

April 13, 2017
COBI Planning Commission
Re: Madrona School PLN 18970B CUP

The Planning Commission is having its last review of the Madrona School proposal of a CUP on 4/13/2017 and, if approved, will proceed further to the Hearing Examiner.

In direct response to the MEMO of additional information requested and submitted on March 31st, listed below are some reasons the CUP should NOT be approved on grounds that they are not harmonious or compatible with the North Madison/Valley neighborhood and vicinity:

Schedule of ordinary operations

The proposed staggered school start times are unacceptable for the neighborhood.

1. The majority of the student body is 1st-8th graders and they are scheduled for a 8:10-8:30a.m drop off. The public school bus picks up directly across the street at the Windsong Loop stop at 8:10, and is often followed by a line of cars (13 this morning) heading south. We have video that shows there is often a seven-minute delay, which comes close to the equivalent of 3-4 light cycles at N. Madison and 305. The school intends to direct traffic away from this intersection, but that leaves question of vehicles doing U turns and what happens at Lovegreen/305 and Day Road/305 which has a private school as well.
2. A very popular morning weekday ferry departure is 8:45a.m. The Kitsap Transit Bus #94 stops at Windsong Loop at 8:15a.m. While Madrona drop off times are stated as 8:10-8:30a.m, parents often stick to schedules that work in *their own* favor- such as dropping off kids earlier to beat traffic backup in order to catch that popular ferry. One young islander recently posted this online, "There is something that the drivers of Bainbridge Island need to stop doing. When I picked my sister up from Woodward today I was presented with another example of a recurring issue. At all of the schools on the island I have seen parents stop in the middle of the road to either let their child out or pick them up. This first of all breaks the law as it impedes traffic and puts your children in danger, as well as putting other road users in harms way. Maybe take the time and pull into the space provided at each and every school instead of believing that your time is more important than everyone else's. I am 17 years old and know how to drive better than you lot."
3. The later staggered drop off times for the younger children simply extends the morning rush on N. Madison which corresponds to Madona's busiest time according its chart.
4. Intent and "fostering a school culture" of carpooling can not *guarantee* compliance and often wanes as one Madrona school parent has previously pointed out.

5. With a parking demand of 20 for staff and up to 20 for early childhood development, that already leaves the parking lot short by one on a regular basis!

Plan to address traffic, parking and back up concerns

The school's plan to address some of these issues is inadequate.

1. Roads are often paved with good intentions. "Parent Management" and active encouragement for carpooling are both great, but how will these things be enforced? As stated above, carpools often start strong, but fall apart as schedules get busier. How will the school enforce having a 'right-turn only' onto Madison during peak hours? How will staff monitor and enforce the traffic and parking plans? What will be the consequences if the traffic rules are not followed? What will prevent parents from driving a block or so north and then doing a U turn? Will N. Madison now be decorated with "No U turn" signage? Will the old farm, residential Windsong Loop neighborhood be littered with signage that says "No Parking?"
2. N. Madison already looks like a small highway when the afternoon and evening ferries arrive. The addition of two or more weekly evening activities on N. Madison could be very impactful. Car doors shutting, engines starting, and headlights shining until 9 or 10 pm will certainly disturb neighbors who are relaxing or even sleeping by then. How is this harmonious or compatible?
3. The idea that summer programs have not yet been defined is frightening to say the least. The current headmaster may have an idea of keeping it low key but who's to say future leaders will follow the same plan. Will there be traffic issues year round now as well?

Rental Plan

Planning two or three weekly evening activities already threatens to be a huge disturbance to the neighborhood, and now the possibility of *more* activities? Quiet weekend mornings and afternoons could now be replaced with a flurry of activity.

Concern that exiting cars' headlights might shine into a home

The photo of the house submitted by the school is taken about 75 feet north of the current northern driveway. While there are no windows visible in the photo, there are two large skylights. Headlights, especially the blinding Xenon kind, will create blare that will light up this homeowner's backyard. The straightforward headlights are one issue, but there is actually a circle of light when a car turns. The blare will also create shadows going across the back yards of both the homeowners to the north and south. The home to the south in particular does not have a fence and has several windows. The neighbor whose home backs up to N. Madison directly across the street from the current southern driveway proposed entrance states, "I have illumination from every car that passes my house, even though they are not directly aimed this way. It's irritating on holidays and weekends

and would get a lot worse [if the Madrona CUP is approved]." When standing in front of these homes that back up to N. Madison, passing cars are visible through the brush so it is concerning that Madrona shrugged off this concern so easily. Keep in mind the PNW weather. It is often dark and rainy and requires the use of headlights fairly often no matter morning, afternoon or evening for at least half the year.

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

The study submitted by the school is inherently flawed. The location at which the study was done is an urban area with a high volume of inbound traffic. The study does not clarify how many parents walk their kids to school or commute on public transit dropping their kids off at school before heading that way to catch a ferry. There are also multiple streets surrounding the current location so the vehicles can enter and exit the vicinity more readily. The study shows that currently between 8:00-8:30 am there are 38 vehicles IN and 16 OUT to drop off the *majority* of the student body. Projected ten years, it shows 52 vehicles IN (including 27 teachers and staff) and only 22 OUT to drop off *144 children* (full enrollment). These numbers are extremely hard to believe.

In conclusion, building a new school campus in the N.Madison/Valley neighborhood is not a harmonious or compatible fit. The immediate vicinity and community would not benefit in any form or fashion. If approved, it would be the *only* private school in a *purely* residential R1 Zone on Bainbridge Island. The Madrona school did their due diligence in responding to all COBI/CUP requests. But if approved, once the school is built there is absolutely no "unbuilding" it, leaving what was once was a peaceful neighborhood changed forever.

Sincerely,
Joli and Reed Martic