

DATE: October 20, 2011

RE: ICS/CES Master Plan Application, Case No ZON11-00023
Comments

FROM: Jerry Forell, 11004 NE 65th Street, Kirkland, WA 98033, 425-250-3277 days

These comments are to express my objections to this project.

1. Inappropriate Site and Zoning - The site is a neighborhood site and the Use is a regional use. If this was an elementary school serving our neighborhood I would have no objection to the proposal. This is not a neighborhood school but a regional high school that draws students from multiple cities. Thus it is fair to call this a Regional Use. The school deserves to be on a regional site served accordingly by the street and transportation system.

The Site qualifies as a Neighborhood Site because it is not on a collector or arterial street. It is served only by side streets that serve this otherwise single family neighborhood. Understandably there is no thru traffic in this neighborhood and there is no reason for any thru traffic. Except for this high school there are no traffic generators but our homes in this neighborhood. Not even a bus route serves this neighborhood.

Proposing to construct a 65,000 SF school structure that will house 550 people 95% of whom have to commute from outside the vicinity is like someone proposing to construct a 65,000 SF office building that will house 550 employees. If that was being proposed to the city, planning and the city council would laugh themselves silly. Imagine anyone could be so naïve to think that something like this has any chance of being approved. While the uses are different the do not change one iota.

Putting a 550 student regional high school on this neighborhood site is a slap in the face to the whole concept of land use regulation.

2. Violates Prior Agreements - Attached is the agreement this neighborhood signed with the school district twelve years ago. Locating this regional high school in this neighborhood has been resisted since the district first proposed it in 1999 and nothing has changed in our neighborhood since then to make any difference. I understand that the district tried to slip this past the neighborhood at that time. A furor arose. The HCC had some approval rights and required the district and the neighborhood to arrive at an agreement, call it an operating agreement, before they would approve the use. Nothing has changed in this neighborhood since 1999. The only thing that has changed is the schools increasing impact on the surrounding neighborhood. The district needs to man up and live with their agreement.

3. Blocks Residents Views- I've heard the city doesn't like to consider view impacts in land use decisions but if its your view that's a hard attitude to swallow. These lost views, depending on which expert you talk to, are worth \$25,000-50,000. If that was your loss I think you'd want it considered. Especially when this use shouldn't be here to begin with. (I have no view to be impacted.)

4. Use is Materially Detrimental to the Neighborhood - The KMC/Zoning Code, Special Regulation 15.10 stipulates that schools can be operated in this residential zoning category providing " 2.a it will not be materially detrimental to the character of the neighborhood in which it is located." Allowing any use to generate this amount of traffic in a residential neighborhood would be detrimental to that neighborhood. If not, at what point does the traffic count become materially detrimental? The school currently generates 1,120 car trips, according to the Environmental Checklist prepared by the district. The student population (at least initially) is intended to increase by 35.5%. Thus the traffic should increase by 35.5% to 1,517 car trips per day. The whole neighborhood doesn't create this many trips. For one use to more than double the traffic count confirms that the use is inappropriate for the site.

5. Construction Impacts that are “materially detrimental to the neighborhood” are as follows.. Again, according to the Environmental Checklist this is a one year construction project and it is not clear if that includes the time to demolish the old structure when completed.

a. Fill Dirt - This project will require moving hundreds of tons of material out of and onto the site. The only way in and out is through the neighborhood streets that serve the site. The environmental checklist indicates that 52,000 cubic yards of soil that will be exported or imported from the site. This soil will weigh approximately 62,000 tons. Carried in a standard 12 yard dump truck that is over 4,300 round trips. The trucks when loaded will weigh between 15-20 tons. Can our streets withstand this weight? The City of Kirkland recently repaved our streets with a thin slurry coat. Will that slurry hold up to 20 tons? What about cement trucks? A fully loaded cement truck can weight 35 tons and unloaded between 10 and 20 tons. How many round trips will be made by cement trucks? Would our streets withstand this weight or are we going to be left with damaged streets.

b. Construction materials would need to be brought onto the site. How many more hundreds of tons would that be? And the drivers? Do I think they would drive carefully and show caution? Of course not, they are only concerned with getting the job done as quickly as possible, getting paid and getting on to the next job. Once the new school was built the old school would be demolished and hauled away by how many more dump truck loads?

c. Construction Worker Parking - How many construction workers would be on site each day and where would they park? Would they be parking in front of our houses? They'll have their breakfast and lunch there, throw their garbage there and leave the mess behind for us?

d. Construction Noise- The SEPA Checklist refers to obeying Kirkland's construction noise regulations but in my experience this seldom happens with any construction project. The General Contractor (GC) and the subs all play dumb. "Hours???" They all pretend like they had no idea and you can complain every day and get the same, "I had no idea", response

e. Dust and Debris - Tearing down a 46,000 SF structure is going to create significant dust. How will this be mitigated? Who will monitor this?

f. Delivery Hours - The people delivering materials to a construction site feel that noise regulations don't apply to them. So they show up at 5:00am making all kinds of noise and particularly their backup warning beepers that pierce the morning air and wake people up.

6. Zoning Special Regulation Amendment Done Improperly- This RS zoning had required that schools be on a “collector or arterial street”. The appearance is that Planning pulled a fast one on the Houghton Community Council and amended this to exclude existing schools. There was never proper notice that this amendment was proposed and thus the neighborhood has never had an opportunity to comment. Without this amendment the district is unable to get a building permit. Someone at the district contacted the , mayor, council or planning and lobbied for this amendment. They knew the HCC and the neighbors would strongly object and I would speculate that the HCC would not have agreed to this amendment putting an end to their project. For that reason, there had to be a clandestine, in the middle of the night without public knowledge, change in the code to allow this project to proceed. What kind of government is this? This is the same thing they tried to do when they put the high school there twelve years ago except at the last minute the neighbors found out about the plan, went crazy and got the HCC involved.

7. SEPA Checklist Listing of Impacts by Applicant? Determination of Significance by Applicant? What kind of nonsense is this? Then if you object they get to determine if your objections are of merit. Has anybody ever heard the term, “Conflict of Interest”? Their impacts are very significant. 4,300 dump trucks going by our houses is not even on the list let alone non-significant?

8. RECOMMENDATION – A. Limit the number of students, staff and faculty to 500. B. Allow the district to remodel the school with minor changes to the footprint design and square footage. Not to exceed an area of 10,000 SF. If this doesn't satisfy the districts needs then since they are going to rebuild the school from scratch anyhow have them rebuild it on an appropriately zoned, regional or community site. Now is the time to right a twelve year wrong. Not perpetuate it. .

Jerry Forell

11004 NE 65th Street
Kirkland, WA 98033
(425) 250-3277
(425) 822-7440 Fax
JerryForell@fwp-inc.com

THE LAKE WASHINGTON SCHOOL DISTRICT ("LWSD") AND THE GORDON HAUCK NEIGHBORS ("GHN") AGREE AS FOLLOWS:

1. The City of Kirkland ("the City") has State Environmental Policy Act ("SEPA") Jurisdiction over the proposed improvements and program commitments at the Gordon Hauck site described below.
2. Locating the International Community School ("ICS") at the Gordon Hauck site, subject to the "Site Utilization Plan" terms and mitigating conditions listed below, does not, in the opinions of GHN and LWSD, constitute a "Change In Use" for purposes of the City's zoning code nor would it create a "Significant Impact" for the purposes of SEPA.
3. The GHN do not oppose the exclusive use of the Gordon Hauck site for the ICS and the Community School ("CS") provided the LWSD includes with its Building Permit application to the city a "Site Utilization Plan" which consists of both the attached map and the agreement provisions below (part 4). The Building Permit application with the "Site Utilization Plan" together constitute the "proposed Action" for the purposes of SEPA. This agreement constitutes a "Mitigating Condition" under SEPA.
4. The "Site Utilization Plan" of the entire property includes:
 - A. No new buildings and no new portables.
 - B. No expansion of existing buildings or portables.
 - C. The maximum student population for the ICS will be 360. The maximum student population of the Community School will be 80.
 - D. There will be no additional vehicle entrances/exits to the one existing. Minor realignments of driveways and parking on school property is permitted.
 - E. No on-street (or adjacent) parking, drop-offs, or pick-ups. Adequate parking on site will be added to accommodate all student, faculty and visitor parking for both the ICS and Community School. The total number of parking stalls to be provided initially as agreed between the City of Kirkland, the LWSD and the GHN is one-hundred and seventeen (117) stalls. Each January for four years, beginning January, 2001, the LWSD will conduct a traffic and parking survey and review, and submit the results to the City and the GHN. The LWSD, as actual school use dictates, shall provide additional parking to achieve the condition of no on-street parking. (It is acknowledged that limited on-street parking may occur on a very infrequent basis for certain special events, which occurrences will not constitute a violation of this agreement.)

The ICS and CS will adopt a Transportation Management Plan ("TMP") and a Parking Management Plan ("PMP") as means to minimize traffic and parking needs and to prevent off-site parking. The TMP will provide for the use of such programs as ride sharing, car pooling, van pooling, use of METRO, and remote collection/drop point transportation. The TMP shall provide that students will not drive cars without specific school permission except to get to and leave school at the beginning and end of the school day. The PMP will provide for such features as limited student parking passes, a school designated parking enforcement person, etc. The ICS and the CS shall also adopt a "Good Neighbor Policy" ("GNP") similar to that of the BEST School to preclude littering, loitering, smoking, unruliness, etc.

Neighbors citing noncompliance with the above shall first contact the designated school representative, and if the problem is not speedily resolved then contact the LWSD facilities administrator's office, and if still not resolved shall finally contact the City.

G. New landscaping on site shall not exceed 15' height at maturity.

H. The LWSD and the GHN will request that the City evaluate the neighborhood for addition of speed humps, crosswalks, sidewalks and other safety measures. Resulting improvements determined to be the consequence of the use of the Gordon Hauck site shall be made at the expense of the LWSD.

5. Any proposed changes to this agreement and/or its provisions shall constitute a new action subject to the City of Kirkland zoning and SEPA processes in place at the time of the proposed change. It is intended that no such changes to this agreement will occur for at least five years. LWSD agrees to file a SEPA application, checklist, and filing fee to the City (with the City as lead agency) for any such proposed change even if the proposed change is below the thresholds of the City's adopted SEPA "Categorical Exemptions". LWSD shall provide advance notice (at least 60 days prior to the earlier of application to the City or pre-application meeting with the City) via mailing to the undersigned neighbors and neighbors within 300 feet of the property and as well as posting a notice on sign boards on the subject property adjacent to the three right-of-ways around the property regarding any planned changes. Any of the provisions of this agreement not expressly changed through such new action will remain intact.

6. The City has responsibility and authority for enforcing its codes and its permit and SEPA decisions. If any neighbor believes that LWSD has not complied with a provision of this agreement, they shall first contact the ICS/CS Gordon Hauck site administrator(s) to resolve the matter. If no satisfactory resolution is speedily reached, a neighbor shall then contact the LWSD facilities administrator's office. If still no satisfactory resolution is speedily reached, a neighbor shall then contact the City to request enforcement of the provision(s) at issue.

Signed by: Steve Cole, Administrator of Support Services (name and title) for the LWSD: 9/1/99

The undersigned neighbors hereby endorse the above agreement:

Name	Address
<u>Gregory P. Cole</u>	<u>6221 111th AVE NE, Kirkland 98033</u>
<u>Bonette Cox</u> (Theresa Kappeler)	<u>6021 111th NE, Kirkland 98033</u>
<u>John Anderson</u>	<u>6419 111th AVE NE, Kirkland 98033</u>
<u>John Anderson</u>	<u>6249 - 111th AVE, NE, KIRKLAND 98033</u>

ADDENDUM TO AGREEMENT BETWEEN THE LAKE WASHINGTON SCHOOL DISTRICT AND THE GORDON HAUCK NEIGHBORS

This addendum is to clarify the intent of paragraph number 5 of the agreement entitled "THE LAKE WASHINGTON SCHOOL DISTRICT ("LWSD") AND THE GORDON HAUCK NEIGHBORS ("GHN") AGREE AS FOLLOWS".

It is the intent of the LWSD and the GHN that the third and fourth sentences of the agreement (requiring the filing of SEPA applications, checklists, and fees, and requiring notice to neighbors) apply only in the case of proposed changes affecting the property contrary to the specific terms of the agreement and to proposed changes to the agreement itself. For example, our agreement would not require filing of SEPA applications, checklists, and fees and would not require notice to neighbors for the following:

- addition or modification of signage;
- repair and maintenance of existing buildings, such as re-roofing, painting, window and siding repair/replacement, interior repairs/improvements, etc.;
- removal or demolition of all or part of existing buildings or portables;
- reduction in student populations;
- landscaping (except plantings that exceed 15' height at maturity) and playfield improvements;
- addition, repair, replacement, and/or removal of fencing;
- sale of the property.

However, as further examples, our agreement would require filing of SEPA applications, checklists, and fees and would require notice to neighbors for the following:

- addition of building(s) or portable(s) or expansion of existing building(s) or portable(s) resulting in any amount of added square footage;
- increasing the student population of the International Community School to 361 or more;
- proposed revisions to the terms of our agreement.

The above lists are not intended to be all-inclusive.

Signed by *Robert Cole*, Administration & Support Services (name and title) for the LWSD: 7/1/99

The undersigned neighbors hereby endorse the above addendum:

Name	Address
<u><i>Gregory P. Cox</i></u>	<u>6221 111th Ave NE, Kirkland, WA 98033</u>
<u><i>Jorge Martinez</i></u>	<u>6504 113th Ave NE " "</u>

Lake Washington School District Site # 96
111th Ave NE and NE 65th St., Kirkland WA

Site Utilization Plan / Map Narrative

International Community School & Community School
(see attached map and attached agreement entitled "The Lake Washington School District(LWSD) and the Gordon Hauck Neighbors (GHN) agree as follows")

6/8/99

- Existing programs known as preschool, home school, daycare, and special services will vacate the premise.
- Reconfigure and add new parking to achieve 117 parking stalls. (from 66 existing)
- Community school will stay as existing
- Reconfigure the interior of the existing Gordon Hauck School to create a new school for 360 students grades 7-12.
- New drop area for students will be provided in front of the where it was previously reserved for buses.
- Path way will be provided to connect the new lower parking area to either school depending on final parking assignments of these new spaces
- A pathway may be added diagonally from NE 65th at the lower driveway to the front of the school.
- The lower play field may be improved including maintenance and any upgrades to the existing track.
- The upper play feild may include field upgrades including basketball hoops on existing hard surface areas

TRANSPORTATION MANAGEMENT PLAN (TMP)
PARKING MANAGEMENT PLAN (PMP)

FOR INTERNATIONAL COMMUNITY SCHOOL
AND THE COMMUNITY SCHOOL
11133 NE 65th Street, Kirkland
Tax Parcel No. 0825059248

This Transportation Management Plan (TMP) and Parking Management Plan (PMP) have been developed for the International Community School (ICS) and the Community School (CS) to prevent on-street parking by students, parents, staff and visitors, to prevent 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 single-occupant vehicle trips generated by ICS and the CS and to assist in mitigating the traffic and parking impacts created by school activities on streets in the project vicinity.

PROJECT DESCRIPTION

ICS is an educational facility for grades 7-12 to be relocated to the prior Gordon Hauck site in the Houghton neighborhood of Kirkland at 11133 NE 65th (see Attachment A: legal description). The total square footage of the ICS building is 33,000 square feet. The student population will be 360 students. CS is an existing educational facility on site with 80 elementary students with parental support during the school day on a regular basis. The TMP and PMP were required of the subject property as part of the conditions in an agreement between the Gordon Hauck neighborhood and the LWSD and in the City of Kirkland Building Permit No. BLD99-00739

GOALS OF THE TRANSPORTATION MANAGEMENT PLAN AND THE PARKING MANAGEMENT PLAN

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 CS occur on-site and not on the streets and to have no more than one ICS vehicles driven by students to and from school each school day. The target mode split goal for students without parking permits and staff traveling to and from the site shall be 25% single-occupancy vehicle for staff driving alone and parents driving one student to and from school and 75% high occupancy vehicles or other modes (carpool, bus, walk or bike) to be attained two years (by January 2003) after the initial TMP survey in 2001.

NOTE: The 48 was decided on before the new teen driving law was passed. (cd)

Tony Leavitt

From: Steve Friedman [stevef@wavebroadband.com]
Sent: Friday, October 21, 2011 4:47 PM
To: Tony Leavitt
Cc: Kari Page
Subject: Proposed ICS-CES Expansion and Rebuild Plan

My wife and I are residents of the Houghton area. Our house is directly across the street from the northern side of ICS.

We are concerned that the Lake Washington School District (LWSD) is circumventing the public process as they attempt to get approval to expand their school. Zoning changes, traffic studies and other public meetings have been done without effective neighborhood communication. It is evident that LWSD is attempting to "fast track" this process to avoid any public comment.

The current issue is the Traffic Review. The school is located in a neighborhood area, not directly connected to a major thoroughfare. There is currently a clear impact on the neighborhood when school is in session. Since the proposed project is a school, I do not understand why the issue of traffic concurrency appears to be based on the 4PM – 6 PM timetable. Further, the analysis does not appear to anticipate the increased student population proposed by LWSD nor the expected need of additional school busses resulting from the expansion.

I believe we need to ensure appropriate public input is received on the project, not just in the traffic, but throughout the entire project.

Thank you for your consideration of our issue.

Sincerely,

Steve and Sharon Friedman
11218 NE 65th Street
Kirkland, WA 98033

Brian A. Keegan
6200 111th Ave NE
Kirkland, WA 98033
(425) 822-6191

October 21, 2011

Re: Proposed ICS-CES Expansion and Rebuild Plan

Tony Leavitt
Project Planner, Kirkland Planning and Community Development
123 Fifth Ave.
Kirkland, WA 98033

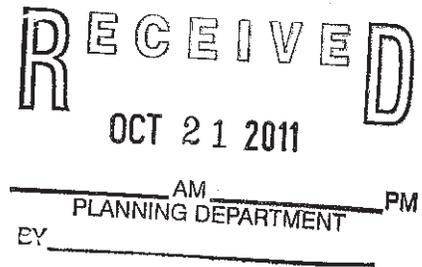
Mr. Leavitt,

As a homeowner living directly adjacent to the International Community School (ICS) and Community Elementary School (CES), I wanted to express my absolute objection to the proposed rebuild and expansion of the ICS-CES facility on the grounds that the rebuild will have an unwanted and detrimental effect on our neighborhood due to;

1. The increase in automobile volume and altered traffic patterns
2. Negative aesthetics of having a significantly larger school positioned immediately off of 111th Ave. NE and 65th Ave NE.
3. An increase in disruptive and disturbing activity caused by the increase in student, faculty, and staff population
4. The loss of public spaces in exchange for a larger school footprint and parking lots
5. The negative appearance and increase traffic caused by the proposed newly located bus driveway directly off of 111th Ave NE.

In 1996 my wife Kathryn and I moved into our home at 6200 111th Ave NE in the Houghton neighborhood with the goal of having and raising a family. Our family has grown to include 3 children; ages 7, 3 and 1. Our home resides immediately adjacent to the ICS-CES on the southwest corner across the street from the school grounds. We chose this neighborhood because it was a low density housing neighborhood comprised of single family homes – with the exception of what was in 1996 The Gordon Hauck Elementary school – a school that directly served the community in which it resided. In 1999 our neighborhood raised concerns during the proposed conversion of the Gordon Hauck Elementary School to the ICS-CES. At that time, the Lake Washington School District (LWSD) shared our concerns and was so committed to assure that our neighborhood's integrity was maintained that they entered into an agreement (attached) with the Gordon Hauck neighbors (GHN). That Agreement addresses the same concerns we have today with the proposed rebuild and expansion and is as applicable today as it was in 1999. The proposed ICS-CES expansion and new construction is in direct contradiction to the heart of that agreement and stands as a statement that the LWSD intends to pursue their own interests at the cost of damaging the safety and integrity of the neighborhood in which we live.

Traffic studies cannot adequately capture the significant negative effect the ICS-ICS has on our neighborhood. From 1996 to 1999 when the facility was the Gordon Hauck School, the amount of traffic generated by the school was inconsequential and comparatively non-existent which is in-line with what one would expect in a neighborhood as ours. The current traffic generated by the ICS-CES is significant and dangerous. Any attempt to drive or walk towards the entrance of the school on 65th Ave NE or on 111th Ave. NE for an hour before school is in session, for an hour after school has been dismissed as well as during special school events, is met with delays, frustration, and danger. The same roads we use to teach our children to ride their bikes, walk our dogs, walk to the store, and visit our neighbors is shared with a high volume of parents racing to drop off their kids to the ICS-CES and with the inexperience of ICS teenage drivers. The proposed expansion of the ICS-CES would clearly only amplify this problem and is unacceptable. Intentionally increasing the volume of cars that travel into and out of our neighborhood as well as the addition of a bus loading area and driveway



to accommodate the CES on 111th Ave. NE fits the needs of the LWSD but in no way fits the needs of the neighborhood in which we live. It is directly contradictory to the maintenance of the integrity of our neighborhood and the thought of doing it should be abandoned. In the 1999 Agreement the LWSD shared our concerns and took clear steps to address this issue as the Agreement states; "The maximum student population for the ICS will be 360. The maximum student population of the Community School will be 80." An expansion of the traffic caused by an increase in the school population is outrageous and should not be considered as a viable option.

The current ICS-CES facility fits the overall culture and desired atmosphere of our neighborhood. The new school does not. The current school blends into the neighborhood because it was originally designed to integrate into and serve the community in which it resides. It is appropriate in footprint and height and has appropriate setbacks on all boundaries. The school grounds offer a place for our neighborhood children to gather and play. They make new friends, run on the track and generally have an opportunity to experience a sense of community in the neighborhood in which they live. In the 1999 Agreement, the LWSD was sympathetic and again clearly shared our concerns with these issues as they defined in the Agreement that there were to be;

1. No new buildings and no new portables
2. No expansion of existing buildings or portables

The demolition of the existing school and replacement with a building that has a 50% larger footprint - complete with additional parking lots and minimal setbacks – was unacceptable in 1999 and continues to remain unacceptable today.

The LWSD is clearly motivated and influential in attaining their goal of building the new ICS-CES facility. In a world benefitted by open dialogue and transparency of process, the LWSD has operated deceptively without regard for our neighborhood community. The complete disregard for the 1999 Agreement in the proposed ICS-CES expansion and rebuild supports this belief. Furthermore, the City of Kirkland's Zoning Code Special Regulation requiring schools in single family zoned areas to be served by collector or arterial streets being amended to exempting existing school sites from this requirement – a regulation that without amendment would have prevented the new construction - occurred without appropriate public transparency and is a clear example of their influence and single minded view that what is right for the LWSD is right for our neighborhood.

In closing, I firmly believe that the ICS-CES rebuild and expansion will have an unwanted and detrimental effect on our neighborhood – the neighborhood my wife and I chose 15 years ago to raise our family. The Agreement that was constructed in 1999 between the LWSD and the GHN addressed the concerns of our neighborhood and was reached through good faith and understanding with the common goal of preserving the safety, peace, community, and aesthetic of our neighborhood. That Agreement is as pertinent now as it was then. The proposed expansion and rebuild endangers our neighborhood and should not be approved.

Please do not hesitate contacting me if I can help in any way.

Sincerely,



Brian A. Keegan
(425) 822-6191

Attachment: LWSD and the GHN Agreement

Cc: Houghton Community Counsel

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Signed by: Steve Cole, Administrator of Support Services (name and title) for the LWSD: 7/1/99

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Name	Address
<u>Gregory P. Cox</u>	<u>6221 111th Ave NE, Kirkland 98033</u>
<u>Bonette Cox</u> (Theresa Stephenson)	<u>6221 111th NE, Kirkland 98033</u>
<u>Kathy Johnson</u>	<u>6419 111th Ave NE, Kirkland 98033</u>
<u>John Johnson</u>	<u>6249 - 111th Ave, NE, Kirkland 98033</u>

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- reduction in student populations;
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- addition, repair, replacement, and/or removal of fencing;
- sale of the property.

However, as further examples, our agreement would require filing of SEPA applications, checklists, and fees and would require notice to neighbors for the following:

- addition of building(s) or portable(s) or expansion of existing building(s) or portable(s) resulting in any amount of added square footage;
- increasing the student population of the International Community School to 361 or more;
- proposed revisions to the terms of our agreement.

The above lists are not intended to be all-inclusive.

Signed by *Patricia Cole*, Administrator of Support Services (name and title) for the LWSD: 7/1/99

The undersigned neighbors hereby endorse the above addendum:

<u>Name</u>	<u>Address</u>
<u><i>Gregory P. Cox</i></u>	<u>6221 111th Ave NE, Kirkland, WA 98033</u>
<u><i>Janet Hauck</i></u>	<u>6504 113th Ave NE " "</u>

**Lake Washington School District Site # 96
111th Ave NE and NE 65th St., Kirkland WA
Site Utilization Plan / Map Narrative**

**International Community School & Community School
(see attached map and attached agreement entitled "The Lake Washington School District(LWSD) and the Gordon Hauck Neighbors (GHN) agree as follows")**

6/8/99

- Existing programs known as preschool, home school, daycare, and special services will vacate the premise.
- Reconfigure and add new parking to achieve 117 parking stalls. (from 66 existing)
- Community school will stay as existing
- Reconfigure the interior of the existing Gordon Hauck School to create a new school for 360 students grades 7-12.
- New drop area for students will be provided in front of the where it was previously reserved for buses.
- Path way will be provided to connect the new lower parking area to either school depending on final parking assignments of these new spaces
- A pathway may be added diagonally from NE 65th at the lower driveway to the front of the school.
- The lower play field may be improved including maintenance and any upgrades to the existing track.
- The upper play feild may include field upgrades including basketball hoops on existing hard surface areas



Support Service Center
15212 NE 95TH Street • Redmond, WA 98052
Office: (425) 936-1100 • Fax: (425) 883-8387
www.lwsd.org

November 21, 2011
City of Kirkland
Planning Department
123 5th Avenue
Kirkland, WA 98033

ATTN: Tony Leavitt
Project Planner

RE: Case No. ZON11-00023
Response to Public Written Comment

Dear Tony;

Please note that the most common thread throughout the comment letters is adherence to the July 7, 1999 Gordon Hauck agreement that was tied to locating the International Community School at the current site. The City has determined that the proposed project is a replacement project and that the agreement is not germane because the proposed project will go through a new CUP process.

Brian Keegan Letter, dated 10/21/11

1. Increase in Automobile Volume and Altered Traffic Patterns

The District hired Heffron Transportation, Inc. and performed a traffic analysis based on City requirements. The City, on March 29, 2011, has determined that the proposed project passed the traffic concurrency review.

The author states that the current traffic generated by the school as it currently exists is significant and "dangerous". The author goes on to state that conditions along NE 65th Street and 111th Avenue NE, whether driving or walking, an hour before school starts and an hour after school is out is met with delays, frustration and danger.

These statements are without justification. There is some traffic congestion for a short time before the start of school and, usually, not as much in the afternoon since school is dismissed well before the work peak PM traffic. The proposed project will provide curb and gutter and sidewalks along the three bordering roads. This will create a better separation of foot traffic and car traffic especially along 111th Avenue NE where curb & gutter and sidewalk do not exist. The conclusions reached from the Transportation Analysis report are:

- a. the level of service (LOS) will continue as a minimum LOS C stable flow (acceptable delays) at the 112th NE Avenue/NE 65th Street intersection during peak hours,
- b. all movements at the new site driveway intersections on 111th Avenue NE are expected to operate at LOS A (free flow) during both peak hours,
- c. the project is not expected to have an adverse impact on vehicular or non-motorized safety.

2. Negative Aesthetics of Having a Significantly Larger School Positioned Immediately off of 111th Avenue NE & NE 65th Street

The District has located and designed a school facility within the setback requirements of city code. In fact we have exceeded minimum setbacks by at least 50 feet on the west and south frontage with the exception frontage at NE 65th Street. The setback from 111th Avenue NE is approximately 100 feet.

The project is new construction replacing an aging main building, an old portable, greenhouse, a cottage, and the Community Elementary School which itself is comprised of four portable structures. The exterior design of the proposed school is attractive and will blend in with the surrounding neighborhood. In addition, the proposed site development will create an attractive campus-like setting complete with landscaping and with site amenities for the public.

3. Increase in Disruption and Disturbing Activities Caused by Increase in Students, Faculty and Staff Population

The increase in student population will come from adding a 6th grade to the International Community School. There will be only three teachers added and no other staff. The author of the letter does not describe what "disruptive" and "disturbing" activities are perceived to be caused by the existing students, faculty and staff. The school has always strived to be good neighbors and will continue to make that a priority.

4. The Loss of Public Spaces in Exchange for a Larger School Footprint

The playfield is being relocated to the NE area of the site. The improvements will include T-ball, soccer, a basketball sports court plus a walking trail around the site. There is no loss of public spaces nor has the playfield significantly decreased from existing conditions.

5. The negative appearance and increase in traffic caused by the proposed newly located bus driveway directly off of 111th Avenue NE.

The District currently runs 3 buses to the school for the ICS students. One or two buses will be added after the proposed project is completed to accommodate the increase in student population. Landscaping will provide relief along property boundaries to screen the building, parking areas and the bus drop-off and pick-up loop.

Other comments:

As required by the zoning code the proposed improvement along the streets will include curb, gutter and sidewalks.

"The proposed project will have a footprint 50% larger than existing." This statement is not accurate. The existing footprint of all structures on site is approximately 46,000 gsf. The footprint of the proposed school is approximately 56,000 gsf since the Community (Elementary) School is located beneath the upper floor at the SW corner. Consequently the increase is only 22%.

Margaret Bull E-Mail dated 10/29/11

1. Parking for Part-time Teachers and Volunteers

The current parking availability on-site handles all parking requirements including part-time teachers and volunteers. The District will be adding 14 parking spaces to its current capacity of 131 spaces under the proposed project.

2. Student parking

There are currently 78 spaces allocated for student parking. There is a wait list for the spaces each and every year. Many of these cars are in carpool mode. The increase in school capacity will not require additional student parking since the ICS is adding a 6th grade level.

3. Policy for Street Parking

Street parking is not currently utilized by the teachers, staff, students, volunteers or visitors. This policy will continue when the proposed project is completed.

4. Street parking along 111th Avenue NE is Narrow

Sidewalks, curbs and gutters will be built along NE 65th Street, 111th Avenue NE and NE 62nd Street adjacent to LWSD property as part of the zoning code requirements. The inside curb to curb width along 111th Ave. NE will be approximately 28 feet. The City of Kirkland would make the decision for no parking along the east curb of this road. With a no parking requirement along the east side of the road, buses should be able to pass one another if a vehicle is parked on the west curb of the road.

Removal of the existing speed bumps is a decision by the City of Kirkland.

5. NE 62nd Street for Bus Access to the Site

The District will consider using NE 60th Street as a viable option to NE 62nd Street.

6. Truck Access During Construction

We are proposing that construction access to the site be located on NE 68th Street. Truck traffic will probably utilize 110th Avenue NE, NE 65th Street, and NE 60th Street to enter and leave the construction site. The District will work with the City of Kirkland to develop a Construction Management Plan (CMP) that will be implemented by the LWSD and the contractor(s) awarded the construction contract(s). The CMP will define construction parking, hours of construction, construction access points to the site, truck routes, lane closures, sidewalk closures, and parking disruptions as necessary.

Construction working parking will be limited to the site, and remote parking. No construction worker parking will be allowed on the adjoining roads.

The District does not envision full road closures during construction. More than likely there will be one lane restrictions controlled by flaggers.

7. Trees

The District has no plans to remove existing trees along NE 62nd Street. New trees provided under landscaping requirements will be placed at location approved by the City of Kirkland.

8. Access to the Site During Construction

As part of the first phase of the proposed project, the District will install temporary parking at two locations within the site: access along NE 65th Street to the International Community School and at 111th Avenue NE for access to the Community Elementary School.

9. Inadequate Play Space for Elementary School

The play space for the Community School will be located around the south side of the proposed building with direct access at grade level. The Community School will also have access to the playfield and sports court located at the NE area of the site. All weather access will be provided from the Community School to the proposed field.

Susan and Ralph Busch, letter undated

- **School Size – Potential of 631 Students**

The proposed capacity / enrollment will be 445 for ICS and 70 for CES for a total of 515 students.

The author purports that the school population can accommodate 631 students using a ratio of existing sf and student population and applying it to the new sf size. This is not a valid measure to determine capacity. Please note that the Educational Specifications identify 123 sf, 138 sf, and 136 sf per student for elementary, junior high, and high school respectively. These ratios demonstrate that the existing schools do not have sufficient area per student now. The proposed project will bring the square footage to student ratio in line with the.

- **Traffic**

The authors state that 112th Avenue NE is too narrow to accommodate parked cars on either side plus two-way traffic. The City makes that determination.

The authors state that the transportation analysis plan and the concurrency review proposes that all campus traffic enter and exit the neighborhood on 112th Avenue NE. The District does not know how the authors arrived at this conclusion. Our understanding of the traffic data for existing conditions shows that during the AM peak hour 59 in bound (to ICS) vehicles are using 112th Avenue NE and during the PM peak period 109 out bound (from ICS) vehicles use 112th Avenue NE. For the proposed project the vehicle trips are 62 and 114 respectively. The balance of the peak hour vehicle trips would use NE 65th Street and 111th Avenue NE to enter/exit the site.

Request by the authors that the City amend the transportation report to consider an increase of 116 students based on a sf/student calculation that the authors arrived at in the previous section above. As noted above the capacity of the proposed project is 515 students. There is no need to amend the report.

- **Regulatory Process**

The authors of the letter states that they were not informed or received public notice of meetings and were only made aware of public meeting through the City of Kirkland Planning Department. The District posted the DNS sign on the site on March 4, 2011 and published in the Seattle Times. This is standard notice for all District construction projects. In addition the District mailed a flyer for a "neighborhood meeting" to all property owners within a half mile radius on or about March 16, 2011. The Buschs' address was included in the mailings. Furthermore we had contacted Lisa McConnell on March 16, 2011 with the Central Houghton Neighborhood Association who posted the District public open house flyer on the association's web page as well as providing hard copies at the association's next neighborhood meeting. The open house meeting took place on April 13, 2011. Modernization – the District uses this term to mean either a complete renovation plus additions (as necessary) for bringing the existing structure and systems up to current code and program alignment or a full replacement of the school. During the pre-design phase a replacement vs. modernization analysis was performed in December 2010. This document is posted on the District web page for the community (<http://www.lwsd.org/For-Community/School-Construction/Modernization/Pages/ICS.aspx>).

- **Consider the Community**

The proposed improvements have been developed with community access in-mind. The proposed facility can be used as a dog walk; will have space for soccer and t-ball as well as basketball and even sledding. Use of the hilltop facing west will be available to watch Fourth of July fireworks and the Blue Angels. However during construction there will be no access for these activities as the contractor must control access to the site for security, safety, and insurance reasons.

Other Comments:

The Busch's purport that the impervious lot coverage will triple from 153,405 sf to 451,818 sf. They are not interpreting the data supplied in the project narrative correctly. The existing impervious area is 153,408 sf out of the 451,818 sf lot size. The proposed project has an impervious area of 182,565 which is 29,157 sf increase or approximately 19%. Out of the 29,157 sf increase there is about 12,000 sf that is attributed to the increase footprint of the proposed building.

The Busch's purport that automobile circulation into the site will be modified substantially. The site access changes made are beneficial to the school as well as to the neighborhood and will serve to mitigate traffic use of the main access to ICS of off NE 65th Street. All traffic currently enters and exits the site off of NE 65th Street. There is a separate access for entering and exiting that are about 80 feet apart. The current configuration has parent drop-off, staff and faculty, student cars, visitors and volunteers, and buses all using the same drives for both the ICS and CES.

At the direction of the City the ICS site will have one common entry/exit across from 112th Avenue NE for the ICS. The proposed main public driveway will be located directly across from 112th Avenue NE at the direction of the City. The proposed improvements will also separate school bus access (to be located off of 111th Avenue NE) from parent drop-off and student cars. This proposed configuration helps to balance circulation between streets.

With the proposed improvements we are separating the bus traffic and CES traffic from the main access off of NE 65th Street and providing a separate access for CES (parents, staff and volunteers) off of NE 111th Avenue as well as for bus drop-off pick-up. There is no bus service for CES students. Consequently the students are brought to school and picked-up by the parents. This new configuration will lessen the impact along NE 65th Street and should have little impact along 111th Avenue NE. Buses arrive before school starts and ends for the CES students thereby providing ample space on site for parent drop-off and pick-up.

Annette Cox e-mail, dated 10/10/11

No comment since the primary focus is to request adherence to the Hauck agreement. See previous comments regarding the agreement.

Steve and Sharon Friedman e-mail, dated 10/21/11

Allegation of circumventing the public process. This is not true. The District has complied with all aspects of the public process and notice requirements. Here is the outline of the public process the District followed:

- Facilities Director met with the Houghton Community Council in 2010 regarding the proposed project.
- A "Modernization" team was assembled to provide guidance on program and specific needs. The team included the ICS/CES school principal, teachers from ICS and CES, a parent from each school and a Houghton neighbor. The "Mod" team provided the design team with focused advice on the new design, comment on design features, and advise the district on the suitability of design concepts. Our "Mod Team kick-off" meeting was held October 20, 2010
- Posted DNS sign on March 4, 2011
- DNS comments deadline March 18, 2011
- Received no appeals by the 5:00 PM deadline
- Activated our project web site with Q&A on or about March 4, 2011

Allegation that the traffic review did not consider increase student population or the addition of school buses. This is not true, Population increase including teachers and an increase in bus count was used in the traffic analysis that has been approved by the City of Kirkland.

Jeff Nouwens e-mail, dated 10/19/11

Landscaping & parking lot light standards - the District has and will continue to take steps so that views blocked by trees will not occur and light pollution will not be an issue with the neighbors. As a case in point the District has requested relief of landscaping buffers along adjoining property so that existing views will not be blocked by trees required under the zoning code.

School to accommodate 1,049 students? The author does not provide rationale to arrive at this figure. The proposed project will have 515 students.

Parking spaces – the author alleges that the school does not need the current number of parking spaces and is increasing the number of spaces to accommodate increased capacity at some future date. These assumptions are unfounded. The District has increased on-site parking as permitted by the City of Kirkland to help provide sufficient parking so that staff, teachers, students, volunteers and visitors do not park on the neighboring roads.

Jerry Forell e-mail, dated 10/20/11

Please note that the issues presented in this e-mail have been previously brought to the attention to the District and responded to by the District. Please see attached correspondence.

We will address the issues set forth in the e-mail.

1. Inappropriate Site and Zoning

Zoning is to be addressed by the City. The future student population is 515 and not the 550 purported.

2. Violates Prior Agreement (Hauck)

To be addressed by the City.

3. Blocks Residents Views/Economic Value

The District has been sensitive to our neighbors' existing views. To our knowledge only two (2) neighbors will have existing views impacted. There is no view corridor recognized under the zoning code.

4. Proposed Use is Materially Detrimental to the Neighborhood under KMC/Zoning Code, Special Regulation 15.10

The proposed project is not materially detrimental to the character of the neighborhood. In fact the proposed improvements will better serve the neighborhood and community use of the Commons.

The author did not use the traffic analysis to arrive at the daily trips but used the SEPA Checklist instead. Per the transportation analysis report there are currently 1,120 trips (in/out) per typical school day. The author states that the student population will increase by 35.5% and thereby the forecasted trips should be 1,517 versus the 1,290 provided in the report. We do not know the basis of this calculation or the basis of the author's statement "for one use to more than double the traffic count confirms the use is inappropriate for the site".

The number of trips is estimated to rise only 15.2%.

5. Construction Impacts are Materially Detrimental to the Neighborhood

Duration of construction activity. The District's current construction plan is as follows:

Phase I Construction Plan

- Remove parking lots
- Provide temporary parking lots (temp lots to be lighted) – capacity issue
- Construction Fence/access gate
- Building rock pad for all-weather construction
- Provide new electrical service for both existing buildings then new structure – existing transformer needs to be removed
- Relocate telecom lines
- Temporary erosion & sedimentation control (TESC)

Time period; late July 2012 through August 2012

Phase II A Construction Plan

- Structure and sitework

Time period; September 2012 through July 2013

Phase II B Construction Plan

- Hazmat abatement of both existing structures (possible to do while school in session to save time).
- Building demolition
- Site development/improvements including parking lots
- New utilities

Time period; July 2013 through August 2013

Phase II C Construction Plan

- Completion of new sports field
- Completion of landscaping

Time period: September 2013 through December 2013

a. Fill dirt –

It is important to point out that Mr. Forell has had concerns about the magnitude of trucks entering and leaving the site to dispose of dirt and replacement of dirt. We took his concerns seriously and re-looked at means to minimize the amount of truck traffic. We re-evaluated the amount of useable export material and the import of useable material as initially contemplated. Our current design is based on a "balanced site". Consequently we will not have "52,000 cys" of soil leaving or entering the site or "4,300" truck round trips as purported by Mr. Forrell.

In addition the Design Team has looked at alternative structural foundation systems such as “geo-piers” and “stone columns” to reduce the affects of hauling. These alternative systems are more expensive than conventional foundations. We have incorporated geo-piers into the design.

Trucks will enter and leave the site to remove “spoils”, demolished material, deliver materials and equipment.

Potential damage to neighborhood streets because of truck traffic. The District will adhere to City of Kirkland regulations for load limits and any damage to public property.

As outlined in section 14.I of the SEPA checklist: The District will develop a construction management plan (CMP) to be implemented by the selected contractor that addresses traffic and pedestrian control. The CMP will define truck routes, lane closures, sidewalk closures, and parking disruptions, as necessary. To the extent possible, the CMP will direct trucks along the shortest route to arterials and away from residential streets to avoid unnecessary conflicts with resident and pedestrian activity. The CMP will identify parking locations for the construction staff. The CMP will also identify locations for school bus loading/unloading as well as parent-vehicle loading/unloading if there are periods when the existing facilities are not available. The location and access to these areas would consider walk routes to school buildings and vehicular access to the local street network.

- b. Construction material brought to the site – The amount of trucks required to bring materials to the construction site is no more that other school construction projects of similar magnitude.
- c. Construction Worker Parking

Construction worker parking locations will be addressed with the City of Kirkland as part of the CMP. Again, the District will not tolerate inappropriate behavior from any of the workers.

It is the District’s intention to provide as much parking on-site for the construction workers. It will be a condition of the contract that there will be no construction parking along the neighborhood streets. If there is insufficient parking space on the site for a peak period of construction, the District will consider requiring remote parking and busing of the workers to and from the site. We have not yet looked for remote parking sites but that will occur as we move through the design process.

- d. Construction Noise

Our intention is to be a good neighbor. In our construction contracts, the general contractor is responsible for the actions of their employees as well as their subcontractors. The District will have a full-time Project Manager on-site that the neighbors can communicate their concerns. A contact telephone number for the Project Manager will be prominent on the project signs.

The District will adhere to the city’s noise ordinance.

e. Dust and Debris

During construction, water trucks or other means of providing water, per City of Kirkland and the Washington State Department of Ecology standards and best practices, will be used to control dust during earthwork operations in periods of dry weather.

As stated before we will have a full-time Project Manager on site who the public can contact with any issues throughout the construction process.

f. Delivery Hours

Per City of Kirkland regulations, no development activity or operation of heavy equipment shall occur before 7:00 AM or after 8:00 PM Monday through Friday or between 9 AM and 6 PM on Saturdays. No development activity or operation of heavy equipment is allowed on Sundays or specified holidays.

Short term noise impacts from heavy equipment, trucks, nailing guns, saws, compressors and the like will occur during the permitted construction hours. We will not permit heavy equipment idling for continuous period of time.

We will work with the City and the neighbors on hours of material delivery to minimize disturbance to the neighbors.

6. Zoning Special Regulation Amendment Done Improperly

To be responded to by the City of Kirkland.

7. SEPA Checklist Listing of Impacts by Applicant

By Washington law, the LWSD is the lead agency. The District has addressed Mr. Forells' concerns over truck traffic.

8. Recommendation

The District does not agree with Mr. Forell's recommendation.

Sincerely,



Mike Finnegan
Project Manager

cc: Glenn Steiner, Magellan
Project File

Finnegan, Michael

From: Finnegan, Michael
Sent: Monday, April 11, 2011 3:47 PM
To: 'Jerry Forell'
Cc: RSteiger@Ci.kirkland.Wa.US; JBurkhalter@ci.kirkland.wa.us; tleavitt@ci.kirkland.wa.us
Subject: RE: International Comm. Sch/CES SEPA Checklist Comments

Jerry,

Apologize for not responding to your questions sooner. Our comments are show below in blue below your questions.

As a reminder, we have an open house this Wednesday from 6:30 PM to 8:00 PM at the International Community School commons.

Mike Finnegan

Deputy Program Manager
Lake Washington School District
Support Services Center
15212 NE 95th Street
Redmond, WA 98052

mfinnegan@lwsd.org

From: Jerry Forell [mailto:jerryforell@fwp-inc.com]
Sent: Thursday, March 17, 2011 3:04 PM
To: Finnegan, Michael
Cc: RSteiger@Ci.kirkland.Wa.US; JBurkhalter@ci.kirkland.wa.us; tleavitt@ci.kirkland.wa.us
Subject: International Comm. Sch/CES SEPA Checklist Comments

As I understand it you are the person collecting comments that you forward on the the "Responsible Official". If this is not correct please let me know prior to the end of the comment period.

I don't agree that the impact of your project is "Non Significant". It is Significant. Maybe NS when completed but not NS during construction which your info says will last one year.

Short-term construction impacts were considered and addressed in the SEPA Checklist, when the decision to issue the DNS was made. Mitigation measures have been incorporated into the proposal during the construction phase, for example: measures to control dust impacts, temporary erosion and sediment control, and noise impacts will be implemented. These are required by the City of Kirkland as best management practices through approval of the permit. In addition, LWSD will develop and implement a construction management plan (CMP), subject to the review and approval by the City of Kirkland, which will address traffic and pedestrian control, including truck delivery and haul routes.

This project will require you to move hundreds of tons of material onto and out of the site. The only way in and out is through the neighborhood streets that serve your site. The neighborhood streets that we all live on, park our cars on, walk our pets on and play in with our kids. The 52,000 cubic yards of soil that will be removed and the fill that replaces the soil alone will weigh approximately 62,000 tons. Carried in a standard 25 yard dump truck that is over 2,000 round trips. When loaded the truck and its contents will weigh between 35-40 tons. Can our streets withstand this weight? The City of Kirkland recently repaved our streets with a thin slurry coat. Will that slurry hold up to 40 tons? What about

cement trucks? A fully loaded cement truck can weight 35 tons and unloaded between 10 and 20 tons. How many round trips will be made by cement trucks? Can our streets withstand this weight or are we going to be left with damaged streets. The City of Kirkland should be requiring street repair Bonding.

The Design Team has looked at alternative structural foundation systems such as "geo-piers" and "stone columns" to reduce the affects of hauling. Theses alternative systems are more expensive that conventional foundations. The District may consider design and bidding for one of these alternative foundation support systems as an additive alternate. If sufficient monies are available, the District could award the construction contract with this alternate.

After talking with the City of Kirkland, it is our understanding that the City has no formal construction bonding process in place. There will be city inspectors visiting the site during construction and they will monitor the streets and adjacent right of way for effects of construction. If they notice anything, they will work with the District and contractor to restore public property.

As outlined in section 14.I of the SEPA checklist: The District will develop a construction management plan (CMP) to be implemented by the selected contractor that addresses traffic and pedestrian control. The CMP will define truck routes, lane closures, sidewalk closures, and parking disruptions, as necessary. To the extent possible, the CMP will direct trucks along the shortest route to arterials and away from residential streets to avoid unnecessary conflicts with resident and pedestrian activity. The CMP will identify parking locations for the construction staff. The CMP will also identify locations for school bus loading/unloading as well as parent-vehicle loading/unloading if there are periods when the existing facilities are not available. The location and access to these areas would consider walk routes to school buildings and vehicular access to the local street network.

Then there is the construction materials that will need to be brought onto the site. How many more hundreds of tons will that be? And the drivers? Do I think they will drive carefully and show caution? Of course not, they are only concerned with getting the job done as quickly as possible, getting paid and getting on to the next job.

Safety for all is a must. We will incorporate in the terms and conditions in the construction contract safety mitigation measures for construction traffic. We will have a fulltime project manager on-site that you can contract to report incidents and issues. The District has the ability within the construction contract to remove any individual that we find objectionable from the project.

As part of the development of the CMP (see prior response), the District can work with the selected contractor to include measures tailored to address specific concerns such as those raised here.

2. Construction Worker Parking - How many construction workers will on site each day and where do they park? I don't want them parking in front of my house. They'll have their breakfast and lunch there, throw their garbage there and leave the mess behind.

Construction worker parking locations will be addressed with the City of Kirkland as part of the CMP. Again, the District will not tolerate inappropriate behavior from any of the workers.

It is the District's intention to provide parking on-site for the construction workers. It will be a condition of the contract that there will be no construction parking along the neighborhood streets. If there is insufficient parking space on the site for a peak period of construction, the District will consider requiring remote parking and busing of the workers to and from the site. We have not yet looked for remote parking sites but that will occur as we move through the design process.

3. Construction Noise- Your Checklist refers to obeying Kirkland's construction noise regulations but in my experience this seldom happens with any construction project. The GC and the subs all play dumb. "Hours???" They all pretend like they had no idea and you can complain every day and get the same, "I had no idea", response. If you really mean to

be a good neighbor then put teeth in your construction contract with your GC that makes them responsible for their employees and also responsible for the subs and their employees. Teeth that call for progressively stiffer fines for violations. And give us someone meaningful to complain to.

Our intention is to be a good neighbor. In our construction contracts, the general contractor is responsible for the actions of their employees as well as their subcontractors. As stated previously we will have a full-time Project Manager on-site that the neighbors can communicate their concerns. A contact telephone number for the Project Manager will be prominent on the project signs.

4. Dust and Debris - Tearing down a 46,000 SF structure is going to create significant dust. How will this be mitigated? Will there be someone to complain to?

During construction, water trucks or other means of providing water, per City of Kirkland and the Washington State Department of Ecology standards and best practices, will be used to control dust during earthwork operations in periods of dry weather.

As stated before we will have a full-time Project Manager on site who you can contact with any issues throughout the construction process.

5. Delivery Hours - The people delivering materials to a construction site feel that noise regulations don't apply to them. So they show up at 5:00am making all kinds of noise and particularly their backup warning beepers that pierce the morning air and wake people up. Make the GC responsible for delivery noise before hours.

Per City of Kirkland regulations, no development activity or operation of heavy equipment shall occur before 7:00 AM or after 8:00 PM Monday through Friday or between 9 AM and 6 PM on Saturdays. No development activity or operation of heavy equipment is allowed on Sundays or specified holidays.

Short term noise impacts from heavy equipment, trucks, nailing guns, saws, compressors and the like will occur during the permitted construction hours. We will not permit heavy equipment idling for continuous period of time.

We will work with the City and the neighbors on hours of material delivery to minimize disturbance to the neighbors.

6. Set Backs - 50 feet is not enough. The best, long term, alternative is to tear down the existing school and rebuild on the same general footprint with set backs similar to the existing structures.

Unfortunately, the District does not have interim space to move students elsewhere during construction, so building where the existing school is located cannot be considered. The design team looked at multiple locations for the new school and chose the current location based on the teachers, parents and neighbor input. Although the minimum building setback regulated by the City of Kirkland's zoning code for a school in a residential neighborhood is 50 feet, our smallest setback is 70 feet on the north but is much more than that for most of the site.

7. Zoning - Your property is zoned Residential and is totally surrounded by property zoned residential. Kirkland's Land Use Code allows you to operate a school on R zoned property. Operating a school and building a school and demolishing a School are completely different impacts. Your project is significant to those of us who will have to live through your construction project.

The District will follow the City of Kirkland permitting requirements.

Your project has Significant impacts during the construction and demolition phase that were overlooked in your SEPA Checklist. I am hoping these Impacts will be addressed as you finalize your plans. Thank you.

The CMP will be developed with the selected contractor to address the concerns raised and additional measures will be developed to minimize the level of impact to neighbors during construction.

The concerns you have addressed in your correspondence are important to us and we will take steps to mitigate neighborhood impacts as you have identified.

Jerry Forell

520 Kirkland Way, Ste 100
Kirkland, WA 98033
(425) 250-3277
(425) 822-7440 Fax
JerryForell@fwp-inc.com

