

I'd like to bring up some concerns regarding a conditional use permit as it relates to Madrona School's application.

1. As stated on the COBI document under "Decision Criteria" for Condition Use Permit in an R 1 Zone,

1. A conditional use may be approved or approved with conditions IF:
 - a. The conditional use is HARMONIOUS AND COMPATIBLE..... With the intended character and quality of development in the vicinity...

HARMONIOUS? COMPATIBLE? According to whom?

How are the following terms harmonious and compatible with the character and quality of the N. Madison R1 zone?

- 200 person student body + 27 staff
- x# of buildings, including a auditorium to seat 400
- parking lot/overflow parking/carpools & rideshares/lines of traffic
- shuttle services, regularly scheduled delivery trucks, & construction trucks
- increased traffic
- large space for rent
- three phase construction that could be constant heavy vehicle traffic for years

When I think of a residential community, NONE of these terms come to mind.

2. Also listed as decision criteria is:

- f. ALL necessary measures have been taken to ELIMINATE OR REDUCE TO THE GREATEST EXTENT POSSIBLE THE IMPACTS...

The school feels it has taken all necessary measures to do this, traffic being the greatest impact.

- Encouraging carpools and rideshares? It has tried this in the past and failed.
- Staggered start times? They only prolong the usual morning and afternoon hustle.

Both attempts are insufficient.

While we are on the topic of increased traffic, let's look at the traffic study a little closer:

The Directive Memorandum states that the school is expected to generate 720 daily trips. 720 DAILY TRIPS?! This seems exaggerated so let us cut it half. Still, **360** extra daily trips on N. Madison will be highly impactful regardless of what city engineers conclude. Adding this much traffic will make it harder to navigate and less enjoyable for all, including the many who are out on the streets exercising.

The traffic studies were conducted for ONE DAY each. The current morning delay at 305/Sportsman/Madison is timed to be “36.9” seconds. It is unclear how the delay at both school and ferry times, which can be upwards of *seven minutes*, is calculated into the “36.9” seconds. Madrona school claims that more of their traffic will be leaving to the North to minimize the 305/Madison intersection. **Regardless** of which way any Madrona vehicle travels in the morning or in the afternoon **360** extra daily trips on the purely residential N. Madison is TOO MUCH!

Madrona school has the right to seek a conditional use permit. Note, however, that all of the other Island’s private schools reside in areas zoned R.4, Business/Industrial, Madison Ave. District, or R8. There is one exception. Montessori Country is building its’ school in a R1 zone, but there is a HUGE difference. First, its building site is directly across the street from one of the Island’s largest and most used public parks. Second, the school met resistance from ONE neighbor who was concerned about noise.

Madrona is seeking a conditional use permit and therefore be exempt from the following. Please remember the COBI Comprehensive Plan. There are guiding principles and policy’s in place to help reach the city’s Vision.

Guiding Policy 1.2

Accommodate new growth in *designated centers* that meet the Island’s identified needs for housing, goods, services and jobs while respecting conservation and environmental protection priorities.

GOAL LU-6 Ensure a development pattern that is true to the *Vision* for Bainbridge Island by reducing the inappropriate conversion of undeveloped land into sprawling development. (What about underutilized already developed property? What about keeping a private school out of a R1 zone with no other commercial entities in the area?)

Policy LU 6.1

Land use designations reflect the priority of Bainbridge Island to remain primarily residential and agricultural with nonresidential development concentrated in the *designated centers*.

We concerned neighbors feel betrayed. COBI got behind Madrona school with seemingly no care what the neighbors thought. Being open to public comments well after the ball got rolling seems just a formality. We ask that you please take our concerns into consideration when you decide if Madrona meets the criteria for a conditional use permit. Is a private school truly HARMONIOUS and COMPATIBLE with the neighborhood? Is there really a way to handle the significantly increased traffic that has NO place in a residential area?

Madrona school would be the *only* private school smack dab in the middle of a R1 residential community AND there are *multiple* neighbors who object.

What does a private school offer or bring to the N. Madison neighborhood? It’s not a public school, church, or community center that the neighbors can enjoy. The only thing it offers to bring the community members who reside here is traffic.