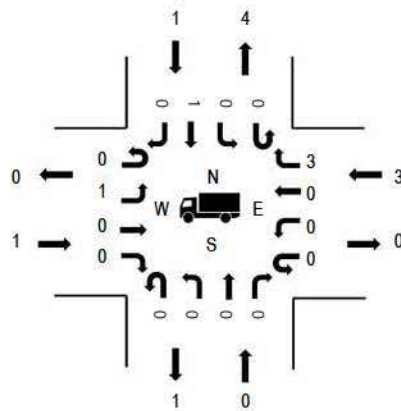
Peak Hour

Motorized Vehicles

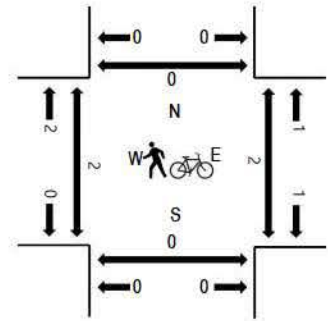


	HV%	PHF
EB	20.0%	0.63
WB	4.1%	0.62
NB	0.0%	0.76
SB	1.1%	0.76
All	2.1%	0.71

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	NE 64TH ST Eastbound				DRIVEWAY Westbound				111TH AVE NE Northbound				111TH AVE NE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
2:00 PM	0	1	0	1	0	0	0	1	0	1	6	0	1	0	5	1	17	135
2:15 PM	0	0	0	0	0	1	0	0	0	0	12	0	0	0	10	0	23	201
2:30 PM	0	1	0	1	0	0	0	3	0	0	11	0	0	0	18	0	34	235
2:45 PM	0	2	0	0	0	3	0	10	0	0	20	0	1	0	24	1	61	237
3:00 PM	0	1	0	0	0	3	0	27	0	0	23	0	0	0	29	0	83	207
3:15 PM	0	0	0	0	0	6	0	17	0	1	19	0	0	0	14	0	57	
3:30 PM	0	2	0	0	0	1	0	7	0	0	7	0	0	0	19	0	36	
3:45 PM	0	0	0	0	0	1	0	1	0	1	14	0	0	0	13	1	31	
Count Total	0	7	0	2	0	15	0	66	0	3	112	0	2	0	132	3	342	
Peak Hour	0	5	0	0	0	13	0	61	0	1	69	0	1	0	86	1	237	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:00 PM	0	0	0	0	0	2:00 PM	0	0	0	0	0
2:15 PM	0	0	0	1	1	2:15 PM	0	0	0	0	0
2:30 PM	0	1	0	3	4	2:30 PM	2	0	0	1	3
2:45 PM	0	0	3	0	3	2:45 PM	1	0	0	0	1
3:00 PM	1	0	0	0	1	3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0	3:15 PM	1	0	2	0	3
3:30 PM	0	0	0	1	1	3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0	3:45 PM	0	1	0	0	1
Count Total	1	1	3	5	10	Count Total	4	1	2	1	8
Peak Hour	1	0	3	1	5	Peak Hour	2	0	2	0	4



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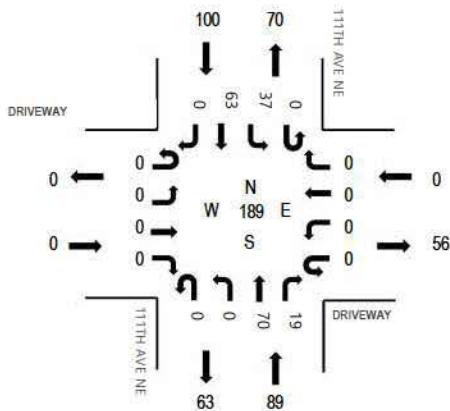
Location: 5 111TH AVE NE & DRIVEWAY PM

Date: Thursday, March 27, 2025

Peak Hour: 02:45 PM - 03:45 PM

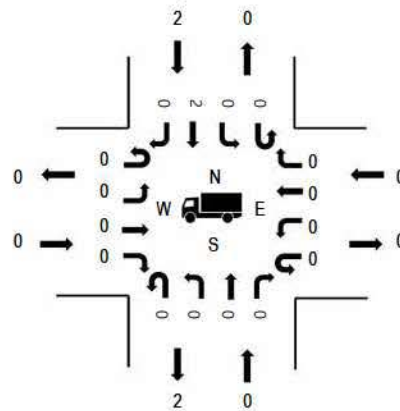
Peak Hour

Motorized Vehicles

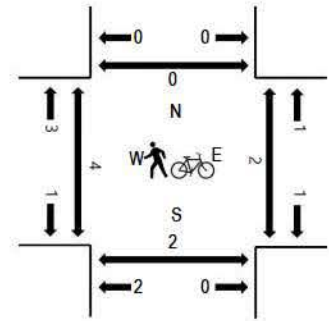


	HV%	PHF
EB	0.0%	0.00
WB	0.0%	0.00
NB	0.0%	0.67
SB	2.0%	0.89
All	1.1%	0.77

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	DRIVEWAY Eastbound				DRIVEWAY Westbound				111TH AVE NE Northbound				111TH AVE NE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
2:00 PM	0	0	0	0	0	0	0	0	0	0	7	1	0	0	6	0	14	119
2:15 PM	0	0	0	0	0	0	0	0	0	0	11	1	0	0	11	0	23	166
2:30 PM	0	0	0	0	0	0	0	0	0	0	11	3	0	9	7	0	30	187
2:45 PM	0	0	0	0	0	0	0	0	0	0	20	4	0	11	17	0	52	189
3:00 PM	0	0	0	0	0	0	0	0	0	0	23	10	0	18	10	0	61	169
3:15 PM	0	0	0	0	0	0	0	0	0	0	20	5	0	2	17	0	44	
3:30 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	6	19	0	32	
3:45 PM	0	0	0	0	0	0	0	0	0	0	15	0	0	3	14	0	32	
Count Total	0	0	0	0	0	0	0	0	0	0	114	24	0	49	101	0	288	
Peak Hour	0	0	0	0	0	0	0	0	0	0	70	19	0	37	63	0	189	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:00 PM	0	0	0	0	0	2:00 PM	0	0	0	0	0
2:15 PM	0	0	0	1	1	2:15 PM	0	0	0	0	0
2:30 PM	0	1	0	3	4	2:30 PM	3	0	0	0	3
2:45 PM	0	0	0	0	0	2:45 PM	3	2	0	0	5
3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	1	1	3:15 PM	1	0	1	0	2
3:30 PM	0	0	0	1	1	3:30 PM	0	0	1	0	1
3:45 PM	0	0	0	1	1	3:45 PM	1	1	0	0	2
Count Total	0	1	0	7	8	Count Total	8	3	2	0	13
Peak Hour	0	0	0	2	2	Peak Hour	4	2	2	0	8

Appendix C

Level of Service (LOS) Methodology and Calculations

Level of Service Methodology

Level of Service (LOS) generally refers to the degree of congestion at an intersection. It is a measure of vehicle operating speed, travel time, travel delays, and driving comfort. A letter scale from A to F generally describes intersection LOS.

Signalized Intersection LOS represents the average control delay (sec/veh) and can be reported for the overall intersection, for each approach, and for each lane group (additional v/c ratio criteria apply to lane group LOS only). The table below outlines the HCM (7th Edition) LOS criteria for signalized intersections.

LOS Criteria for Signalized Intersections¹

Control Delay (sec/veh)	Level of Service ²	General Description ³
• 10	A	Exceptionally Favorable Progression (or very short cycle lengths) – Most vehicles arrive during the green indication and travel through the intersection without stopping.
> 10 to • 20	B	Highly Favorable Progression (or short cycle lengths) – While more vehicles than LOS A stop, most vehicles still pass through the intersection without stopping.
> 20 to • 35	C	Favorable Progression (or moderate cycle lengths) – Individual cycle failures begin to appear, but many vehicles still pass through the intersection without stopping.
> 35 to • 55	D	Ineffective Progression (or long cycle lengths) – Many vehicles stop and individual cycle failures are noticeable.
> 55 to • 80	E	Unfavorable Progression (and long cycle lengths) – Individual cycle failures are frequent.
> 80	F	Very Poor Progression (and long cycle lengths) – Most cycles fail to clear the queue at this level.

¹ Source: Highway Capacity Manual 7th Edition, Transportation Research Board, 2021.

² If the volume-to-capacity (v/c) ratio for a lane group exceeds 1.0, LOS F is assigned to the individual lane group. For approach-based and intersection-wide assessments at signals, LOS is defined solely by control delay.

³ Individual cycle failures: one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle.

Synchro 12 and/or HCM 2000 LOS methodology may be used when HCM 7th Edition methodology is not supported at an intersection (i.e., intersection geometry and/or custom phasing) or jurisdictional standards require use of an alternative methodology.

Unsignalized Intersection LOS (two-way stop control, all-way stop control, and roundabouts) is based on the average control delay. For two-way stop-controlled intersections, the LOS criteria apply to each controlled minor-street approach, controlled minor-street lane group, and controlled major-street movement (additional v/c ratio criteria apply to lane group LOS only). LOS is not calculated for major-street approaches or for the intersection as a whole at two-way stop-controlled intersections. For all-way stop-controlled intersections and roundabouts, LOS can be reported for the overall intersection, for each approach, and for each lane group (additional v/c ratio criteria apply to lane group LOS only). The table below outlines the HCM (7th Edition) LOS criteria for unsignalized intersections based on these methodologies.

LOS Criteria for Unsignalized Intersections¹

Control Delay (sec/veh)	Level of Service ²
• 10	A
> 10 to • 15	B
> 15 to • 25	C
> 25 to • 35	D
> 35 to • 50	E
> 50	F

¹ Source: Highway Capacity Manual 7th Edition, Transportation Research Board, 2021.

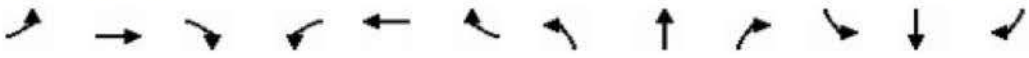
² If the volume-to-capacity (v/c) ratio for a lane group exceeds 1.0, LOS F is assigned to the individual lane group. For approach-based and intersection-wide assessments at unsignalized intersections, LOS is defined solely by control delay.

2025 Existing

Lanes, Volumes, Timings

1: Site Access/112th Ave NE & NE 65th St

04/09/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	0	191	2	7	16	59	136	0	17	32	24
Future Volume (vph)	2	0	191	2	7	16	59	136	0	17	32	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		4%			-7%			-5%			0%	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		342			238			238			165	
Travel Time (s)		9.3			6.5			6.5			4.5	
Confl. Peds. (#/hr)	3		2	2		3	15					15
Peak Hour Factor	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	1%
Parking (#/hr)										0	0	0
Shared Lane Traffic (%)												
Sign Control	Free			Free			Stop			Stop		

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection

Int Delay, s/veh 7.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	0	191	2	7	16	59	136	0	17	32	24
Future Vol, veh/h	2	0	191	2	7	16	59	136	0	17	32	24
Conflicting Peds, #/hr	3	0	2	2	0	3	15	0	0	0	0	15
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	4	-	-	-7	-	-	-5	-	-	0	-
Peak Hour Factor	61	61	61	61	61	61	61	61	61	61	61	61
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	1	1	1
Mvmt Flow	3	0	313	3	11	26	97	223	0	28	52	39

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	41	0	0	315	0	0	224	212	159	152	356	43
Stage 1	-	-	-	-	-	-	165	165	-	34	34	-
Stage 2	-	-	-	-	-	-	59	47	-	118	322	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.1	5.5	5.7	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	5.1	4.5	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.1	4.5	-	6.11	5.51	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.509	4.009	3.309
Pot Cap-1 Maneuver	1582	-	-	1257	-	-	783	730	912	817	572	1031
Stage 1	-	-	-	-	-	-	881	801	-	984	869	-
Stage 2	-	-	-	-	-	-	973	871	-	889	653	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1577	-	-	1254	-	-	668	723	910	562	566	1013
Mov Cap-2 Maneuver	-	-	-	-	-	-	668	723	-	562	566	-
Stage 1	-	-	-	-	-	-	877	798	-	979	864	-
Stage 2	-	-	-	-	-	-	864	866	-	639	650	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.08	0.63	14.26	11.65
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	706	16	-	-	126	-	-	661
HCM Lane V/C Ratio	0.453	0.002	-	-	0.003	-	-	0.181
HCM Ctrl Dly (s/v)	14.3	7.3	0	-	7.9	0	-	11.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	2.4	0	-	-	0	-	-	0.7

Lanes, Volumes, Timings

2: NE 65th St & 111th Ave NE (east)

04/09/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	19	91	66	25	107	18
Future Volume (vph)	19	91	66	25	107	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		5%	-5%		3%	
Link Speed (mph)		25	25		30	
Link Distance (ft)		137	342		255	
Travel Time (s)		3.7	9.3		5.8	
Confl. Peds. (#/hr)	4			4	1	
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59
Heavy Vehicles (%)	4%	4%	1%	1%	1%	1%
Parking (#/hr)					0	0
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection

Int Delay, s/veh 5.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	19	91	66	25	107	18
Future Vol, veh/h	19	91	66	25	107	18
Conflicting Peds, #/hr	4	0	0	4	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	5	-5	-	3	-
Peak Hour Factor	59	59	59	59	59	59
Heavy Vehicles, %	4	4	1	1	1	1
Mvmt Flow	32	154	112	42	181	31

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	158	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.236	-	-
Pot Cap-1 Maneuver	1409	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1404	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.32	0	13.84
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	311	-	-	-	618
HCM Lane V/C Ratio	0.023	-	-	-	0.343
HCM Ctrl Dly (s/v)	7.6	0	-	-	13.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1.5



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩			↩	↩	
Traffic Volume (vph)	70	17	58	24	13	39
Future Volume (vph)	70	17	58	24	13	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	10%			-5%	-3%	
Link Speed (mph)	25			25	25	
Link Distance (ft)	200			137	299	
Travel Time (s)	5.5			3.7	8.2	
Confl. Peds. (#/hr)		6	6		3	3
Peak Hour Factor	0.66	0.66	0.66	0.66	0.66	0.66
Heavy Vehicles (%)	3%	3%	2%	2%	8%	8%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection

Int Delay, s/veh 4.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	70	17	58	24	13	39
Future Vol, veh/h	70	17	58	24	13	39
Conflicting Peds, #/hr	0	6	6	0	3	3
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	10	-	-	-5	-3	-
Peak Hour Factor	66	66	66	66	66	66
Heavy Vehicles, %	3	3	2	2	8	8
Mvmt Flow	106	26	88	36	20	59

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	138	0	340
Stage 1	-	-	-	-	125
Stage 2	-	-	-	-	215
Critical Hdwy	-	-	4.12	-	5.88
Critical Hdwy Stg 1	-	-	-	-	4.88
Critical Hdwy Stg 2	-	-	-	-	4.88
Follow-up Hdwy	-	-	2.218	-	3.572
Pot Cap-1 Maneuver	-	-	1446	-	681
Stage 1	-	-	-	-	905
Stage 2	-	-	-	-	836
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1438	-	633
Mov Cap-2 Maneuver	-	-	-	-	633
Stage 1	-	-	-	-	899
Stage 2	-	-	-	-	782

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	5.42	9.86
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	819	-	-	1273	-
HCM Lane V/C Ratio	0.096	-	-	0.061	-
HCM Ctrl Dly (s/v)	9.9	-	-	7.7	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.2	-

Lanes, Volumes, Timings

4: 111th Ave NE & NE 64th St/Exit-Only Site Access

04/09/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	0	2	8	0	25	0	39	0	0	81	1
Future Volume (vph)	5	0	2	8	0	25	0	39	0	0	81	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		12%			0%			0%			0%	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		252			265			229			299	
Travel Time (s)		6.9			7.2			6.2			8.2	
Confl. Peds. (#/hr)	1					1	11		4	4		11
Peak Hour Factor	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58
Heavy Vehicles (%)	0%	0%	0%	3%	3%	3%	0%	0%	0%	2%	2%	2%
Parking (#/hr)	0	0	0									
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection

Int Delay, s/veh 2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	2	8	0	25	0	39	0	0	81	1
Future Vol, veh/h	5	0	2	8	0	25	0	39	0	0	81	1
Conflicting Peds, #/hr	1	0	0	0	0	1	11	0	4	4	0	11
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	12	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	58	58	58	58	58	58	58	58	58	58	58	58
Heavy Vehicles, %	0	0	0	3	3	3	0	0	0	2	2	2
Mvmt Flow	9	0	3	14	0	43	0	67	0	0	140	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	220	219	152	207	220	68	152	0	-	-	-	0
Stage 1	152	152	-	67	67	-	-	-	-	-	-	-
Stage 2	68	67	-	140	152	-	-	-	-	-	-	-
Critical Hdwy	9.5	8.9	7.4	7.13	6.53	6.23	4.1	-	-	-	-	-
Critical Hdwy Stg 1	8.5	7.9	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	8.5	7.9	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.527	4.027	3.327	2.2	-	-	-	-	-
Pot Cap-1 Maneuver	640	590	856	749	677	992	1441	-	0	0	-	-
Stage 1	774	701	-	941	837	-	-	-	0	0	-	-
Stage 2	905	806	-	861	769	-	-	-	0	0	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	605	584	847	745	670	991	1426	-	-	-	-	-
Mov Cap-2 Maneuver	605	584	-	745	670	-	-	-	-	-	-	-
Stage 1	765	694	-	941	837	-	-	-	-	-	-	-
Stage 2	865	806	-	857	761	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.57	9.18	0	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	1426	-	659	918	-	-
HCM Lane V/C Ratio	-	-	0.018	0.062	-	-
HCM Ctrl Dly (s/v)	0	-	10.6	9.2	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0.2	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	39	16	31	60
Future Volume (vph)	0	0	39	16	31	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	25		25			25
Link Distance (ft)	289		155			229
Travel Time (s)	7.9		4.2			6.2
Confl. Peds. (#/hr)	1	3		3	3	
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	0.62
Heavy Vehicles (%)	0%	0%	0%	0%	2%	2%
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection

Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	39	16	31	60
Future Vol, veh/h	0	0	39	16	31	60
Conflicting Peds, #/hr	1	3	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	62	62	62	62	62	62
Heavy Vehicles, %	0	0	0	0	2	2
Mvmt Flow	0	0	63	26	50	97

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	277	82	0	0	92	0
Stage 1	79	-	-	-	-	-
Stage 2	198	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.12	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.218	-
Pot Cap-1 Maneuver	717	984	-	-	1503	-
Stage 1	949	-	-	-	-	-
Stage 2	840	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	689	978	-	-	1499	-
Mov Cap-2 Maneuver	689	-	-	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	810	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	2.55
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR WBLn1	SBL	SBT
Capacity (veh/h)	-	-	613	-
HCM Lane V/C Ratio	-	-	0.033	-
HCM Ctrl Dly (s/v)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	13	39	6	6	62
Future Volume (vph)	5	13	39	6	6	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-8%		0%			0%
Link Speed (mph)	25		25			25
Link Distance (ft)	256		125			155
Travel Time (s)	7.0		3.4			4.2
Confl. Peds. (#/hr)	1	2		5	5	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	0%	0%	0%	0%	3%	3%
Parking (#/hr)	0	0				
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection

Int Delay, s/veh 1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	13	39	6	6	62
Future Vol, veh/h	5	13	39	6	6	62
Conflicting Peds, #/hr	1	2	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-8	-	0	-	-	0
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	0	3	3
Mvmt Flow	6	17	50	8	8	79

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	155	61	0
Stage 1	59	-	-
Stage 2	96	-	-
Critical Hdwy	4.8	5.4	-
Critical Hdwy Stg 1	3.8	-	-
Critical Hdwy Stg 2	3.8	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	901	1024	-
Stage 1	995	-	-
Stage 2	974	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	891	1017	-
Mov Cap-2 Maneuver	891	-	-
Stage 1	990	-	-
Stage 2	968	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.77	0	0.65
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR WBLn1	SBL	SBT
Capacity (veh/h)	-	-	979	159
HCM Lane V/C Ratio	-	-	0.024	0.005
HCM Ctrl Dly (s/v)	-	-	8.8	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Lanes, Volumes, Timings

1: Site Access/112th Ave NE & NE 65th St

04/09/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	14	50	0	16	17	40	104	0	17	28	32
Future Volume (vph)	36	14	50	0	16	17	40	104	0	17	28	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		4%			-7%			-5%			0%	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		342			238			238			165	
Travel Time (s)		9.3			6.5			6.5			4.5	
Confl. Peds. (#/hr)			6	6			45		6	6		45
Peak Hour Factor	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	0%	0%	0%	1%	1%	1%
Parking (#/hr)										0	0	0
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection

Int Delay, s/veh 8.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	36	14	50	0	16	17	40	104	0	17	28	32
Future Vol, veh/h	36	14	50	0	16	17	40	104	0	17	28	32
Conflicting Peds, #/hr	0	0	6	6	0	0	45	0	6	6	0	45
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	4	-	-	-7	-	-	-5	-	-	0	-
Peak Hour Factor	66	66	66	66	66	66	66	66	66	66	66	66
Heavy Vehicles, %	1	1	1	3	3	3	0	0	0	1	1	1
Mvmt Flow	55	21	76	0	24	26	61	158	0	26	42	48

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	50	0	0	103	0	0	265	224	71	252	249	82
Stage 1	-	-	-	-	-	-	174	174	-	37	37	-
Stage 2	-	-	-	-	-	-	90	50	-	215	212	-
Critical Hdwy	4.11	-	-	4.13	-	-	6.1	5.5	5.7	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	5.1	4.5	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.1	4.5	-	6.11	5.51	-
Follow-up Hdwy	2.209	-	-	2.227	-	-	3.5	4	3.3	3.509	4.009	3.309
Pot Cap-1 Maneuver	1563	-	-	1483	-	-	745	722	1007	703	655	980
Stage 1	-	-	-	-	-	-	874	796	-	981	866	-
Stage 2	-	-	-	-	-	-	945	869	-	789	729	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1563	-	-	1474	-	-	605	691	995	524	627	938
Mov Cap-2 Maneuver	-	-	-	-	-	-	605	691	-	524	627	-
Stage 1	-	-	-	-	-	-	836	762	-	981	866	-
Stage 2	-	-	-	-	-	-	816	869	-	599	698	-

Approach	EB		WB		NB		SB
HCM Ctrl Dly, s/v	2.66		0		13.04		11.25
HCM LOS					B		B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	665	560	-	-	1474	-	-	693
HCM Lane V/C Ratio	0.328	0.035	-	-	-	-	-	0.168
HCM Ctrl Dly (s/v)	13	7.4	0	-	0	-	-	11.2
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	1.4	0.1	-	-	0	-	-	0.6

Lanes, Volumes, Timings

2: NE 65th St & 111th Ave NE (east)

04/09/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	46	67	69	19	24	42
Future Volume (vph)	46	67	69	19	24	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		5%	-5%		3%	
Link Speed (mph)		25	25		30	
Link Distance (ft)		137	342		255	
Travel Time (s)		3.7	9.3		5.8	
Confl. Peds. (#/hr)	1			1	3	
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles (%)	4%	4%	0%	0%	3%	3%
Parking (#/hr)					0	0
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection

Int Delay, s/veh 3.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	46	67	69	19	24	42
Future Vol, veh/h	46	67	69	19	24	42
Conflicting Peds, #/hr	1	0	0	1	3	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	5	-5	-	3	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	4	4	0	0	3	3
Mvmt Flow	65	94	97	27	34	59

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	125	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.236	-	-
Pot Cap-1 Maneuver	1449	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1448	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	3.09	0	10.33
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	733	-	-	-	768
HCM Lane V/C Ratio	0.045	-	-	-	0.121
HCM Ctrl Dly (s/v)	7.6	0	-	-	10.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4



Lane Group	FBT	FBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	18	14	75	36	20	91
Future Volume (vph)	18	14	75	36	20	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	10%			-5%	-3%	
Link Speed (mph)	25			25	25	
Link Distance (ft)	200			137	299	
Travel Time (s)	5.5			3.7	8.2	
Confl. Peds. (#/hr)		21	21			4
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	0%	0%	2%	2%	4%	4%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection

Int Delay, s/veh 6.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	18	14	75	36	20	91
Future Vol, veh/h	18	14	75	36	20	91
Conflicting Peds, #/hr	0	21	21	0	0	4
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	10	-	-	-5	-3	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	0	0	2	2	4	4
Mvmt Flow	23	18	96	46	26	117

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	62	0	292
Stage 1	-	-	-	-	53
Stage 2	-	-	-	-	238
Critical Hdwy	-	-	4.12	-	5.84
Critical Hdwy Stg 1	-	-	-	-	4.84
Critical Hdwy Stg 2	-	-	-	-	4.84
Follow-up Hdwy	-	-	2.218	-	3.536
Pot Cap-1 Maneuver	-	-	1541	-	730
Stage 1	-	-	-	-	973
Stage 2	-	-	-	-	829
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1510	-	668
Mov Cap-2 Maneuver	-	-	-	-	668
Stage 1	-	-	-	-	953
Stage 2	-	-	-	-	775

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	5.1	9.71
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	907	-	-	1216	-
HCM Lane V/C Ratio	0.157	-	-	0.064	-
HCM Ctrl Dly (s/v)	9.7	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.2	-

Lanes, Volumes, Timings

4: 111th Ave NE & NE 64th St/Exit-Only Site Access

04/09/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	1	17	0	47	2	64	0	0	87	3
Future Volume (vph)	0	0	1	17	0	47	2	64	0	0	87	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		12%			0%			0%			0%	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		252			265			229			299	
Travel Time (s)		6.9			7.2			6.2			8.2	
Confl. Peds. (#/hr)	2					2	7		9	9		7
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	5%	5%	5%	2%	2%	2%	2%	2%	2%
Parking (#/hr)	0	0	0									
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	1	17	0	47	2	64	0	0	87	3
Future Vol, veh/h	0	0	1	17	0	47	2	64	0	0	87	3
Conflicting Peds, #/hr	2	0	0	0	0	2	7	0	9	9	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	12	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	5	5	5	2	2	2	2	2	2
Mvmt Flow	0	0	1	20	0	55	2	74	0	0	101	3

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	191	189	110	180	191	76	112	0	-	-	-	0
Stage 1	110	110	-	79	79	-	-	-	-	-	-	-
Stage 2	81	79	-	101	112	-	-	-	-	-	-	-
Critical Hdwy	9.5	8.9	7.4	7.15	6.55	6.25	4.12	-	-	-	-	-
Critical Hdwy Stg 1	8.5	7.9	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	8.5	7.9	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.545	4.045	3.345	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	681	625	915	775	699	976	1478	-	0	0	-	-
Stage 1	837	751	-	922	823	-	-	-	0	0	-	-
Stage 2	883	790	-	898	797	-	-	-	0	0	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	636	620	909	773	693	975	1468	-	-	-	-	-
Mov Cap-2 Maneuver	636	620	-	773	693	-	-	-	-	-	-	-
Stage 1	831	746	-	921	822	-	-	-	-	-	-	-
Stage 2	831	789	-	896	792	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	8.97		9.3		0.23		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	55	-	909	911	-	-
HCM Lane V/C Ratio	0.002	-	0.001	0.082	-	-
HCM Ctrl Dly (s/v)	7.5	0	9	9.3	-	-
HCM Lane LOS	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	0.3	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	66	20	32	73
Future Volume (vph)	0	0	66	20	32	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	25		25			25
Link Distance (ft)	289		155			229
Travel Time (s)	7.9		4.2			6.2
Confl. Peds. (#/hr)	3			7	7	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	1%	1%	2%	2%
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection

Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	66	20	32	73
Future Vol, veh/h	0	0	66	20	32	73
Conflicting Peds, #/hr	3	0	0	7	7	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	1	1	2	2
Mvmt Flow	0	0	78	24	38	86

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	261	96	0	0	108	0
Stage 1	96	-	-	-	-	-
Stage 2	164	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.12	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.218	-
Pot Cap-1 Maneuver	733	965	-	-	1482	-
Stage 1	932	-	-	-	-	-
Stage 2	870	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	706	959	-	-	1473	-
Mov Cap-2 Maneuver	706	-	-	-	-	-
Stage 1	926	-	-	-	-	-
Stage 2	844	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	2.29
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR WBLn1	SBL	SBT
Capacity (veh/h)	-	-	549	-
HCM Lane V/C Ratio	-	-	0.026	-
HCM Ctrl Dly (s/v)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	6	12	75	3	8	65
Future Volume (vph)	6	12	75	3	8	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-8%		0%			0%
Link Speed (mph)	25		25			25
Link Distance (ft)	256		125			155
Travel Time (s)	7.0		3.4			4.2
Confl. Peds. (#/hr)		3		14	14	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	0%	0%	1%	1%	3%	3%
Parking (#/hr)	0	0				
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	T	T	T	T	T
Traffic Vol, veh/h	6	12	75	3	8	65
Future Vol, veh/h	6	12	75	3	8	65
Conflicting Peds, #/hr	0	3	0	14	14	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-8	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	1	1	3	3
Mvmt Flow	8	15	94	4	10	81
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	211	113	0	0	112	0
Stage 1	110	-	-	-	-	-
Stage 2	101	-	-	-	-	-
Critical Hdwy	4.8	5.4	-	-	4.13	-
Critical Hdwy Stg 1	3.8	-	-	-	-	-
Critical Hdwy Stg 2	3.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.227	-
Pot Cap-1 Maneuver	859	970	-	-	1472	-
Stage 1	966	-	-	-	-	-
Stage 2	971	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	841	954	-	-	1452	-
Mov Cap-2 Maneuver	841	-	-	-	-	-
Stage 1	953	-	-	-	-	-
Stage 2	964	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	9.04	0		0.82		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBR WBLn1	SBL	SBT		
Capacity (veh/h)	-	-	913	197	-	
HCM Lane V/C Ratio	-	-	0.025	0.007	-	
HCM Ctrl Dly (s/v)	-	-	9	7.5	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0	-	

2027 No Action

Lanes, Volumes, Timings

1: Site Access/112th Ave NE & NE 65th St

04/09/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	0	204	2	7	16	62	146	0	17	34	24
Future Volume (vph)	8	0	204	2	7	16	62	146	0	17	34	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		4%			-7%			-5%			0%	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		342			238			238			165	
Travel Time (s)		9.3			6.5			6.5			4.5	
Confl. Peds. (#/hr)	3		2	2		3	15					15
Peak Hour Factor	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	1%
Parking (#/hr)										0	0	0
Shared Lane Traffic (%)												
Sign Control	Free			Free			Stop			Stop		

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection												
Int Delay, s/veh	8.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	0	204	2	7	16	62	146	0	17	34	24
Future Vol, veh/h	8	0	204	2	7	16	62	146	0	17	34	24
Conflicting Peds, #/hr	3	0	2	2	0	3	15	0	0	0	0	15
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	4	-	-	-7	-	-	-5	-	-	0	-
Peak Hour Factor	61	61	61	61	61	61	61	61	61	61	61	61
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	1	1	1
Mvmt Flow	13	0	334	3	11	26	102	239	0	28	56	39

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	41	0	0	336	0	0	256	243	169	180	397	43
Stage 1	-	-	-	-	-	-	195	195	-	34	34	-
Stage 2	-	-	-	-	-	-	61	47	-	146	363	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.1	5.5	5.7	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	5.1	4.5	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.1	4.5	-	6.11	5.51	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.509	4.009	3.309
Pot Cap-1 Maneuver	1582	-	-	1234	-	-	753	709	901	784	542	1031
Stage 1	-	-	-	-	-	-	856	784	-	984	869	-
Stage 2	-	-	-	-	-	-	972	871	-	859	627	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1577	-	-	1232	-	-	630	696	899	508	532	1013
Mov Cap-2 Maneuver	-	-	-	-	-	-	630	696	-	508	532	-
Stage 1	-	-	-	-	-	-	845	774	-	979	864	-
Stage 2	-	-	-	-	-	-	859	866	-	587	619	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.28			0.63			15.66			12.24		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	675	57	-	-	126	-	-	620
HCM Lane V/C Ratio	0.505	0.008	-	-	0.003	-	-	0.198
HCM Ctrl Dly (s/v)	15.7	7.3	0	-	7.9	0	-	12.2
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	2.9	0	-	-	0	-	-	0.7

Lanes, Volumes, Timings

2: NE 65th St & 111th Ave NE (east)

04/09/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	19	98	70	25	115	18
Future Volume (vph)	19	98	70	25	115	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		5%	-5%		3%	
Link Speed (mph)		25	25		30	
Link Distance (ft)		137	342		255	
Travel Time (s)		3.7	9.3		5.8	
Confl. Peds. (#/hr)	4			4	1	
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59
Heavy Vehicles (%)	4%	4%	1%	1%	1%	1%
Parking (#/hr)					0	0
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection

Int Delay, s/veh 6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	19	98	70	25	115	18
Future Vol, veh/h	19	98	70	25	115	18
Conflicting Peds, #/hr	4	0	0	4	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	5	-5	-	3	-
Peak Hour Factor	59	59	59	59	59	59
Heavy Vehicles, %	4	4	1	1	1	1
Mvmt Flow	32	166	119	42	195	31

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	165	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.236	-	-
Pot Cap-1 Maneuver	1401	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1396	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.24	0	14.57
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	292	-	-	-	600
HCM Lane V/C Ratio	0.023	-	-	-	0.376
HCM Ctrl Dly (s/v)	7.6	0	-	-	14.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1.7



Lane Group	FBT	FBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	75	17	61	25	13	41
Future Volume (vph)	75	17	61	25	13	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	10%			-5%	-3%	
Link Speed (mph)	25			25	25	
Link Distance (ft)	200			137	299	
Travel Time (s)	5.5			3.7	8.2	
Confl. Peds. (#/hr)		6	6		3	3
Peak Hour Factor	0.66	0.66	0.66	0.66	0.66	0.66
Heavy Vehicles (%)	3%	3%	2%	2%	8%	8%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection

Int Delay, s/veh 4.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	75	17	61	25	13	41
Future Vol, veh/h	75	17	61	25	13	41
Conflicting Peds, #/hr	0	6	6	0	3	3
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	10	-	-	-5	-3	-
Peak Hour Factor	66	66	66	66	66	66
Heavy Vehicles, %	3	3	2	2	8	8
Mvmt Flow	114	26	92	38	20	62

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	145	0	358
Stage 1	-	-	-	-	133
Stage 2	-	-	-	-	226
Critical Hdwy	-	-	4.12	-	5.88
Critical Hdwy Stg 1	-	-	-	-	4.88
Critical Hdwy Stg 2	-	-	-	-	4.88
Follow-up Hdwy	-	-	2.218	-	3.572
Pot Cap-1 Maneuver	-	-	1437	-	667
Stage 1	-	-	-	-	899
Stage 2	-	-	-	-	828
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1429	-	618
Mov Cap-2 Maneuver	-	-	-	-	618
Stage 1	-	-	-	-	894
Stage 2	-	-	-	-	771

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	5.46	9.94
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	811	-	-	1277	-
HCM Lane V/C Ratio	0.101	-	-	0.065	-
HCM Ctrl Dly (s/v)	9.9	-	-	7.7	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.2	-

Lanes, Volumes, Timings

4: 111th Ave NE & NE 64th St/Exit-Only Site Access

04/09/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	0	2	8	0	25	0	41	0	0	84	1
Future Volume (vph)	5	0	2	8	0	25	0	41	0	0	84	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		12%			0%			0%			0%	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		252			265			229			299	
Travel Time (s)		6.9			7.2			6.2			8.2	
Confl. Peds. (#/hr)	1					1	11		4	4		11
Peak Hour Factor	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58
Heavy Vehicles (%)	0%	0%	0%	3%	3%	3%	0%	0%	0%	2%	2%	2%
Parking (#/hr)	0	0	0									
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection

Int Delay, s/veh 2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	2	8	0	25	0	41	0	0	84	1
Future Vol, veh/h	5	0	2	8	0	25	0	41	0	0	84	1
Conflicting Peds, #/hr	1	0	0	0	0	1	11	0	4	4	0	11
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	12	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	58	58	58	58	58	58	58	58	58	58	58	58
Heavy Vehicles, %	0	0	0	3	3	3	0	0	0	2	2	2
Mvmt Flow	9	0	3	14	0	43	0	71	0	0	145	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	228	227	157	216	228	72	158	0	-	-	-	0
Stage 1	157	157	-	71	71	-	-	-	-	-	-	-
Stage 2	72	71	-	145	158	-	-	-	-	-	-	-
Critical Hdwy	9.5	8.9	7.4	7.13	6.53	6.23	4.1	-	-	-	-	-
Critical Hdwy Stg 1	8.5	7.9	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	8.5	7.9	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.527	4.027	3.327	2.2	-	-	-	-	-
Pot Cap-1 Maneuver	628	581	849	739	670	988	1434	-	0	0	-	-
Stage 1	766	695	-	937	834	-	-	-	0	0	-	-
Stage 2	899	801	-	856	765	-	-	-	0	0	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	594	574	840	736	663	987	1419	-	-	-	-	-
Mov Cap-2 Maneuver	594	574	-	736	663	-	-	-	-	-	-	-
Stage 1	758	688	-	937	834	-	-	-	-	-	-	-
Stage 2	859	801	-	852	757	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.66	9.21	0	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	1419	-	648	911	-	-
HCM Lane V/C Ratio	-	-	0.019	0.062	-	-
HCM Ctrl Dly (s/v)	0	-	10.7	9.2	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0.2	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	41	16	31	63
Future Volume (vph)	0	0	41	16	31	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	25		25			25
Link Distance (ft)	289		155			229
Travel Time (s)	7.9		4.2			6.2
Confl. Peds. (#/hr)	1	3		3	3	
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	0.62
Heavy Vehicles (%)	0%	0%	0%	0%	2%	2%
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	41	16	31	63
Future Vol, veh/h	0	0	41	16	31	63
Conflicting Peds, #/hr	1	3	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	62	62	62	62	62	62
Heavy Vehicles, %	0	0	0	0	2	2
Mvmt Flow	0	0	66	26	50	102
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	285	85	0	0	95	0
Stage 1	82	-	-	-	-	-
Stage 2	203	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.12	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.218	-
Pot Cap-1 Maneuver	710	979	-	-	1499	-
Stage 1	946	-	-	-	-	-
Stage 2	836	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	682	974	-	-	1495	-
Mov Cap-2 Maneuver	682	-	-	-	-	-
Stage 1	944	-	-	-	-	-
Stage 2	806	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	0	0		2.47		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBR WBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	594	-	
HCM Lane V/C Ratio	-	-	-	0.033	-	
HCM Ctrl Dly (s/v)	-	-	0	7.5	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	-	0.1	-	



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	13	41	6	6	65
Future Volume (vph)	5	13	41	6	6	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-8%		0%			0%
Link Speed (mph)	25		25			25
Link Distance (ft)	256		125			155
Travel Time (s)	7.0		3.4			4.2
Confl. Peds. (#/hr)	1	2		5	5	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	0%	0%	0%	0%	3%	3%
Parking (#/hr)	0	0				
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection

Int Delay, s/veh 1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	13	41	6	6	65
Future Vol, veh/h	5	13	41	6	6	65
Conflicting Peds, #/hr	1	2	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-8	-	0	-	-	0
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	0	3	3
Mvmt Flow	6	17	53	8	8	83

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	161	63	0	0	65
Stage 1	61	-	-	-	-
Stage 2	100	-	-	-	-
Critical Hdwy	4.8	5.4	-	-	4.13
Critical Hdwy Stg 1	3.8	-	-	-	-
Critical Hdwy Stg 2	3.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.227
Pot Cap-1 Maneuver	896	1021	-	-	1530
Stage 1	993	-	-	-	-
Stage 2	971	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	887	1014	-	-	1523
Mov Cap-2 Maneuver	887	-	-	-	-
Stage 1	988	-	-	-	-
Stage 2	965	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.78	0	0.62
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR WBLn1	SBL	SBT
Capacity (veh/h)	-	-	975	152
HCM Lane V/C Ratio	-	-	0.024	0.005
HCM Ctrl Dly (s/v)	-	-	8.8	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Lanes, Volumes, Timings

1: Site Access/112th Ave NE & NE 65th St

04/09/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	14	53	0	16	17	43	110	0	17	30	32
Future Volume (vph)	36	14	53	0	16	17	43	110	0	17	30	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		4%			-7%			-5%			0%	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		342			238			238			165	
Travel Time (s)		9.3			6.5			6.5			4.5	
Confl. Peds. (#/hr)			6	6			45		6	6		45
Peak Hour Factor	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	0%	0%	0%	1%	1%	1%
Parking (#/hr)										0	0	0
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection

Int Delay, s/veh 8.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	36	14	53	0	16	17	43	110	0	17	30	32
Future Vol, veh/h	36	14	53	0	16	17	43	110	0	17	30	32
Conflicting Peds, #/hr	0	0	6	6	0	0	45	0	6	6	0	45
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	4	-	-	-7	-	-	-5	-	-	0	-
Peak Hour Factor	66	66	66	66	66	66	66	66	66	66	66	66
Heavy Vehicles, %	1	1	1	3	3	3	0	0	0	1	1	1
Mvmt Flow	55	21	80	0	24	26	65	167	0	26	45	48

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	50	0	0	108	0	0	268	226	73	257	254	82
Stage 1	-	-	-	-	-	-	176	176	-	37	37	-
Stage 2	-	-	-	-	-	-	92	50	-	220	217	-
Critical Hdwy	4.11	-	-	4.13	-	-	6.1	5.5	5.7	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	5.1	4.5	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.1	4.5	-	6.11	5.51	-
Follow-up Hdwy	2.209	-	-	2.227	-	-	3.5	4	3.3	3.509	4.009	3.309
Pot Cap-1 Maneuver	1563	-	-	1477	-	-	742	720	1004	698	651	980
Stage 1	-	-	-	-	-	-	872	795	-	981	866	-
Stage 2	-	-	-	-	-	-	944	869	-	785	725	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1563	-	-	1469	-	-	599	689	993	511	624	938
Mov Cap-2 Maneuver	-	-	-	-	-	-	599	689	-	511	624	-
Stage 1	-	-	-	-	-	-	834	761	-	981	866	-
Stage 2	-	-	-	-	-	-	812	869	-	587	694	-

Approach	EB		WB		NB		SB
HCM Ctrl Dly, s/v	2.58		0		13.35		11.37
HCM LOS					B		B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	661	543	-	-	1469	-	-	684
HCM Lane V/C Ratio	0.351	0.035	-	-	-	-	-	0.175
HCM Ctrl Dly (s/v)	13.4	7.4	0	-	0	-	-	11.4
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	1.6	0.1	-	-	0	-	-	0.6

Lanes, Volumes, Timings

2: NE 65th St & 111th Ave NE (east)

04/09/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	46	70	72	20	25	42
Future Volume (vph)	46	70	72	20	25	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		5%	-5%		3%	
Link Speed (mph)		25	25		30	
Link Distance (ft)		137	342		255	
Travel Time (s)		3.7	9.3		5.8	
Confl. Peds. (#/hr)	1			1	3	
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles (%)	4%	4%	0%	0%	3%	3%
Parking (#/hr)					0	0
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	46	70	72	20	25	42
Future Vol, veh/h	46	70	72	20	25	42
Conflicting Peds, #/hr	1	0	0	1	3	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	5	-5	-	3	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	4	4	0	0	3	3
Mvmt Flow	65	99	101	28	35	59
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	131	0	-	0	348	116
Stage 1	-	-	-	-	116	-
Stage 2	-	-	-	-	231	-
Critical Hdwy	4.14	-	-	-	7.03	6.53
Critical Hdwy Stg 1	-	-	-	-	6.03	-
Critical Hdwy Stg 2	-	-	-	-	6.03	-
Follow-up Hdwy	2.236	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1442	-	-	-	611	924
Stage 1	-	-	-	-	889	-
Stage 2	-	-	-	-	774	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1441	-	-	-	581	923
Mov Cap-2 Maneuver	-	-	-	-	581	-
Stage 1	-	-	-	-	846	-
Stage 2	-	-	-	-	774	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	3.02	0		10.44		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	714	-	-	-	757	
HCM Lane V/C Ratio	0.045	-	-	-	0.125	
HCM Ctrl Dly (s/v)	7.6	0	-	-	10.4	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4	



Lane Group	FBT	FBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	18	14	77	37	20	94
Future Volume (vph)	18	14	77	37	20	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	10%			-5%	-3%	
Link Speed (mph)	25			25	25	
Link Distance (ft)	200			137	299	
Travel Time (s)	5.5			3.7	8.2	
Confl. Peds. (#/hr)		21	21			4
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	0%	0%	2%	2%	4%	4%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection

Int Delay, s/veh 6.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	18	14	77	37	20	94
Future Vol, veh/h	18	14	77	37	20	94
Conflicting Peds, #/hr	0	21	21	0	0	4
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	10	-	-	-5	-3	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	0	0	2	2	4	4
Mvmt Flow	23	18	99	47	26	121

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	62	0	298
Stage 1	-	-	-	-	53
Stage 2	-	-	-	-	245
Critical Hdwy	-	-	4.12	-	5.84
Critical Hdwy Stg 1	-	-	-	-	4.84
Critical Hdwy Stg 2	-	-	-	-	4.84
Follow-up Hdwy	-	-	2.218	-	3.536
Pot Cap-1 Maneuver	-	-	1541	-	724
Stage 1	-	-	-	-	973
Stage 2	-	-	-	-	824
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1510	-	662
Mov Cap-2 Maneuver	-	-	-	-	662
Stage 1	-	-	-	-	953
Stage 2	-	-	-	-	769

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	5.1	9.73
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	907	-	-	1216	-
HCM Lane V/C Ratio	0.161	-	-	0.065	-
HCM Ctrl Dly (s/v)	9.7	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.2	-

Lanes, Volumes, Timings

4: 111th Ave NE & NE 64th St/Exit-Only Site Access

04/09/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	1	17	0	47	2	67	0	0	89	3
Future Volume (vph)	0	0	1	17	0	47	2	67	0	0	89	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		12%			0%			0%			0%	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		252			265			229			299	
Travel Time (s)		6.9			7.2			6.2			8.2	
Confl. Peds. (#/hr)	2					2	7		9	9		7
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	5%	5%	5%	2%	2%	2%	2%	2%	2%
Parking (#/hr)	0	0	0									
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	1	17	0	47	2	67	0	0	89	3
Future Vol, veh/h	0	0	1	17	0	47	2	67	0	0	89	3
Conflicting Peds, #/hr	2	0	0	0	0	2	7	0	9	9	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	12	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	5	5	5	2	2	2	2	2	2
Mvmt Flow	0	0	1	20	0	55	2	78	0	0	103	3

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	197	195	112	186	197	80	114	0	-	-	-	0
Stage 1	112	112	-	83	83	-	-	-	-	-	-	-
Stage 2	85	83	-	103	114	-	-	-	-	-	-	-
Critical Hdwy	9.5	8.9	7.4	7.15	6.55	6.25	4.12	-	-	-	-	-
Critical Hdwy Stg 1	8.5	7.9	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	8.5	7.9	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.545	4.045	3.345	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	672	618	911	768	694	972	1475	-	0	0	-	-
Stage 1	833	748	-	918	821	-	-	-	0	0	-	-
Stage 2	878	786	-	895	795	-	-	-	0	0	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	628	613	905	766	688	970	1465	-	-	-	-	-
Mov Cap-2 Maneuver	628	613	-	766	688	-	-	-	-	-	-	-
Stage 1	827	743	-	917	819	-	-	-	-	-	-	-
Stage 2	825	785	-	894	790	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.98	9.33	0.22	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	52	-	905	906	-	-
HCM Lane V/C Ratio	0.002	-	0.001	0.082	-	-
HCM Ctrl Dly (s/v)	7.5	0	9	9.3	-	-
HCM Lane LOS	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	0.3	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	69	20	32	75
Future Volume (vph)	0	0	69	20	32	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	25		25			25
Link Distance (ft)	289		155			229
Travel Time (s)	7.9		4.2			6.2
Confl. Peds. (#/hr)	3			7	7	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	1%	1%	2%	2%
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection

Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	69	20	32	75
Future Vol, veh/h	0	0	69	20	32	75
Conflicting Peds, #/hr	3	0	0	7	7	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	1	1	2	2
Mvmt Flow	0	0	81	24	38	88

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	266	100	0	0	112	0
Stage 1	100	-	-	-	-	-
Stage 2	167	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.12	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.218	-
Pot Cap-1 Maneuver	727	961	-	-	1478	-
Stage 1	929	-	-	-	-	-
Stage 2	868	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	701	955	-	-	1468	-
Mov Cap-2 Maneuver	701	-	-	-	-	-
Stage 1	923	-	-	-	-	-
Stage 2	842	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	2.25
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR WBLn1	SBL	SBT
Capacity (veh/h)	-	-	538	-
HCM Lane V/C Ratio	-	-	0.026	-
HCM Ctrl Dly (s/v)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	6	12	78	3	8	67
Future Volume (vph)	6	12	78	3	8	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-8%		0%			0%
Link Speed (mph)	25		25			25
Link Distance (ft)	256		125			155
Travel Time (s)	7.0		3.4			4.2
Confl. Peds. (#/hr)		3		14	14	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	0%	0%	1%	1%	3%	3%
Parking (#/hr)	0	0				
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection

Int Delay, s/veh 1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	12	78	3	8	67
Future Vol, veh/h	6	12	78	3	8	67
Conflicting Peds, #/hr	0	3	0	14	14	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-8	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	1	1	3	3
Mvmt Flow	8	15	98	4	10	84

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	217	116	0
Stage 1	113	-	-
Stage 2	104	-	-
Critical Hdwy	4.8	5.4	-
Critical Hdwy Stg 1	3.8	-	-
Critical Hdwy Stg 2	3.8	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	854	966	-
Stage 1	964	-	-
Stage 2	969	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	837	950	-
Mov Cap-2 Maneuver	837	-	-
Stage 1	951	-	-
Stage 2	962	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.06	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR WBLn1	SBL	SBT
Capacity (veh/h)	-	-	909	192
HCM Lane V/C Ratio	-	-	0.025	0.007
HCM Ctrl Dly (s/v)	-	-	9.1	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

2027 With Project

Lanes, Volumes, Timings

1: Site Access/112th Ave NE & NE 65th St

04/09/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	0	250	2	7	16	74	182	0	17	42	24
Future Volume (vph)	8	0	250	2	7	16	74	182	0	17	42	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		4%			-7%			-5%			0%	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		342			238			238			165	
Travel Time (s)		9.3			6.5			6.5			4.5	
Confl. Peds. (#/hr)	3		2	2		3	15					15
Peak Hour Factor	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	1%
Parking (#/hr)										0	0	0
Shared Lane Traffic (%)												
Sign Control	Free			Free			Stop			Stop		

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection

Int Delay, s/veh 10.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	0	250	2	7	16	74	182	0	17	42	24
Future Vol, veh/h	8	0	250	2	7	16	74	182	0	17	42	24
Conflicting Peds, #/hr	3	0	2	2	0	3	15	0	0	0	0	15
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	4	-	-	-7	-	-	-5	-	-	0	-
Peak Hour Factor	61	61	61	61	61	61	61	61	61	61	61	61
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	1	1	1
Mvmt Flow	13	0	410	3	11	26	121	298	0	28	69	39

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	41	0	0	412	0	0	301	280	207	210	472	43
Stage 1	-	-	-	-	-	-	233	233	-	34	34	-
Stage 2	-	-	-	-	-	-	67	47	-	175	438	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.1	5.5	5.7	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	5.1	4.5	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.1	4.5	-	6.11	5.51	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.509	4.009	3.309
Pot Cap-1 Maneuver	1582	-	-	1158	-	-	713	682	863	750	492	1031
Stage 1	-	-	-	-	-	-	826	763	-	984	869	-
Stage 2	-	-	-	-	-	-	966	871	-	829	580	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1577	-	-	1156	-	-	571	670	861	411	482	1013
Mov Cap-2 Maneuver	-	-	-	-	-	-	571	670	-	411	482	-
Stage 1	-	-	-	-	-	-	815	753	-	979	864	-
Stage 2	-	-	-	-	-	-	840	866	-	495	573	-

Approach	EB		WB		NB		SB
HCM Ctrl Dly, s/v	0.23		0.65		20.84		13.78
HCM LOS					C		B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	638	47	-	-	126	-	-	546
HCM Lane V/C Ratio	0.658	0.008	-	-	0.003	-	-	0.249
HCM Ctrl Dly (s/v)	20.8	7.3	0	-	8.1	0	-	13.8
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	4.9	0	-	-	0	-	-	1

Lanes, Volumes, Timings

2: NE 65th St & 111th Ave NE (east)

04/09/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	19	120	80	27	139	18
Future Volume (vph)	19	120	80	27	139	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		5%	-5%		3%	
Link Speed (mph)		25	25		30	
Link Distance (ft)		137	342		255	
Travel Time (s)		3.7	9.3		5.8	
Confl. Peds. (#/hr)	4			4	1	
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59
Heavy Vehicles (%)	4%	4%	1%	1%	1%	1%
Parking (#/hr)					0	0
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection

Int Delay, s/veh 7.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	19	120	80	27	139	18
Future Vol, veh/h	19	120	80	27	139	18
Conflicting Peds, #/hr	4	0	0	4	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	5	-5	-	3	-
Peak Hour Factor	59	59	59	59	59	59
Heavy Vehicles, %	4	4	1	1	1	1
Mvmt Flow	32	203	136	46	236	31

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	185	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.236	-	-
Pot Cap-1 Maneuver	1377	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1372	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.05	0	17.56
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	246	-	-	-	549
HCM Lane V/C Ratio	0.023	-	-	-	0.484
HCM Ctrl Dly (s/v)	7.7	0	-	-	17.6
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	2.6



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	89	17	69	27	13	49
Future Volume (vph)	89	17	69	27	13	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	10%			-5%	-3%	
Link Speed (mph)	25			25	25	
Link Distance (ft)	200			137	299	
Travel Time (s)	5.5			3.7	8.2	
Confl. Peds. (#/hr)		6	6		3	3
Peak Hour Factor	0.66	0.66	0.66	0.66	0.66	0.66
Heavy Vehicles (%)	3%	3%	2%	2%	8%	8%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection

Int Delay, s/veh 4.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	89	17	69	27	13	49
Future Vol, veh/h	89	17	69	27	13	49
Conflicting Peds, #/hr	0	6	6	0	3	3
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	10	-	-	-5	-3	-
Peak Hour Factor	66	66	66	66	66	66
Heavy Vehicles, %	3	3	2	2	8	8
Mvmt Flow	135	26	105	41	20	74

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	167	0	407
Stage 1	-	-	-	-	154
Stage 2	-	-	-	-	253
Critical Hdwy	-	-	4.12	-	5.88
Critical Hdwy Stg 1	-	-	-	-	4.88
Critical Hdwy Stg 2	-	-	-	-	4.88
Follow-up Hdwy	-	-	2.218	-	3.572
Pot Cap-1 Maneuver	-	-	1411	-	630
Stage 1	-	-	-	-	882
Stage 2	-	-	-	-	809
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1403	-	577
Mov Cap-2 Maneuver	-	-	-	-	577
Stage 1	-	-	-	-	877
Stage 2	-	-	-	-	745

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	5.59	10.16
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	791	-	-	1294	-
HCM Lane V/C Ratio	0.119	-	-	0.075	-
HCM Ctrl Dly (s/v)	10.2	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.2	-

Lanes, Volumes, Timings

4: 111th Ave NE & NE 64th St/Exit-Only Site Access

04/09/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	0	2	8	0	25	0	49	0	0	92	1
Future Volume (vph)	5	0	2	8	0	25	0	49	0	0	92	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		12%			0%			0%			0%	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		252			265			229			299	
Travel Time (s)		6.9			7.2			6.2			8.2	
Confl. Peds. (#/hr)	1					1	11		4	4		11
Peak Hour Factor	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58
Heavy Vehicles (%)	0%	0%	0%	3%	3%	3%	0%	0%	0%	2%	2%	2%
Parking (#/hr)	0	0	0									
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection

Int Delay, s/veh 2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	2	8	0	25	0	49	0	0	92	1
Future Vol, veh/h	5	0	2	8	0	25	0	49	0	0	92	1
Conflicting Peds, #/hr	1	0	0	0	0	1	11	0	4	4	0	11
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	12	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	58	58	58	58	58	58	58	58	58	58	58	58
Heavy Vehicles, %	0	0	0	3	3	3	0	0	0	2	2	2
Mvmt Flow	9	0	3	14	0	43	0	84	0	0	159	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	256	255	170	243	256	85	171	0	-	-	-	0
Stage 1	170	170	-	84	84	-	-	-	-	-	-	-
Stage 2	85	84	-	159	171	-	-	-	-	-	-	-
Critical Hdwy	9.5	8.9	7.4	7.13	6.53	6.23	4.1	-	-	-	-	-
Critical Hdwy Stg 1	8.5	7.9	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	8.5	7.9	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.527	4.027	3.327	2.2	-	-	-	-	-
Pot Cap-1 Maneuver	591	550	830	709	646	971	1418	-	0	0	-	-
Stage 1	746	680	-	921	823	-	-	-	0	0	-	-
Stage 2	876	783	-	841	755	-	-	-	0	0	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	559	544	821	706	640	970	1403	-	-	-	-	-
Mov Cap-2 Maneuver	559	544	-	706	640	-	-	-	-	-	-	-
Stage 1	738	672	-	921	823	-	-	-	-	-	-	-
Stage 2	836	783	-	838	747	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.97	9.33	0	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	1403	-	615	889	-	-
HCM Lane V/C Ratio	-	-	0.02	0.064	-	-
HCM Ctrl Dly (s/v)	0	-	11	9.3	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0.2	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	49	16	31	71
Future Volume (vph)	0	0	49	16	31	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	25		25			25
Link Distance (ft)	289		155			229
Travel Time (s)	7.9		4.2			6.2
Confl. Peds. (#/hr)	1	3		3	3	
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	0.62
Heavy Vehicles (%)	0%	0%	0%	0%	2%	2%
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	1.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	49	16	31	71
Future Vol, veh/h	0	0	49	16	31	71
Conflicting Peds, #/hr	1	3	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	62	62	62	62	62	62
Heavy Vehicles, %	0	0	0	0	2	2
Mvmt Flow	0	0	79	26	50	115
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	310	98	0	0	108	0
Stage 1	95	-	-	-	-	-
Stage 2	216	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.12	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.218	-
Pot Cap-1 Maneuver	686	964	-	-	1483	-
Stage 1	934	-	-	-	-	-
Stage 2	825	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	659	958	-	-	1479	-
Mov Cap-2 Maneuver	659	-	-	-	-	-
Stage 1	931	-	-	-	-	-
Stage 2	795	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	0	0		2.29		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBR WBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	547	-	
HCM Lane V/C Ratio	-	-	-	0.034	-	
HCM Ctrl Dly (s/v)	-	-	0	7.5	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	-	0.1	-	



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	13	49	6	6	73
Future Volume (vph)	5	13	49	6	6	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-8%		0%			0%
Link Speed (mph)	25		25			25
Link Distance (ft)	256		125			155
Travel Time (s)	7.0		3.4			4.2
Confl. Peds. (#/hr)	1	2		5	5	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	0%	0%	0%	0%	3%	3%
Parking (#/hr)	0	0				
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection

Int Delay, s/veh 1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	13	49	6	6	73
Future Vol, veh/h	5	13	49	6	6	73
Conflicting Peds, #/hr	1	2	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-8	-	0	-	-	0
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	0	3	3
Mvmt Flow	6	17	63	8	8	94

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	182	74	0
Stage 1	72	-	-
Stage 2	110	-	-
Critical Hdwy	4.8	5.4	-
Critical Hdwy Stg 1	3.8	-	-
Critical Hdwy Stg 2	3.8	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	881	1010	-
Stage 1	987	-	-
Stage 2	966	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	871	1003	-
Mov Cap-2 Maneuver	871	-	-
Stage 1	983	-	-
Stage 2	960	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.83	0	0.56
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR WBLn1	SBL	SBT
Capacity (veh/h)	-	-	963	137
HCM Lane V/C Ratio	-	-	0.024	0.005
HCM Ctrl Dly (s/v)	-	-	8.8	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Lanes, Volumes, Timings

1: Site Access/112th Ave NE & NE 65th St

04/09/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	36	14	66	0	16	17	53	133	0	17	37	32
Future Volume (vph)	36	14	66	0	16	17	53	133	0	17	37	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		4%			-7%			-5%			0%	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		342			238			238			165	
Travel Time (s)		9.3			6.5			6.5			4.5	
Confl. Peds. (#/hr)			6	6			45		6	6		45
Peak Hour Factor	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	0%	0%	0%	1%	1%	1%
Parking (#/hr)										0	0	0
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection

Int Delay, s/veh 9.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	36	14	66	0	16	17	53	133	0	17	37	32
Future Vol, veh/h	36	14	66	0	16	17	53	133	0	17	37	32
Conflicting Peds, #/hr	0	0	6	6	0	0	45	0	6	6	0	45
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	4	-	-	-7	-	-	-5	-	-	0	-
Peak Hour Factor	66	66	66	66	66	66	66	66	66	66	66	66
Heavy Vehicles, %	1	1	1	3	3	3	0	0	0	1	1	1
Mvmt Flow	55	21	100	0	24	26	80	202	0	26	56	48

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	50	0	0	127	0	0	284	236	83	274	273	82
Stage 1	-	-	-	-	-	-	186	186	-	37	37	-
Stage 2	-	-	-	-	-	-	97	50	-	237	236	-
Critical Hdwy	4.11	-	-	4.13	-	-	6.1	5.5	5.7	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	5.1	4.5	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.1	4.5	-	6.11	5.51	-
Follow-up Hdwy	2.209	-	-	2.227	-	-	3.5	4	3.3	3.509	4.009	3.309
Pot Cap-1 Maneuver	1563	-	-	1453	-	-	728	713	993	680	635	980
Stage 1	-	-	-	-	-	-	864	789	-	981	866	-
Stage 2	-	-	-	-	-	-	939	869	-	768	711	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1563	-	-	1444	-	-	576	682	982	464	608	938
Mov Cap-2 Maneuver	-	-	-	-	-	-	576	682	-	464	608	-
Stage 1	-	-	-	-	-	-	826	755	-	981	866	-
Stage 2	-	-	-	-	-	-	797	869	-	539	681	-

Approach	EB		WB		NB		SB
HCM Ctrl Dly, s/v	2.29		0		14.76		11.88
HCM LOS					B		B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	648	480	-	-	1444	-	-	653
HCM Lane V/C Ratio	0.435	0.035	-	-	-	-	-	0.199
HCM Ctrl Dly (s/v)	14.8	7.4	0	-	0	-	-	11.9
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	2.2	0.1	-	-	0	-	-	0.7

Lanes, Volumes, Timings

2: NE 65th St & 111th Ave NE (east)

04/09/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	46	80	80	22	28	42
Future Volume (vph)	46	80	80	22	28	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		5%	-5%		3%	
Link Speed (mph)		25	25		30	
Link Distance (ft)		137	342		255	
Travel Time (s)		3.7	9.3		5.8	
Confl. Peds. (#/hr)	1			1	3	
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles (%)	4%	4%	0%	0%	3%	3%
Parking (#/hr)					0	0
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection

Int Delay, s/veh 3.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	46	80	80	22	28	42
Future Vol, veh/h	46	80	80	22	28	42
Conflicting Peds, #/hr	1	0	0	1	3	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	5	-5	-	3	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	4	4	0	0	3	3
Mvmt Flow	65	113	113	31	39	59

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	145	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.236	-	-
Pot Cap-1 Maneuver	1425	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1424	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.79	0	10.74
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	657	-	-	-	725
HCM Lane V/C Ratio	0.045	-	-	-	0.136
HCM Ctrl Dly (s/v)	7.6	0	-	-	10.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5



Lane Group	FBT	FBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	20	14	82	40	20	102
Future Volume (vph)	20	14	82	40	20	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	10%			-5%	-3%	
Link Speed (mph)	25			25	25	
Link Distance (ft)	200			137	299	
Travel Time (s)	5.5			3.7	8.2	
Confl. Peds. (#/hr)		21	21			4
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	0%	0%	2%	2%	4%	4%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection

Int Delay, s/veh 6.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	20	14	82	40	20	102
Future Vol, veh/h	20	14	82	40	20	102
Conflicting Peds, #/hr	0	21	21	0	0	4
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	10	-	-	-5	-3	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	0	0	2	2	4	4
Mvmt Flow	26	18	105	51	26	131

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	65	0	317
Stage 1	-	-	-	-	56
Stage 2	-	-	-	-	262
Critical Hdwy	-	-	4.12	-	5.84
Critical Hdwy Stg 1	-	-	-	-	4.84
Critical Hdwy Stg 2	-	-	-	-	4.84
Follow-up Hdwy	-	-	2.218	-	3.536
Pot Cap-1 Maneuver	-	-	1538	-	708
Stage 1	-	-	-	-	971
Stage 2	-	-	-	-	812
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1507	-	644
Mov Cap-2 Maneuver	-	-	-	-	644
Stage 1	-	-	-	-	951
Stage 2	-	-	-	-	754

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	5.09	9.81
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	904	-	-	1210	-
HCM Lane V/C Ratio	0.173	-	-	0.07	-
HCM Ctrl Dly (s/v)	9.8	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.2	-

Lanes, Volumes, Timings

4: 111th Ave NE & NE 64th St/Exit-Only Site Access

04/09/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	1	17	0	47	2	75	0	0	94	3
Future Volume (vph)	0	0	1	17	0	47	2	75	0	0	94	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		12%			0%			0%			0%	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		252			265			229			299	
Travel Time (s)		6.9			7.2			6.2			8.2	
Confl. Peds. (#/hr)	2					2	7		9	9		7
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	5%	5%	5%	2%	2%	2%	2%	2%	2%
Parking (#/hr)	0	0	0									
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection

Int Delay, s/veh 2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	1	17	0	47	2	75	0	0	94	3
Future Vol, veh/h	0	0	1	17	0	47	2	75	0	0	94	3
Conflicting Peds, #/hr	2	0	0	0	0	2	7	0	9	9	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	12	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	5	5	5	2	2	2	2	2	2
Mvmt Flow	0	0	1	20	0	55	2	87	0	0	109	3

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	212	210	118	201	212	89	120	0	-	-	-	0
Stage 1	118	118	-	92	92	-	-	-	-	-	-	-
Stage 2	94	92	-	109	120	-	-	-	-	-	-	-
Critical Hdwy	9.5	8.9	7.4	7.15	6.55	6.25	4.12	-	-	-	-	-
Critical Hdwy Stg 1	8.5	7.9	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	8.5	7.9	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.545	4.045	3.345	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	651	601	903	751	680	961	1468	-	0	0	-	-
Stage 1	824	741	-	908	813	-	-	-	0	0	-	-
Stage 2	862	774	-	889	791	-	-	-	0	0	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	607	596	897	748	675	959	1458	-	-	-	-	-
Mov Cap-2 Maneuver	607	596	-	748	675	-	-	-	-	-	-	-
Stage 1	818	736	-	906	812	-	-	-	-	-	-	-
Stage 2	810	773	-	888	786	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.02	9.4	0.19	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	47	-	897	892	-	-
HCM Lane V/C Ratio	0.002	-	0.001	0.083	-	-
HCM Ctrl Dly (s/v)	7.5	0	9	9.4	-	-
HCM Lane LOS	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	0.3	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	77	20	32	80
Future Volume (vph)	0	0	77	20	32	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	25		25			25
Link Distance (ft)	289		155			229
Travel Time (s)	7.9		4.2			6.2
Confl. Peds. (#/hr)	3			7	7	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	1%	1%	2%	2%
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection

Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	77	20	32	80
Future Vol, veh/h	0	0	77	20	32	80
Conflicting Peds, #/hr	3	0	0	7	7	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	1	1	2	2
Mvmt Flow	0	0	91	24	38	94

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	282	109	0	0	121	0
Stage 1	109	-	-	-	-	-
Stage 2	172	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.12	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.218	-
Pot Cap-1 Maneuver	713	950	-	-	1466	-
Stage 1	920	-	-	-	-	-
Stage 2	863	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	687	943	-	-	1457	-
Mov Cap-2 Maneuver	687	-	-	-	-	-
Stage 1	914	-	-	-	-	-
Stage 2	837	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	2.15
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR WBLn1	SBL	SBT
Capacity (veh/h)	-	-	514	-
HCM Lane V/C Ratio	-	-	0.026	-
HCM Ctrl Dly (s/v)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	6	12	86	3	8	72
Future Volume (vph)	6	12	86	3	8	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-8%		0%			0%
Link Speed (mph)	25		25			25
Link Distance (ft)	256		125			155
Travel Time (s)	7.0		3.4			4.2
Confl. Peds. (#/hr)		3		14	14	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	0%	0%	1%	1%	3%	3%
Parking (#/hr)	0	0				
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection

Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	12	86	3	8	72
Future Vol, veh/h	6	12	86	3	8	72
Conflicting Peds, #/hr	0	3	0	14	14	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-8	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	1	1	3	3
Mvmt Flow	8	15	108	4	10	90

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	233	126	0	0	125	0
Stage 1	123	-	-	-	-	-
Stage 2	110	-	-	-	-	-
Critical Hdwy	4.8	5.4	-	-	4.13	-
Critical Hdwy Stg 1	3.8	-	-	-	-	-
Critical Hdwy Stg 2	3.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.227	-
Pot Cap-1 Maneuver	842	956	-	-	1455	-
Stage 1	958	-	-	-	-	-
Stage 2	966	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	825	940	-	-	1436	-
Mov Cap-2 Maneuver	825	-	-	-	-	-
Stage 1	945	-	-	-	-	-
Stage 2	959	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.11	0	0.75
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR WBLn1	SBL	SBT
Capacity (veh/h)	-	-	898	180
HCM Lane V/C Ratio	-	-	0.025	0.007
HCM Ctrl Dly (s/v)	-	-	9.1	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Appendix D

Trip Generation Calculations

International Community School
Trip Generation Estimate for Additional Current Capacity (27 students)

Time Period	Additional Enrollment ¹	Trip Rate per Student ²	Directional Distribution ²		Vehicular Trip Generation		
			Entering	Exiting	In	Out	Total
AM Peak Hour	27	1.02	53%	47%	15	13	28
Afternoon Peak Hour	27	0.53	38%	62%	5	9	14

Notes:

1. Additional current student capacity = 27 students (445 allowed less 418 enrolled)
2. Based on two-day average of counts conducted on Tuesday, March 25, 2025 and Thursday, March 27, 2025.

International Community School **Trip Generation Estimate for 100 Additional Students**

Time Period	Additional Enrollment ¹	Trip Rate per Student ²	Directional Distribution ²		Vehicular Trip Generation		
			Entering	Exiting	In	Out	Total
AM Peak Hour	100	1.02	53%	47%	54	48	102
Afternoon Peak Hour	100	0.53	38%	62%	20	33	53

Notes:

1. Additional student capacity = 100 students based on information provided by LWSD.
2. Based on two-day average of counts conducted on Tuesday, March 25, 2025 and Thursday, March 27, 2025.

International Community School Campus Trip Generation Study Summary
TENW Project No. 2025-075

TRIP GENERATION RATES - INTERNATIONAL COMMUNITY SCHOOL + COMMUNITY SCHOOL ¹

Weekday Peak Period	Total Trips	% In	% Out	Number of Students²	Trip Gen Rate (trips/student) ¹
AM Peak	449	54%	46%	486	0.92
Afternoon Peak	345	40%	60%	486	0.71

Notes:

- 1. Based on two-day average of counts conducted on Tuesday, March 25, 2025 and Thursday, March 27, 2025.
- 2. Number of students provided by LWSD on 3/25/25 and consists of 418 ICS students and 68 CS students.

International Community School Campus Trip Generation Study Summary

TENW Project No. 2025-075

2-Day Average Trip Generation - International Community School and Community School

AM PEAK HOUR

Peak Hour	Total Trips - AM Peak Hour								
	Tuesday, March 25, 2025			Thursday, March 27, 2025			2-Day Average		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
7:00-8:00 am	251	212	463	235	200	435	243	206	449
*ICS starts at 7:50 AM, CS starts at 8:40 AM							54%	46%	

AFTERNOON PEAK HOUR

Peak Hour	Total Trips - Afternoon Peak Hour								
	Tuesday, March 25, 2025			Thursday, March 27, 2025			2-Day Average		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
2:45-3:45 pm	133	213	346	142	202	344	138	207	345
*ICS ends at 2:45 PM, CS starts at 3:10 PM							40%	60%	

International Community School Campus Trip Generation Study Summary

TENW Project No. 2025-075

2-Day Average Trip Generation - International Community School

AM PEAK HOUR

Peak Hour	Total Trips - AM Peak Hour								
	Tuesday, March 25, 2025			Thursday, March 27, 2025			2-Day Average		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
7:00-8:00 am	234	204	438	219	192	411	227	198	425
*ICS starts at 7:50 AM							53%	47%	

AFTERNOON PEAK HOUR

Peak Hour	Total Trips - Afternoon Peak Hour								
	Tuesday, March 25, 2025			Thursday, March 27, 2025			2-Day Average		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
2:45-3:45 pm	82	149	231	86	128	214	84	139	223
*ICS ends at 2:45 PM							38%	62%	

International Community School (ICS) Campus Trip Generation Study

AM Peak Hour

Day: Tuesday, March 25, 2025

							Off-Site Drop-Off						
Interval Begin	#1 NE 65th St/Main Driveway (ICS)		#2 111th Ave NE/North (Exit Only) Driveway (CS)		#3 111th Ave NE/South (Enter Only) Driveway (CS)		A 112th Ave NE (north of NE 65th St) (ICS)		TOTAL TRIPS (ICS + CS)			Hourly Totals	
	In	Out	In	Out	In	Out	In	Out	In	Out	Total		
7:00 AM	13	8	0	1	2	0	0	0	15	9	24	463 446 404 292 128	7:00 am - 8:00 am
7:15 AM	32	18	0	2	9	0	0	0	41	20	61		7:15 am - 8:15 am
7:30 AM	100	77	0	5	5	0	5	5	110	87	197		7:30 am - 8:30 am
7:45 AM	80	92	0	0	1	0	4	4	85	96	181		7:45 am - 8:45 am
8:00 AM	3	1	0	1	2	0	0	0	5	2	7		8:00 am - 9:00 am
8:15 AM	4	4	0	4	7	0	0	0	11	8	19		
8:30 AM	12	8	0	28	37	0	0	0	49	36	85		
8:45 AM	5	1	0	10	1	0	0	0	6	11	17		
Peak Hour	225	195	0	8	17	0	9	9	251	212	463	Peak Hour is 7:00 am - 8:00 am	
	420		8		17		18		463				

Note: ICS = International Community School, CS = Community School.

TOTAL TRIPS (ICS ONLY)			Hourly Totals	
In	Out	Total		
13	8	21		
32	18	50		
105	82	187		
84	96	180		
3	1	4		
4	4	8		
12	8	20	212	7:45 am - 8:45 am
5	1	6	38	8:00 am - 9:00 am
234	204	438	Peak Hour is 7:00 am - 8:00 am	
438				

International Community School (ICS) Campus Trip Generation Study

AM Peak Hour

Day: Thursday, March 27, 2025

Interval Begin	#1 NE 65th St/Main Driveway (ICS)		#2 111th Ave NE/North (Exit Only) Driveway (CS)		#3 111th Ave NE/South (Enter Only) Driveway (CS)		A 112th Ave NE (north of NE 65th St) (ICS)		TOTAL TRIPS (ICS + CS)			Hourly Totals	
	In	Out	In	Out	In	Out	In	Out	In	Out	Total		
7:00 AM	15	9	0	1	2	0	0	0	17	10	27		
7:15 AM	22	17	0	2	9	0	0	0	31	19	50		
7:30 AM	107	77	0	5	4	0	6	6	117	88	205		
7:45 AM	65	79	0	0	1	0	4	4	70	83	153		435 7:00 am - 8:00 am
8:00 AM	6	4	0	1	2	0	0	0	8	5	13		421 7:15 am - 8:15 am
8:15 AM	4	3	0	1	5	0	0	0	9	4	13		384 7:30 am - 8:30 am
8:30 AM	2	3	0	38	42	0	0	0	44	41	85		264 7:45 am - 8:45 am
8:45 AM	5	2	0	4	3	0	0	0	8	6	14	125	8:00 am - 9:00 am
Peak Hour	209	182	0	8	16	0	10	10	235	200	435	Peak Hour is 7:00 am - 8:00 am	
	391		8		16		20		435				

Note: ICS = International Community School, CS = Community School.

TOTAL TRIPS (ICS ONLY)			Hourly Totals	
In	Out	Total		
15	9	24		
22	17	39		
113	83	196		
69	83	152		411 7:00 am - 8:00 am
6	4	10		397 7:15 am - 8:15 am
4	3	7		365 7:30 am - 8:30 am
2	3	5		174 7:45 am - 8:45 am
5	2	7	29	8:00 am - 9:00 am
219	192	411	Peak Hour is 7:00 am - 8:00 am	
411				

International Community School (ICS) Campus Trip Generation Study

AFTERNOON Peak Hour

Day: Tuesday, March 25, 2025

Interval Begin	#1 NE 65th St/Main Driveway (ICS)		#2 111th Ave NE/North (Exit Only) Driveway (CS)		#3 111th Ave NE/South (Enter Only) Driveway (CS)		A 112th Ave NE (north of NE 65th St) (ICS)		TOTAL TRIPS (ICS + CS)			Hourly Totals	
	In	Out	In	Out	In	Out	In	Out	In	Out	Total		
2:00 PM	4	1	0	0	1	0	0	0	5	1	6		
2:15 PM	22	4	0	0	4	0	1	0	27	4	31		
2:30 PM	10	4	0	0	10	0	0	0	20	4	24		
2:45 PM	31	69	0	19	12	0	2	3	45	91	136		
3:00 PM	13	23	0	14	24	0	0	0	37	37	74		
3:15 PM	19	28	0	25	5	0	0	0	24	53	77		
3:30 PM	15	24	0	6	10	0	2	2	27	32	59	346	2:45 pm - 3:45 pm
3:45 PM	11	23	0	13	4	0	0	0	15	36	51	261	3:00 pm - 4:00 pm
Peak Hour	78	144	0	64	51	0	4	5	133	213	346	Peak Hour is 2:45 pm - 3:45 pm	
	222		64		51		9		346				

Note: ICS = International Community School, CS = Community School.

TOTAL TRIPS (ICS + CS)			Hourly Totals	
In	Out	Total		
4	1	5		
23	4	27		
10	4	14		
33	72	105		
13	23	36	182	2:15 pm - 3:15 pm
19	28	47	202	2:30 pm - 3:30 pm
17	26	43	231	2:45 pm - 3:45 pm
11	23	34	160	3:00 pm - 4:00 pm
82	149	231	Peak Hour is 2:45 pm - 3:45 pm	
231				

International Community School (ICS) Campus Trip Generation Study

AFTERNOON Peak Hour

Day: Thursday, March 27, 2025

Off-Site Pick-Up														
Interval Begin	#1 NE 65th St/Main Driveway (ICS)		#2 111th Ave NE/North (Exit Only) Driveway (CS)		#3 111th Ave NE/South (Enter Only) Driveway (CS)		A 112th Ave NE (north of NE 65th St) (ICS)		TOTAL TRIPS (ICS + CS)			Hourly Totals		
	In	Out	In	Out	In	Out	In	Out	In	Out	Total			
	2:00 PM	4	2	0	1	1	0	0	0	5	3			8
	2:15 PM	17	3	0	1	1	0	0	0	18	4			22
	2:30 PM	8	4	0	3	12	0	2	0	22	7	29		
2:45 PM	41	75	0	13	15	0	1	3	57	91	148	199	2:00 pm - 3:00 pm	
3:00 PM	13	20	0	30	28	0	0	0	41	50	91	268	2:15 pm - 3:15 pm	
3:15 PM	18	14	0	23	7	0	0	0	25	37	62	301	2:30 pm - 3:30 pm	
3:30 PM	13	16	0	8	6	0	0	0	19	24	43	344	2:45 pm - 3:45 pm	
3:45 PM	11	27	0	2	3	0	0	0	14	29	43	239	3:00 pm - 4:00 pm	
Peak Hour	85	125	0	74	56	0	1	3	142	202	344	Peak Hour is 2:45 pm - 3:45 pm		
	210		74		56		4		344					

Note: ICS = International Community School, CS = Community School.

Appendix E

Trip Distribution Calculations

International Community School Trip Generation Study
Trip Distribution Calculations

AM PEAK HOUR

MAIN DRIVEWAY TRIP DISTRIBUTION

	Tuesday, March 25, 2025												Thursday, March 27, 2025												2-day Average									
	to/from north (112th)								to/from west (65th)				to/from east (65th)				TOTAL		to/from north (112th)								to/from west (65th)				to/from east (65th)			
	in	in %	out	out %	in	in %	out	out %	in	in %	out	out %	in	out	in	in %	out	out %	in	in %	out	out %	in	out	in	in %	out	out %	in	in %	out	out %		
65th/112th Dwy	32	14%	136	70%	191	85%	59	30%	2	1%	0	0%	225	195	28	13%	138	76%	179	86%	44	24%	2	1%	0	0%	209	182	14%	73%	86%	27%	0%	0%
Total	32	14%	136	70%	191	85%	59	30%	2	1%	0	0%	225	195	28	13%	138	76%	179	86%	44	24%	2	1%	0	0%	209	182	14%	73%	86%	27%	0%	0%
Rounded to use for distribution of new trips																										15%	75%	85%	25%	0%	0%			

AFTERNOON PEAK HOUR

MAIN DRIVEWAY TRIP DISTRIBUTION

	Tuesday, March 25, 2025												Thursday, March 27, 2025												2-day Average									
	to/from north (112th)				to/from west (65th)				to/from east (65th)				TOTAL		to/from north (112th)				to/from west (65th)				TOTAL		to/from north (112th)		to/from west (65th)		to/from east (65th)					
	in	in %	out	out %	in	in %	out	out %	in	in %	out	out %	in	out	in	in %	out	out %	in	in %	out	out %	in	out	in	out	in	out	in	out				
65th/112th Dwy	28	36%	104	72%	50	64%	40	28%	0	0%	0	0%	78	144	30	35%	89	68%	54	63%	40	31%	2	2%	2	2%	86	131	36%	70%	64%	30%	1%	1%
Total	28	36%	104	72%	50	64%	40	28%	0	0%	0	0%	78	144	30	35%	89	68%	54	63%	40	31%	2	2%	2	2%	86	131	36%	70%	64%	30%	1%	1%
Rounded to use for distribution of new trips																										35%	70%	65%	30%	0%	0%			

Appendix F

112th Ave NE Queuing Summary

LWSD International Community School
112th Queue (southbound) Observations

Tuesday 3-25-25

AM Peak

Number of Vehicles	Queue Start Time	Queue End Time	Total Queue Time
1	7:17:40	7:17:45	0:00:05
1	7:20:04	7:20:08	0:00:04
1	7:20:29	7:20:32	0:00:03
1	7:21:04	7:21:07	0:00:03
1	7:21:13	7:21:17	0:00:04
1	7:23:00	7:23:02	0:00:02
1	7:23:36	7:23:40	0:00:04
1	7:24:33	7:24:37	0:00:04
1	7:25:54	7:26:00	0:00:06
1	7:26:46	7:26:48	0:00:02
1	7:27:56	7:28:00	0:00:04
1	7:33:02	7:33:07	0:00:05
1	7:44:19	7:44:23	0:00:04
1	7:44:45	7:45:07	0:00:22
3	7:49:29	7:50:10	0:00:41
1	7:51:52	7:51:54	0:00:02
1	7:54:30	7:54:36	0:00:06
1	7:54:41	7:54:45	0:00:04
1	7:56:17	7:56:19	0:00:02

Afternoon Peak

Number of Vehicles	Queue Start Time	Queue End Time	Total Queue Time
1	14:16:54	14:16:56	0:00:02
1	14:17:14	14:17:18	0:00:04
1	14:20:30	14:20:36	0:00:06
1	14:20:57	14:20:59	0:00:02
1	14:22:30	14:22:34	0:00:04
1	14:23:57	14:24:00	0:00:03
1	14:25:40	14:25:42	0:00:02
2	14:26:04	14:26:10	0:00:06
1	14:26:14	14:26:28	0:00:14
1	14:26:51	14:26:56	0:00:05
1	14:27:00	14:27:02	0:00:02
1	14:36:42	14:36:45	0:00:03
1	14:37:34	14:37:36	0:00:02
1	14:37:42	14:37:44	0:00:02
1	14:37:50	14:37:57	0:00:07
1	14:42:11	14:42:13	0:00:02
1	14:42:53	14:42:55	0:00:02
1	14:46:44	14:46:47	0:00:03
1	14:51:48	14:52:22	0:00:34
1	14:54:08	14:54:12	0:00:04
1	14:55:56	14:55:58	0:00:02
1	14:56:03	14:56:08	0:00:05
1	14:58:35	14:58:39	0:00:04

LWSD International Community School
112th Queue (southbound) Observations

Thursday 3-27-25

AM Peak

Number of Vehicles	Queue Start Time	Queue End Time	Total Queue Time
1	7:16:32	7:16:35	0:00:03
1	7:17:10	7:17:12	0:00:02
1	7:19:52	7:19:55	0:00:03
1	7:25:19	7:25:21	0:00:02
1	7:27:00	7:27:02	0:00:02
1	7:27:48	7:27:50	0:00:02
1	7:27:58	7:28:02	0:00:04
1	7:30:37	7:30:39	0:00:02
1	7:32:30	7:32:34	0:00:04
1	7:33:25	7:33:30	0:00:05
1	7:35:19	7:35:22	0:00:03
1	7:44:25	7:44:31	0:00:06
1	7:48:06	7:48:10	0:00:04
1	7:50:05	7:50:09	0:00:04
1	7:51:37	7:51:40	0:00:03
1	7:51:44	7:51:46	0:00:02
1	7:54:48	7:54:51	0:00:03

Afternoon Peak

Number of Vehicles	Queue Start Time	Queue End Time	Total Queue Time
2	14:15:46	14:15:56	0:00:10
1	14:16:23	14:16:26	0:00:03
1	14:17:43	14:17:46	0:00:03
1	14:19:22	14:19:27	0:00:05
1	14:19:29	14:19:31	0:00:02
1	14:25:38	14:25:40	0:00:02
1	14:25:56	14:25:58	0:00:02
1	14:26:09	14:26:12	0:00:03
1	14:28:09	14:28:11	0:00:02
1	14:29:49	14:29:51	0:00:02
1	14:29:55	14:29:58	0:00:03
1	14:32:41	14:32:44	0:00:03
1	14:36:59	14:37:01	0:00:02
1	14:42:01	14:42:04	0:00:03
1	14:42:13	14:42:16	0:00:03
1	14:42:35	14:42:38	0:00:03
1	14:42:47	14:42:50	0:00:03
2	14:44:55	14:45:03	0:00:08
3	14:53:11	14:54:05	0:00:54
1	14:54:38	14:54:44	0:00:06
1	14:55:21	14:55:28	0:00:07
1	14:57:38	14:57:46	0:00:08
1	14:57:59	14:58:01	0:00:02
1	14:59:47	14:59:52	0:00:05
1	15:00:00	15:00:02	0:00:02



CITY OF KIRKLAND

Department of Public Works

123 Fifth Avenue, Kirkland, WA 98033 • 425.587.3800

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MEMORANDUM

To: Tony Leavitt, Senior Planner

From: Thang Nguyen, Transportation Engineer
Jennifer Palmer, PE, Transportation Engineering Supervisor

Date: July 7, 2026

Subject: International Community School (ICS) Expansion TIA Review,
ZON26-00059

This memorandum summarizes staff's review of the transportation impact of the expansion of the International Community School (ICS). The findings and recommendations are based on the review of the transportation impact analysis (TIA) report dated May 8, 2025, prepared by TENW.

Staff Findings and Recommendations

The proposed project will not create significant SEPA impacts. Public Works staff recommend approval of the proposed development with the conditions recommended in the ***Conditions of Approval*** section of this memorandum.

CONDITIONS OF APPROVAL

SEPA Conditions

The proposed development will not create additional significant transportation impacts. Therefore, additional off-site SEPA mitigation or conditions of approval are not required for the proposed expansion.

Public Works Conditions

Pay transportation impact fee as required per City's Ordinance 3685.

The applicant shall mitigate the drop-off and pickup queue impacts and site circulation with the following measures:

SITE IMPROVEMENTS:

1. Install a "DO NOT BLOCK INTERSECTION" sign on the eastbound approach to the driveway entrance to the main parking lot and pickup/drop-off area on NE 65th Street.
2. Install a flashing stop sign, to be owned and maintained by LWSD, for the lane exiting the main parking lot to NE 65th Street..

3. Beneath the flashing stop sign described above, install a "Cross Traffic Does Not Stop" sign.
4. Restripe the existing crosswalk at the NE 65th Street/ main entrance in accordance with the Public Works Pre-Approved Plans.
5. Extend the load/unload curb lane into the student parking lot area and along the east side of the exiting lane in the main parking lot and restripe the parking lot circulation as shown on Figure 2 to accommodate the additional load/unload areas
6. Stripe a new crosswalk within the main parking lot (near the sports court) as shown in Figure 2 for safe crossing to the new load/unload area.

Additional TMP/PMP elements to the proposed TMP/PMP:

1. School District staff shall direct the traffic queue to the loading area to minimize the queue spilling out onto NE 65th Street when the load/unload queues spill out onto NE 65th Street. If the occurrences continue consecutively for three days, then staff shall direct the traffic queue indefinitely until the school district provides evidence that queue spilling onto the street no longer exist. If the queue spilling onto the street cannot be mitigated with staff directing traffic, then reassign staff parking to the northwest parking lot and reassign some of the parking spaces in the main parking lot as load/unload spaces during drop-off and pickup.
2. Employ a police officer the first week of school to remind and ensure that parents obey traffic laws during student pickup and drop-off times.
3. If the identified queue and circulating issues are not resolved, the school district shall work with the City of Kirkland to identify additional measures to resolve the impact. A proposed mitigation plan must be provided to the City for approval within three months from the time staff is aware of the queue impact.

Project Description

The ICS campus includes the International Community School serving grades 6 to 12 and the Community School (CS) serving K to grade 5. Currently, there are 418 students in the ICS program and 68 students in the CS program. The previous master plan approval allowed the ICS program to have 445 students and the CS program to have 70 students for a total of 515 students.

The applicant is proposing to increase the ICS student enrollment by 100 students within the existing building footprint. The proposed expansion would increase student enrollment capacity in the ICS program to 545 students. The enrollment capacity for the CS program will remain at 70 students. The ICS campus will have an enrollment maximum of 615 students. There are two parking lots on site. The parking lot off of NE 65th Street has 88 parking spaces and the parking lot off of 11th Avenue NE has 57 spaces for a total of 145 spaces. The existing parking supply will remain the same with the proposed expansion. Figure 1 shows the project location.

Figure 1. Project Location



Trip Generation

Traffic counts were collected at the school to calculate the trip generation rates for the school. Based on the traffic counts, the school AM peak hour trip generation is 425 trips with a trip generation rate of 1.02 trips per student and the afternoon PM peak hour trip generation is 223 trips with a trip rate of 0.53 trips per student. Based on the calculated trip generation rates, the calculated trip generations for the additional 100 students are 102 AM peak hour trips and 53 PM peak hour trips. With full enrollment, the proposed school will generate 527 AM peak hour trips and 276 PM peak hour trips.

Transportation Concurrency

The proposed enrollment increase will generate additional trips; therefore, a transportation concurrency test was evaluated for the project. The proposed project will generate approximately 80 PM person trips. The project passed the transportation concurrency test.

Traffic Impact Analysis

Intersection level of service (LOS) is rated from LOS-A to LOS-F, where LOS-A is a good level of service with minimal delay and LOS-F is a congested level of service with significant delays. The City of Kirkland LOS standard doesn't require mitigation at LOS-D or better. There are criteria for requiring mitigation when the intersection LOS is at E and F, mitigation depends on the amount of proportional impact a development creates at the intersection. Intersection level of service analyses was performed at the following intersections:

1. NE 65th Street/112th Avenue NE

2. NE 65th Street/111th Avenue NE North leg
3. NE 65th Street/111th Avenue NE South leg
4. NE 64th Street/111th Avenue NE/School parking exiting driveway
5. NE 62nd Street/111th Avenue NE
6. School parking entering driveway/111th Avenue NE

Based on the LOS analyses, all analyzed intersections are calculated to operate at LOS-B or better with the proposed expansion. Therefore, intersection LOS mitigation is not warranted.

Queue Analysis Pickup and Drop-off Impacts

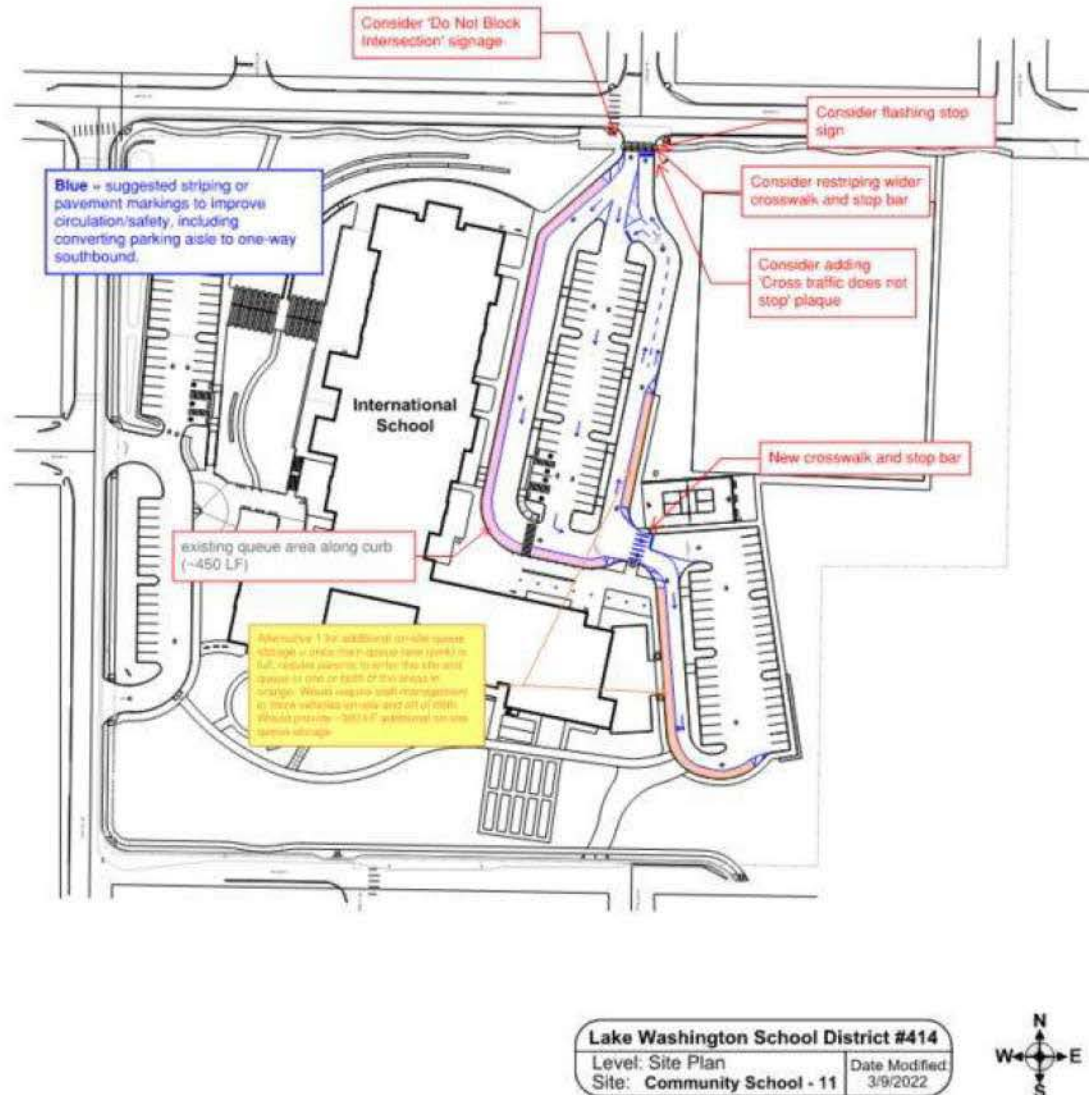
As parents drop off and pick up the students, there is a queue along NE 65th Street and 112th Avenue NE. The queues were fully dispersed within 15 minutes of the beginning of the 1st class. Staff observed the queues twice and they did not create a significant impact on the operation of the intersections analyzed during the morning drop-off period.

Based on public comments on the proposed increase in student capacity, City staff made additional on-site visits during the pickup and drop-off periods. Staff observed several conditions:

1. Some parents are not stopping as they exit the parking lot off NE 65th Street after dropping off and picking up their children.
2. The on-site queue during the pickup time often extends beyond the driveway and blocks the driveway, forcing drivers to enter from 112th Avenue NE and westbound NE 65th Street through the opposing exit lane.
3. The long pickup queue in the afternoon forces parents to queue out onto NE 65th Street. However, NE 65th Street is wide enough to be able to accommodate one lane of travel when there are vehicles parked on the north side of the street.
4. The parking lot at the northwest corner of the campus is underutilized.

City staff and the applicant have had meetings discussing the above conditions and the school district has proposed the mitigating measures as shown in Figure 2.

Figure 2. Mitigating Measures



Parking

There is a total of 145 parking spaces on the school campus. The existing parking supply will remain the same with the proposed expansion. The parking analysis is reviewed separately from this SEPA review. Based on the review of the parking analysis report dated October 3, 2025, the measures listed in the updated TMP/PMP (transportation management program/parking management program) will minimize parking overflow onto the street during regular school hours.

Transportation Impact Fee

Per City's Ordinance 3685, Transportation Impact Fee is required for all developments and are calculated based on the July 1, 2025 Transportation Impact Fee Schedule or the

most updated fee schedule at the time of final building permit issuance. Transportation impact fees are used to construct transportation capacity improvements throughout the City to help the City maintain transportation concurrency. Table 4 summarizes the estimated transportation impact fee. The final transportation impact fee will be calculated at the final building permit issuance.

Table 4. Estimated Transportation Impact Fees

Land Use	Size	Impact Fee Rates	Impact Fees
Proposed	(students)		
Jr. High	35	\$493.82	\$17,283.70
High School	65	\$460.90	\$29,985.50
Net Impact Fee			\$47,242.20



CITY OF KIRKLAND

Department of Public Works

123 Fifth Avenue, Kirkland, WA 98033 425.587.3800

www.kirklandwa.gov

MEMORANDUM

To: Tony Leavitt, Senior Planner

From: Thang T Nguyen, Transportation Engineer

Date: June 12, 2026

Subject: ICS Expansion Transportation Concurrency Test Notice, TRAN26-00090

The purpose of this memo is to inform you that the proposed ICS School expansion has passed transportation concurrency. This memorandum will serve as the transportation concurrency test notice and allows the applicant to proceed with other development permits and the SEPA review. This test notice will expire on September 12, 2026, unless a transportation impact analysis report is submitted, or an extension of this notice is granted prior to 5 PM, September 12, 2026.

Project Description

The ICS campus includes the International Community School serving grades 6 to 12 and the Community School (CS) serving K to grade 5. Currently, there are 418 students in the ICS program and 68 students in the CS program. The previous master plan approval allowed the ICS program to have 445 students and the CS program to have 70 students for a total of 515 students.

The applicant is proposing to increase the ICS student enrollment by 100 students within the existing building footprint. The proposed expansion would increase student enrollment capacity in the ICS program to 545 students. The enrollment capacity for the CS program will remain at 70 students. The ICS campus will have an enrollment maximum of 615 students.

Trip Generation

The proposed expansion will generate approximately 80 PM person trips.

This memo will serve as the concurrency test notice for the proposed project. Per *Section 25.10.020 Procedures* of the KMC (Kirkland Municipal Code), this Concurrency Test Notice will expire in one year (June 12, 2027) unless a development permit and a certificate of concurrency are issued, or an extension is granted if a transportation impact analysis report is submitted within 90 days of this notice.

EXPIRATION

The concurrency test notice shall expire, and a new concurrency test application is required unless:

- 1. A complete SEPA checklist, traffic impact analysis (TIA) and all required documentation are submitted to the City within 90 calendar days of the concurrency test notice (September 12, 2026).**
2. A Certificate of Concurrency is issued, or an extension is requested and granted by the Public Works Department within one year of issuance of the concurrency test notice. (A Certificate of Concurrency is issued at the same time a development permit or building permit is issued if the applicant holds a valid concurrency test notice.)
3. A Certificate of Concurrency shall expire six years from the date of issuance of the concurrency test notice unless all building permits are issued for buildings approved under the concurrency test notice.

APPEALS

The concurrency test notice may be appealed by the public or agency with jurisdiction. The concurrency test notice is subject to an appeal until the SEPA review process is complete and the appeal deadline has passed. Concurrency appeals are heard before the Hearing Examiner along with any applicable SEPA appeal. For more information, refer to the Kirkland Municipal Code, Title 25. If you have any questions, please call me at x3870.

MEMORANDUM

DATE: October 3, 2025
TO: Planning Department
City of Kirkland
FROM: Amy Wasserman / Curtis Chin, P.E.
TENW
SUBJECT: Updated Parking Assessment
International Community School Additional Student Capacity
TENW Project No. 2025-075

This memorandum documents the parking analysis completed for the proposed *International Community School (ICS) Additional Student Capacity* project. The parking analysis evaluates parking demand and proposed parking supply in order to establish the amount of parking required for the proposed project.

Project Description

The existing International Community School Campus is located at 11133 NE 65th Street (King County Parcel #0825059248) as illustrated in the **Attachment A** site vicinity map. Two schools are located on the Campus; the International Community School (ICS) serves grades 6 through 12 and the Community School (CS) serves grades Kindergarten through 5. As of March 2025, the existing school enrollment was 418 students at ICS and 68 students at CS. The school campus is currently entitled for a maximum total of 515 students (445 students at ICS and 70 students at CS). The Lake Washington School District (LWSD) is seeking approval to increase the total student capacity of ICS by 100 students for a total of 545 ICS students. The student capacity of CS is proposed to remain at 70 students with the proposed project.

Vehicular access to the site is currently provided by three existing driveways; one (1) on NE 65th Street that provides access to the main drop-off/pick-up loop and parking for ICS, and two (2) on 111th Ave NE that provide access to parking for CS and a bus loop used by district buses for ICS students only (bus service is not provided for the Community School). No changes to vehicular access are proposed with the proposed project. An existing site plan is included as **Attachment B**.

City of Kirkland Code-Required Parking

The Kirkland Zoning Code does not establish a required parking ratio for school uses. Instead, it defers to KZC Section 105.25, which authorizes the Planning Official to establish required parking on a case-by-case basis.

Parking Supply

Existing

The existing on-site parking supply at the ICS Campus was field-verified by TENW in March and April 2025 and is summarized in **Table 1** and also illustrated in **Attachment B**. As shown in **Table 1**, a total of 145 on-site parking stalls are provided on-site, of which 57 stalls are located in the parking area off of 111th Ave NE and assumed to be associated with CS and 88 stalls are located in the parking area off of NE 65th Street and are assumed to be associated with ICS.

Table 1
Existing On-Site Parking Supply

Type of Parking Stall	Number of Available Stalls
<u>CS Parking Area on 111th Ave NE</u>	
ADA	3
Staff	38
General	16
CS Subtotal	57
<u>ICS Parking Area on NE 65th Street</u>	
ADA	4
Visitor	17
Staff	26
Reserved – Principal	1
Reserved – Police	1
Student	39
Service Area	--
ICS Subtotal	88
TOTAL ICS/CS CAMPUS	145

Future with Proposed ICS Additional Student Capacity Project

No changes are proposed to the existing parking supply with the proposed *ICS Additional Student Capacity* project. Therefore, the total future parking supply at the ICS Campus with the proposed project would be 145 stalls (same as existing).

Weekday Parking Demand

The future weekday peak parking demand estimates for the proposed *ICS Additional Student Capacity* project were estimated based on a parking demand study conducted at the existing school campus. At the time of the study, there were a total of 18 student parking passes issued by ICS.

Existing Demand

To assess current weekday parking demand during school hours, the number of parked vehicles on-site at the ICS Campus was recorded in the morning (approximately 9:30 AM after peak morning drop-off) and in the afternoon (approximately 1:30 PM prior to peak afternoon pick-up) on two weekdays (Thursday, March 27, 2025 and Tuesday April 1, 2025).

Based on the results of the study, the single-highest observed weekday parking demand was 50 vehicles associated with ICS (occurred on Thursday 3/27/25 at 1:30 PM) and 21 vehicles associated with CS

(occurred on Tuesday 4/1/25 at 1:30 PM). At the time of the parking demand counts, ICS had 418 students enrolled and CS had 68 students enrolled. The single-highest observed weekday parking demand corresponds to a peak parking demand rate of 0.12 vehicles per student at ICS and 0.31 vehicles per student at CS. **Attachment C** includes the existing weekday parking demand study data.

Future Demand with Proposed ICS Additional Student Capacity Project

Based on the results of the parking demand study, the existing weekday peak parking demand is 0.12 vehicles per student at ICS and 0.31 vehicles per student at CS.

With the proposed *ICS Additional Student Capacity* project, the maximum student capacity would be 545 students at ICS and 70 students at CS. Applying the existing peak demand ratio per student to the total future student capacities for each school results in an estimated total future weekday peak parking demand of 88 vehicles as shown in **Table 2**.

Table 2
Future ICS/CS Campus Parking Demand

School	Maximum Capacity (students)	Parking Demand Rate (stalls per student)	Peak Parking Demand (stalls)
ICS	545	0.12	65.4
CS	70	0.31	21.7
TOTAL ICS/CS CAMPUS	615	--	87.1

Therefore, the existing on-site parking supply of 145 stalls would accommodate the typical weekday peak demand at the school (88 stalls) with a surplus of 57 stalls. The future weekday parking demand calculations are included in **Attachment D**.

Additional Parking Demand Observation by City Staff and Parking Management Plan (PMP)

City staff noted that they visited the ICS site on two weekdays in June 2025 and observed the student parking stalls to be mostly occupied. As a result, LWSD has worked with the City to update the *2012 Transportation Management Plan (TMP) and Parking Management Plan (PMP)* for the International Community School (ICS) and Community Elementary School (CES) to reflect the proposed increased student enrollment and related modifications to the parking management plan. A copy of the *2025 ICS and CES (Community Elementary School) TMP and PMP* is included in **Attachment E**. The updated 2025 TMP/PMP will be recorded with King County.

Neighborhood Parking Impacts

ICS and CS make every effort to reduce parking impacts to neighborhoods within the immediate vicinity of the site. Since there is adequate on-site parking supply for staff, students, and visitors, there were no vehicles observed to be parked off-site or in adjacent neighborhoods that were associated with ICS or CS at the time of the weekday parking demand study in March and April 2025.

Special Event Parking

With regard to special events, school sites are not typically sized to accommodate all event-related parking on-site. A summary of the typical special events at ICS for students and/or parents was provided by the ICS principal and is included in **Table 3**.

Table 3
ICS Event Parking Summary

Event (What)	Frequency per Year	Time of Year / Time of Day	Typical Attendance	Typical Parking Condition
Registration Day (student registration activities)	1	One weekday during last week of August / 8:00 AM to 3 PM	All students with parent(s)	On-site lot is filled and some on-street parking is used from ~8AM-10AM
Curriculum Night (Provides overview of course curriculum and requirements)	1	2 nd week in September / evening	Parent(s) and students (~400 attendees)	On-site lot is filled and on-street parking around the school is used
Student Dances	2-3	Once per quarter / evenings	150 students	On-site only
Art Day (art focused sessions with volunteers)	1	3 rd or 4 th week of January / M-F 7:30 AM to 2:00 PM	Students and volunteers	On-site lot is filled and on-street parking around the school is used
Choice School Presentation (presentation for prospective parents about school and lottery)	1	October / evening	Lottery parents	On-site lot is filled and on-street parking around the school is used
Senior Assembly (last week of school – 2 nd or 3 rd week of June)	1	Senior Assembly and BBQ (during school day)	Seniors and parents	On-site is filled and some on-street parking until mid-morning (most parents leave after assembly)
PTSA meetings	7-8	Monthly / evenings	150-250 parents	On-site only
IB Information Night (information about IB program)	1	November / evening	60-90 families	On-site only
School Concert	2	December and May / evening	~400 attendees (families and students)	On-site lot is filled and on-street parking around the school is used
Camp Pick-Up	1	Last Friday in October / 3 PM	Parents and students	On-site lot is filled and on-street parking around the school is used

As shown in **Table 3**, large special events that generate parking demand that exceeds the on-site parking supply occur approximately 6 to 7 times per year.

During events at ICS or CS, additional parking can be accommodated through the use of on-site drop-off/pick-up lane (storage for approximately 14-17 additional vehicles), and off-site parking is also available via legal on-street parking on NE 65th Street, NE 62nd Street, 111th Ave NE, 112th Ave NE, and 113th Ave NE along the school frontages. For large events, the school has an existing parking management procedure

that includes communication with students, parents, and local neighbors and instructs students and parents to park legally and not block neighborhood driveways.

Conclusion

The results of the parking analysis for the proposed *ICS Additional Student Capacity* project show that the total future on-site parking supply of 145 stalls is anticipated to accommodate the future weekday peak parking demand with the proposed project (88 stalls), with a surplus of 57 stalls.

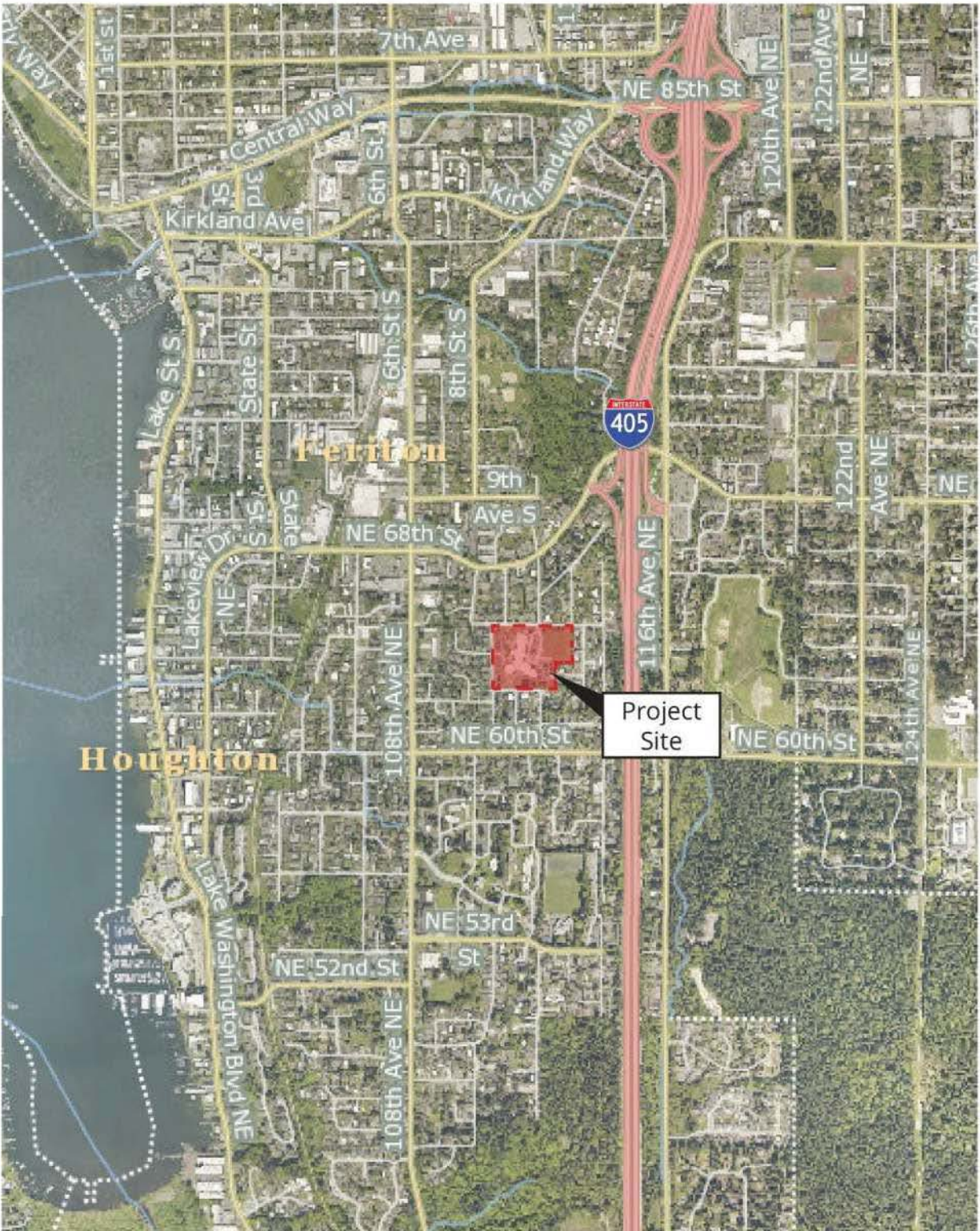
Please contact me at (425) 466-7072 or amy@tenw.com with any questions.

cc: Ina Holzer, LWSD

Attachments

ATTACHMENT A

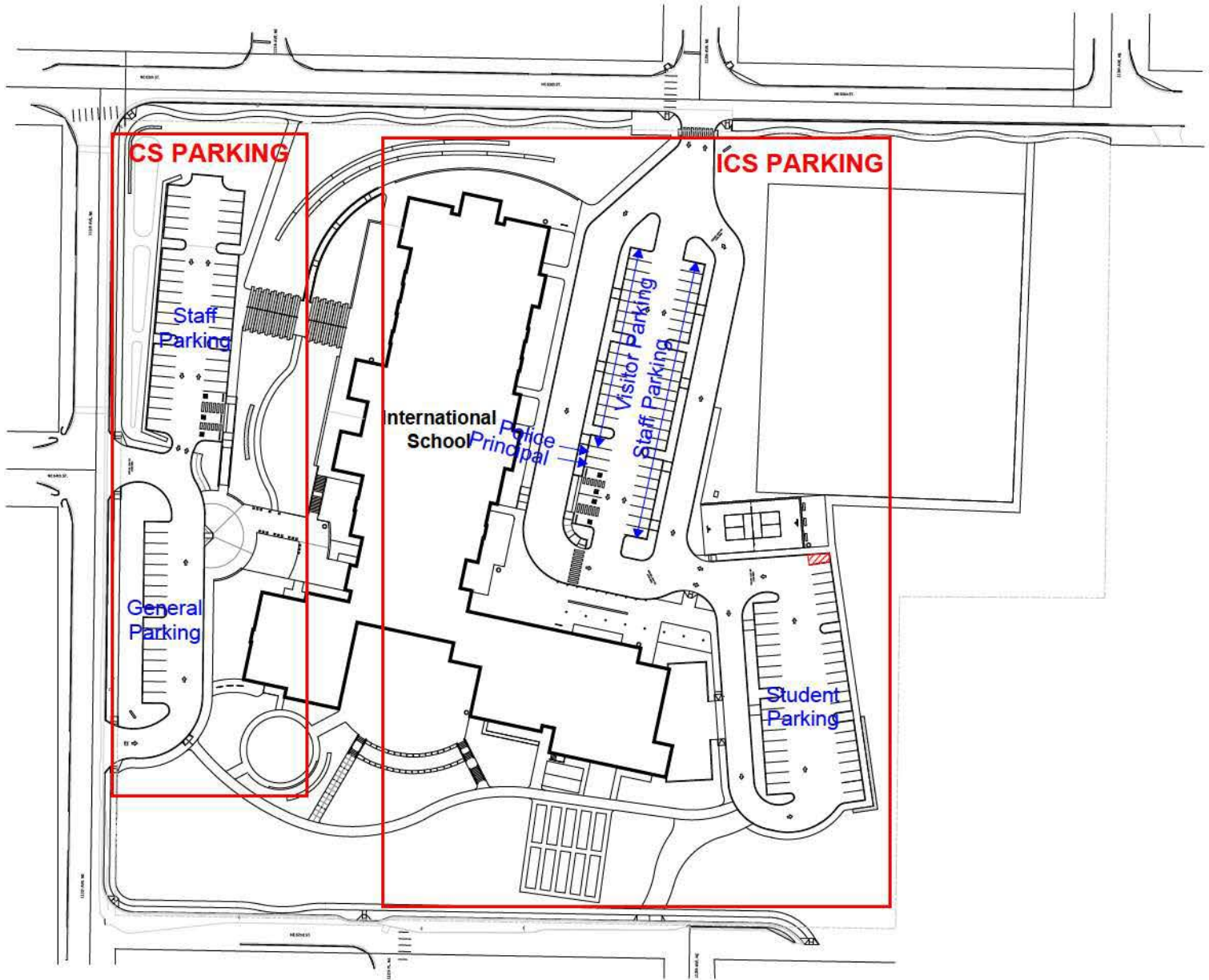
Project Site Vicinity



Attachment A: Project Site Vicinity

ATTACHMENT B

Existing Site Plan



Lake Washington School District #414

Level: Site Plan

Site: Community School - 11

Date Modified:
3/9/2022



ATTACHMENT C

Existing Parking Demand Data

**INTERNATIONAL COMMUNITY SCHOOL / COMMUNITY SCHOOL
WEEKDAY PARKING DEMAND**

		Number of Occupied Stalls Observed							
		THURSDAY 3/27/25				TUESDAY 4/1/25			
		9:30 AM		1:30 PM		9:30 AM		1:30 PM	
		Number	Percent Occupied	Number	Percent Occupied	Number	Percent Occupied	Number	Percent Occupied
Type of Parking Stall	Number of Available Stalls								
CS Parking on 111th Ave NE									
ADA	3	0	0%	0	0%	0	0%	0	0%
Staff	38	9	24%	8	21%	13	34%	15	39%
General	16	6	38%	7	44%	6	38%	6	38%
ICS Parking on NE 65th Street									
ADA	4	0	0%	0	0%	0	0%	0	0%
Visitor	17	11	65%	11	65%	8	47%	10	59%
Staff	26	13	50%	12	46%	12	46%	9	35%
Reserved - Principal	1	1	100%	1	100%	1	100%	1	100%
Reserved - Police	1	0	0%	0	0%	0	0%	0	0%
Student	39	24	62%	26	67%	23	59%	24	62%
Service Area	--	0	--	0	--	0	--	0	--
ON-SITE TOTAL		64		65		63		65	
ON-SITE PERCENT OCCUPIED		44%		45%		43%		45%	

		Number of Occupied Stalls Observed by School			
		THURSDAY 3/27/25		TUESDAY 4/1/25	
		9:30 AM		9:30 AM	
		1:30 PM		1:30 PM	
School					
International Community School (ICS)		49	50	44	44
Community School (CS)		15	15	19	21

ATTACHMENT D

Future Parking Demand Calculations

WEEKDAY PARKING DEMAND SUMMARY

INTERNATIONAL COMMUNITY SCHOOL / COMMUNITY SCHOOL

Existing Weekday Parking Demand

Day	Parking Demand Observed (vehicles)			
	International Community School (ICS) ¹		Community School (CS) ¹	
	9:30 AM	1:30 PM	9:30 AM	1:30 PM
THURSDAY 3/27/25	49	50	15	15
TUESDAY 4/1/25	44	44	19	21

INTERNATIONAL COMMUNITY SCHOOL (ICS)

Existing Weekday Parking Demand Rate per Student

	Maximum Peak Observed (occupied stalls)	Number of Students ²	Peak Parking Demand Rate (stalls/student)
Max Parking Demand	50	418	0.12

Future Weekday Parking Demand Estimates per Student

	Peak Parking Demand Rate (stalls/student)	Future Student Enrollment ³	Projected Future Peak Parking Demand (stalls)
Max Parking Demand	0.12	545	65.4

COMMUNITY SCHOOL (CS)

Existing Weekday Parking Demand Rate per Student

	Maximum Peak Observed (occupied stalls)	Number of Students ²	Peak Parking Demand Rate (stalls/student)
Max Parking Demand	21	68	0.31

Future Weekday Parking Demand Estimates per Student

	Peak Parking Demand Rate (stalls/student)	Future Student Enrollment ⁴	Projected Future Peak Parking Demand (stalls)
Max Parking Demand	0.31	70	21.7

ENTIRE ICS / CS CAMPUS

Future Weekday Parking Demand Estimates

	Future Student Enrollment	Projected Future Peak Parking Demand (stalls)
Max Parking Demand	615	87.1

Notes:

- 1) ICS parking demand assumed to be associated with the NE parking area off NE 65th Street and CS parking demand assumed to be associated
- 2) Existing enrollement at each school provided by LWSD on 3/25/25.
- 3) Per LWSD, a maximum of 100 additional students will be added to the existing entitlement of 445 students at ICS.
- 4) Per LWSD, the CS Campus is entitled to a total of 70 students.

ATTACHMENT E

2025 ICS and CES TMP/PMP

*2025 TRANSPORTATION MANAGEMENT PLAN (TMP)
PARKING MANAGEMENT PLAN (PMP)*

for International Community School (ICS)
and Community Elementary School (CES)
11133 NE 65th Street, Kirkland
Tax Parcel No. 0825059248

1. Overview

A Transportation Management Plan (TMP) and Parking Management Plan (PMP) for the International Community School (ICS) and Community Elementary School (CES) have been developed to prevent on-street parking by students, parents, staff and visitors, to prevent on-street 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 vehicle trips generated by ICS and the CES and to assist in mitigating the traffic and parking impacts created by school activities on streets in the project vicinity.

This TMP and PMP replaces the 2012 plan approved for the modernization of the school which constructed one new building to house both the ICS and CES programs.

2. Project Description

ICS accommodates grades 6 through 12 whereas the CES accommodates grades 1 through 6. The student population at ICS will be up to 545 and CES up to 70 for a total of 615 students. ICS will have up to 35 staff and CES will have up to 5 staff.

There are two traffic access points to the site; 1) a combined in-out along NE 65th Street across from 112th Avenue NE for the ICS, and 2) access from 111th Avenue NE to accommodate bus drop-off and pick-up, CES parent drop off and pick-up, staff and visitors.

There are a total of 145 parking stalls on the site.

3. Goals of the TMP and PMP

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 CES occur on-site and not on the streets and to limit the ICS vehicles driven by students to and from school each school day. The current limit is 78 student parking spaces. The Lake Washington School District (LWSD) 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.

3.1. The TMP and PMP Shall Consist of the Following Elements:

1. As part of the conditions to attend ICS and CES, during the application/lottery process, student applicants and their parents/guardians will sign and agree to the ICS and CES Transportation and Parking policies, procedures, and consequences for infractions found in the approved TMP and PMP document—including the provisions that limit on-street parking and on-street drop-off/pick-up of students by parents in the agreement between ICS, CES, LWSD, and the City of Kirkland. On-street parking is only permitted for infrequent special school events.

**2025 TRANSPORTATION MANAGEMENT PLAN (TMP) PARKING MANAGEMENT PLAN (PMP)
for International Community School (ICS) and Community Elementary School (CES)**

2. All ICS and CES 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 limitations on use of on-street parking.
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 eligible ICS and CES students and all staff.
 5. Each January for a four-year period, beginning January 2027, LWSD will conduct a parking study performed by an independent traffic engineer. The parking study shall document on-site parking demand as measured over a 5-day period. The results shall be submitted in writing to the City of Kirkland Planning Department. 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. Any time after 2030, if on-street parking violations become a problem, LWSD shall conduct another traffic and parking study as required between 2027-2030. Measures shall be taken to alleviate the need for ICS and/or CES 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 CES 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.
- A maximum of 78 student parking permits will be issued at any one time during a school year. Student parking permits will be required to be displayed in vehicles at all times while parking on-site. No student shall drive to/from school unless they have been issued a parking permit.
- Student parking stalls will be regularly monitored by ICS staff. Students parking in student parking stalls with a valid displayed parking permit will be considered an infraction and will follow consequences for infractions as outlined further below in this document.
- If there are more parking spaces occupied within the student parking lot than the number of parking permits issued to students, the school will identify those students that do not have permits and issue them parking permits. If the student parking lot is regularly at 95% occupancy, then the school shall provide additional spaces to provide 110% of the student parking demand elsewhere on the campus up to 78 spaces. If those occupied spaces are not occupied by students, then the school shall issue a warning for the first offense and direct them to park in the designated spaces that are provided for them and/or as described in the section of this TMP that discusses consequences.
- Required registration of ICS and CES students, parents and staff vehicles, updated yearly or as required.
- Students may request a parking permit at any time during the school year.
- Continued use of carpooling and bus ridership as currently implemented at ICS.

**2025 TRANSPORTATION MANAGEMENT PLAN (TMP) PARKING MANAGEMENT PLAN (PMP)
for International Community School (ICS) and Community Elementary School (CES)**

- The school shall promote and encourage carpooling and other modes other than driving alone.
- 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.
- School starting and ending-times will continue to be staggered between ICS and CES to allow off-set traffic flow, five (5) days a week. This includes Wednesday early dismissal for both schools.
- Closed campus to prevent students driving on and off site during lunch (unless for an approved activity).
- Each March following the required parking study in January 2027, 2028, and 2029, ICS and CES will conduct a review with ICS and CES administrative 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 CES 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 2030 when the parking study is no longer required.

The Parking Policies include:

- Parking spaces designated for ICS and CES 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 on typical school days; on-street parking is only permitted for the infrequent special school events.
- Locate visitor parking including temporary emergency student parking (with permission) near the entrance to the school.
- Parking spaces for students will be limited to 78 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.
- Issuance of student parking permits will be based on:
 - For less than 78 permits, each student requesting a parking permit shall be granted one based on the following criteria:
 - Priority shall be given to carpool,
 - Seniority, and/or
 - Distance from site
 - Lottery if more than 78 students request parking permits.

Consequences for TMP and PMP Infractions for parking on the street, for ICS students driving during lunch (unless for an approved 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

**2025 TRANSPORTATION MANAGEMENT PLAN (TMP) PARKING MANAGEMENT PLAN (PMP)
for International Community School (ICS) and Community Elementary School (CES)**

- 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 CES Parents:

ICS and CES 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 CES staff:

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

- 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 CES)
 - The appropriate ICS or CES 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 CES 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.

**2025 TRANSPORTATION MANAGEMENT PLAN (TMP) PARKING MANAGEMENT PLAN (PMP)
for International Community School (ICS) and Community Elementary School (CES)**

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 CES. The CIC shall include bus schedules and ridesharing information at LWSD's expense as provided by Metro.
9. The site TMP administrator for ICS and CES, currently Jacob Hendrickson, 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 CES. 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 CES site. Information shall also be distributed annually to all of students, staff, and parents of ICS and CES.
 - c. The TC shall submit an annual report to the Director of Support Services for LWSD and the City of Kirkland Planning Department t 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. The school shall provide a written notice to the City of Kirkland when the TMP administrator changes and provide to the City the name of the new administrator(s) and their contact information.
11. Preferential parking stalls for carpools/vanpools shall be provided in the parking lot as close as possible to the building entrances to ICS and CES. 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 increased.
12. LWSD shall provide and maintain covered bicycle racks. These racks will be located at a safe and convenient location at ICS and CES.
13. At the option of the TC, the following program elements shall be provided:
 - a. Curriculum in appropriate ICS and CES 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 rideshare and bus shuttle programs. These rewards may include:
 - a. Drawings for prizes donated by local merchants.

**2025 TRANSPORTATION MANAGEMENT PLAN (TMP) PARKING MANAGEMENT PLAN (PMP)
for International Community School (ICS) and Community Elementary School (CES)**

- b. A "coupon book" featuring discounts on merchandise and services from local merchants.
14. In January 2026, ICS will perform a survey to determine the existing amount of transit and ridesharing activities of all students and staff of ICS and CES and the potential for increasing those activities. 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 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.
15. Every two years after January 2026 when the initial survey has been completed, the ICS shall survey all CES and ICS students, staff, and parents. The same process that was used for the initial survey shall be used.
16. If after completion of the January 2026 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.
17. This TMP and PMP shall be recorded with King County as part of the conditions and restriction of Master Plan File No. ZON11-00023 to assure its implementation. The TMP and PMP shall run for the duration of the established use of the building, and shall be binding on the heirs, successors and assignees of the parties.

Signed, this ____ day of _____, 2025
International Community School & Community (Elementary) School

By _____
Jacob Hendrickson, Principal Administrator

Signed, this ____ day of _____, 2025
Lake Washington School District

By _____
Brian Buck, Executive Director, Support Services

The foregoing Agreement is accepted by the City of Kirkland.
Signed, this ____ day of _____, 2025
City of Kirkland

By _____
Tony Leavitt – Senior Planner

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

Department of Public Works

123 Fifth Avenue, Kirkland, WA 98033 • 425.587.3800

www.kirklandwa.gov

MEMORANDUM

To: Tony Leavitt, Senior Planner

From: Thang Nguyen, Transportation Engineer
Jennifer Palmer, Transportation Engineering Supervisor, PE

Date: June 8, 2026

Subject: International Community School (ICS) Expansion Parking Review,
ZON26-00059

This memorandum summarizes staff's review of the parking impact of the expansion of the International Community School. The findings and recommendations are based on the review of the transportation impact analysis (TIA) report dated October 3, 2025, prepared by TENW.

Staff Findings and Recommendations

The proposed project will not create significant parking impacts. Public Works staff recommend approval of the proposed development with the conditions recommended in the ***Conditions of Approval*** section of this memorandum.

CONDITIONS OF APPROVAL

Implement the updated TMP (Transportation Management Plan)/PMP (Parking Management Plan) to ensure parking does not spill out onto the street. Record the updated TMP/PMP with King County.

Project Description

The ICS campus includes the International Community School (ICS) serving grades 6 to 12 and the Community School (CS) serving K to grade 5. Currently, there are 418 students in the ICS program and 68 students in the CS program. The previous master plan approval allowed the ICS program to have 445 students and the CS program to have 70 students for a total of 515 students. The applicant is proposing to increase the ICS student enrollment by 100 students within the existing building footprint. The proposed expansion would increase student enrollment capacity in the ICS program to 545 students. The enrollment capacity for the CS program will remain at 70 students. The ICS campus will have an enrollment maximum of 615 students.

There are two parking lots on site. The parking lot off of NE 65th Street has 88 parking spaces and the parking lot off of 11th Avenue NE has 57 spaces for a total of 145 spaces. The existing parking supply will remain the same with the proposed expansion. Figure 1 shows the project location.

Figure 1. Project Location



Parking

There is a total of 145 parking spaces on the school campus of which 39 spaces are designated as student parking. The current master plan allows the school to designate up to 78 student parking spaces.

Parking demand data was collected for two days and based on the data, the peak parking demand for the ICS was 50 occupied spaces and the demand for the CS was 21 occupied spaces. The resulting parking demand rate for the ICS is 0.12 stalls per student and the rate for the CS is 0.31 stalls per student. The data show that there are vacant parking spaces in all on-campus parking lots. Staff visited the site on two occasions and verified that the parking demand is lower than the parking supply. With the additional students, the calculated parking demand is 88 stalls (61% of the parking supply).

However, on the two days staff visited the site, the student parking lot was at capacity. The staff and visitor parking lot next to the student parking lot had 19 vacant spaces. That means that there is adequate supply for staff and visitors and there was no spillover from the staff/visitor parking lot to the student parking lot. The school parking administrator indicated that there were fewer than 20 students requesting parking passes. This means that some students are parking on campus without parking passes. The current zoning requirement allows the school to designate up to 78 stalls for student parking.

To prevent student parking from overflowing out onto the street, additional measures were added to the existing transportation management plan to ensure that more parking shall be designated for students as necessary and school staff shall monitor the student parking lot to ensure that all students parking on campus must apply for a parking permit. In addition, the school will be required to collect parking utilization data for the first three years starting in 2027 to substantiate the parking demand and make changes to ensure parking does not spill over onto the street. The update shall be recorded with King County and the school district shall provide the planning and public works department copies of the recorded TMP.

The school has approximately seven special events per year. The City has not received complaints about significant parking impacts due to the special events in the past, thus the City does not anticipate significant impacts due to the proposed project. However, the school should make the best effort to encourage carpooling to special events to minimize parking spilling out on to the street. Furthermore, the school should continue its existing parking management efforts with communication to parents and students to exercise courtesy when parking on street.

**2012 TRANSPORTATION MANAGEMENT PLAN (TMP)
PARKING MANAGEMENT PLAN (PMP)**

for International Community School (ICS)
and Community Elementary School (CES)
11133 NE 65th Street, Kirkland
Tax Parcel No. 0825059248

1. Overview

A Transportation Management Plan (TMP) and Parking Management Plan (PMP) for the International Community School (ICS) and Community Elementary School (CES) have been developed to prevent on-street parking by students, parents, staff and visitors, to prevent on-street 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 vehicle trips generated by ICS and the CES and to assist in mitigating the traffic and parking impacts created by school activities on streets in the project vicinity.

This TMP and PMP replace the 1999 plan approved for the relocation of the ICS program to this site.

2. Project Description

The proposed project replaces the existing ICS and CES structures with one building to house both educational programs. The building will be approximately 65,000 square feet that includes a lower level that houses the CES program. The ICS will include grades 6 through 12 whereas the CES will accommodate grades 1 through 6.

The student population at ICS will be 445 and CES at 70 for a total of 515 students. ICS will have 23 staff and CES will have 5 staff.

Construction will start in July 2012 and be completed for school occupancy for September 2013.

There will be two traffic access points to the site; 1) a combined in-out along NE 65th Street across from 112th Avenue NE for the ICS, and 2) access from 111th Avenue NE to accommodate bus drop-off and pick-up, parent drop off and pick-up, staff and visitors.

There will be a total of 145 parking stalls on the site.

3. Goals of the TMP and PMP

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 CES occur on-site and not on the streets and to limit the ICS vehicles driven by students to and from school each school day. The current limit is 78 student parking spaces. The Lake Washington School District (LWSD) 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.

3.1. The TMP and PMP Shall Consist of the Following Elements:

1. As part of the conditions to attend ICS and CES, during the application/lottery process, student applicants and their parents/guardians will sign and agree to the ICS and CES Transportation and Parking policies, procedures, and consequences for infractions found in the approved TMP and PMP document—including the provisions that limit on-street parking

**2012 TRANSPORTATION MANAGEMENT PLAN (TMP) PARKING MANAGEMENT PLAN (PMP)
for International Community School (ICS) and Community Elementary School (CES)**

and on-street drop-off/pick-up of students by parents in the agreement between ICS, CES, LWSD, and the City of Kirkland. On-street parking is only permitted for infrequent special school events.

2. All ICS and CES 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 limitations on use of on-street parking.
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 eligible ICS and CES students and all staff.
5. Each January for a four year period, beginning January 2014, 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 Houghton 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 2018, if on-street parking violations become a problem, LWSD shall conduct another traffic and parking study as required between 2014-2018. Measures shall be taken to alleviate the need for ICS and/or CES 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 CES 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 will be issued yearly. Seventy-eight (78) stalls only. No student driving to and from school unless a student has been issued a parking permit.
- Required registration of ICS and CES students, parents and staff vehicles, updated yearly or as required.
- Continued use of carpooling and bus ridership as currently implemented at ICS.
- 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.
- School starting and ending-times will continue to be staggered between ICS and CES to allow off-set traffic flow, five (5) days a week. This includes Wednesday early dismissal for both schools.
- Closed campus to prevent students driving on and off site during lunch (unless for an approved activity).
- Each March following the required parking study in January, ICS and CES will conduct a review with ICS and CES administrative 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 CES 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 2018 when the parking study is no longer required.

The Parking Policies include:

- Parking spaces designated for ICS and CES 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 on typical school days; on-street parking is only permitted for the infrequent special school events.
- 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 78 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.
- Issuance of student parking permits will be based on:
 - Lottery,
 - Carpool,
 - Seniority, and/or
 - Distance from site

Consequences for TMP and PMP Infractions for parking on the street, for ICS students driving during lunch (unless for an approved 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 CES Parents:

ICS and CES 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 CES staff:

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

- 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 CES)
 - The appropriate ICS or CES 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 CES 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 CES. The CIC shall include bus schedules and ridesharing information at LWSD's expense as provided by Metro.
 9. The site administrator for ICS and CES, currently Matt Livingston, 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 CES. 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 CES site. Information shall also be distributed annually to all of students, staff, and parents of ICS and CES.
 - 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 CES. 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 increased.
11. LWSD shall provide and maintain covered bicycle racks. These racks will be located at a safe and convenient location at ICS and CES.
12. At the option of the TC, the following program elements shall be provided:
- a. Curriculum in appropriate ICS and CES 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 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 2014, ICS will perform a survey to determine the existing amount of transit and ridesharing activities of all students and staff of ICS and CES and the potential for increasing those activities. 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 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 2014 when the initial survey has been completed, the ICS shall survey all CES 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 2014 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 Master Plan Permit No. _____ to assure its implementation. The TMP and PMP shall run for the duration of the established use of the building, and shall be binding on the heirs, successors and assignees of the parties.

**2026 TRANSPORTATION MANAGEMENT PLAN (TMP)
PARKING MANAGEMENT PLAN (PMP)**

for International Community School (ICS)
and Community Elementary School (CES)
11133 NE 65th Street, Kirkland
Tax Parcel No. 0825059248

1. Overview

A Transportation Management Plan (TMP) and Parking Management Plan (PMP) for the International Community School (ICS) and Community Elementary School (CES) have been developed to prevent on-street parking by students, parents, staff and visitors, to prevent on-street 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 vehicle trips generated by ICS and the CES and to assist in mitigating the traffic and parking impacts created by school activities on streets in the project vicinity.

This TMP and PMP replace the 2012 plan approved for the modernization of the school which constructed one new building to house both the ICS and CES programs.

2. Project Description

ICS accommodates grades 6 through 12 whereas the CES accommodates grades 1 through 6. The student population at ICS will be up to 545 and CES up to 70 for a total of 615 students. ICS will have up to 35 staff and CES will have up to 5 staff.

There are two traffic access points to the site; 1) a combined in-out along NE 65th Street across from 112th Avenue NE for the ICS, and 2) access from 111th Avenue NE to accommodate bus drop-off and pick-up, CES parent drop off and pick-up, staff and visitors.

There are a total of 145 parking stalls on the site.

3. Goals of the TMP and PMP

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 CES occur on-site and not on the streets and to limit the ICS vehicles driven by students to and from school each school day. The current limit is 78 student parking spaces. The Lake Washington School District (LWSD) 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.

3.1. The TMP and PMP Shall Consist of the Following Elements:

1. As part of the conditions to attend ICS and CES, during the application/lottery process, student applicants and their parents/guardians will sign and agree to the ICS and CES Transportation and Parking policies, procedures, and consequences for infractions found in the approved TMP and PMP document—including the provisions that limit on-street parking and on-street drop-off/pick-up of students by parents in the agreement between ICS, CES, LWSD, and the City of Kirkland. On-street parking is only permitted for infrequent special school events.

**2025 TRANSPORTATION MANAGEMENT PLAN (TMP) PARKING MANAGEMENT PLAN (PMP)
for International Community School (ICS) and Community Elementary School (CES)**

2. All ICS and CES 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 limitations on use of on-street parking.
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 eligible ICS and CES students and all staff.
 5. Each January for a four-year period, beginning January 2027, LWSD will conduct a parking study performed by an independent traffic engineer. The parking study shall document on-site parking demand as measured over a 5-day period. The results shall be submitted in writing to the City of Kirkland Planning Department. 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 2030, if on-street parking violations become a problem, LWSD shall conduct another traffic and parking study as required between 2027-2030. Measures shall be taken to alleviate the need for ICS and/or CES 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 CES 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.
- A maximum of 78 student parking permits will be issued at any one time during a school year. Student parking permits will be required to be displayed in vehicles at all times while parking on-site. No student shall drive to/from school unless they have been issued a parking permit.
- Student parking stalls will be regularly monitored by ICS staff. Students parking in student parking stalls with a valid displayed parking permit will be considered an infraction and will follow consequences for infractions as outlined further below in this document.
- If there are more parking spaces occupied within the student parking lot than the number of parking permits issued to students, the school will identify those students that do not have permits and issue them parking permits. If the student parking lot is regularly at 95% occupancy, then the school shall provide additional spaces to provide 110% of the student parking demand elsewhere on the campus up to 78 spaces. If those occupied spaces are not occupied by students, then the school shall issue a warning for the first offense and direct them to park in the designated spaces that are provided for them and/or as described in the section of this TMP that discusses consequences.
- Required registration of ICS and CES students, parents and staff vehicles, updated yearly or as required.
- Students may request a parking permit at anytime during the school year.
- Continued use of carpooling and bus ridership as currently implemented at ICS.

**2025 TRANSPORTATION MANAGEMENT PLAN (TMP) PARKING MANAGEMENT PLAN (PMP)
for International Community School (ICS) and Community Elementary School (CES)**

- The school shall promote and encourage carpooling and other modes other than driving alone.
- 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.
- School starting and ending-times will continue to be staggered between ICS and CES to allow off-set traffic flow, five (5) days a week. This includes Wednesday early dismissal for both schools.
- Closed campus to prevent students driving on and off site during lunch (unless for an approved activity).
- Each March following the required parking study in January 2027, 2028, and 2029, ICS and CES will conduct a review with ICS and CES administrative 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 CES 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 2030 when the parking study is no longer required.

The Parking Policies include:

- Parking spaces designated for ICS and CES 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 on typical school days; on-street parking is only permitted for the infrequent special school events.
- Locate visitor parking including temporary emergency student parking (with permission) near the entrance to the school.
- Parking spaces for students will be limited to 78 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.
- Issuance of student parking permits will be based on:
 - For less than 78 permits, each student requesting a parking permit shall be granted one based on the following criteria:
 - Priority shall be given to carpool,
 - Seniority, and/or
 - Distance from site
 - Lottery if more than 78 students request parking permits.

Consequences for TMP and PMP Infractions for parking on the street, for ICS students driving during lunch (unless for an approved 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

**2025 TRANSPORTATION MANAGEMENT PLAN (TMP) PARKING MANAGEMENT PLAN (PMP)
for International Community School (ICS) and Community Elementary School (CES)**

- 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 CES Parents:

ICS and CES 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 CES staff:

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- First Contact should be made to Transportation Coordinator (TC)
 - TC will determine infraction source (parent, student or staff) and at which school (ICS or CES)
 - The appropriate ICS or CES 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 CES 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.

**2025 TRANSPORTATION MANAGEMENT PLAN (TMP) PARKING MANAGEMENT PLAN (PMP)
for International Community School (ICS) and Community Elementary School (CES)**

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 CES. The CIC shall include bus schedules and ridesharing information at LWSD's expense as provided by Metro.
9. The site TMP administrator for ICS and CES, currently Jacob Hendrickson, 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 CES. 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 CES site. Information shall also be distributed annually to all of students, staff, and parents of ICS and CES.
 - c. The TC shall submit an annual report to the Director of Support Services for LWSD and the City of Kirkland Planning Department t 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. The school shall provide a written notice to the City of Kirkland when the TMP administrator changes and provide to the City the name of the new administrator(s) and their contact information.
11. Preferential parking stalls for carpools/vanpools shall be provided in the parking lot as close as possible to the building entrances to ICS and CES. 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 increased.
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 1. The effects of air pollution in Heath Classes.
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 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 rideshare and bus shuttle programs. These rewards may include:
 - a. Drawings for prizes donated by local merchants.

**2025 TRANSPORTATION MANAGEMENT PLAN (TMP) PARKING MANAGEMENT PLAN (PMP)
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- b. A "coupon book" featuring discounts on merchandise and services from local merchants.
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15. Every two years after January 2027 when the initial survey has been completed, the ICS shall survey all CES and ICS students, staff, and parents. The same process that was used for the initial survey shall be used.
16. If after completion of the January 2027 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.
17. This TMP and PMP shall be recorded with King County as part of the conditions and restriction of Master Plan File No. ZON26-00059 to assure its implementation. The TMP and PMP shall run for the duration of the established use of the building, and shall be binding on the heirs, successors and assignees of the parties.
18. All the elements of this TMP/PMP shall be required as part of the approved master plan and may not be modified unless approved by the City's transportation engineer.

Signed, this ____ day of _____, 2025
International Community School & Community (Elementary) School

By _____
Jacob Hendrickson, Principal Administrator

Signed, this ____ day of _____, 2025
Lake Washington School District

By _____
Brian Buck, Executive Director, Support Services

**2025 TRANSPORTATION MANAGEMENT PLAN (TMP) PARKING MANAGEMENT PLAN (PMP)
for International Community School (ICS) and Community Elementary School (CES)**

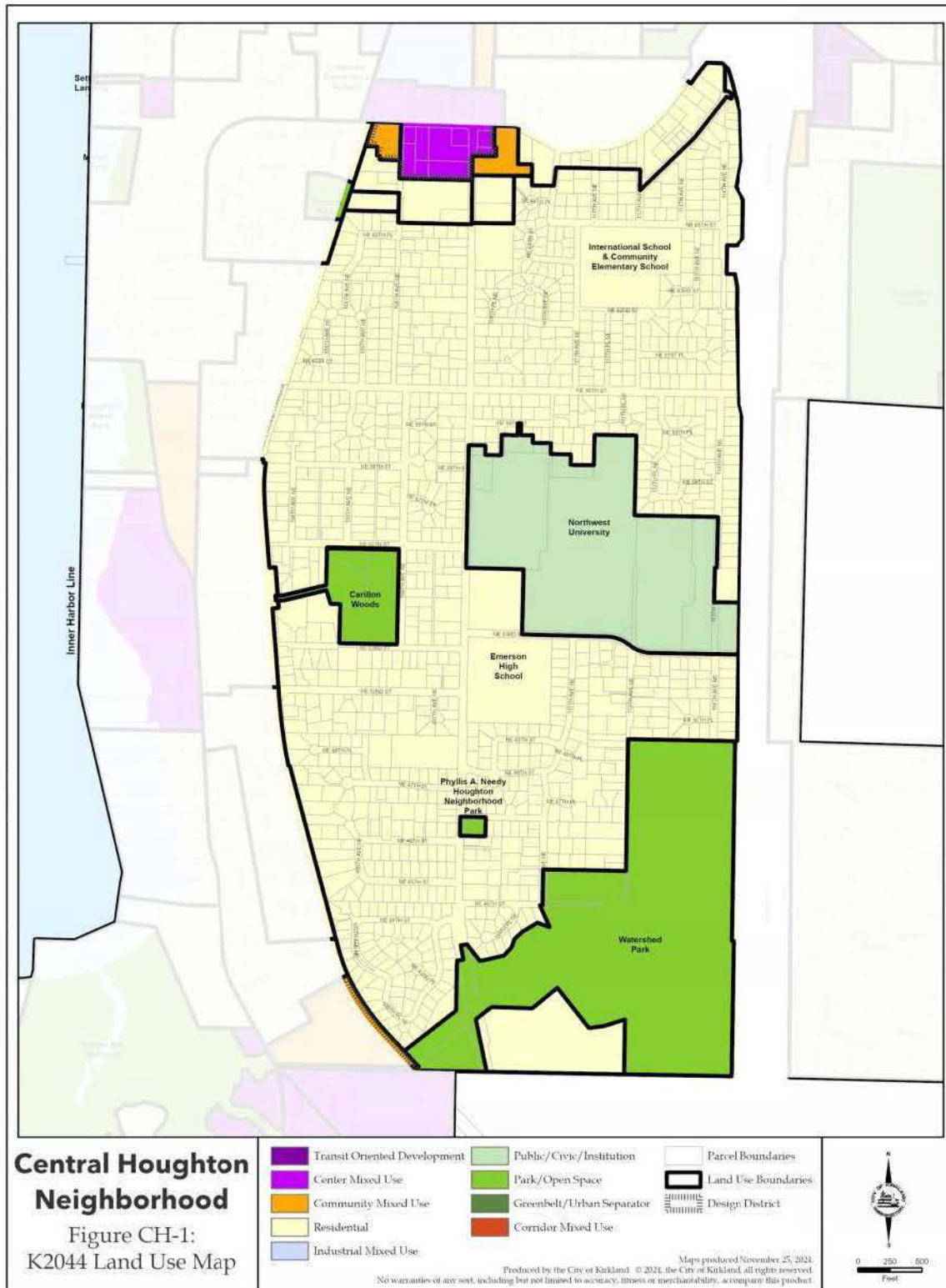
The foregoing Agreement is accepted by the City of Kirkland this ____ day of _____
2025
City of Kirkland

By _____
Tony Leavitt – Senior Planner

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.



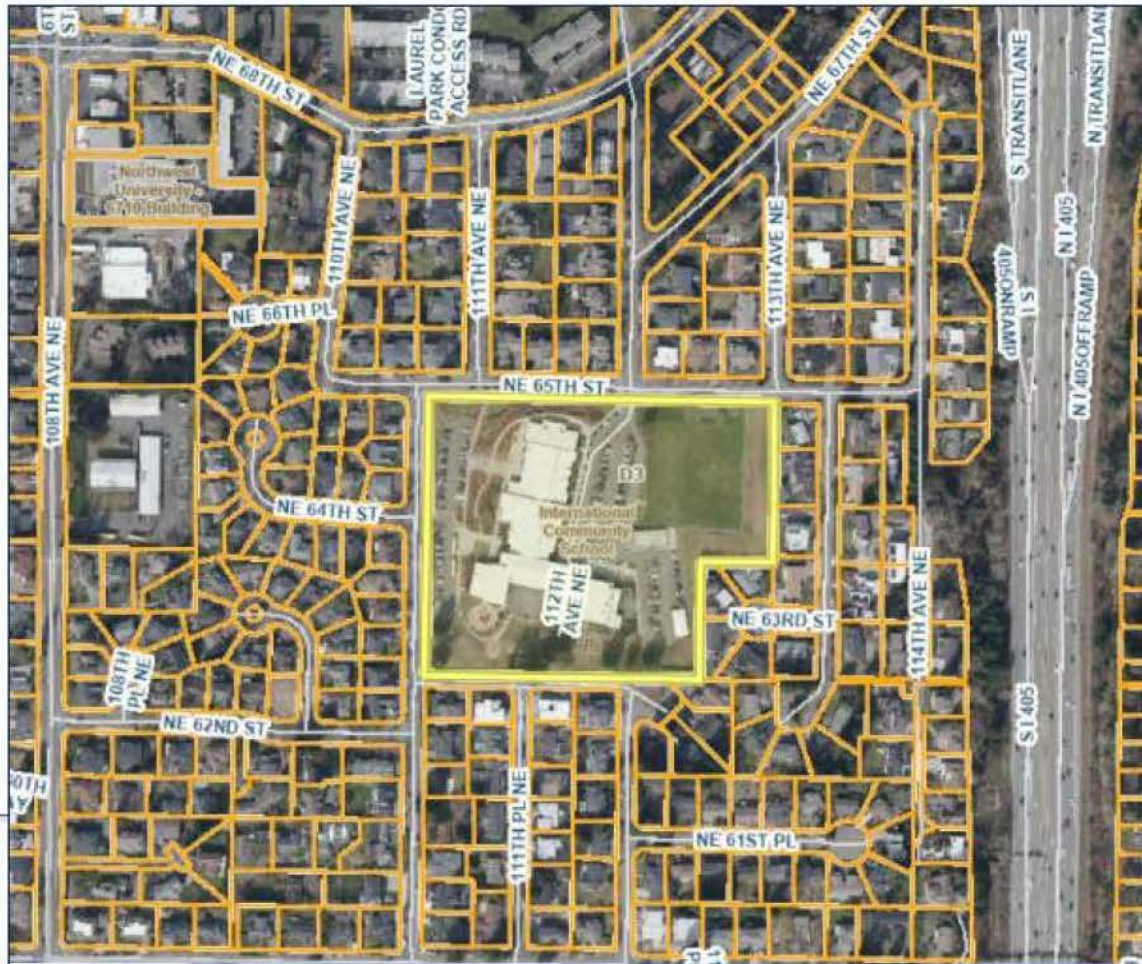
International Community School (ICS)/ Community Elementary School (CES) Master (Development) Plan Amendment



**Public Hearing
ZON26-00059
July 15, 2026**



ICS/ CES Campus Location: 11133 NE 65th Street



Amendment Request

- Increase the ICS enrollment from 445 students to 545 students
- CES enrollment will remain at 70 students
- Campus enrollment increases from 515 students to 615 students
- No new buildings or additions
- Proposed improvements to the main loading area/ parking lot



Campus History

- CES located on site in 1983
- ICS located on site in 1999
- Current Master Plan approved in 2012
 - New building and playfields
 - 145 parking stalls and associated loading and unloading areas
 - Limited ICS enrollment to 445 students and CES enrollment to 70 students
 - TMP/ PMP to reduce traffic/ parking impacts
 - Required new Process IIB permit to increase enrollment of campus



Public Comments

- Vehicle backups on neighboring streets
- Adequate onsite parking
- Increased bus service to campus
- Traffic impacts
- Traffic safety issues
- Pedestrian safety



Development Regulations

- Required review process
 - Existing master plan requires new zoning permit process for any increase in enrollments and/or building square footage
 - The proposed increase in student enrollment requires approval of a Process IIB zoning permit
- School location criteria
 - Not materially detrimental
 - Site and building design minimize impacts
 - Existing school site

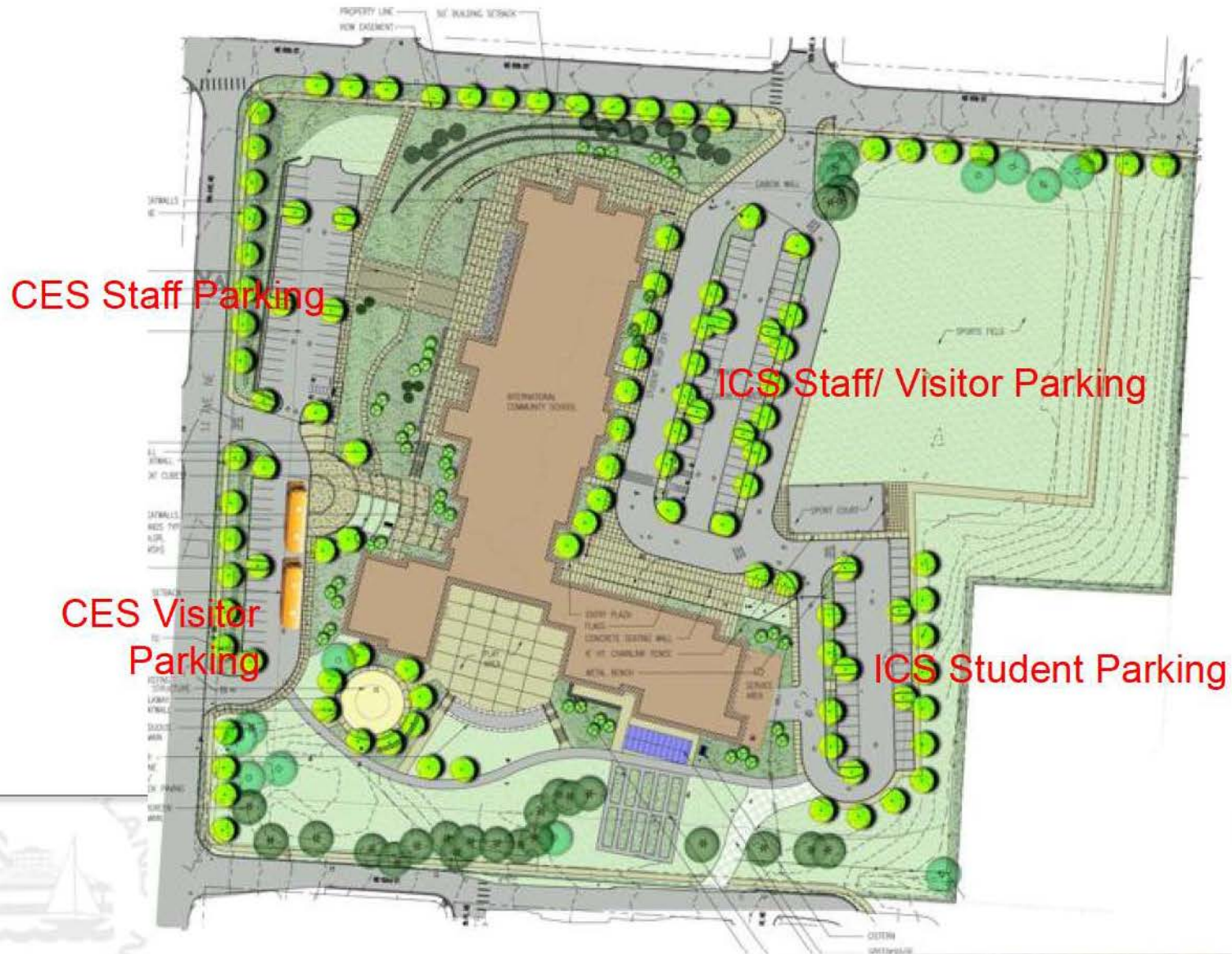


Development Regulations: Parking

- Parking study review
- 0.12 parking stalls per ICS student
- 545 students requires 66 stalls
- 0.31 parking stalls per CES student
- 70 students requires 22 stalls
- Total parking requirement is 88 stalls
- Campus has 145 parking stalls
 - Student parking limited to 78 stalls
 - 67 stalls for staff and visitors
- Future parking utilization study to ensure adequate supply and allocation of parking stalls

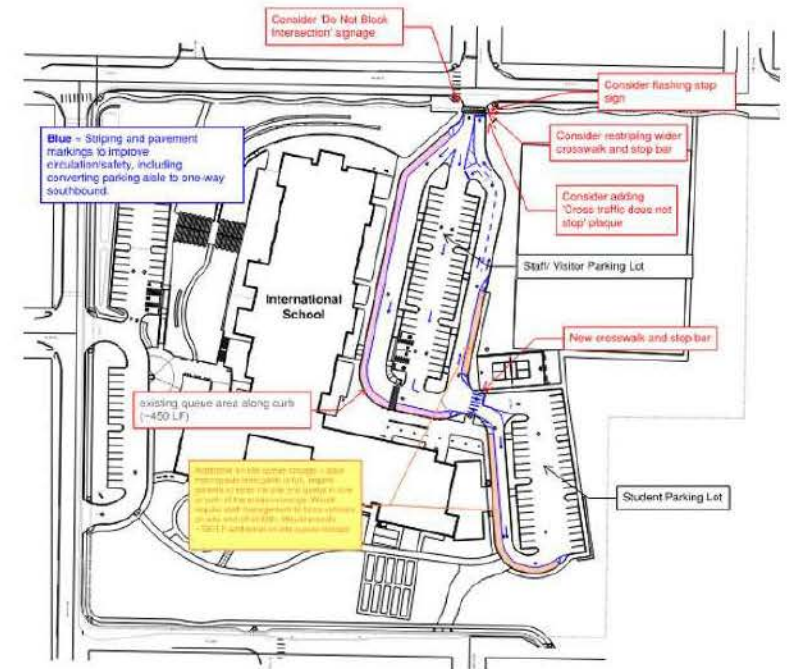


Current Parking Locations



Development Regulations: Onsite Loading Area

- Designed to minimize impacts on neighboring residential uses
- Size determined on case-by-case basis
- Applicant submitted queuing analysis
- Proposing improvements to the main parking lot loading area
- Reviewed by City's Transportation Engineer
- Recommends approval with conditions



Development Regulations

- **Recommended conditions**
 - Flashing stop sign at 65th Street entrance
 - Additional signage for drivers
 - Re-stripe cross walk at 65th Street entrance
 - Extend load/unload area
 - School district staff to direct parents to new loading area
 - Use of police officer first week of school to ensure compliance with traffic laws
 - Requirement to address traffic impacts if not resolved



Approval Criteria

- Process IIB Zoning Permit
 - Consistent with development regulations
 - Consistent with public health, safety and welfare
- Staff Conclusions
 - The proposal complies with all applicable development regulations
 - The proposed increase in student enrollment will allow the LWSD to serve additional students in the district while minimizing impacts on the surrounding neighborhood



Staff Recommendation

- Approve application with conditions
 - TMP/PMP requirements
 - Signage and circulation improvements
 - Payment of traffic impacts fees



ICS Community School Programs



International Community School

- Grades 6-12
- Emphasis on visual and performing arts, humanities, and international studies.
- Complex curriculum emphasizes interconnected learning and depth of understanding.
- International Baccalaureate Diploma Programme (IB) for grade 11-12
- Small size and seven-year programs allow for strong long-term relationships between students and teachers.
- Experiential learning opportunities each year.

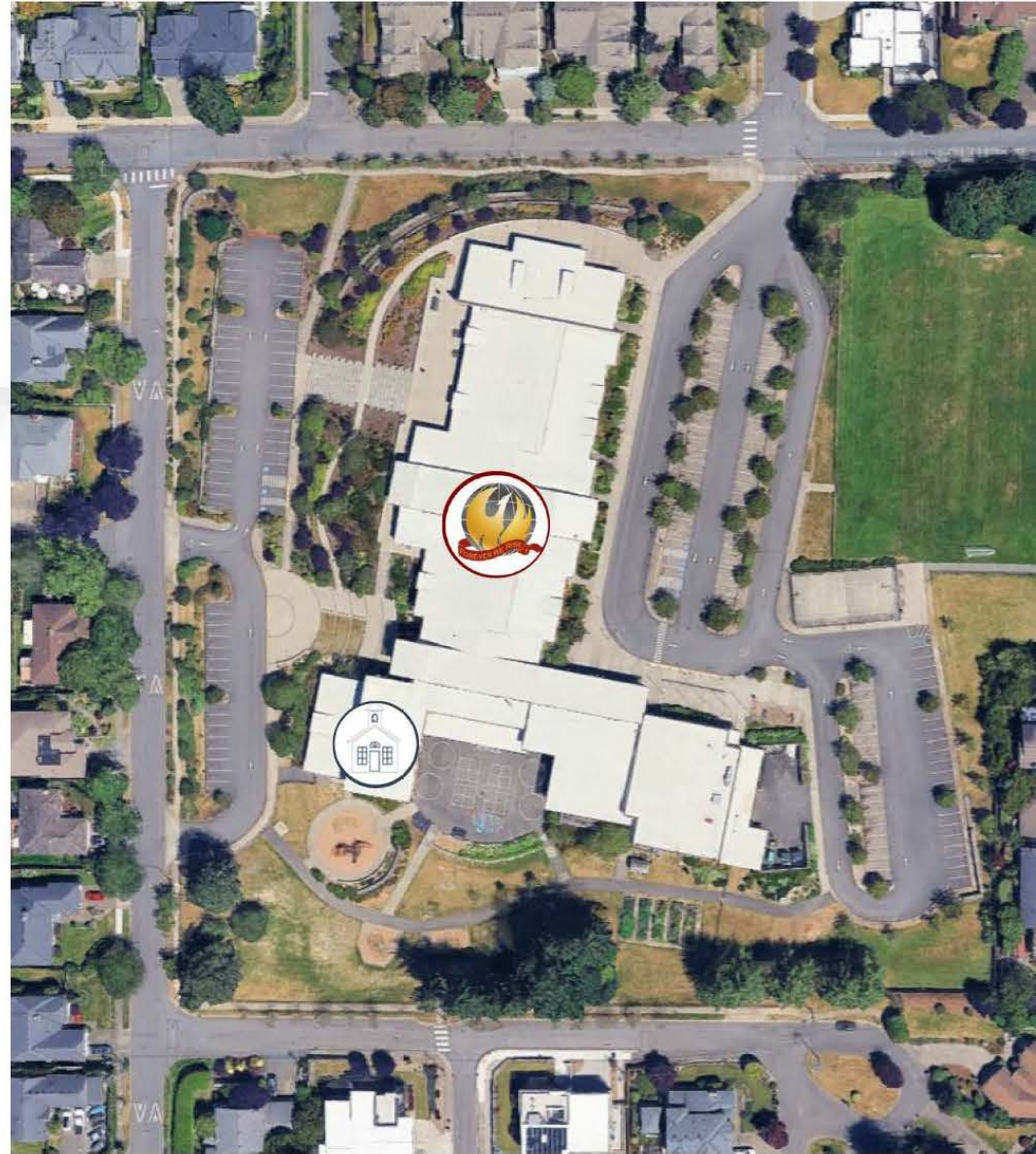


Community School

- Grades 1-5
- Multi-age model with three classrooms.
- Emphasis on individualized instruction, small-group projects, and experiential learning.
- Community focus prioritized social-emotional learning and building relationships.
- Community involvement and enrichment programming provided through community and family partnerships.

Enrollment & Capacity

- Existing facility built for 615 students
- Current allowable enrollment: 515 students
- Requested allowable enrollment: 615 students
 - Aligns student access with existing capacity, no need for additional construction
 - *Facility Advisory Committee* recommendation to increase choice program access and enrollment
 - Voters approved (2022) the increase of high school capacity on the west side of district



Traffic Mitigation Strategies

- Existing lots already sized for a 600+ capacity school
- Traffic flow improvements accepted for implementation this summer include:
 - ❑ Extend queuing lane by 67%
 - ❑ Revise striping and signage
 - ❑ Provide on-site traffic management & parking enforcement

Daily Schedules

International Community School (6 th -12 th)	Community School (K-5 th)
7:55-2:35 (W 12:50)	8:40-3:15 (W 1:45)

