

From: Bill Eckel [mailto:william.eckel@gmail.com]

Sent: Monday, October 24, 2016 11:59 AM

To: PCD <pcd@bainbridgewa.gov>

Subject: Madrona School Conditional Use Permit and Site Plan and Design Review PLN18970B CUP/SPR

Dear Sir/Madame:

This letter is in response to the SEPA notice dated October 14, 2016 regarding the City's proposal to make a Determination of Non-Significance [DNS] for this Major Conditional Use approval of a private school in a low density residential neighborhood. Unlike a public school that is sited through a public process with a rigorous vetting of advantages and impacts, the proposed school site was selected by a private party without consultation of either neighbors or impartial experts. The City now must consider all the adverse impacts and mitigating measures, if even workable, through the permitting process. Based on potential traffic and parking impacts, the vagaries of future potential uses, and other potential impacts, the City should not evaluate this proposal as a Non-Significant proposal.

The TSI traffic study dated 4/14/2016 failed to evaluate the impacts during morning commute times at the intersection of North Madison and SR 305. This intersection currently experiences long backups in the morning north on Madison past the curve, consequently backing up Manitou Beach Drive where cars attempt to turn south on Madison. According to the study, 91 [62% of 146] additional cars are expected southbound on Madison between 8 and 9 AM. If evenly spaced, that represents an additional 4.5 cars per 3 minute full cycle at the SR 305. The queue would extend as far north as the Grange Hall and waiting commuters would likely have to wait two or three cycles to enter the highway southbound. Cars exiting the school likely will not be evenly spaced in time, exacerbating the future congestion. This intersection needs additional evaluation before the City can make even a mitigated approval. These additional morning southbound cars will also be mixed in with considerable southbound bicycle traffic in the lanes. Provisions need to be made for separating southbound bicycles from the cars.

The study, on page 6, also notes the proposed south entrance violates the City Design Standard for minimum access spacing. The stated spacing of 50 feet from the Windsong Loop entrance is far less than the 135 feet standard. In fact, the edge radius of Windsong Loop and the current driveway are almost opposite each other. Windsong Loop is the only access for 32 homes. The traffic study did not take into account the bus stop that serves both school and Kitsap transit busses and that is directly across the street from the proposed south entrance. These factors must be reconsidered in a revised traffic study and reasonable justification given for allowing the standard to be violated.

A Mitigation Plan submitted by Madrona School on July 22, 2016 suggests cars exiting the school will be asked to exit north. The Plan also notes a traffic safety plan will be developed with the neighborhood as well as a queuing contingency plan. All of these suggestions are voluntary and impossible to enforce once the land is developed. The Windsong neighborhood is also concerned about uncontrolled weekend and evening event parking on our narrow streets. Permanent, physical and enforceable traffic and parking controls must be included with approval of the

school. These features could include centerline barriers on Madison prohibiting southbound turns at the school exit and preventing southbound left turns into the school entrance. "No event parking" signs erected at the Windsong Loop entrance and along Madison could be enforced by COBI police. An additional shoulder lane may be necessary southbound from the entrance to keep queued traffic out of the moving lanes. The Plan also notes the multi-purpose hall will be rented from time to time by third party users. How will these third party users be held to the school proposals for traffic management and for off-site parking with shuttles?

We would also ask that the Health Department carefully consider the proposed septic system sized on children at school, and not a large wedding party or concert with adults and copious beverages. Will there be limitations on noise, not only from school activities, but from potential third party church services, weddings and concerts? How will noise limitations be enforced? A permanent and enforceable standard might be the preclusion of third party rentals or these kinds of activities.

The Madrona School permit is an unexpected proposal for residents of a low density residential neighborhood. The School has suggested several mitigating behaviors to reduce traffic and parking impacts. None of those proposals are, in a practical sense, enforceable. Also, once the buildings are constructed and use is established, there is little the neighborhood or the City can request or require should the facility be sold to another entity that might not be so willing to work with the neighborhood. Enforceable and structural mitigation measures must be included in any City consideration of the Madrona School proposal.

Thank you for your consideration of these concerns.

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