



CITY OF
BAINBRIDGE ISLAND

**PLANNING COMMISSION REGULAR MEETING
THURSDAY, AUGUST 13, 2020**

THE PLANNING COMMISSION WILL HOLD THIS MEETING USING A VIRTUAL, ZOOM WEBINAR PLATFORM, PER GOVERNOR INSLEE'S "STAY HOME, STAY HEALTHY" ORDERS. MEMBERS OF THE PUBLIC WHO DO NOT WISH TO VIEW THE MEETING VIA THE BKAT BROADCAST OR THE CITY'S WEBSITE STREAMING WILL BE ABLE TO CALL IN TO THE ZOOM MEETING.

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AGENDA

1. **CALL TO ORDER/ROLL CALL - 6:00 PM**
2. **PUBLIC COMMENT 6:05 PM**
Public Comment on Off-agenda Items
3. **PLANNING COMMISSION MEETING MINUTES - 6:15 PM**
June 25, 2020
July 9, 2020
 - 3.a **Review and Approve Planning Commission Meeting Minutes** 5 Minutes
[PLANNING COMMISSION MEETING MINUTES 062520.pdf](#)
[PLANNING COMMISSION MEETING MINUTES 070920.pdf](#)
4. **PUBLIC HEARINGS - 6:20 PM**
 - 4.a **(6:20 PM) Public Hearing on Ordinance No. 2020-04, Adopting Small Wireless Facility Design Standards** 30 Minutes
[Ordinance No. 2020-04, Adopting Small Wireless Facility Design Standards - Public Hearing Draft](#)

- 4.b **(6:50 pm) Public Hearing on the 2021-26 Draft Capital Improvement Plan** 20 Minutes
PC_CIP Presentation 073120.pdf
DRAFT 2021-2022 CIP.pdf

5. **NEW BUSINESS - 7:10 PM**

- 5.a **(7:10 pm) Bainbridge Periodontics Clinic Site Plan Review and Variance (PLN51425 SPR/VAR)** 45 Minutes

1. PLN51425 SPR VAR Site Plan.pdf
2. PLN51425 SPR VAR Landscape Plan.pdf
3. PLN51425 SPR VAR Renderings and Sketches.pdf
4. PLN51425 SPR VAR Floor Plans.pdf
5. PLN51425 SPR VAR Traffic Impact Analysis by Heath & Associates, Inc dtd September 2019.pdf
6. PLN51425 SPR VAR Certificate of Concurrency dtd July 16, 2020.pdf
7. PLN51425 SPR VAR Design Review Board Minutes dtd February 20, 2019.pdf
8. PLN51425 SPR VAR Design Review Board Minutes dtd March 4, 2019.pdf
9. PLN51425 SPR VAR Design Review Board Minutes dtd June 15, 2020.pdf
10. PLN51425 SPR VAR Design Review Board Minutes dtd July 6, 2020.pdf
11. PLN51425 SPR VAR Design Review Board Final Design Review Worksheet.pdf
12. PLN51425 SPR VAR Public Comment with Staff Response.pdf
PLN51425 SPR VAR Staff Report to Planning Commission.pdf

- 5.b **(7:55 pm) Introduction to Tree and Vegetation Regulation Update - Planning,** 15 Minutes
PC_Introduction_to_Tree_and_Vegetation_Regulation_Update_--_Memo--DRAFT (2) HW NS.docx

6. **UNFINISHED BUSINESS - 8:10 PM**

- 6.a **(8:10 pm) Planning Commission Representation at Council Meeting to Discuss Review and Recommendation on Legislative Amendment for property commonly referred to as the "Triangle".** 10 Minutes

- Attachment A_PC Review Summary and Memorandums
Attachment B_PC Recorded Motion

7. **PLANNING DIRECTOR'S REPORT - 8:20 PM**

8. **ADJOURNMENT - 8:30 PM**

GUIDING PRINCIPLES

Guiding Principle #1 - Preserve the special character of the Island, which includes downtown Winslow's small town atmosphere and function, historic buildings, extensive forested areas, meadows, farms, marine views and access, and scenic and winding roads supporting all forms of transportation.

Guiding Principle #2 - Manage the water resources of the Island to protect, restore and maintain their ecological and hydrological functions and to ensure clean and sufficient groundwater for future generations.

Guiding Principle #3 - Foster diversity with a holistic approach to meeting the needs of the Island and the human needs of its residents consistent with the stewardship of our finite environmental resources.

Guiding Principle #4 - Consider the costs and benefits to Island residents and property owners in making land use decisions.

Guiding Principle #5 - The use of land on the Island should be based on the principle that the Island's environmental resources are finite and must be maintained at a sustainable level.

Guiding Principle #6 - Nurture Bainbridge Island as a sustainable community by meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Guiding Principle #7 - Reduce greenhouse gas emissions and increase the Island's climate resilience.

Guiding Principle #8 - Support the Island's Guiding Principles and Policies through the City's organizational and operating budget decisions.



Planning Commission meetings are wheelchair accessible. Assisted listening devices are available in Council Chambers. If you require additional ADA accommodations, please contact the Planning & Community Development Department at (206) 780-3750 or pcd@bainbridgewa.gov by noon on the day preceding the meeting.

Public comment may be limited to allow time for the Commissioners to deliberate. To provide additional public comment, email your comment to pcd@bainbridgewa.gov or mail it to Planning and Community Development, 280 Madison Avenue North, Bainbridge Island, WA 98110.



CITY OF
BAINBRIDGE ISLAND

Planning Commission Regular Meeting Agenda Bill

MEETING DATE: August 13, 2020

ESTIMATED TIME: 5 Minutes

AGENDA ITEM: Review and Approve Planning Commission Meeting Minutes

AGENDA CATEGORY: Minutes

PROPOSED BY: Jane Rasely

**PREVIOUS PLANNING COMMISSION
REVIEW DATE(S):**

PREVIOUS COUCIL REVIEW DATE(S):

RECOMMENDED MOTION:
Review and approve.

SUMMARY:

BACKGROUND:

ATTACHMENTS:



CITY OF
BAINBRIDGE ISLAND

Planning Commission Special Meeting June 25, 2020

Meeting Minutes

1) CALL TO ORDER/ROLL CALL

Chair Chester called the meeting to order

2) RECOGNITION OF COMMISSIONER PEARL'S NINE YEARS OF SERVICE TO THE PLANNING COMMISSION

Chair Chester asked to add an agenda item after the Director's Report about the potential Planning

3) PUBLIC COMMENT

Ashley Mathews - Introduced herself and gave a brief background on herself.

4) PLANNING COMMISSION MEETING MINUTES

4.a June 11, 2020 Meeting Minutes

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[Planning Commission Minutes DRAFT 061120.pdf](#)

Motion: I move approval of the minutes of the Planning Commission Meeting, Special Meeting on June 11, 2020 as distributed in the agenda packet.

Quitslund/McCormick Osmond: Passed Unanimously

5) UNFINISHED BUSINESS - 5:30 PM

5.a 5:30 PM - Ordinance No. 2020-04, Adopting Small Wireless Facility Design Standards

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[Ordinance No. 2020-04, Adopting Small Wireless Facility Design Standards - 6-11-20 - Clean Copy](#)

[Commissioner McCormick Osmond's Discussion Points from June 11, 2020](#)

[Draft Small Wireless Code Revisions Memo from Daniel Kenny 061920.pdf](#)

Deputy City Attorney Robbie Sepler provided an overview of the past year's work on the Small Wireless Facility.

6) NEW BUSINESS - 6:00 PM

6.a Recap of City Council/Planning Commission joint session on June 22, 2020

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Commissioners Chester, McCormick Osmond and Quitslund were assigned to the Joint Adhoc Subcommittee.

UNFINISHED BUSINESS CONTINUED - 6:30 pm

6:30 PM - Ordinance 2020-16 Amending Bonus Floor Area Ratio (FAR) Options, BIMC 18.12.030.E.

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06112020 Planning Commission Recommendations on Bonus FAR.pdf

Ordinance_No._2020-16_Revising_Bonus_FAR_program.docx

MUTC Zoning Districts Map.pdf

BIMC_Table_18.12.020-3.pdf

Senior Planner Jennifer Sutton provided an overview of the draft FAR Ordinance.

7) PLANNING DIRECTOR'S REPORT - 7:15 PM

Planning Manager David Greetham provided an update on Council activities.

8) ADJOURNMENT- 7:25 PM

William Chester, Chair

Jane Rasely, Administrative Specialist



Planning Commission Special Meeting - Remote July 9, 2020

Meeting Minutes

1) **CALL TO ORDER/ROLL CALL/CONFLICT OF INTEREST DISCLOSURE**

2) **PUBLIC COMMENT**

3) **NEW BUSINESS**

- 3.a Welcome New Planning Commissioner Sarah Blossom and Re-appointed Planning Commissioner Kimberly McCormick Osmond.

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4) **UNFINISHED BUSINESS**

- 4.a 6:25 PM - Confirm appointments to the PC/CC Land Use Initiative and Affordable Housing Subcommittees and liaison to the Design Review Board (DRB)

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Commissioners Chester, McCormick Osmond and Macchio agreed to serve on the Joint Council/Planning Commission Adhoc Committee. Commissioners Quitslund, Paar and Blossom agreed to serve as the Planning Commission Affordable Housing Subcommittee.

- 4.b 6:45 PM - Ordinance 2020-16 Amending Bonus Floor Area Ratio (FAR) Options, BIMC 18.12.030.E.

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[06112020 Planning Commission Recommendations on Bonus FAR.pdf](#)

[Quitslund Memo to Planning Commission 070520.pdf](#)

[Ordinance_No._2020-16_Revising_Bonus_FAR_program.docx](#)

[Residential and Commercial Parking Requirement Summary.pdf](#)

[Ferry Terminal Property Buffers.pdf](#)

[MUTC HS Road Development Standards Table BIMC_Table_18.12.020-3.pdf](#)

[MUTC Zoning Districts Map.pdf](#)

Planning Commission directed Staff to move forward with writing the Ordinance striking all sections except BIMC Section 18.12.030.E.1.a would remain without any changes at this time (acknowledging that the subcommittee would review it), notify the City Attorney to look at the mobile home park agreement related to BIMC Section 18.12.030.E.1.b and all of the other parts of section E would be struck. They asked to relocate the historic preservation FAR to a different part of the City Code.

5) STUDY SESSION

5.a Study Session on Planning Commission Vacancy

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Discussion only.

6) PLANNING DIRECTOR'S REPORT

Planning Director Heather Wright provided an update on Council actions.

7) ADJOURNMENT

William Chester, Chair

Jane Rasely, Administrative Specialist

DRAFT



CITY OF
BAINBRIDGE ISLAND

Planning Commission Regular Meeting Agenda Bill

MEETING DATE: August 13, 2020

ESTIMATED TIME: 30 Minutes

AGENDA ITEM: (6:20 PM) Public Hearing on Ordinance No. 2020-04, Adopting Small Wireless Facility Design Standards

AGENDA CATEGORY: Ordinance

PROPOSED BY: Robbie Sepler

PREVIOUS PLANNING COMMISSION

REVIEW DATE(S): September 12, 2019, October 24, 2019, December 12, 2019, January 23, 2020, May 28, 2020, June 11, 2020, June 25, 2020, and July 23, 2020.

PREVIOUS COUCIL REVIEW DATE(S): May 14, 2019; June 11, 2019; August 13, 2019; October 8, 2019; October 22, 2019; April 14, 2020; and April 28, 2020.

RECOMMENDED MOTION:

I move to recommend that the City Council approve Ordinance No. 2020-04 as drafted.

SUMMARY:

Continued review of proposed small wireless facility design standards to govern the deployment and modification of small wireless facilities on Bainbridge Island.

In previous Planning Commission discussions, this ordinance was numbered as "Ordinance No. 2019-38." As it is now 2020, the ordinance has been renumbered to be "Ordinance No. 2020-04."

BACKGROUND: Under federal law, the Federal Communications Commission ("FCC") is granted extensive powers to regulate telecommunication services in the United States. On September 5, 2018, the FCC issued an order ("FCC Order") that dramatically changed how local governments can regulate deployments of small wireless facilities ("SWFs"). Some of the order came into effect on January 14, 2019, while the rest of the order came into effect on April 14, 2019. The FCC Order imposes limitations on local municipalities, including the City of Bainbridge Island ("City"), regarding processing and review of all permits associated with the deployment of SWFs, and permanent regulations are needed to ensure that the City is in compliance with what Federal law requires.

The purpose of SWFs is to augment capacity for wireless data traffic in dense areas (primarily downtown cores and residential neighborhoods). SWFs typically consist of an antenna less than 3 cubic feet in volume, an equipment box, and

wiring or "fiber." SWFs are typically mounted on utility or light poles in the right-of-way, or on an existing building or structure located outside of the right-of-way.

On May 14, 2019, in response to the FCC Order, the City Council approved Ordinance No. 2019-15, adopting an interim official control that: created a new Chapter 18.10A, establishing interim small wireless facility design standards; amended Table 18.09.020, BIMC 18.09.030, and BIMC 18.10.010; and repealed and replaced Chapter 18.11 BIMC ("Interim SWFs Design Standards").

On June 11, 2019, the City Council held a public hearing on Ordinance No. 2019-15 to receive public comment on the Interim SWFs Design Standards adopted by Ordinance No. 2019-15.

On August 13, 2019, the City Council directed the Planning Commission to begin work on permanent regulations to replace the Interim SWFs Design Standards adopted by Ordinance No. 2019-15.

On September 12, 2019, the Planning Commission began consideration of permanent regulations to replace the Interim SWFs Design Standards adopted by Ordinance No. 2019-15.

The Interim SWFs Design Standards, adopted by Ordinance No. 2019-15, took effect on May 14, 2019, and were initially set to expire on November 14, 2019. On October 8, 2019, the Council set a public hearing on Ordinance No. 2019-31, proposing to extend the Interim SWFs Design Standards for an additional six-month period. On October 22, 2019, the Council approved Ordinance No. 2019-31, extending the Interim SWFs Design Standards for an additional six-month period, unless terminated earlier by the City Council.

On October 24, 2019, the Planning Commission discussed Ordinance No. 2019-38 and reviewed comments submitted by industry. The Commission requested the following five items from staff:

- (1) A table outlining industry comments;
- (2) Pictures of actual SWFs deployments;
- (3) Map of design zones;
- (4) An option for the placement of SWF equipment on the ground in the right-of-way; and
- (5) An option to allow SWFs on private drives/access easements, which would otherwise be prohibited as a residential use in a residential zone.

On December 12, 2019, the Planning Commission reviewed the items requested on October 24, 2019, and subsequently provided by staff for the meeting. The Planning Commission requested several changes be made to the draft ordinance.

On January 23, 2020, the Planning Commission continued its review of Ordinance No. 2020-04 and requested several minor changes to the proposed ordinance, which are summarized in the attached staff memo. The Planning Commission then indicated its desire to hold a public hearing on the proposed ordinance.

Before a public hearing could be held, the COVID-19 public health emergency began. On February 29, 2020, Governor Jay Inslee declared a state of emergency in response to the spread of COVID-19 in Washington State. On March 9, 2020, the City Manager, as the executive head of the City for purposes of emergency management, issued a Proclamation of Emergency in response to the COVID-19 public health emergency, which proclamation was affirmed by the City Council on March 10, 2020. The COVID-19 public health emergency has significantly disrupted City operations and led to the cancellation of multiple meetings of the Planning Commission.

The Interim SWFs Design Standards, as extended by Ordinance No. 2019-31, were set to expire on May 14, 2020, unless extended by Council. To preserve the City's rights under federal law, on April 14, 2020, the City Council set a public hearing on Ordinance No. 2020-11, proposing to extend the Interim SWFs Design Standards for an additional six-month period. On April 28, 2020, the Council approved Ordinance No. 2020-11, extending the Interim SWFs Design Standards for an additional six-month period to November 14, 2020, unless terminated earlier by the City Council, to provide the Planning Commission time to finalize its recommendation on Ordinance No. 2020-04 and for the City Council to review the recommendation.

Due to the delay caused by COVID-19, on May 28, 2020, the Planning Commission resumed its discussion of Ordinance No. 2020-04 in order to refamiliarize itself with the ordinance prior to the public hearing. At this meeting, the Planning Commission generally considered discussion points raised by Commissioner McCormick Osmond regarding Ordinance No. 2020-04. The Planning Commission requested an updated draft of Ordinance No. 2020-04 addressing, to the extent possible, the discussion points raised by Commissioner McCormick Osmond.

On June 11, 2020, the Planning Commission discussed an updated draft of Ordinance No. 2020-04 and a memo summarizing the changes made to Ordinance No. 2020-04 since the May 28, 2020 meeting as well as responding to the discussion points raised by Commissioner McCormick Osmond. The Commission considered additional discussion points raised by Commissioner McCormick Osmond and requested that staff review the new discussion points with the City's consultant. On June 25, 2020, the Planning Commission reviewed the discussion points with the City's consultant.

On July 23, 2020, the Planning Commission reviewed a revised draft of Ordinance No. 2020-04 that was updated following the Planning Commission's discussion on June 25, 2020. Specifically, proposed BIMC 18.10A.050, governing the installation of new poles, had been significantly amended to authorize the Public Works Department to adopt a standard pole design and to address the location of new poles in the right-of-way. The Planning Commission requested that the staff include the exact definition of Small Wireless Facility instead of providing a cross reference to federal law. The Planning Commission also requested that staff fix references to "facility" to instead reference "small wireless facility." Attached is a revised version of Ordinance No. 2020-04 that includes these changes as well as several minor housekeeping and formatting corrections.

ATTACHMENTS:

ORDINANCE NO. 2020-04

AN ORDINANCE of the City of Bainbridge Island, Washington, concerning telecommunications facilities; Amending Title 18 of the Bainbridge Island Municipal Code; Adding a new Chapter 18.10A BIMC, authorizing and establishing design and concealment standards for small wireless facilities; Amending BIMC 18.10.020 and BIMC 18.36.030 regarding definitions; Revising BIMC 18.10.010 to adopt applicability section; Repealing and replacing in full Chapter 18.11 BIMC concerning eligible facilities requests; Amending Table 18.09.020, BIMC 18.09.030, BIMC 18.10.030, and BIMC 2.16.040 to correct drafting errors; Repealing interim official control established by Ordinance No. 2019-15 and extended by Ordinance No. 2019-31 and Ordinance No. 2020-11.

WHEREAS, the Federal Communications Commission (“FCC”) recently adopted a Declaratory Ruling, Order, and Regulation (“FCC Order”), which imposes limitations on local municipalities including the City of Bainbridge Island (“City”) regarding processing and review of all permits associated with the deployment of small wireless facilities; and

WHEREAS, the adoption of aesthetic standards for deployment of small wireless facilities and utilization of a concurrent process emphasizing administrative review enables compliance with the federal presumptively reasonable time limits for review; and

WHEREAS, the City was required to enact administrative procedures and process to comply with the new presumptive federal safe harbors on or before January 14, 2019; and

WHEREAS, separately, federal law and regulation sets time limits on the processing of applications for eligible facility requests to expand existing structures which do not substantially change the height or profile of the structures used to collocate wireless communications facilities, and which regulations will replace Chapter 18.11 BIMC; and

WHEREAS, the City Council found that the existence of the federal regulations requires the immediate enactment of administrative procedures and processes which can comply with the FCC Order; and

WHEREAS, the City is authorized by state law, including RCW 36.70A.390, to expeditiously adopt interim official control ordinances due to a public emergency for the protection of the public peace, safety, or health while permanent regulations are developed, vetted, and processed through the City’s standard legislative procedures; and

WHEREAS, the City Council found that the adoption of this interim official control ordinance allowed the City to put in place standards to come into compliance with the FCC Order, while providing a meaningful opportunity for its citizens to provide input regarding design, concealment, and other aesthetic standards within the longer timeframe permitted by use of an interim official control ordinance; and

WHEREAS, on May 14, 2019, in response to the FCC Order, the City Council approved Ordinance No. 2019-15, adopting an interim official control that: created a new Chapter 18.10A, establishing interim small wireless facility design standards; amended Table 18.09.020, BIMC 18.09.030, and BIMC 18.10.010; and repealed and replaced Chapter 18.11 BIMC; and

WHEREAS, on May 14, 2019, the City Council also enacted amendments to its existing master permit code provisions contained in Title 19 BIMC and adopted a new Chapter 19.10 BIMC in order to provide a clear permitting procedure for the deployment of small wireless facilities; and

WHEREAS, on June 11, 2019, the City Council held a public hearing on Ordinance No. 2019-15 to receive public comment on the interim official control; and

WHEREAS, on August 13, 2019, the City Council directed the Planning Commission to begin work on permanent regulations to replace the interim official control adopted by Ordinance No. 2019-15; and

WHEREAS, on September 12, 2019, and October 24, 2019, the Planning Commission considered permanent regulations to replace the interim official control adopted by Ordinance No. 2019-15;

WHEREAS, the interim official control, adopted by Ordinance No. 2019-15, took effect on May 14, 2019, and would expire on November 14, 2019, unless extended by the City Council; and

WHEREAS, on October 8, 2019, the City Council set a public hearing for October 22, 2019, on Ordinance No. 2019-31, extending the interim official control originally adopted by Ordinance No. 2019-15 until May 14, 2020; and

WHEREAS, on October 22, 2019, the City Council held a public hearing on Ordinance No. 2019-31 and adopted the ordinance following the close of the public hearing; and

WHEREAS, on October 24, 2019, the Planning Commission considered Ordinance No. 2019-38 and reviewed comments submitted by industry representatives; and

WHEREAS, on December 12, 2019, the Planning Commission further considered Ordinance No. 2019-38; and

WHEREAS, on January 1, 2020, draft Ordinance No. 2019-38 was renumbered to be Ordinance No. 2020-04; and

WHEREAS, on January 23, 2020, the Planning Commission further considered Ordinance No. 2020-04; and

WHEREAS, on February 29, 2020, Governor Jay Inslee declared a state of emergency in response to the spread of COVID-19 in Washington State; and

WHEREAS, on March 8, 2020, the Kitsap Public Health District was notified of the first Kitsap County resident testing positive for COVID-19, an individual residing on Bainbridge Island; and

WHEREAS, on March 9, 2020, the City Manager, as the executive head of the City for purposes of emergency management, issued a Proclamation of Emergency in response to the COVID-19 public health emergency; and

WHEREAS, on March 10, 2020, the City Council adopted Resolution No. 2020-06, affirming the Proclamation of Emergency; and

WHEREAS, the COVID-19 public health emergency has significantly disrupted City operations and led to the cancellation of multiple meetings of the Planning Commission; and

WHEREAS, on April 14, 2020, the City Council set a public hearing for April 28, 2020, on Ordinance No. 2020-11, extending the interim official control originally adopted by Ordinance No. 2019-15 until November 14, 2020; and

WHEREAS, on April 28, 2020, the City Council held a public hearing on Ordinance No. 2020-11 and adopted the ordinance following the close of the public hearing; and

WHEREAS, on May 28, 2020, the Planning Commission resumed consideration of Ordinance No. 2020-04 and further considered the ordinance on June 11, 2020, and June 25, 2020; and

WHEREAS, on July 23, 2020, the Planning Commission further considered Ordinance No. 2020-04 and directed staff to schedule a public hearing on Ordinance No. 2020-04 at the next available meeting of the Planning Commission; and

WHEREAS, on August 13, 2020, the Planning Commission held a public hearing on Ordinance No. 2020-04 and [insert outcome of Planning Commission consideration]; and

WHEREAS, on [insert date], the City Council considered the Planning Commission's recommendation and [insert outcome of Council consideration].

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BAINBRIDGE ISLAND, WASHINGTON, DOES ORDAIN AS FOLLOWS:

Section 1. Repeal of Interim Official Control. The interim official control, originally adopted under Ordinance No. 2019-15 and subsequently extended by Ordinance No. 2019-31 and Ordinance No. 2020-11, is hereby repealed in its entirety and shall no longer be in force or effect.

Section 2. Amendment of BIMC 18.10.010. Section 18.10.010 of the Bainbridge Island Municipal Code is hereby amended to read as follows:

18.10.010 – Purpose. General Provisions.

A. This chapter addresses the issues of location and appearance associated with wireless communication facilities (“WCFs”). It provides adequate siting opportunities through a wide range of locations and options which minimize safety hazards and visual impacts sometimes associated with wireless communications technology. The chapter encourages siting of facilities on existing buildings or structures, co-location of several providers’ facilities on a single support structure, and visual mitigation measures to maintain neighborhood appearance and reduce visual clutter in the city.

B. Applicability

1. Applicability. The provisions of this chapter shall apply to all new WCFs located within the boundaries of the City, and for any modification to an existing WCF that is not governed by Chapter 18.11 BIMC, provided that this chapter shall not apply to small wireless facilities permitted under Title 19 BIMC and are subject to Chapter 18.10A BIMC.
2. Permit Required. Any person who desires to place any WCF within the boundaries of the city must apply to the city for the appropriate wireless communication facility permit.
3. Lease Required. In addition to the requirement of obtaining the appropriate wireless communication facility permit, if all or a portion of the WCF will be located upon a city-owned structure, or upon non-right-of-way property which is either city-owned or city-leased, the applicant shall be required to enter into a lease agreement with the city for the use of the city property.
4. Master Permit Required. In addition to the requirement of obtaining the appropriate wireless communication facility permit, if all or a portion of the WCF will be located within the city’s right-of-way, the applicant shall be required to obtain a master permit, consistent with Title 19 BIMC, from the city for the use of the city’s right-of-way.

Section 3. Amendment of BIMC 18.10.020. Section 18.10.020 of the Bainbridge Island Municipal Code is hereby amended to read as follows:

For the purpose of this chapter, the following terms, phrases, words, and abbreviations shall have the meanings given herein. Words not otherwise defined shall have their common and ordinary meaning:

A. “Antenna(s)” means any system of electromagnetically tuned wires, poles, rods, reflecting discs or similar devices used to transmit or receive electromagnetic waves between terrestrial and/or orbital based points, including, but not limited to:

1. Omni-directional (or “whip”) antenna(s), which transmits and receives radio frequency signals in a 360-degree radial pattern;

2. Directional (or “panel”) antenna(s), which transmits and receives radio frequency signals in a specific directional pattern of less than 360 degrees;

3. Parabolic antenna(s) (or “dish” antenna(s)), which is a bowl-shaped device for the reception and/or transmission of communications signals in a specific directional pattern; and

4. Ancillary antenna(s), which is an antenna less than 12 inches in its largest dimension and is not directly used to provide personal wireless communications services, such as a global positioning satellite (GPS) antenna.

B. “Co-location” means placing and arranging multiple providers’ antennas and equipment on a single support structure or equipment pad area.

C. “Electromagnetic field” or “EMF” means the field produced by the operation of equipment used in transmitting and receiving radio frequency signals.

D. “Equipment facility” means any structure used to house electronic equipment, cooling systems and back-up power systems associated with a WCF, including shelters, enclosures, cabinets and other similar structures.

E. “Facility I” means a wireless communication facility consisting of an antenna that is either: (1) four feet or less in height and with an area of not more than 580 square inches in the aggregate; or (2) if a tubular antenna, no more than four inches in diameter and no more than six feet in length.

F. “Facility II” means a wireless communication facility consisting of up to three antennas, each of which is a microcell with associated equipment facilities six feet or less in height and no more than 48 square feet in floor area.

G. “Lattice tower” means a wireless communication support structure that consists of metal crossed strips or bars to support antennas and related equipment.

H. “Monopole” means a wireless communication facility that consists of a support structure, the height of which shall not exceed 120 feet in height not including antennas.

GI. “Support structure” means any structure, designed and constructed specifically to support an antenna array, including a monopole, self-supporting (lattice) tower, guy-wire support tower and any other similar structures. Any device (attachment device) used to attach a WCF to an existing structure or building (attachment structure) shall be excluded from the definition of and regulations applicable to support structures.

HJ. “Wireless communication facility” or “WCF” means an unstaffed facility for the transmission and/or reception of radio frequency, microwave or other signals for commercial communications purposes, including and typically consisting of antennas, ~~equipment shelter or~~

cabinet equipment facilities, transmission cables, a support structure required to achieve the necessary elevation, and reception and transmission devices and antennas.

K. “Wireless communication services” means commercial mobile services, unlicensed wireless services, and common carrier wireless exchange access services, as defined by federal laws and regulations.

Section 4. Amendment of BIMC 18.10.030. Subsection 18.10.030.B.1 of the Bainbridge Island Municipal Code to read as follows:

1. A facility I or II, or a monopole or lattice tower located in a nonresidential zone that does not exceed the maximum building height of the zone established in Chapter 18.12 BIMC; or

Section 5. Amendment of Table 18.09.020. The Utility and Telecommunications section of Table 18.09.020 of the Bainbridge Island Municipal Code is hereby amended to read as shown on attached **Exhibit A**.

Section 6. Amendment of BIMC 18.09.030. Section 18.09.030 of the Bainbridge Island Municipal Code is hereby amended to include a new Subsection 18.09.030.B.5, to read as follows:

5. Small wireless facilities. Small wireless facilities are prohibited on any property containing a residential use in the residential zones except where allowed under BIMC 18.10A.040.E.12.

Section 7. Amendment of BIMC 18.09.030. Section 18.09.030 of the Bainbridge Island Municipal Code is hereby amended to include a new Subsection 18.09.030.F.4, to read as follows:

4. In accordance with Chapter 18.10 BIMC, the department of planning and community development may grant permit approval for:

a. A facility I or II, or a monopole or lattice tower located in a nonresidential zone that does not exceed the maximum height of the zone; or

b. A facility I or II in a multifamily, business, commercial, or town center zone on an existing building or structure; provided, that the facility is no higher than 15 feet above the existing building or structure or the permitted height for the zone, whichever is higher; or

c. A facility I or II in a residential zone on a nonresidential building or structure; provided, that the facility is no higher than 15 feet above the permitted height in the zone.

d. All other WCFs require conditional use permit review and approval by the city hearing examiner.

e. For the purposes of this subsection and Table 18.09.020, the terms “Facility I” and “Facility II” and “Monopole” and “Lattice Tower” and “WCF” and “Wireless Communication Facility” shall have the same meaning as defined in Chapter 18.10 BIMC.

Section 8. Adoption of New Chapter 18.10A BIMC. Title 18 of the Bainbridge Island Municipal Code is hereby amended to include a new Chapter 18.10A BIMC, to read as follows:

**Chapter 18.10A
USE REGULATIONS - SMALL WIRELESS FACILITIES**

- 18.10A.010 Purpose.
- 18.10A.020 Applicability.
- 18.10A.030 Definitions.
- 18.10A.040 Design and Concealment standards for small wireless facilities.
- 18.10A.050 New poles for small wireless facilities.

18.10A.010 Purpose.

The purposes of this chapter are to set forth regulations for the placement and development of small wireless facilities. Among the purposes included are to:

- A. Manage reasonable access to the right-of-way of the City for communication purposes on a nondiscriminatory basis.
- B. Conserve the limited physical capacity of the public rights-of-way held in public trust by the City.
- C. Ensure that all service providers maintaining facilities or providing services within the City comply with the ordinances, rules, and regulations of the City.
- D. Reduce unnecessary local regulation of providers and services.
- E. Ensure that the City can continue to fairly and responsibly protect the public health, safety, and welfare.
- F. Encourage the provision of advanced and competitive telecommunications, on the widest possible basis to the businesses, institutions, and residents of the City.
- G. Encourage the design of such small wireless facilities to be aesthetically and architecturally compatible with the surrounding built and natural environments where possible.
- H. Encourage the collocation or attachment of small wireless facilities on existing support structures to help minimize the total number and impact of such structures throughout the community.

I. Reserve to the City and provide for the fullest exercise possible of the authority and discretion of the City to require that:

1. Facilities are installed and maintained within the public rights-of-way in such manner and at such points so as not to inconvenience the public use of the public rights-of-way or to adversely affect the public safety and welfare; and
2. All non-City users of the rights-of-way shall be required to reimburse and hold harmless the City for the actual costs incurred by the City by reason of the construction or presence in the public rights-of-way of the facilities of such other users.
3. Potential adverse visual, aesthetic, and safety impacts of small wireless facilities be minimized.

18.10A.020 Applicability.

Any application for a small wireless facility both inside and outside of the right-of-way shall comply with the following application requirements for a small wireless facility permit described in this chapter. Applications must also comply with the small wireless facility permit requirements of Title 19 BIMC. For small wireless facilities inside the right-of-way, the applicant must also obtain a master permit as may be required under Title 19 BIMC.

18.10A.030 Definitions.

For the purpose of this chapter, the following terms, phrases, words, and abbreviations shall have the meanings given herein. Words not otherwise defined shall have their common and ordinary meaning:

- A. “Antenna” means an apparatus designed for the purpose of emitting radiofrequency (“RF”) radiation, to be operated or operating from a fixed location pursuant to FCC authorization, for the provision of personal wireless service and any commingled information services. For purposes of this definition, the term antenna does not include an unintentional radiator, mobile station, or device authorized under 47 CFR Part 15.
- B. “Applicant” means any person submitting an application for a small wireless facility permit.
- C. “City property” means any real property owned by the City, whether in fee or other ownership estate of interest.
- D. “Collocation” means (1) mounting or installing an antenna facility on a pre-existing structure, and/or (2) modifying a structure for the purpose of mounting or installing an antenna facility on that structure.
- E. “Director” means the Director of Planning and Community Development or their designee.

F. “FCC” or “Federal Communications Commission” means the federal administrative agency, or lawful successor, authorized to regulate and oversee telecommunications carriers, services, and providers on a national level.

G. “Grantee” means a person holding a master permit.

H. “Light Pole” means a pole used primarily for lighting streets, parking areas, parks, or pedestrian paths.

I. “Master Permit” means the authorization granted by the City to an operator of a telecommunications system, under Title 19 BIMC, giving the operator the nonexclusive right to occupy the space, or use facilities upon, across, beneath, or over any public right-of-way in the City, to provide a specified service within a master permit area. Such master permit shall not include or be a substitute for:

1. Any other permit or authorization required for the privilege of transacting and carrying on a business within the City required by the ordinances and laws of the City;

2. Any permit, agreement, or authorization required in connection with operations on or in public streets or property, including, by way of example and not limitation, street cut permits;

3. Any permits or agreements for occupying any other property of the City or private entities to which access is not specifically granted by the master permit including, without limitation, permits and agreements for placing devices on or in poles, conduits, other structures, or railroad easements, whether owned by the City or a private entity; or

4. The right to place devices in the right-of-way, such as pay telephones, for end user use in terminating or originating transmissions.

By way of example, and without limiting the foregoing, this title shall not be read to diminish or in any way affect the authority of the City to control the use of the City’s real estate, fixtures, or personal property. Therefore, any person who desires to use such property must obtain additional approvals, or agreements for that purpose, as may be required by the City.

J. “Pole” means any manmade assemblage of materials extending above or below the surface of the earth and affixed or attached thereto that is capable of supporting a small wireless facility.

K. “Public right-of-way” or “right-of-way” means land acquired or dedicated for public roads and streets but does not include:

1. State highways;

2. Land dedicated for road, streets, and highways not opened and not improved for motor vehicle use by the public;

3. Structures, including poles and conduits, located within the right-of-way;

4. Federally granted trust lands or forest board trust lands;
5. Lands owned or managed by the state parks and recreation commission; or
6. Federally granted railroad rights-of-way acquired under 43 U.S.C. Sec 912 and related provisions of federal law that are not open for motor vehicle use.

L. “Service provider” is defined consistently with RCW 35.99.010(6). Service provider shall include those infrastructure companies that provide telecommunications services or equipment to enable the deployment of telecommunication services.

M. “Small wireless facility” and “small wireless facilities” shall have the same meaning as “small wireless facility” as set forth in 47 CFR §16002, as may be amended. As of the effective date of Ordinance No. 2020-04, 47 CFR §16002 defines “small wireless facility” to mean facilities that meet each of the following conditions:

1. The facilities:
 - (a). Are mounted on structures 50 feet or less in height including their antennas as defined in 47 CFR §1.1320(d); or
 - (b). Are mounted on structures no more than 10 percent taller than other adjacent structures; or
 - (c). Do not extend existing structures on which they are located to a height of more than 50 feet or by more than 10 percent, whichever is greater;
2. Each antenna associated with the deployment, excluding associated antenna equipment (as defined in the definition of antenna in 47 CFR §1.1320(d)), is no more than three cubic feet in volume;
3. All other wireless equipment associated with the structure, including the wireless equipment associated with the antenna and any pre-existing associated equipment on the structure, is no more than 28 cubic feet in volume;
4. The facilities do not require antenna structure registration under 47 CFR Part 17;
5. The facilities are not located on Tribal lands, as defined under 36 CFR §800.16(x); and
6. The facilities do not result in human exposure to radiofrequency radiation in excess of the applicable safety standards specified in 47 CFR §1.1307(b).

N. “Structure” means a pole, tower, base station, or building, whether or not it has an existing antenna facility, that is used, proposed to be used, or could be used for the provision of telecommunications service (whether on its own or comingled with other types of services).

O. “Telecommunications facilities” means the plant, equipment, and property including, but not limited to, cables, wires, conduits, ducts, pedestals, electronics, and other appurtenances used or to be used to transmit, receive, distribute, provide, or offer wireline or wireless telecommunications service.

P. “Telecommunications service” means the transmission of information by wire, radio, optical cable, electromagnetic, or other similar means for hire, sale, or resale to the general public. For the purpose of this subsection, “information” means knowledge or intelligence represented by any form of writing, signs, signals, pictures, sounds, or any other symbols. For the purpose of this chapter, telecommunications service excludes the over-the-air transmission of broadcast television or broadcast radio signals.

Q. “Traffic Signal Poles” means a pole that supports equipment used for controlling traffic, including but not limited to traffic lights, rapid flashing beacons, speed radar, and school zone flashers.

R. “Transmission equipment” means equipment that facilitates transmission for any FCC-licensed or authorized wireless communication service, including, but not limited to, radio transceivers, antennas, coaxial or fiber-optic cable, and regular and backup power supply. The term includes equipment associated with wireless communications services including, but not limited to, private, broadcast, and public safety services, as well as unlicensed wireless services and fixed wireless services such as microwave backhaul.

S. “Unified enclosure” means a small wireless facility providing concealment of antennas and equipment within a single enclosure.

T. “Utility pole” means a structure designed and used primarily for the support of electrical wires, telephone wires, television cable, traffic signals, or lighting for streets, parking areas, or pedestrian paths.

U. “Wireline” means services provided using a physically tangible means of transmission, including without limitation wire or cable, and the apparatus used for such transmission.

18.10A.040 Design and Concealment standards for small wireless facilities.

Small wireless facility deployments permitted inside or outside the right-of way shall conform to the following design standards:

A. Small wireless facilities attached to existing or replacement non-wooden poles, including non-wooden light poles or utility poles, shall conform to the following design criteria:

1. The applicant shall minimize to the extent possible the antenna and equipment space and shall use the smallest amount of enclosure possible to fit the necessary equipment. The antennas and equipment shall be located consistent with BIMC 18.10A.040.E.1.

2. The furthest point of any equipment enclosure may not extend more than twenty-eight (28) inches from the face of the pole. Any equipment or antenna enclosures must meet WSDOT height clearance requirements.
3. All conduit, cables, wires, and fiber must be routed internally in the non-wooden pole. Full concealment of all conduit, cables, wires, and fiber is required within mounting brackets, shrouds, canisters, or sleeves if attaching to exterior antennas or equipment.
4. An antenna on top of an existing pole may not extend more than six (6) feet above the height of the existing pole and the diameter may not exceed sixteen (16) inches, measured at the top of the pole, unless the applicant can demonstrate that more space is technically needed. The antennas shall be integrated into the pole design so that it appears as a continuation of the original pole, including colored or painted to match the pole, and shall be shrouded or screened to blend with the pole except for canister antennas which shall not require screening. All cabling and mounting hardware/brackets from the bottom of the antenna to the top of the pole shall be fully concealed and integrated with the pole.
5. Any replacement non-wooden pole shall substantially conform to the design of the pole it is replacing or the neighboring pole design standards utilized within the contiguous right-of-way, unless the Department of Planning and Community Development otherwise approves a variation due to aesthetic or safety concerns. Any replacement non-wooden pole located in the right-of-way shall be placed as close to the original pole as possible, but no more than five (5) feet from the existing pole location.
6. The height of any replacement pole may not extend more than six (6) feet above the height of the existing pole or the minimum additional height technically necessary; provided, that the height of the replacement pole cannot be extended further by additional antenna height.
7. The diameter of a replacement pole shall comply with the City's setback and sidewalk clearance requirements and shall, to the extent technically feasible, not be more than a twenty (20) inches measured at the base of the pole, unless additional diameter is needed in order to conceal equipment within the base of the pole, and shall comply with the requirements in subsection E.6 below.
8. The use of the pole for the siting of a small wireless facility shall be considered secondary to the primary function of the pole. If the primary function of a pole serving as the host site for a small wireless facility becomes unnecessary, the pole shall not be retained for the sole purpose of accommodating the small wireless facility and the small wireless facility and all associated equipment shall be removed.

B. Wooden pole design standards. Small wireless facilities located on existing or replacement wooden poles, including wooden light poles or utility poles, shall conform to the following design criteria:

1. The wooden pole at the proposed location may be replaced with a wooden pole for the purpose of accommodating a small wireless facility; provided, that the replacement pole shall not exceed a height that is a maximum of ten (10) feet taller than the existing pole, unless a further height increase is required and confirmed in writing by the pole owner and that such height extension is the minimum extension possible to provide sufficient separation and/or clearance from electrical and wireline facilities.
2. A pole extender may be used instead of replacing an existing wooden pole but may not increase the height of the existing wooden pole by more than ten (10) feet, unless a further height increase is required and confirmed in writing by the pole owner and that such height increase is the minimum extension possible to provide sufficient separation and/or clearance from electrical and wireline facilities. A “pole extender” as used herein is an object affixed between the pole and the antenna for the purpose of increasing the height of the antenna above the pole. The pole extender shall be painted to approximately match the color of the pole and shall substantially match the diameter of the pole measured at the top of the pole.
3. Replacement wooden poles must either match the approximate color and materials of the replaced pole or shall be the standard new wooden pole used by the pole owner in the City, unless the Department of Planning and Community Development otherwise approves a variation due to aesthetic or safety concerns.
4. Antennas, equipment enclosures, and all ancillary equipment, boxes, and conduit shall be colored, tinted, or painted to match the approximate color of the surface of the wooden pole on which they are attached.
5. Antennas shall not be mounted more than twelve (12) inches from the surface of the wooden pole.
6. Antennas should be placed in an effort to minimize visual clutter and obtrusiveness. Multiple antennas are permitted on a wooden pole provided that each antenna enclosure shall not be more than three (3) cubic feet in volume.
7. A canister antenna may be mounted on top of an existing wooden pole, which may not exceed the height requirements described in subsection B.1 above. A canister antenna mounted on the top of a wooden pole shall not exceed sixteen (16) inches in diameter, measured at the top of the pole, and shall be colored or painted to match the pole. The canister antenna must be placed to look as if it is an extension of the pole. In the alternative, the applicant may propose a side mounted canister antenna, so long as the inside edge of the antenna is no more than twelve (12) inches from the surface of the wooden pole. All cables shall be concealed either within the canister antenna or within a sleeve between the antenna and the wooden pole.
8. The furthest point of any antenna or equipment enclosure may not extend more than twenty-eight (28) inches from the face of the pole. Any equipment or antenna enclosures must meet WSDOT height clearance requirements.

9. An omni-directional antenna may be mounted on the top of an existing wooden pole, provided such antenna is no more than four (4) feet in height and is mounted directly on the top of a pole or attached to a sleeve made to look like the exterior of the pole as close to the top of the pole as technically feasible. All cables shall be concealed within the sleeve between the bottom of the antenna and the mounting bracket.

10. All related equipment, including but not limited to ancillary equipment, radios, cables, associated shrouding, microwaves, and conduit which are mounted on wooden poles shall not be mounted more than six (6) inches from the surface of the pole, unless a further distance is technically required, and is confirmed in writing by the pole owner.

11. Equipment for small wireless facilities shall be located consistent with BIMC 18.10A.040.E.1. If equipment is allowed to be placed on the wooden pole, the equipment must be placed in the smallest enclosure possible for the intended purpose. The visual effect of the small wireless facility on all other aspects of the appearance of the wooden pole shall be minimized to the greatest extent possible.

12. The use of the wooden pole for the siting of a small wireless facility shall be considered secondary to the primary function of the pole. If the primary function of a wooden pole serving as the host site for a small wireless facility becomes unnecessary, the pole shall not be retained for the sole purpose of accommodating the small wireless facility and the small wireless facility and all associated equipment shall be removed.

13. The diameter of a replacement wooden pole shall comply with the City's setback and sidewalk clearance requirements and shall not be more than a 25% increase of the existing wooden pole measured at the base of the pole, unless additional diameter is needed for structural integrity of the pole, and shall comply with the requirements in subsection E.5 below.

14. All cables and wires shall be routed through conduit along the outside of the wooden pole. The outside conduit shall be colored or painted to match the pole. The number of conduit shall be minimized to the number technically necessary to accommodate the small wireless facility.

C. Small wireless facilities attached to existing buildings shall conform to the following design criteria:

1. Small wireless facilities may be mounted to the sides of a building if the antennas do not interrupt the building's architectural theme.

2. The interruption of architectural lines or horizontal or vertical reveals is discouraged.

3. New architectural features such as columns, pilasters, corbels, or other ornamentation that conceal antennas may be used if it complements the architecture of the existing building.

4. Small wireless facilities shall utilize the smallest mounting brackets necessary in order to provide the smallest offset from the building.
5. Skirts or shrouds shall be utilized on the sides and bottoms of antennas in order to conceal mounting hardware, create a cleaner appearance, and minimize the visual impact of the antennas. Exposed cabling/wiring is prohibited.
6. Small wireless facilities shall be colored, painted, and textured to match the adjacent building surfaces, unless otherwise technically infeasible.
7. Small wireless facilities must meet the height requirement of the underlying zoning district.
8. Feed lines and coaxial cables shall be located below the parapet of the rooftop.
9. If a cabinet enclosure cannot be located within the building on which the wireless communication facilities will be located, then the City's first preference is for the wireless telecommunication carrier to locate the equipment on the roof of the building. If the equipment can be screened by placing the equipment below the parapet walls, no additional screening is required. If screening is required, the proposed screening must be consistent with the existing building in terms of color, design, architectural style, and material. If the cabinet equipment cannot be located on the roof or within the building then it shall be located underground consistent with BIMC 18.10A.040.E.1.

D. Small wireless facilities mounted on cables strung between existing poles (i.e., a strand mounted small wireless facility), including light poles or utility poles, shall conform to the following standards.

1. Each strand mounted small wireless facility shall not exceed four (4) cubic feet in volume.
2. Only one strand mounted small wireless facility is permitted between any two existing poles.
3. The pole must be able to support the necessary load requirements of the strand mounted small wireless facility.
4. A strand mounted small wireless facility shall be placed as close as possible to the nearest pole supporting the cable on which the small wireless facility is mounted, in no event more than five (5) feet from the pole unless a greater distance is technically necessary or is required by the pole owner for safety clearance.
5. No strand mounted small wireless facility shall be located in or above the portion of the roadway open to vehicular traffic.
6. Ground mounted equipment needed to accommodate a strand mounted small wireless facility is not permitted except when placed in pre-existing equipment cabinets.

7. Pole mounted equipment shall comply with the requirements of subsections A or B above, as applicable.

8. Strand mounted small wireless facilities must be installed to cause the least visual impact and without excess exterior cabling or wires (other than the original strand).

9. Strand mounted small wireless facilities are only permitted on existing overhead wirelines supported by existing poles.

E. General requirements for all installation types.

1. All equipment, except antennas and conduit, associated with installations in the R-0.4 zoning district shall be ground mounted, placed underground, completely concealed within the pole, or placed on private property consistent with the regulations identified in (a), (c), (d), and (e) below unless the applicant can demonstrate that each of those possible locations are technically infeasible, in which case the equipment may be placed in accordance with (b) below. All equipment associated with installations in the Mixed Use Town Center, High School Road I and II, and Neighborhood Center zoning districts shall be located on the pole, completely concealed within the pole, or placed on private property consistent with the regulations identified in (a), (b), and (d) below unless the applicant can demonstrate that each of those allowed locations are technically infeasible, in which case the equipment may be placed in accordance with (c) or (e) below. All equipment associated with installations in any other zone not identified above may be installed consistent with one of the methods identified in (a) through (e) below.

(a). Concealed completely within the pole or pole base. If antennas and associated equipment enclosures (including disconnect switches and other appurtenant devices) are located within the pole or pole base, they shall be fully concealed within the pole. Further, if located within the pole base, the base shall meet the ADA requirements and not impact the pedestrian access route.

(b). Located on a pole. If located on a pole, antennas and the associated equipment enclosures (including disconnect switches and other appurtenant devices) must be colored, tinted, or painted to match the approximate color of the surface of the pole and appear as an integral part of the pole or flush mounted to the pole, meaning for antennas no more than twelve (12) inches off of the pole and for associated equipment no more than six (6) inches off the pole, and must be the minimum size necessary for the intended purpose, but in no event shall any antenna exceed three (3) cubic feet in volume. The equipment enclosure and all other wireless equipment associated with the pole (including but not limited to conduit), including wireless equipment associated with the antenna and any pre-existing associated equipment on the pole, may not exceed twenty-eight (28) cubic feet. Multiple equipment enclosures may be acceptable if designed to more closely integrate with the pole design and does not cumulatively exceed twenty-eight (28) cubic feet. If the equipment enclosure is permitted on the exterior of the pole, the applicant is required to place the equipment enclosure behind any banners or road signs that may be on the pole, provided that such location does not interfere with the operation of the banners or signs or the equipment itself. The applicant may propose a side mounted canister antenna, so long as the inside edge of the antenna is no more than six (6) inches from the surface of the pole. All cables shall be concealed either within the canister antenna or within a sleeve between the antenna and the pole.

(c). Underground in a utility vault. If located underground, the access lid to the equipment enclosure shall be located outside the footprint of any pedestrian curb ramp and shall have a nonskid surface meeting ADA requirement if located within an existing pedestrian access route. Antennas are not subject to this paragraph due to technological limitations of such placement.

(d). On private property. If located on private property, the applicant shall submit a copy of a letter of authority from the private property owner prior to the small wireless facility permit issuance. Any such installation on private property must conform to all applicable regulations, including but not limited to zoning regulations, that apply to that property.

(e). On the ground in the right-of-way. If the equipment is located on the ground in the right-of-way, the equipment enclosure on the ground and all other wireless equipment associated with the pole (including but not limited to conduit), including wireless equipment associated with the antenna and any pre-existing associated equipment on the pole, may not exceed twenty-eight (28) cubic feet. The equipment located on the ground shall be placed within one enclosure not to exceed four (4) feet in height. Such enclosure must be colored and designed in a manner that minimize the visual impact of the enclosure. The location of the equipment on the ground must comply with all applicable setback and access requirements including ADA requirements. Prior to the issuance of any permit related to a small wireless facility which includes ground mounted equipment in the right-of-way, the applicant must obtain a site-specific agreement from the City to locate such ground mounted equipment.

2. Even if one of the designated equipment locations is technically feasible under BIMC 18.10A.040.E.1, the Director may determine that equipment located in a non-preferred location is in fact a superior alternative if the non-preferred location:

(a). Provides equal or greater protection to public vantage points, view corridors, and scenic vistas to support Bainbridge Island's sense of place, identity, and orientation; and

(b). Satisfies one or more of the following criteria:

- i. Has a greater natural resource conservation value;
- ii. Less adverse impact to adjoining properties; or
- iii. Results in a more practical design because of topography, critical area, or other extenuating circumstances.

3. An applicant who desires to enclose both its antennas and equipment within one unified enclosure may do so, provided that such enclosure is the minimum size necessary for its intended purpose and the enclosure and all other wireless equipment associated with the pole, including wireless equipment associated with the antenna and any pre-existing associated equipment on the pole does not exceed twenty-eight (28) cubic feet. The unified enclosure may not be placed more than twelve (12) inches from the surface of the pole. To the extent possible, the unified enclosure shall be placed so as to appear as an integrated part of the pole or behind banners or signs, provided that such location does not interfere with the operation of the banners or signs or the equipment itself. Requirements related to the location of equipment as outlined in BIMC 18.10A.050.E.1 do not apply if the antennas and equipment are located within one unified enclosure

4. No equipment shall be operated so as to produce noise in violation of Chapter 16.16 BIMC.

5. Small wireless facilities are not permitted on traffic signal poles unless denial of the siting could be a prohibition or effective prohibition of the applicant's ability to provide telecommunications service in violation of 47 USC §§ 253 and 332.

6. Replacement poles and new poles shall comply with the Americans with Disabilities Act (ADA), City construction and sidewalk clearance standards, City ordinance, and state and federal laws and regulations in order to provide a clear and safe passage within the rights-of-way. Further, the location of any replacement or new pole must: be physically possible, comply with applicable traffic warrants, not interfere with utility or safety fixtures (e.g., fire hydrants, traffic control devices), and not adversely affect the public welfare, health, or safety.

7. No signage, message, or identification other than the manufacturer's identification or identification required by governing law is allowed to be portrayed on any antenna or equipment enclosure. Any permitted signage shall be located on the equipment enclosures and be of the minimum amount possible to achieve the intended purpose (no larger than 4x6 inches); provided, that signs are permitted as concealment element techniques where appropriate.

8. Antennas and related equipment shall not be illuminated except for security reasons, required by a federal or state authority, or unless approved as part of a concealment element plan.

9. Side arm mounts for antennas or equipment must be the minimum extension necessary and may not create a gap of more than twelve (12) inches for wooden poles and no more than six (6) inches for non-wooden poles between the pole and the antennas or equipment.

10. The preferred location of a small wireless facility on a pole is the location with the least visible impact. When siting a small wireless facility on a pole or structure in the right-of-way adjacent to a residential use, the applicant must first attempt to locate the small wireless facility on a pole or structure located on or near one of the boundary lines of the property containing the residential use. If a location not on or near the boundary line better mitigates the aesthetic impact of the new pole, the Planning Director may approve such alternative location. To the extent siting a small wireless facility on a pole or structure on or near the boundary line is technologically infeasible, the applicant shall attempt to site the small wireless facility on the pole or structure with the least aesthetic impact to the property, such as at a location where the small wireless facility would be concealed from view by trees, vegetation, or other structure.

11. Antennas, equipment enclosures, and ancillary equipment, conduit, and cable, shall not dominate the structure or pole upon which they are attached.

12. For one or more residential uses located more than 400 feet from the right-of-way, a small wireless facility may be located within an access easement over residential property, provided that the following conditions are met:

- (a). The owner of the residential property upon which the small wireless facility will be located has granted permission in writing to locate the small wireless facility in the desired location and has provided proof of authority to grant such permission;

- (b). The terms of the access easement allow the installation of the small wireless facility in the proposed location;
- (c). The installation of the small wireless facility in the proposed location does not create any access or safety issues;
- (d). Any new pole complies with the requirements of BIMC 18.10A.050;
- (e). Any new structure complies with all applicable requirements of the City Code;
- (f). Any covenants or easements recorded on the property allow the deployment of the small wireless facility on the property;
- (g). The proposed small wireless facility complies with all applicable land use regulations, including but not limited to: Chapter 19.10 BIMC, Chapter 18.10A.BIMC, Chapter 16.20 BIMC, and Chapter 16.12 BIMC.

13. The City may consider the cumulative visual effects of small wireless facilities mounted on poles within the rights-of-way when assessing proposed siting locations so as to not adversely affect the visual character of the City. This provision shall not be applied to limit the number of permits issued when no alternative sites are reasonably available nor to impose a technological requirement on the applicant.

14. These design standards are intended to be used solely for the purpose of concealment and siting. Nothing herein shall be interpreted or applied in a manner which dictates the use of a particular technology. When strict application of these requirements would effectively prohibit the applicant from providing a wireless service, alternative forms of concealment or deployment may be permitted which provide similar or greater protections from negative visual impacts to the streetscape.

18.10A.050 New poles for small wireless facilities.

A. New poles for small wireless facilities are only permitted if the applicant can establish that:

- 1. The proposed small wireless facility cannot be located on an existing utility pole or light pole, electrical transmission tower, or on a site outside of the public rights of way such as public non-park property, a building, a transmission tower, or in or on a non-residential use in a residential zone whether by roof or panel-mount or separate structure;
- 2. The proposed small wireless facility complies with the applicable requirements of BIMC 18.10A.040;

3. All new poles in the right-of-way shall be the standard pole design adopted in the City's Design and Construction Standards. The Public Works Department may adopt standard pole designs for different use cases or different areas within the City in order to most fully protect the aesthetics and safety of the community. All standard designs shall accommodate and not limit the telecommunications technology used. The Public Works Director or designee may approve a deviation from the standard pole design if the Director finds that the proposed pole design is at least as protective of the aesthetic and visual character of the location as the City's adopted standard pole design.

(a). If a deviation is approved, all elements of the small wireless facility must be integrated into the design of the pole.

(b). Technical feasibility and safety shall be considered by the Public Works Director if any deviation from the City adopted standard pole design is requested.

(c). If no standard pole design is adopted, the design of the new pole must mimic the design of adjacent neighboring poles or the pole which is being replaced, including similar height to the extent technically feasible. All elements of the small wireless facility must be integrated into the design of the pole.

(d). Upon construction of a new pole complying with the standard pole design, the applicant may convey ownership of the pole to the City and the Public Works Director may accept ownership of the pole on behalf of the City if the pole serves a municipal purpose, including, but not limited to, street lighting or a benefit to a utility operated by a public agency.

4. The proposed small wireless facility receives approval for a concealment element design, as described in subsection C below;

5. The proposed small wireless facility also complies with Shoreline Management Act, SEPA, and any other relevant law or regulation if applicable; and

6. No new poles shall be located in a critical area or associated buffer or setback required by Chapter 16.20 BIMC except when determined to be exempt pursuant to Chapter 16.20 BIMC.

B. An application for a new pole is subject to review and approval or denial by the Director.

C. The concealment element design shall include the design of the screening, fencing, or other concealment technology for the pole and all related transmission equipment or facilities associated with the proposed small wireless facility, including but not limited to fiber and power connections.

1. The concealment element design should seek to minimize the visual obtrusiveness of the small wireless facility.

(a). New poles located within the right-of-way must conform to the requirements of BIMC 18.10A.050.A.3 above. Because all new poles are either the City adopted standard pole design or approved poles with all elements of the small wireless facility integrated into the design of the pole, no additional equipment is allowed on or in the ground.

(b). When siting a new pole on property located in a residential zone, the applicant must first attempt to locate the new pole on or near one of the boundary lines of that property. If a location not on or near the boundary line better mitigates the aesthetic impact of the new pole, the Planning Director may approve such alternative location. To the extent siting a small wireless facility on a new pole located on or near the boundary line is technologically infeasible, the applicant shall attempt to site the new pole at a location with the least aesthetic impact to the property, such as at a location where the new pole would be concealed from view by trees, vegetation, or other structure.

(c). New poles outside of the right-of-way should attempt to mimic the design of existing similarly situated neighboring poles or the pole which is being replaced, including similar height to the extent technically feasible. All equipment and antennas attached to such poles must conform with the standards contained in BIMC 18.10A.040.A or .B, as applicable, and BIMC 18.10A.040.E.

2. If the Director has already approved a concealment element design either for the applicant or another small wireless facility in the same area or for the same pole type, then the applicant shall utilize a substantially similar concealment element design, unless it can show that such concealment element design is not physically or technologically feasible, or that such deployment would undermine the generally applicable design standards.

D. Even if an alternative location is established pursuant to BIMC 18.10A.050.A.1, the Director may determine that a new pole in the right-of-way is in fact a superior alternative if the new pole:

1. Satisfies the other requirements of BIMC 18.10A.050.A;
2. Provides equal or greater protection to public vantage points, view corridors, and scenic vistas to support Bainbridge Island's sense of place, identity, and orientation; and
3. Satisfies one or more of the following criteria:
 - (a) Has a greater natural resource conservation value;
 - (b) Less adverse impact to adjoining properties; or
 - (c). Results in a more practical design because of topography, critical area, or other extenuating circumstances.

E. Prior to the issuance of a permit to construct a new pole in the right-of-way, the applicant must obtain a site-specific agreement from the City to locate such new pole. The requirement to obtain a site-specific agreement also applies to the placement of replacement poles when the replacement is necessary for the installation or attachment of the small wireless facility, the replacement structure is higher than the replaced structure, and the overall height of the replacement structure and the small wireless facility is more than sixty (60) feet.

F. These design standards are intended to be used solely for the purposes identified in BIMC 18.10A.010. Nothing herein shall be interpreted or applied in a manner which dictates the use of a particular technology. When strict application of these requirements would unreasonably impair the function of the technology chosen by the applicant, alternative forms of concealment or deployment may be permitted which provide similar or greater protections of the street scape.

Section 9. Repeal and Replacement of Chapter 18.11 BIMC. Chapter 18.11 of the Bainbridge Island Municipal Code is hereby repealed in its entirety and replaced by the following:

**Chapter 18.11
Eligible Facilities Requests**

- 18.11.010 Definitions.
- 18.11.020 Application.
- 18.11.030 Qualification as an Eligible Facilities Request.
- 18.11.040 Timeframe for Review.
- 18.11.050 Tolling of the Time Frame for Review.
- 18.11.060 Determination That Application Is Not an Eligible Facilities Request.
- 18.11.070 Failure to Act.
- 18.11.080 Enforcement

18.11.010 Definitions

The following definitions shall apply to Eligible Facilities Requests only as described in this Chapter 18.11 BIMC.

A. “Base Station”: A structure or equipment at a fixed location that enables FCC-licensed or authorized wireless communications between user equipment and a communications network. The term does not encompass a tower as defined herein nor any equipment associated with a tower. Base Station includes, without limitation:

1. Equipment associated with wireless communications services as well as unlicensed wireless services and fixed wireless services such as microwave backhaul.
2. Radio transceivers, antennas, coaxial or fiber-optic cable, regular and backup power supplies, and comparable equipment, regardless of technological configuration (including Distributed Antenna Systems (“DAS”) and small wireless networks).

3. Any structure other than a tower that, at the time the relevant application is filed (with jurisdiction) under this section, supports or houses equipment described in subparagraph (i) and (ii) above that has been reviewed and approved under the applicable zoning or siting process, or under another State or local regulatory review process, even if the structure was not built for the sole or primary purpose of providing that support.

4. The term does not include any structure that, at the time the Eligible Facilities Request application is filed with the City, does not support or house equipment described in subparagraph 1.a and 1.b above.

B. “Collocation”: The mounting or installation of transmission equipment on an eligible support structure for the purpose of transmitting and/or receiving radio frequency signals for communication purposes.

C. “Eligible Facilities Request”: Any request for modification of an existing tower or base station that does not substantially change the physical dimensions of such tower or base station, involving:

1. Collocation of new transmission equipment;
2. Removal of transmission equipment; or
3. Replacement of transmission equipment.

D. “Eligible support structure”: Any tower or base station as defined in this section, provided that it is existing at the time the relevant application is filed with the City.

E. “Existing”: A constructed tower or base station is existing if it has been reviewed and approved under the applicable zoning or siting process, or under another State or local regulatory review process, provided that a tower that has not been reviewed and approved because it was not in a zoned area when it was built, but was lawfully constructed, is existing for purposes of this definition.

F. “Substantial Change”: A modification substantially changes the physical dimensions of an eligible support structure if it meets any of the following criteria:

1. For towers other than towers in the public rights-of-way, it increases the height of the tower by more than 10% or by the height of one additional antenna array with separation from the nearest existing antenna not to exceed twenty (20) feet, whichever is greater; for other eligible support structures, it increases the height of the structure by more than 10% or more than ten (10) feet, whichever is greater;

2. For towers other than towers in the public rights-of-way, it involves adding an appurtenance to the body of the tower that would protrude from the edge of the tower more than twenty (20) feet, or more than the width of the tower structure at the level of the appurtenance, whichever is greater; for other eligible support structures, it involves adding an appurtenance to the body of the structure that would protrude from the edge of the structure by more than six (6) feet;

3. For any eligible support structure, it involves installation of more than the standard number of new equipment cabinets for the technology involved, but not to exceed four cabinets; or, for towers in the public rights-of-way and Base Stations, it involves installation of any new equipment cabinets on the ground if there are no pre-existing ground cabinets associated with the structure, or else involves installation of ground cabinets that are more than 10% larger in height or overall volume than any other ground cabinets associated with the structure;
4. It entails any excavation or deployment outside the current site;
5. It would defeat the concealment elements of the eligible support structure; or
6. It does not comply with conditions associated with the siting approval of the construction or modification of the eligible support structure or base station equipment, provided, however, that this limitation does not apply to any modification that is non-compliant only in a manner that would not exceed the thresholds identified above.

G. “Tower”: Any structure built for the sole or primary purpose of supporting any FCC-licensed or authorized antennas and their associated facilities, including structures that are constructed for wireless communications services including, but not limited to, private, broadcast, and public safety services, as well as unlicensed wireless services and fixed wireless services such as microwave backhaul and the associated site.

H. “Transmission equipment”. Equipment that facilitates transmission for any FCC-licensed or authorized wireless communication service, including, but not limited to, radio transceivers, antennas, coaxial or fiber-optic cable, and regular and backup power supply. The term includes equipment associated with wireless communications services including, but not limited to, private, broadcast, and public safety services, as well as unlicensed wireless services and fixed wireless services such as microwave backhaul.

18.11.020 Application.

The Director shall prepare and make publicly available an application form used to consider whether an application is an Eligible Facilities Request. The application may not require the applicant to demonstrate a need or business case for the proposed modification. Prior to the issuance of an Eligible Facilities Request permit, the applicant shall pay a permit fee in an amount as determined by the City Council and adopted by resolution.

18.11.030 Qualification as an Eligible Facilities Request.

Upon receipt of an application for an Eligible Facilities Request, the Director shall review such application to determine whether the application qualifies as an Eligible Facilities Request.

18.11.040 Timeframe for Review.

A. Within sixty (60) days of the date on which an applicant submits an Eligible Facilities Request application, the Director shall approve the application unless it determines that the application is not covered by 47 CFR §1.40001 and this Chapter 18.11 BIMC.

B. A permit issued pursuant to this chapter, and any applications deemed granted under BIMC 18.11.070, shall be valid for a term of 12 months from the date of issuance or the date the application has been deemed granted under BIMC 18.11.070.

18.11.050 Tolling of the Time Frame for Review.

A. The sixty (60) day review period begins to run when the application is filed and may be tolled only by mutual agreement by the Director and the applicant or in cases where the Director determines that the application is incomplete. .

1. To toll the timeframe for incompleteness, the Director shall provide written notice to the applicant within thirty (30) days of receipt of the application, clearly and specifically delineating all missing documents or information required in the application.
2. The timeframe for review begins running again when the applicant makes a supplemental submission in response to the Director's notice of incompleteness.
3. Following a supplemental submission, the Director will notify the applicant within ten (10) days that the supplemental submission did not provide the information identified in the original notice delineating missing information. The timeframe is tolled in the case of second or subsequent notices pursuant to the procedures identified in this subsection. Second or subsequent notice of incompleteness may not specify missing documents or information that was not delineated in the original notice of incompleteness.

18.11.060 Determination That Application Is Not an Eligible Facilities Request.

If the Director determines that the applicant's request does not qualify as an Eligible Facilities Request, the Director shall deny the application.

18.11.070 Failure to Act.

In the event the Director fails to approve or deny an application for an Eligible Facilities Request within the timeframe for review (accounting for any tolling), the request shall be deemed granted. The deemed granted application does not become effective until the applicant notifies the Director in writing after the review period has expired (accounting for any tolling) that the application has been deemed granted.

18.11.080 Enforcement.

Compliance with the provisions of this chapter is mandatory. Any violation of this chapter shall be enforced, and penalties assessed, in accordance with Chapter 1.26 BIMC.

Section 10. Amendment to BIMC 18.36.030. Subsections 18.36.030.7 (“Accessory antenna device”), 18.36.030.32 (“Attached wireless communication facility”), 18.36.030.53 (“Co-location”), 18.36.030.273 (“Wireless communication facility”), 18.36.030.273.a (“Facility I”), 18.36.030.273.b (“Facility II”), and 18.36.030.273.c (“Facility III”) of the Bainbridge Island Municipal Code are hereby repealed.

Section 11. Amendment to BIMC 18.36.030. Subsection 18.36.030.276 (“Wireless communication support structure”) of the Bainbridge Island Municipal Code is hereby amended to read as follows:

“Wireless communication support structure” means the structure erected to support wireless communication antennas and connecting appurtenances. Support structure types include, but are not limited to, stanchions, monopoles, lattice towers, wood poles or guyed towers. “Monopoles” and “lattice towers” shall have the same meaning as defined in Chapter 18.10 BIMC.

Section 12. Amendment to BIMC 18.36.030. Subsection 18.36.030.249 (“Structure”) of the Bainbridge Island Municipal Code is hereby amended to read as follows:

“Structure” means any manmade assemblage of materials extending above or below the surface of the earth and affixed or attached thereto. “Structure,” for the purposes of this title, except for BIMC 18.09.030.F.1, does not include “wireless communications communication facilities” as that term is defined in Chapter 18.10 BIMC.

Section 13. Amendment to BIMC 2.16.040. Subsection 2.16.040.B.1.d of the Bainbridge Island Municipal Code is hereby amended to read as follows:

d. The construction of new wireless ~~communications~~ communication support structures (but not the location of wireless facilities on existing buildings).

Section 14. Amendment to BIMC 19.10.020.D.3. Subsection 19.10.020.D.3 of the Bainbridge Island Municipal Code is hereby amended to read as follows:

3. Associated Permit(s). The applicant shall attach all associated permit requirements, such as applications or checklists required under the critical areas, shoreline, or SEPA ordinances. Applications for ~~deployment of small wireless facilities in design zones or for new poles~~ shall comply with the requirements in Chapter 18.10A BIMC 18.10A.060.

Section 15. Amendment to BIMC 19.10.020.E.1.d. Subsection 19.10.020.E.1.d of the Bainbridge Island Municipal Code is hereby amended to read as follows:

d. Compliance with the aesthetic requirements of Chapter 18.10A BIMC.

Section 16. Amendment to BIMC 19.10.030.D. Subsection 19.10.030.D of the Bainbridge Island Municipal Code is hereby amended to read as follows:

~~D. Review of Facilities~~ Compliance with Federal Law. Review of the site locations proposed by the applicant shall be governed by the provisions of 47 U.S.C. Sections 253 and 332 and other applicable statutes, regulations, and case law. Applicants for master permits and small wireless facility permits shall be treated in a competitively neutral and nondiscriminatory manner with other service providers, utilizing supporting infrastructure that is functionally equivalent, that is, service providers whose facilities are similarly situated in terms of structure, placement, or cumulative impacts. Small wireless facility permit review under this chapter shall neither prohibit nor have the effect of prohibiting the ability of an applicant to provide telecommunications services.

Section 17. Corrections. The City Clerk and codifiers of the ordinance are authorized to make necessary corrections to this Ordinance or to the City Code including, but not limited to, the correction of scrivener/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

Section 18. Severability. If any section, subsection, paragraph, sentence, clause, or phrase of this Ordinance is declared unconstitutional or invalid for any reason, such invalidity shall not affect the validity or effectiveness of the remaining portions of this Ordinance.

Section 19. Effective Date. This ordinance shall take effect and be in force five (5) days from its passage and publication as required by law.

PASSED by the City Council this ___ day of _____ 2020.

APPROVED by the Mayor this ___ day of _____ 2020.

Leslie Schneider, Mayor

ATTEST/AUTHENTICATE:

Christine Brown, CMC, City Clerk

FILED WITH THE CITY CLERK:
PASSED BY THE CITY COUNCIL:
PUBLISHED:
EFFECTIVE DATE:
ORDINANCE NUMBER:

2020-04

Exhibit A

DRAFT

Exhibit A
Amendments to Utility and Telecommunications Section of Table 18.09.020

| UTILITY AND TELECOMMUNICATIONS | | | | | | | | | | | | | | | | | | | | |
|--|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------------------------|------------|------------|------------|------------|--------------|------------|------------|------------|---------------------------------------|
| Note: Utility and telecommunications uses may be subject to additional requirements in BIMC 16.12.030.C.7. | | | | | | | | | | | | | | | | | | | | |
| ZONING DISTRICT | R-0.4 | R-1 | R-2 | R-2.9 | R-3.5 | R-4.3 | R-5 | R-6 | R-8 | R-14 | Winslow Mixed Use Town Center | | | | | HSR I and II | NC | B/I | WD-1 | Use-Specific Standards BIMC 18.09.030 |
| | | | | | | | | | | | CC | MA | EA | Gate | Ferry [1] | | | | | |
| USE CATEGORY/TYPE | | | | | | | | | | | | | | | | | | | | |
| Monopole or Lattice Tower | <u>P/C</u> | <u>C</u> | <u>P/C</u> | <u>P/C</u> | <u>P/C</u> | <u>P/C</u> | <u>P/C</u> | <u>P/C</u> | <u>P/C</u> | <u>P/C</u> | <u>P/C</u> | <u>F-4</u> |
| Small Wind Energy Generator | <u>C</u> | <u>C</u> | <u>C</u> | <u>C</u> | <u>C</u> | <u>P/C</u> | <u>P/C</u> | <u>P/C</u> | <u>P/C</u> | <u>F-1</u> |
| Utility, Primary | <u>C</u> | <u>C</u> | <u>C</u> | <u>C</u> | <u>C</u> | <u>C</u> | <u>P</u> | <u>C</u> | <u>F-2</u> | |
| Public Communications Tower | <u>P</u> | <u>P</u> | <u>A</u> | <u>A</u> | <u>A</u> | <u>A</u> | <u>A</u> | <u>A</u> | <u>P</u> | <u>A</u> | <u>F-3</u> | |
| Wireless Communication Facilities, Facility I | <u>P/C</u> | <u>P/C</u> | <u>P/C</u> | <u>P/C</u> | <u>P/C</u> | <u>P/C</u> | <u>P/C</u> | <u>P/C</u> | <u>P/C</u> | <u>F-4</u> |
| Wireless Communication Facilities, Facility II | <u>P/C</u> | <u>P/C</u> | <u>P/C</u> | <u>P/C</u> | <u>P/C</u> | <u>P/C</u> | <u>P/C</u> | <u>P/C</u> | <u>P/C</u> | <u>F-4</u> |
| All Other Wireless Communication Facilities, Facility III | <u>P/C</u> | <u>C</u> | <u>C</u> | <u>C</u> | <u>C</u> | <u>C</u> | <u>C</u> | <u>P/C</u> | <u>P/C</u> | <u>F-4</u> | |
| Small Wireless Facilities | <u>P</u> | <u>P</u> | <u>P</u> | <u>P</u> | <u>P</u> | <u>P</u> | <u>P</u> | <u>P</u> | <u>P</u> | <u>B-5</u> |



CITY OF
BAINBRIDGE ISLAND

Planning Commission Regular Meeting Agenda Bill

MEETING DATE: August 13, 2020

ESTIMATED TIME: 20 Minutes

AGENDA ITEM: (6:50 pm) Public Hearing on the 2021-26 Draft Capital Improvement Plan

AGENDA CATEGORY: Review and
Recommendation

PROPOSED BY: Chris Wierzbicki

PREVIOUS PLANNING COMMISSION

REVIEW DATE(S): The Planning Commission had a discussion on this item on July 23, 2020.

PREVIOUS COUCIL REVIEW DATE(S): The Council discussed the 2021-26 draft Capital Improvement Plan on May 26 and June 16, 2020.

RECOMMENDED MOTION:

Hold public hearing and make a recommendation to the City Council.

SUMMARY:

Public Works staff led the Planning Commission through a review and discussion of the City's 2021-26 draft Capital Improvement Plan and the relationship to the Comprehensive Plan, in preparation for a public hearing on August 13, 2020. More information on both topics can be found in the attached presentation. Also included in the packet is a draft list of the proposed capital projects, including a project revision recommended by the Planning Commission on July 23rd: consideration of a rain garden or other stormwater solution in lieu of paving the lower City Hall parking lot.

BACKGROUND: The Public Works staff is developing a draft of the 2021-26 Capital Improvement Plan in preparation for the 2021-22 Biennial Budget.

ATTACHMENTS:

2021-26
Capital Improvement Plan (CIP)
Workshop Discussion

CIP Workshop - Goals

- Review recommended projects and ensure consistency with the City's Comprehensive Plan
- Hold a public hearing on the draft CIP (8/13/20)
- Provide input on the CIP for City Council Consideration during the 2021-22 budget process

CIP Workshop – Agenda

- Overview of Capital Facilities Element (context)
- Utilities Element and Projects
- Transportation Element and Projects
- Facility Projects

Capital Facilities Element

CIP Workshop – Capital Facilities Element

- Required by, and a critical element of the state’s Growth Management Act
- RCW 36.70A.070(3)(d) – “at least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes”

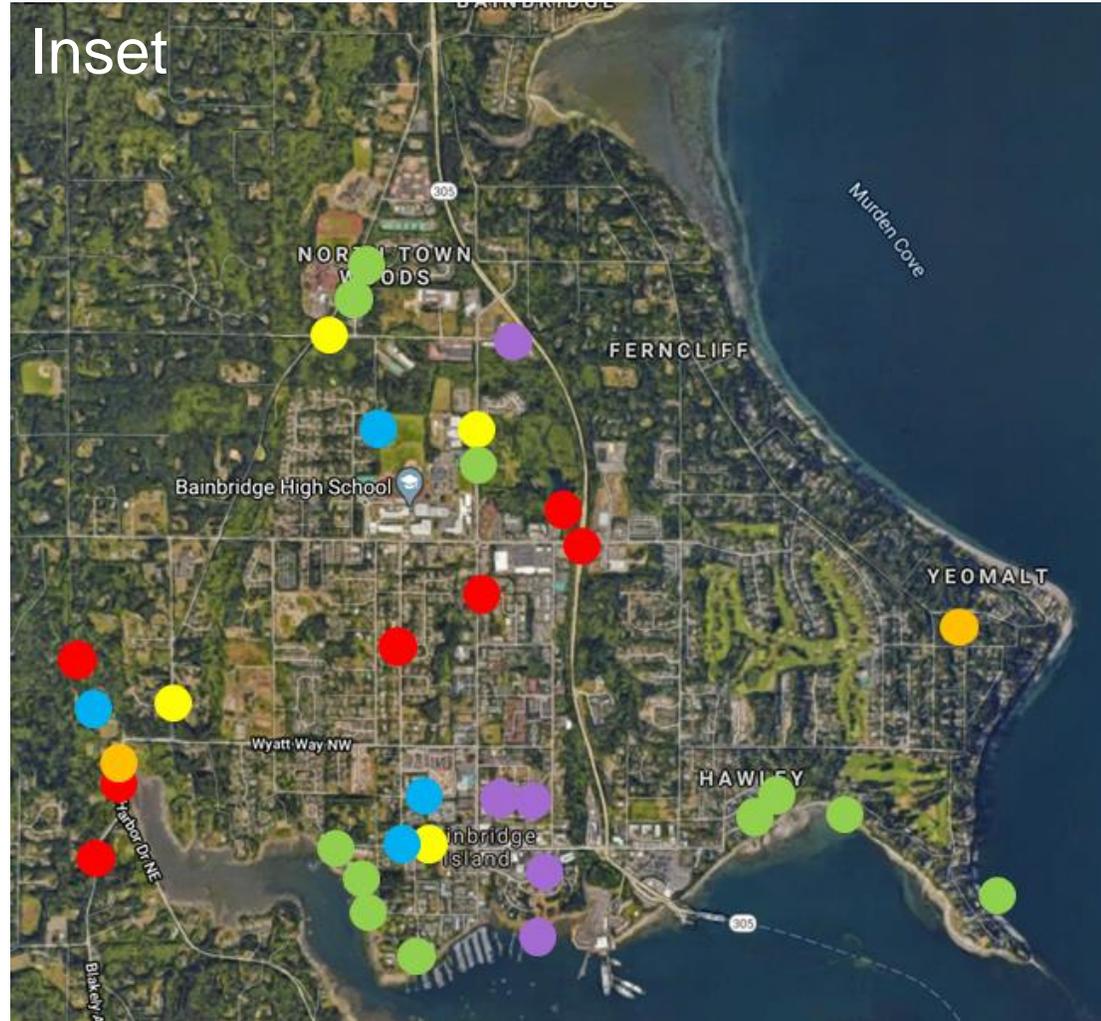
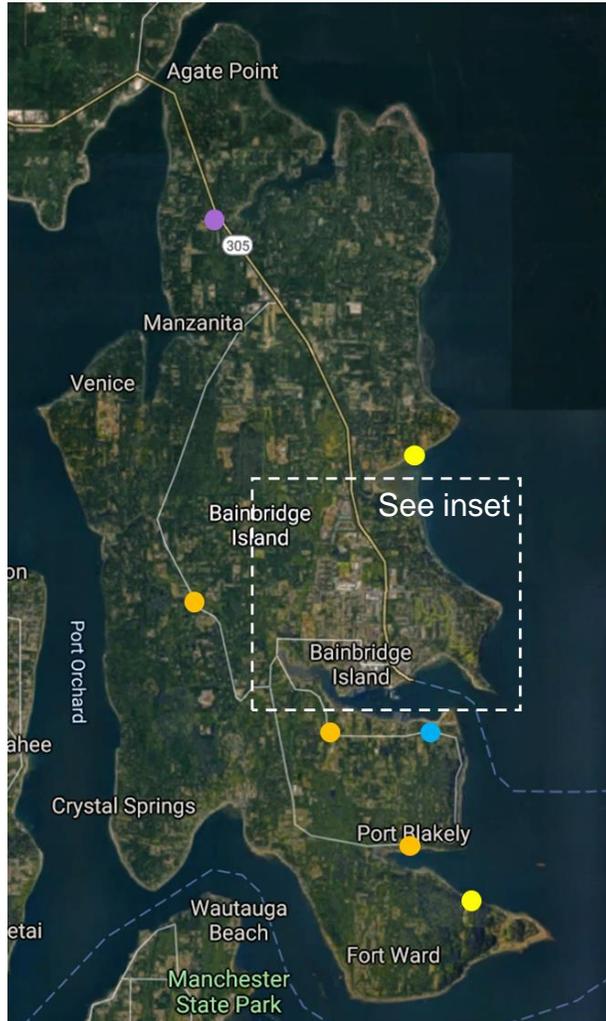
CIP Workshop – Capital Facilities Element Policies

- **CF1** – Support orderly compact urban growth, protect and support public and private investments, maximize use of existing facilities, promote economic development and redevelopment, increase public well-being and safety, and implement the Comprehensive Plan.
- **CF2** - Serve future development and redevelopment
- **CF3** - Prudently manage fiscal resources
- **CF4** - Meet appropriate safety, construction, energy conservation, durability and sustainability standards.

CIP Workshop – Capital Improvement Plan Purpose

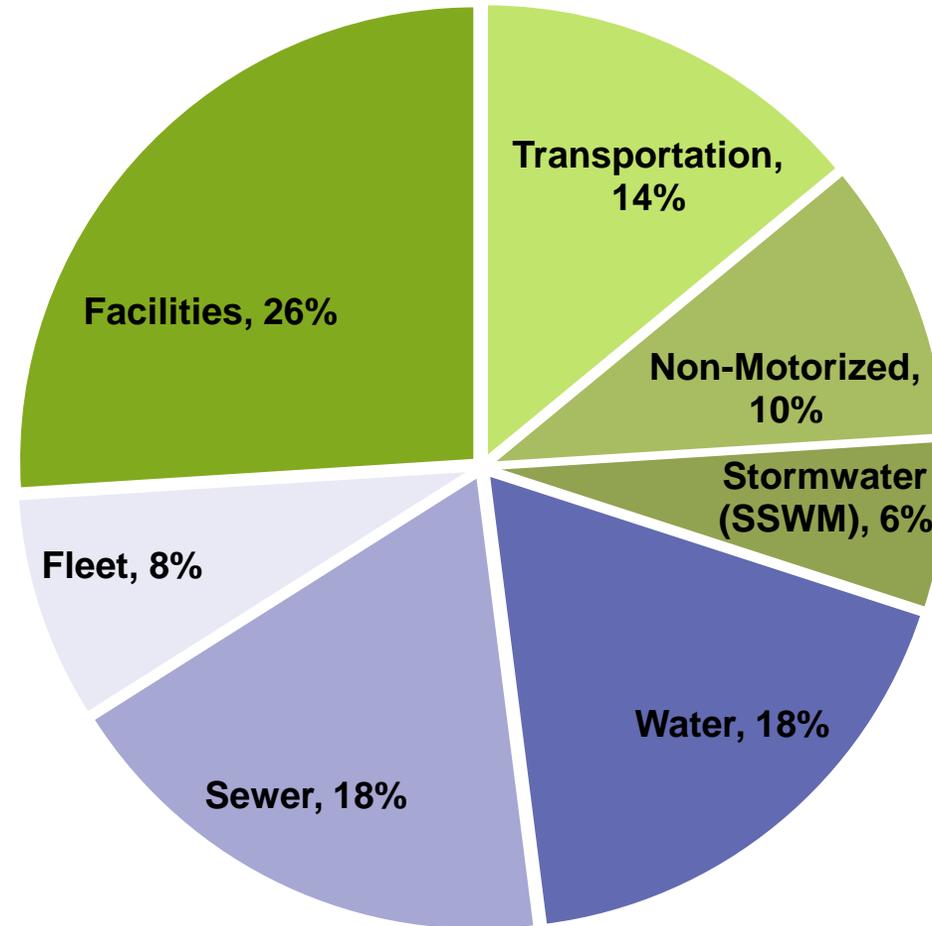
- In many Cities, the CIP is a tool for ensuring sustainable management proposed growth strategies, expansions of the Urban Growth Area, or significant population growth
- COBI growth strategy is mostly fixed, with no expansions of the UGA, and population growth steadily, but not rapidly expanding
- COBI CIP focuses on:
 - Asset management
 - Service improvements
 - Expanding transportation options and safety

Project Locations – Support for Compact Development



- Transportation
- Non-Motorized
- Water
- Sewer
- SSWM (Storm)
- Facilities

DRAFT 2021-26 CIP Funding Allocations

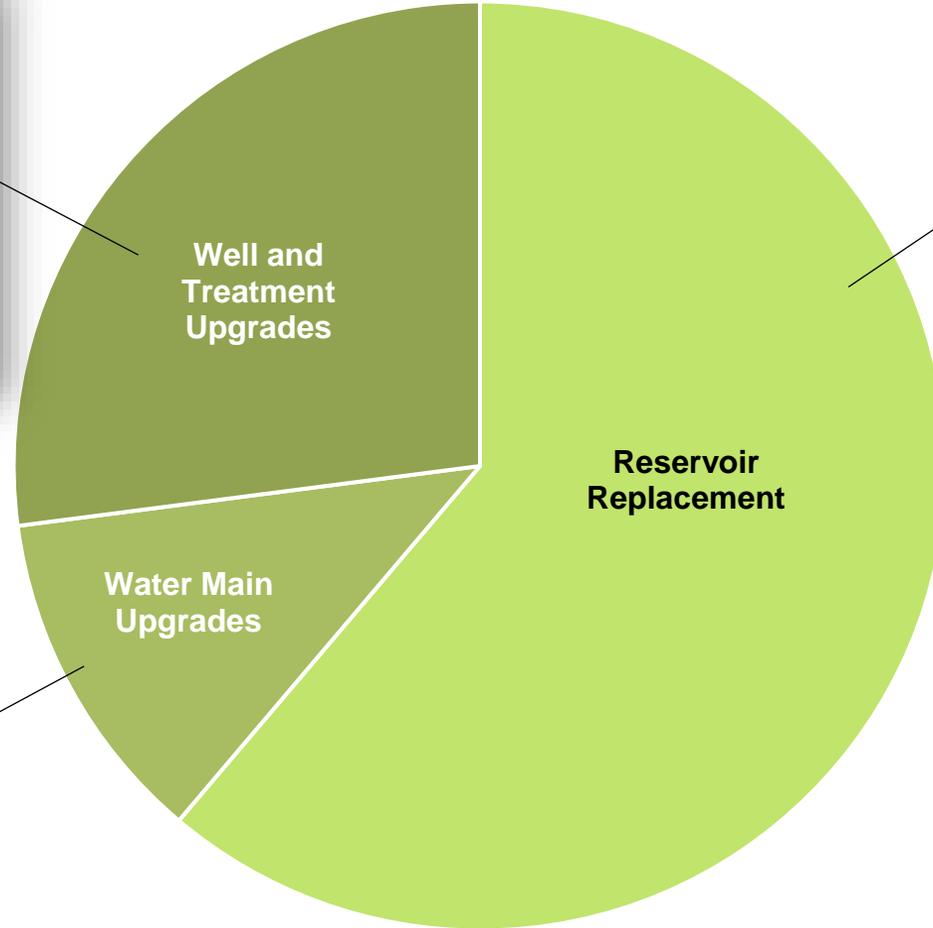


Utilities Element and Projects

CIP Workshop – Utilities Element

- **Vision** – Ensure reliable electric, telecommunications, potable water, solid waste and recycling services, and stormwater facilities that prevent flooding and erosion, maximize infiltration and eliminate pollutants.
- **Goal for 21-26** – Focus on major asset management projects that enhance service and improve reliability

CIP Workshop – Utility Projects (Water)



CIP Workshop – Utility Projects (Sewer)



Treatment Plant Upgrades

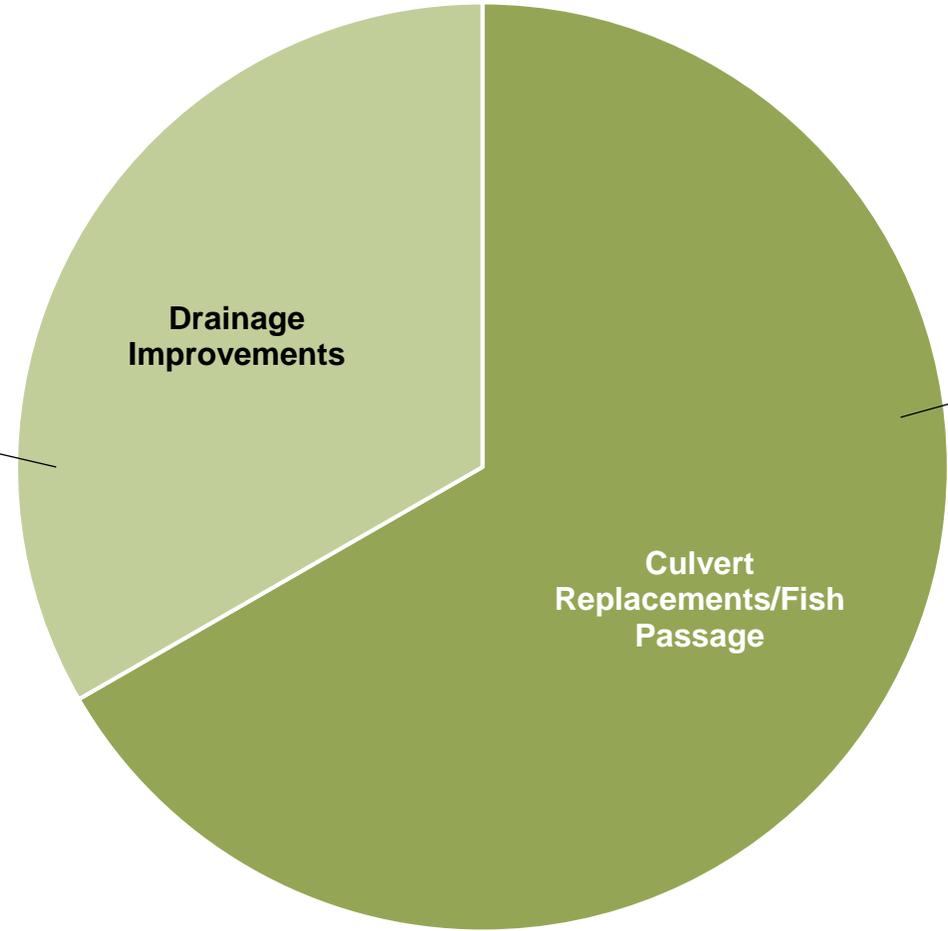


Pump Station Improvements

Sewer Main Upgrades



CIP Workshop – Utility Projects (Stormwater)



Transportation Element and Projects

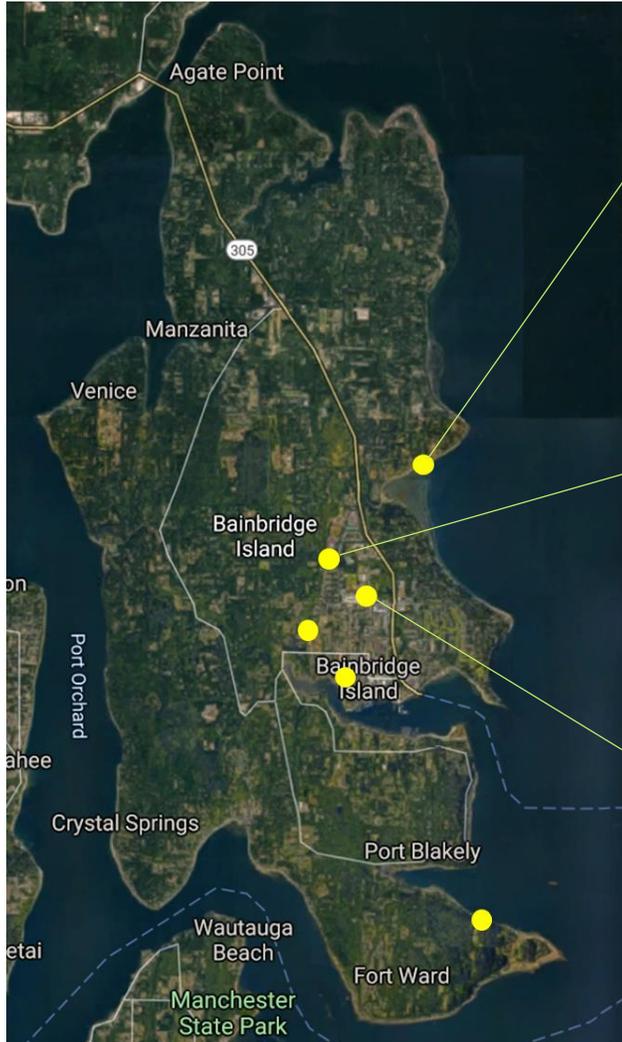
CIP Workshop – Transportation Element

- Vision guided by the Comprehensive Plan and Island-wide Transportation Plan:
 - Safe, dependable, properly maintained, and fiscally responsible, multimodal
 - Good facilities for non-motorized users and pedestrians and good access to transit, consistent with and supporting the other Elements of the Comprehensive Plan.
 - Improves mobility and safety for all users while respecting the character of neighborhoods and maintaining a climate resilient environment.
 - Regionally coordinated, adequately financed, and community supported.

CIP Workshop – Transportation Element

- Planning in transition as Council looks to adopt a Sustainable Transportation Plan mid-year 2021
- 2021-26 Focus on asset management, safety and multi-modal improvements

CIP Workshop – Transportation Projects



Manitou Road
Reconstruction/Stabilization



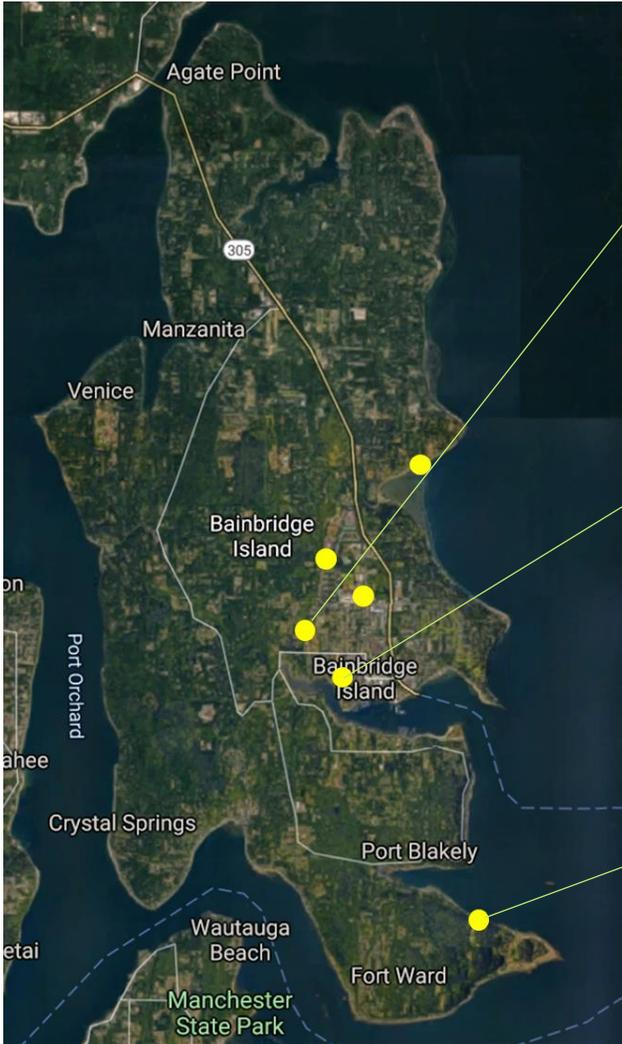
Sportsman/New Brooklyn
Intersection



Madison Ave. Reconstruction



CIP Workshop – Transportation Projects



Finch Road Improvements



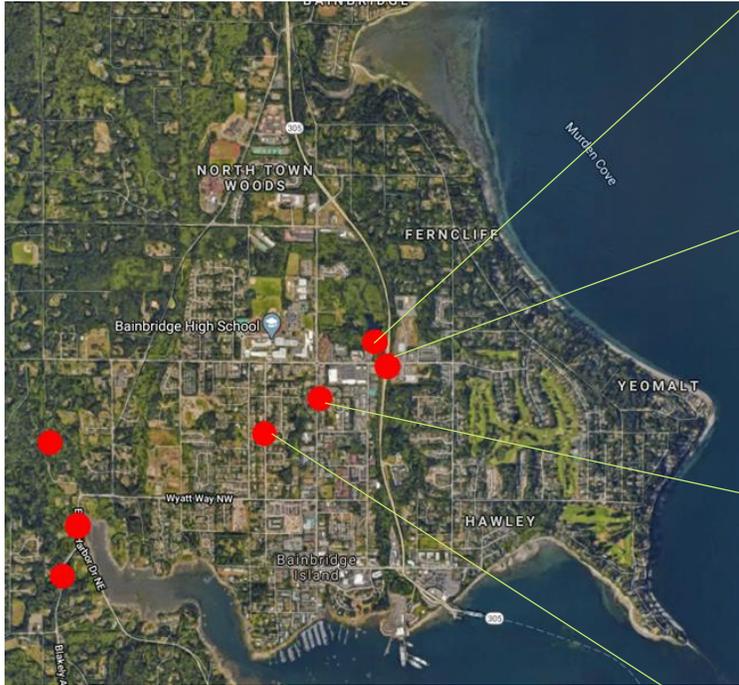
Winslow Way West Reconstruction



Country Club Road and Bulkhead Reconstruction



CIP Workshop – Non-Motorized Projects



Visconsi Trail



High School/305 Bike Crossings



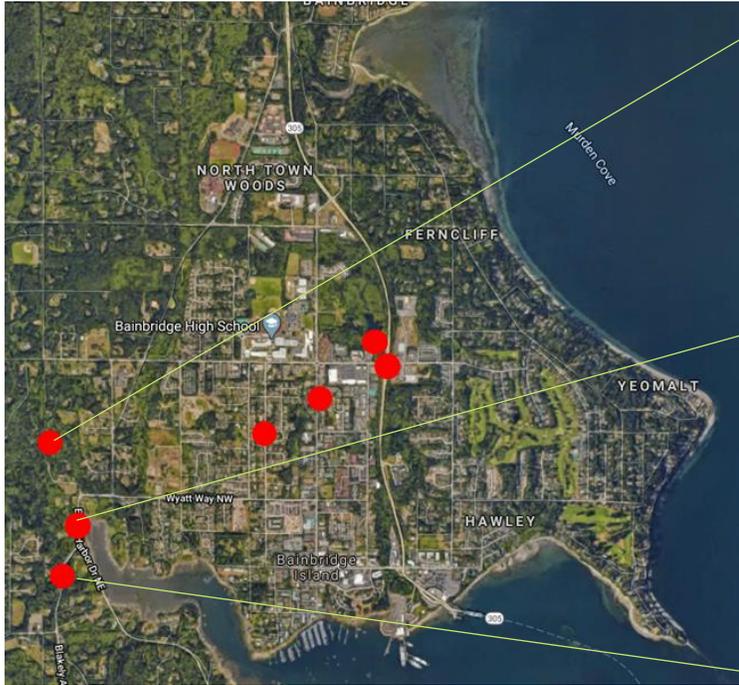
Madison Ave Sidewalk Widening



Grow Ave. Traffic Calming



CIP Workshop – Non-Motorized Projects



Lost Valley Trail



Eagle Harbor Phase 1



Bucklin Hill Phase 2



Facility Projects

CIP Workshop – Facility Projects

| Project | Current Budget | Proposed Budget |
|--------------------------------------|----------------|---|
| Farmer's Market Cover | \$65K | \$300K – TBD (not included in totals) |
| BI Senior Center Improvements | - | \$575K – TBD (not included in totals) |
| City Dock | \$30K | \$300K – TBD (not included in totals) |
| Police/Court Facility | \$20M | \$10M (remaining) |
| City Hall Security | - | \$150K |
| Salt Storage | - | \$60K |
| City Hall Lower Parking Lot Retrofit | - | \$100K |
| City Hall Renovations | - | \$450K |

CIP Workshop – Next Steps

- Q & A
- Hold public hearing on August 13th
- Staff will forward any recommendations to the City Council as part of the budget process

*City of Bainbridge Island
Transportation CIP (2021- 2026)
2021-2022 Proposed Budget*

| Project / Location | Grant Eligible | Grant Awarded | Grant Funds | General Comp | Sirts Component | Wtr Component | Swr Component | SSWM Comp | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 - 2040 | Total |
|--|----------------|---------------|-------------|--------------|-----------------|---------------|---------------|-----------|-------------|-------|------|-------|------|------|-------|-------------|--------|
| TRANSPORTATION PROJECTS - 6-YEAR CIP | | | | | | | | | | | | | | | | | |
| Wyatt Way Reconstruction Phase 1 <i>Madison - Lovell</i> | X | X | 2,516 | | Y | Y | | | 4,153 | 9 | - | - | - | - | - | - | 4,162 |
| Sportsman Club/New Brooklyn <i>Intersection Imprv.</i> | X | X | 556 | | Y | | | | 1,097 | 44 | 3 | - | - | - | - | - | 1,144 |
| Finch Road Improvements <i>Finch Road</i> | | | 300 | | Y | | | Y | - | 116 | 336 | - | - | - | - | - | 452 |
| Country Club Bulkhead Reconstruction | | | | | | | | | - | 525 | - | - | - | - | - | - | 525 |
| Country Club Rd Reconstruction <i>Past Toe Jam to Seawall</i> | | | - | | Y | | | | 61 | 325 | - | - | - | - | - | - | 386 |
| Madison Avenue Reconstruction <i>Madison Avenue</i> | | | 1,500 | | Y | | | | - | 270 | 12 | 1,650 | - | - | - | - | 1,933 |
| Manitou Beach Rd & Bulkhead Repair <i>Manitou Beach Rd</i> | | | - | | Y | | | | - | - | - | 225 | - | 485 | 500 | - | 1,210 |
| Winslow Way West <i>Winslow Way</i> | | | | | | | | | - | - | - | - | - | 140 | 610 | - | 750 |
| City Funding | | | | | | | | | 2,239 | 1,290 | 15 | 375 | - | 625 | 1,110 | - | 5,654 |
| Grant Totals | | | | | | | | | 3,072 | - | 336 | 1,500 | - | - | - | - | 4,908 |
| TOTALS | | | | | | | | | 5,311 | 1,290 | 351 | 1,875 | - | 625 | 1,110 | - | 10,562 |

City of Bainbridge Island
Non-Motorized Transportation CIP (2021- 2026)
2021-2022 Proposed Budget

| Project | Grant Eligible | Grant Awarded | Grant Funds | General Comp | Stirts Comp | Wtr Comp | Swr Comp | SSWM Comp | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 - 2040 | Total |
|--|----------------|---------------|-------------|--------------|-------------|----------|----------|-----------|-------------|------|-------|-------|-------|------|------|-------------|-------|
| NON-MOTORIZED PROJECTS - 6-YEAR CIP | | | | | | | | | | | | | | | | | |
| High School Road Safety Improvements | X | X | 225 | | | | | | 248 | 6 | - | - | - | - | - | - | 254 |
| <i>SR305 to Grow</i> | | | | | | | | | | | | | | | | | |
| Eagle Harbor Phase II | | | 700 | | | | | | 1,020 | - | - | - | - | - | - | - | 1,020 |
| <i>Eagle Harbor Dr</i> | | X | | | | | | | | | | | | | | | |
| Visconsi Trail | | | | | | | | | 25 | 237 | - | - | - | - | - | - | 262 |
| <i>SR305 at HS Rd</i> | | | | | | | | | | | | | | | | | |
| Madison Avenue Sidewalk Improvements | X | X | 1,410 | | Y | | | | - | 290 | 1,809 | - | - | - | - | - | 2,099 |
| <i>Wyatt to High School</i> | | | | | | | | | | | | | | | | | |
| High School Road SR 305 Bike Crossing | | | 700 | | | | | | - | - | 165 | 770 | - | - | - | - | 935 |
| Eagle Harbor Phase I | | | 735 | | | | Y | | 95 | 3 | 3 | 5 | 735 | - | - | - | 841 |
| <i>Wyatt to past Bucklin Hill</i> | | | | | | | | | | | | | | | | | |
| Grow Ave Traffic Calming | | | | | | | | | - | 56 | 59 | 300 | - | - | - | - | 415 |
| <i>Grow Ave</i> | | | | | | | | | | | | | | | | | |
| Lost Valley Trail | | | | | | | | | - | - | - | 10 | 45 | 235 | - | - | 290 |
| C40 - Bucklin Ph 2 | X | | - | | Y | | | | 57 | - | - | - | 698 | - | - | - | 755 |
| <i>Blakely - Fletcher Bay</i> | | | | | | | | | | | | | | | | | |
| City Project Funding | | | | | | | | | 520 | 382 | 836 | 385 | 743 | 235 | 0 | - | 3,101 |
| Grant Totals | | | | | | | | | 925 | 210 | 1,200 | 700 | 735 | - | - | - | 3,770 |
| TOTALS | | | | | | | | | 1,445 | 592 | 2,036 | 1,085 | 1,478 | 235 | 0 | - | 6,871 |

*City of Bainbridge Island
Facilities CIP (2021 - 2026)
2021-2022 Proposed Budget*

| Project | Grant Eligible | Grant Awarded | Grant Funds | General Comp | Strts Component | Wtr Component | Swr Component | SSWM Comp | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 - 2040 | Total |
|---|----------------|---------------|-------------|--------------|-----------------|---------------|---------------|-----------|-------------|------|------|------|------|------|------|-------------|--------|
| FACILITIES PROJECTS - 6-YEAR CIP | | | | | | | | | | | | | | | | | |
| Police and Municipal Court Building | | | | Y | | | | | 20,000 | - | - | - | - | - | - | - | 20,000 |
| City Hall Parking Lot Retrofit | | | | Y | | | | | - | 111 | - | - | - | - | - | - | 111 |
| City Hall Security | | | | Y | | | | | - | 157 | 7 | - | - | - | - | - | 164 |
| Salt Storage Facility | | | | Y | | | | | - | 67 | - | - | - | - | - | - | 67 |
| Winslow Rain Garden Fencing | | | | Y | | | | | - | 105 | - | - | - | - | - | - | 105 |
| City Hall Renovations | | | | Y | | | | | - | - | 115 | 380 | - | - | - | - | 495 |
| City Total | | | | | | | | | 20,000 | 440 | 122 | 380 | - | - | - | - | 20,942 |
| Grant Totals | | | | | | | | | - | - | - | - | - | - | - | - | - |
| TOTALS | | | | | | | | | 20,000 | 440 | 122 | 380 | - | - | - | - | 20,942 |

City of Bainbridge Island
FLEET and EQUIPMENT CIP (2021 - 2026)
2021-2022 Proposed Budget

| Project | Grant Eligible | Grant Awarded | General Comp | Strts Component | Wtr Component | Swr Component | SSWM Comp | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | Total |
|---|----------------|---------------|--------------|-----------------|---------------|---------------|-----------|------------|------------|------------|------------|------------|------------|--------------|
| FLEET & EQUIPMENT - 6-YEAR CIP (1000s) | | | | | | | | | | | | | | |
| Police Vehicles (2) | | 1,345 | | | | | | 203 | 211 | 219 | 228 | 237 | 247 | 1,345 |
| Track Excavator | | | | 160 | | | | 160 | - | - | - | - | - | 160 |
| Medium Duty Pickup | | | | 66 | | | | 66 | - | - | - | - | - | 66 |
| Heavy Duty Pickup with Crane | | | | | 60 | | 60 | 120 | - | - | - | - | - | 120 |
| Heavy Duty Pickup | | | 76 | 19 | | | | 95 | | | | | | |
| Light Duty Pick Up | | | 60 | | | | | 60 | - | - | - | - | - | 60 |
| Light Duty Pick Up | | | 13 | 13 | 13 | 13 | 13 | 65 | - | - | - | - | - | 65 |
| Police Boat Trailer | | | 34 | | | | | - | 34 | - | - | - | - | 34 |
| Police Motorcycle | | | 41 | | | | | - | 41 | - | - | - | - | 41 |
| Vactor Truck | | | | | | 231 | 231 | - | - | 462 | - | - | - | 462 |
| Electric SUV | | | 14 | 14 | 14 | 14 | 14 | - | - | 70 | - | - | - | 70 |
| Medium Duty Pickup | | | 22 | 22 | 22 | 22 | 22 | - | - | 110 | - | - | - | 110 |
| Electric SUV | | | 13 | 13 | 13 | 13 | 13 | - | - | 65 | - | - | - | 65 |
| Electric SUV | | | 14 | 14 | 14 | 14 | 14 | - | - | - | 70 | - | - | 70 |
| CH Vehicle | | | 70 | | | | | - | - | - | 70 | - | - | 70 |
| Electric SUV | | | 65 | | | | | - | - | - | 65 | - | - | 65 |
| Salt Brine System | | | | 70 | | | | - | - | - | 70 | - | - | 70 |
| | | | | | | | | - | - | - | - | - | - | - |
| Police Boat Motor | | | 15 | | | | | - | - | - | - | 15 | - | 15 |
| Heavy Duty Pickup | | | 24 | 95 | | | | - | - | - | - | 119 | - | 119 |
| Truck Cab and Chassis | | | | 140 | | | 140 | - | - | - | - | 280 | - | 280 |
| Forklift | | | 9 | 9 | 9 | 9 | 9 | - | - | - | - | - | 45 | 45 |
| Street Sweeper | | | | 65 | | | 260 | - | - | - | - | - | 325 | 325 |
| Pup Trailer | | | | 43 | | | 43 | - | - | - | - | - | 86 | 86 |
| | | | | | | | | | | | | | | |
| TOTALS | | | | | | | | 769 | 286 | 926 | 503 | 651 | 703 | 3,838 |

*City of Bainbridge Island
Water CIP (2021 - 2026)
2021-2022 proposed Budget*

| Project | Location | Grant Eligible | General Comp | Strts Comp | Wtr Comp | Swr Comp | SSWM Comp | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 - 2040 | Total |
|--|-----------------|----------------|--------------|------------|----------|----------|-----------|--------------|------------|------------|---------------|--------------|-----------|------------|-------------|---------------|
| WATER PROJECTS - 6-YEAR CIP (1000s) | | | | | | | | | | | | | | | | |
| Wyatt Way Reconstruction | Wyatt Way | | | | Y | | | 323 | - | - | - | - | - | - | - | 323 |
| SCADA Upgrades | Various | | | | Y | | | 208 | 8 | - | - | - | - | - | - | 216 |
| Chlorine Generator Upgrades | Various | | | | Y | | | 460 | 7 | - | - | - | - | - | - | 467 |
| New Storage Tank | New Brooklyn | | | | Y | | | 1,000 | 525 | - | 10,000 | - | - | - | - | 11,525 |
| Fire Flow Improvements | Winslow | | | | Y | | | - | 89 | 382 | - | - | - | - | - | 471 |
| Well Development/Rehab | Pritchard Park | | | | Y | | | - | 209 | - | - | - | - | - | - | 209 |
| Pipeline Improvements | Shephard Way | | | | Y | | | - | 64 | 332 | - | - | - | - | - | 396 |
| Emergency Generator | Head of the Bay | | | | Y | | | - | - | - | 60 | 135 | - | - | - | 195 |
| Water Treatment Improvements | Head of the Bay | | | | Y | | | - | - | - | 600 | 1,600 | - | - | - | 2,200 |
| Winslow Way West | | | | | | | | - | - | - | - | - | 60 | 228 | - | 288 |
| City Project Funding | | | | | | | | 1,991 | 902 | 714 | 10,660 | 1,735 | 60 | 228 | - | 16,289 |
| Grant Totals | | | | | | | | - | - | - | - | - | - | - | - | - |
| TOTALS | | | | | | | | 1,991 | 902 | 714 | 10,660 | 1,735 | 60 | 228 | - | 16,289 |

*City of Bainbridge Island
Sewer CIP (2021 - 2026)
2021-2022 Proposed Budget*

| Project | Location and/or Phase | Grant Eligible | Grant Awarded | Grant Funds | General Comp | Stirts Component | Wtr Component | Swr Component | SSWM Comp | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 - 2040 | Total |
|--|-----------------------|----------------|---------------|-------------|--------------|------------------|---------------|---------------|-----------|-------------|-------|-------|-------|-------|-------|------|-------------|--------|
| SEWER PROJECTS - 6-YEAR CIP (1000s) | | | | | | | | | | | | | | | | | | |
| Rehabilitate Pumps | Sunday Cove | | | - | | | | Y | | 151 | 47 | 466 | - | - | - | - | - | 664 |
| Lift Station SCADA Upgrades | Various | | | - | | | | Y | | 281 | 7 | - | - | - | - | - | - | 288 |
| Pump Station & Force Main | Wood Ave | | | - | | | | Y | | 753 | 19 | 30 | 2,750 | - | - | - | - | 3,552 |
| Rehabilitate Pump Station (Lower Lovell) | Lower Lovell | | | | | | | Y | | 173 | 5 | 476 | - | - | - | - | - | 654 |
| Rehabilitate Pump Station (Wing Point) | Wing Point | | | - | | | | Y | | 102 | 14 | 13 | - | 525 | - | - | - | 653 |
| Village Basin Improvements | NW Winslow | | | | | | | Y | | - | 809 | - | - | - | - | - | - | 809 |
| WWTP Airgap Replacement | Wing Point | | | | | | | Y | | - | 92 | - | - | - | - | - | - | 92 |
| Hawley Pump | Lower Hawley | | | | | | | Y | | - | - | 114 | - | 490 | - | - | - | 604 |
| Hawley/Irene Grinder Pumps | Wing Point | | | | | | | Y | | - | 381 | - | - | - | - | - | - | 381 |
| North Town Woods Pump | NW Winslow | | | | | | | Y | | - | - | 114 | 490 | - | - | - | - | 604 |
| Woodward Pump | NW Winslow | | | | | | | Y | | - | - | 114 | - | - | 380 | - | - | 494 |
| Rehabilitate Pump Station (Island Terrace) | Island Terrace | | | - | | | | Y | | - | - | - | 180 | 475 | - | - | - | 655 |
| Install Gravity Sewers | Sunday Cove | | | - | | | | Y | | 200 | - | - | - | - | - | 490 | - | 690 |
| Extend WWTP Outfall | Wing Point | | | - | | | | Y | | - | - | - | 275 | - | 950 | - | - | 1,225 |
| City Total | | | | | | | | | | 1,660 | 1,373 | 1,327 | 3,695 | 1,490 | 1,330 | 490 | - | 11,365 |
| Grant Total | | | | | | | | | | - | - | - | - | - | - | - | - | - |
| TOTALS | | | | | | | | | | 1,660 | 1,373 | 1,327 | 3,695 | 1,490 | 1,330 | 490 | - | 11,365 |

*City of Bainbridge Island
Stormwater CIP (2021- 2026)
2021-2022 Adopted Budget*

| Project | Grant Eligible | Grant Awarded | Grant Funds | General Comp | Stirts Component | W/tr Component | Swr Component | SSWM Comp | Prior Years | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 - 2040 | Total |
|---|----------------|---------------|-------------|--------------|------------------|----------------|---------------|-----------|-------------|-----------|------------|------------|------------|--------------|----------|-------------|--------------|
| STORMWATER PROJECTS - 6-YEAR CIP (1000s) | | | | | | | | | | | | | | | | | |
| Eagle Hrbr. Dr. @ McDonald Creek Culvert | | | - | | | | | Y | 200 | 50 | - | - | - | - | - | - | 250 |
| Pritchard Park Outfall | | | | | | | | Y | 125 | 13 | - | - | - | - | - | - | 138 |
| Yeomalt Area Drainage Improvements | | | - | | | | | Y | 61 | - | 664 | - | - | - | - | - | 725 |
| Blakely Ave. Drainage Improvements | | | - | | | | | Y | - | - | - | 280 | - | - | - | - | 280 |
| Springbrook Creek Restoration and Culvert Replacement | x | | - | | | | | Y | - | - | - | - | 240 | 1,270 | - | - | 1,510 |
| C40 Eagle Harbor Fish Passage | | x | 735 | Y | | | | Y | 105 | 3 | 4 | - | 525 | - | - | - | 637 |
| City Funding | | | | | | | | | 491 | 66 | 668 | 280 | 30 | 1,270 | - | - | 2,805 |
| Grant Totals | | | | | | | | | - | - | - | - | 735 | - | - | - | 735 |
| TOTALS | | | | | | | | | 491 | 66 | 668 | 280 | 765 | 1,270 | - | - | 3,540 |



CITY OF
BAINBRIDGE ISLAND

Planning Commission Regular Meeting Agenda Bill

MEETING DATE: August 13, 2020

ESTIMATED TIME: 45 Minutes

AGENDA ITEM: (7:10 pm) Bainbridge Periodontics Clinic Site Plan Review and Variance (PLN51425 SPR/VAR)

AGENDA CATEGORY: Review and
Recommendation

PROPOSED BY: Ellen Fairleigh

**PREVIOUS PLANNING COMMISSION
REVIEW DATE(S):** N/A

Public Participation Meeting on June 27, 2019

PREVIOUS COUCIL REVIEW DATE(S): N/A

RECOMMENDED MOTION:
Review and Recommendation

SUMMARY:

BIMC 2.16.040 requires that the Planning Commission review the application prior to review and final decision by the Director. The application requests a consolidated review of the site plan review and variance.

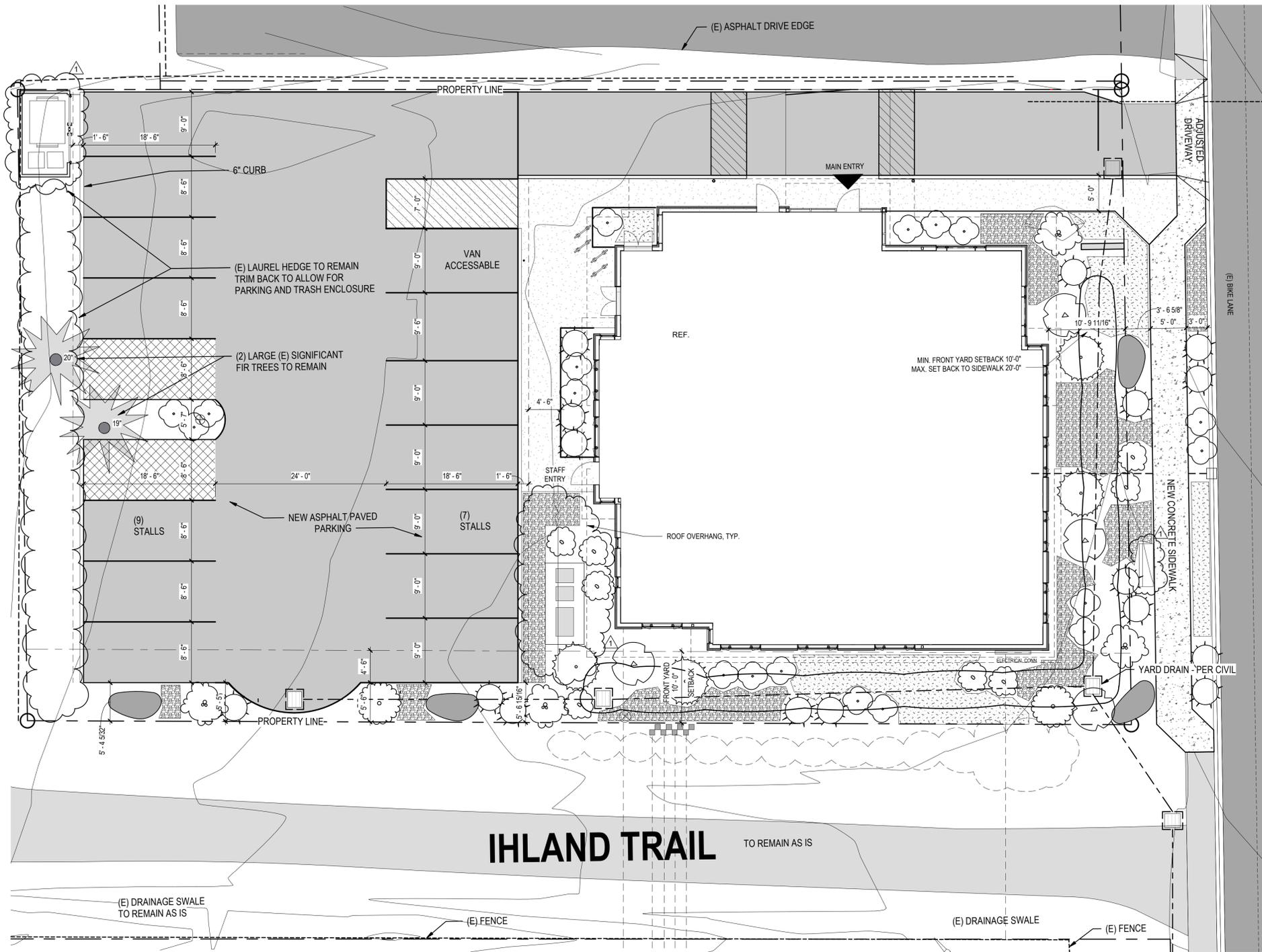
BACKGROUND: Planning Commission Review and Recommendation for the proposed Bainbridge Periodontics Clinic at 1129 Madison Avenue N.

The Staff report and exhibits can be found on the public portal under the Note titled Staff Report and Exhibits to Planning Commission.

https://ci-bainbridgeisland-wa.smartgovcommunity.com/PermittingPublic/PermitDetailPublic/Index/2e9888ac-e841-41ca-96ab-ab6c015d17e8?_conv=1

https://ci-bainbridgeisland-wa.smartgovcommunity.com/PermittingPublic/PermitDetailPublic/Index/4cd0854f-24e9-4b85-8ec5-ab8b0128a8fd?_conv=1

ATTACHMENTS:



1 LANDSCAPE PLAN
SCALE | 1/8" = 1'-0"

LANDSCAPE LEGEND

PLANT SCHEDULE

| TREES | BOTANICAL NAME | CONTAINER | QUANTITY |
|-------|---|-----------------------------|----------------|
| | (E) FIR TREE | N/A | (2) EXISTING |
| | (E) LAUREL BUSH | N/A | EXISTING HEDGE |
| | PYRUS CALLERYANA 'BRADFORD' BRADFORD FLOWERING PEAR | 3" CAL. | 2 |
| | AMELANCHIER ALNIFOLIA SERVICE BERRY | 1 1/2" CAL. MIN B&B / MULTI | 4 |

SHRUBS

| SHRUBS | BOTANICAL NAME | CONTAINER | QUANTITY |
|--------|---|-----------|----------|
| | AZALEA OCCIDENTALIS 'IRENE FOSTER' WESTERN AZALEA | 5 GAL. | 4 |
| | MYRICA CALIFORNIA WAX MYRTLE | 5 GAL. | 3 |
| | NANDINA DOMESTICA 'GULF STREAM' TM HEAVENLY BAMBOO | 5 GAL. | 8 |
| | PENNISETUM ALOPECUROIDES 'LITTLE BUNNY' LITTLE BUNNY FOUNTAIN GRASS | 1 GAL. | 16 |
| | SPIRAEA BETULIFOLIA 'TOR' BIRCHLEAF SPIRAEA | 1 GAL. | 18 |

GROUNDCOVERS

| GROUNDCOVERS | BOTANICAL NAME | CONTAINER | SPACING | QUANTITY |
|--------------|---|-----------|----------|----------|
| | FRAGARIA CHILOENSIS BEACH STRAWBERRY | 4" POT | 9" O.C. | 200 |
| | RUBUS CALYCIROIDES 'EMERALD CARPET' EMERALD CARPET CREEPING RASPBERRY | 1 GAL. | 12" O.C. | 100 |
| | 1/2 TO 3/4 TON ROCKS | | | 4 |

ISSUED FOR: _____ DATE: _____

Site Review Submittal Add#1 07/23/2020

9092 REGISTERED ARCHITECT

MATTHEW G. COATES
STATE OF WASHINGTON

BAINBRIDGE PERIODONTICS CLINIC

1129 Madison Ave. N
Bainbridge Island, WA

LANDSCAPE PLAN

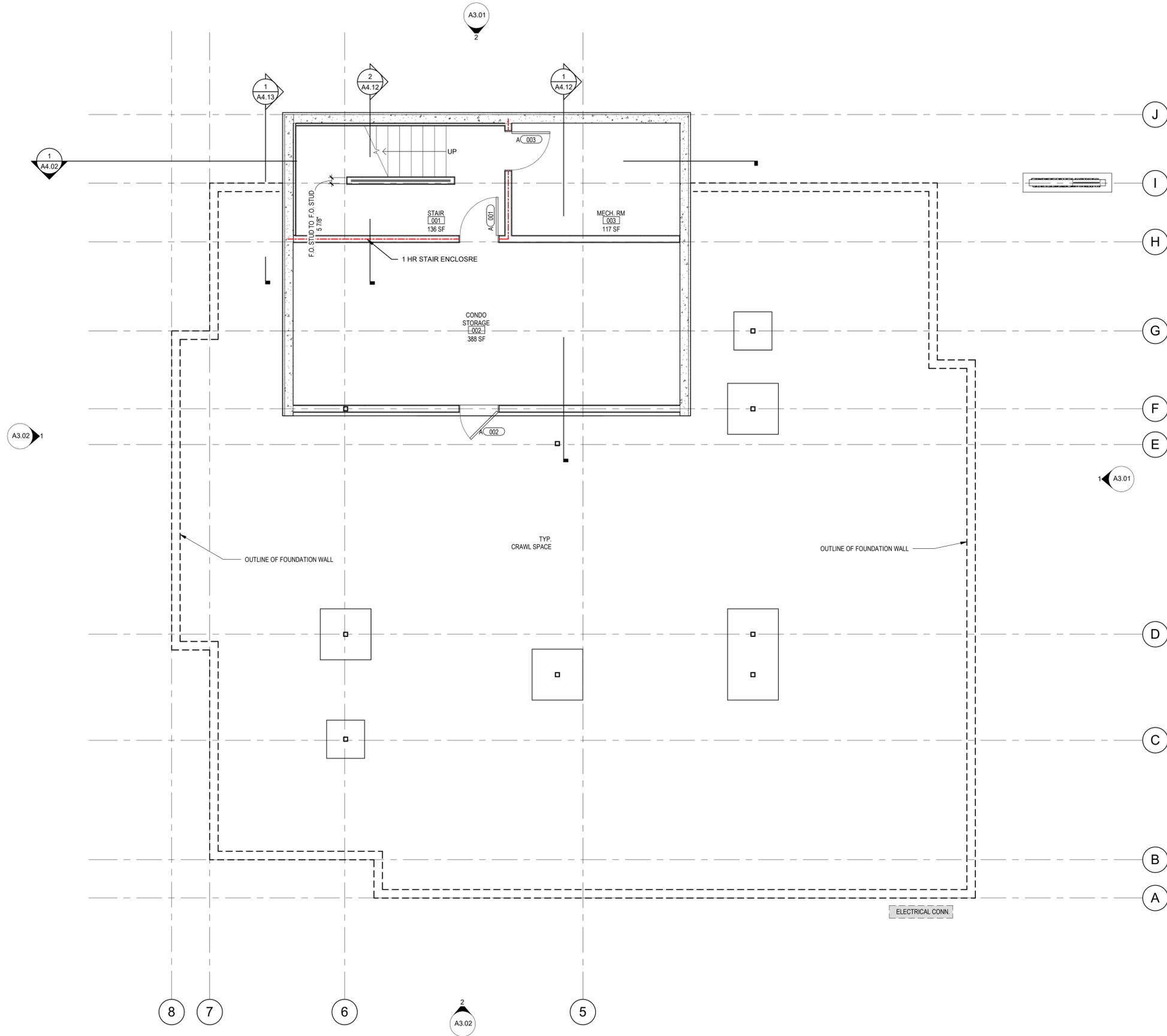
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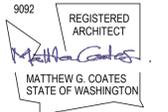






ISSUED FOR: DATE:

Site Review Submittal 02/25/2020



BAINBRIDGE PERIODONTICS CLINIC

1129 Madison Ave. N
Bainbridge Island, WA

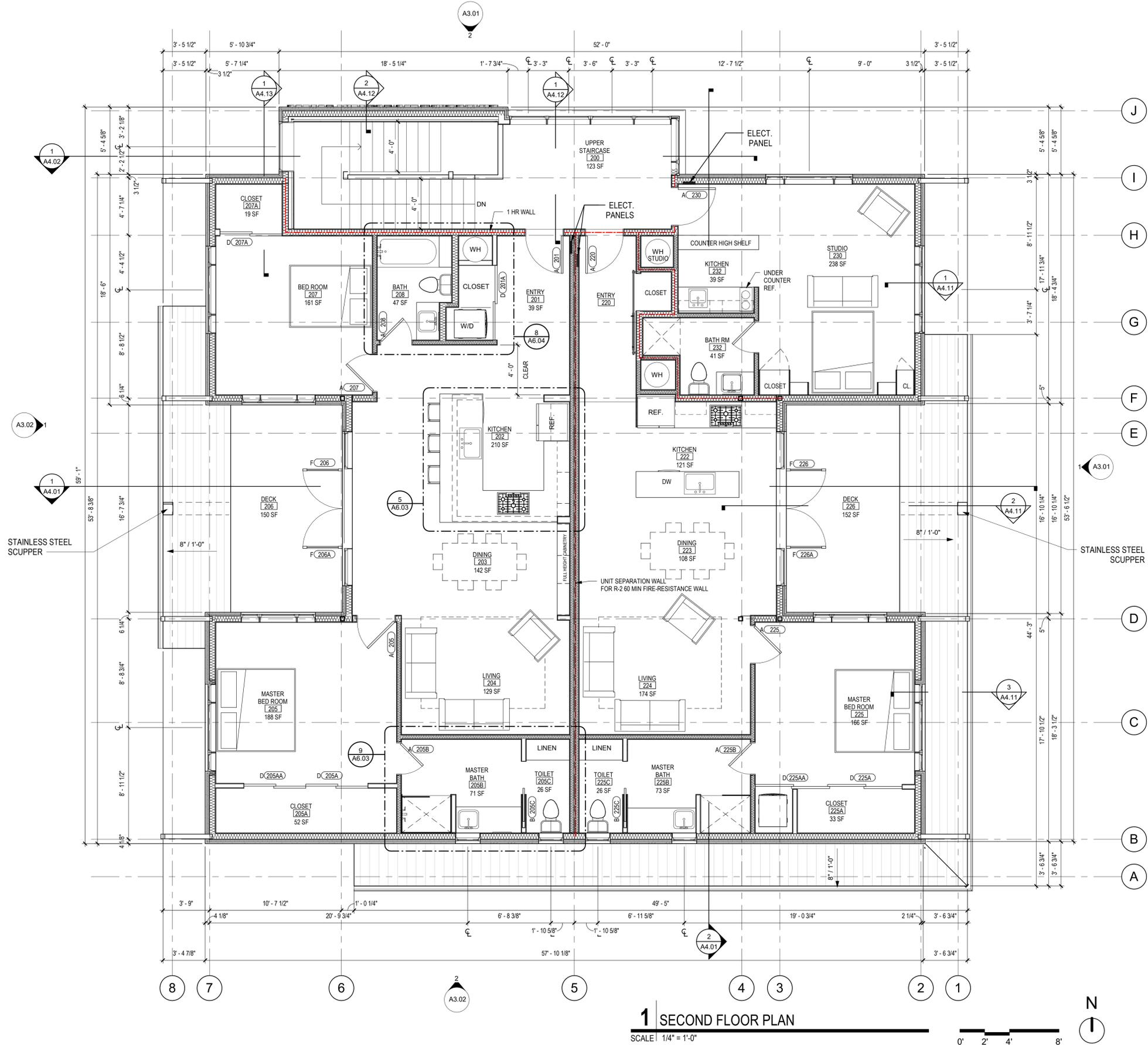
1 BASEMENT PLAN

SCALE | 1/4" = 1'-0"



BASEMENT PLAN

A2.00



1 SECOND FLOOR PLAN

SCALE | 1/4" = 1'-0"

ISSUED FOR: DATE:

Site Review Submittal 02/25/2020



BAINBRIDGE PERIODONTICS CLINIC

1129 Madison Ave. N
Bainbridge Island, WA

SECOND FLOOR PLAN

A2.02



BAINBRIDGE PERIODONTICS
TRAFFIC IMPACT ANALYSIS

BAINBRIDGE ISLAND, WA



Prepared for: Coates Design Architects
Annette Rohde
900 Winslow Way East, Suite 210,
Bainbridge Island, WA 98110

September 2019

BAINBRIDGE PERIODONTICS
TRAFFIC IMPACT ANALYSIS

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2. Project Description3
3. Existing Conditions6
4. Future Traffic Demand.....11
5. Conclusions and Mitigation.....18

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3. Project Trip Generation11
4. Forecast 2022 Weekday Peak Hour Level of Service17

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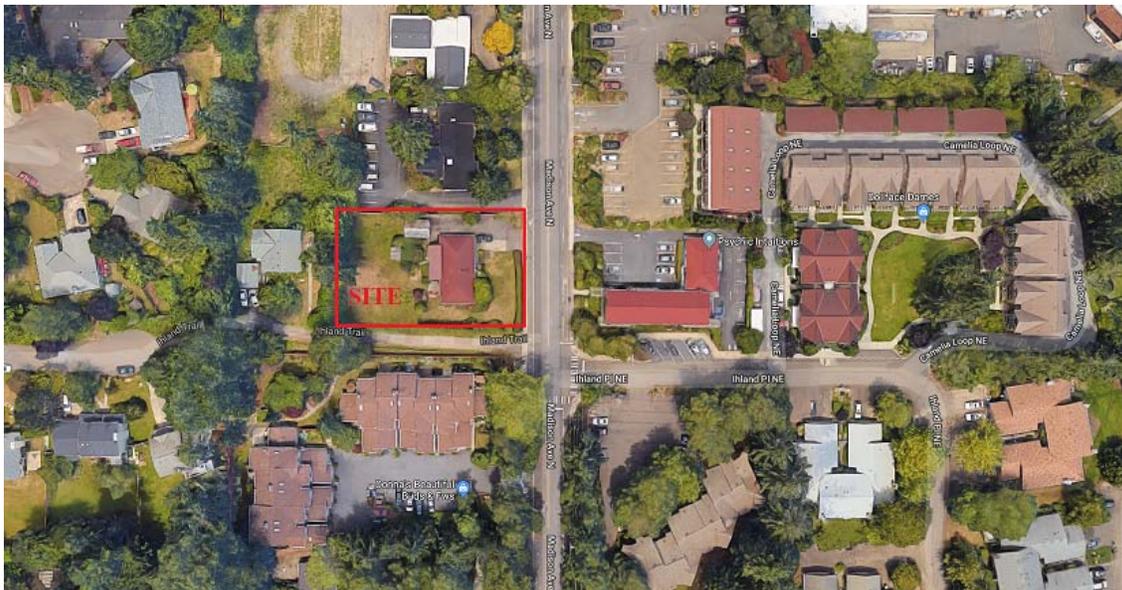
BAINBRIDGE PERIODONTICS TRAFFIC IMPACT ANALYSIS

1. INTRODUCTION

The main goals of this study focus on the assessment of existing roadway conditions and forecasts of newly generated project traffic. The first task includes the review of general roadway information on the roadways serving the site, baseline conditions, and entering sight distance data. Forecasts of future traffic and dispersion patterns on the street system are then determined using established trip generation and distribution techniques. As a final step, appropriate conclusions and mitigation measures are defined if needed.

2. PROJECT DESCRIPTION

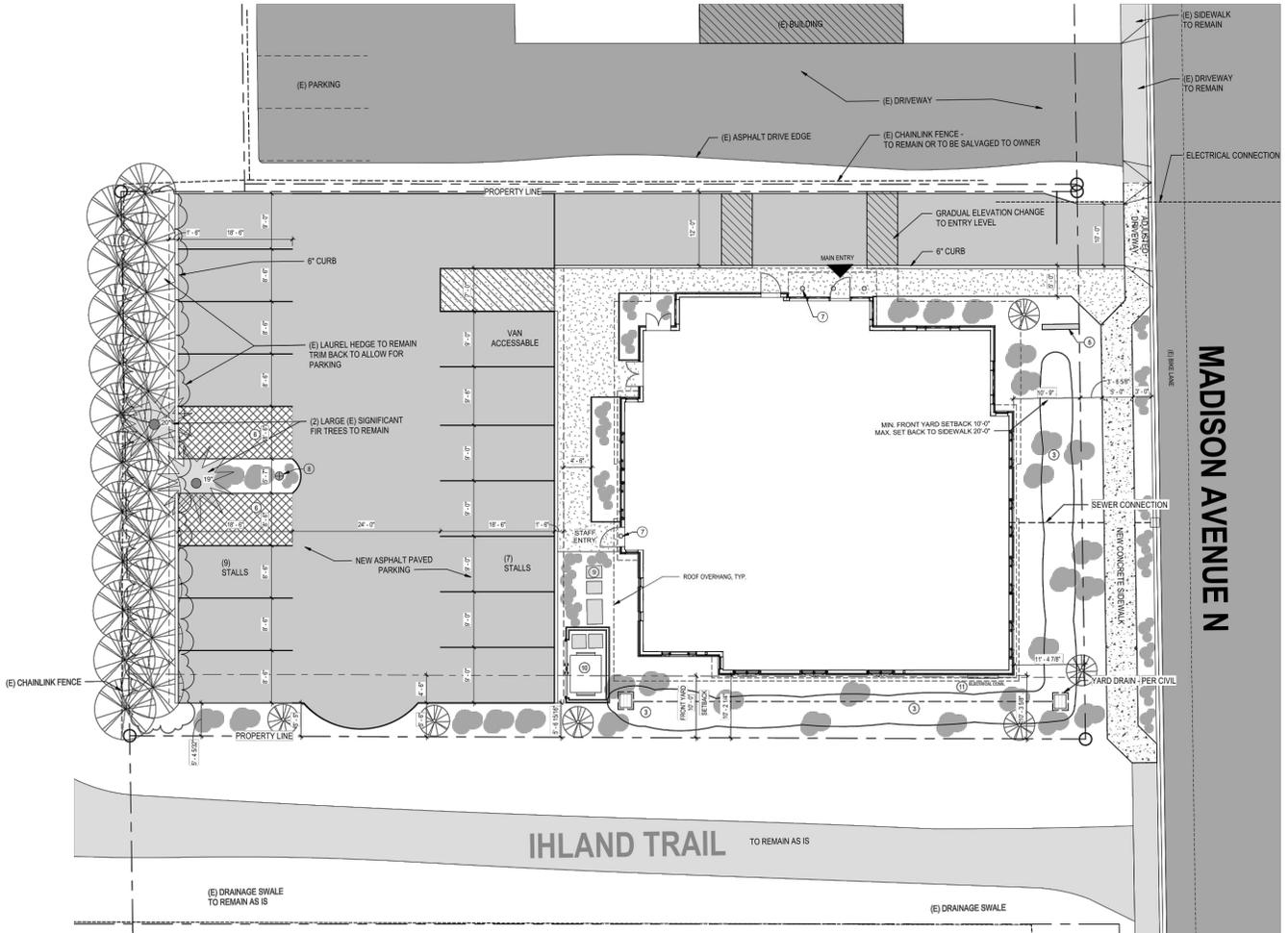
Bainbridge Periodontics proposes for the construction of one new building containing a 3,370 square foot periodontics facility and three condo dwelling units in the city of Bainbridge Island. The subject site is situated on the west side of Madison Avenue N on a 0.32-acre parcel (272502-1-015-2005). The property is currently occupied with one existing single-family unit, which will be demolished prior to construction. Access to the property is proposed via a shared driveway on Madison Avenue N. A total on-site parking supply of 19 stalls are to be provided. The horizon year of 2022 (buildout) was assessed to analyze future roadway conditions and potential project impacts, if any. Forecast 2039 volumes are provided in the appendix. Figure 1 on the following page shows the general site location and roadway network serving the vicinity. A site plan illustrating the overall configuration of the project is presented in Figure 2.





HEATH & ASSOCIATES
TRAFFIC AND CIVIL ENGINEERING

BAINBRIDGE PERIODONTICS
VICINITY MAP & ROADWAY SYSTEM
FIGURE 1



HEATH & ASSOCIATES
TRAFFIC AND CIVIL ENGINEERING

BAINBRIDGE PERIODONTICS

SITE PLAN
FIGURE 2

3. EXISTING CONDITIONS

3.1 Surrounding Roadway System

Roadways serving the site consist of arterials and local residential roadways. The key streets in the vicinity and described below.

Madison Avenue N: is a two-lane, north-south city-designated secondary arterial that borders the east side of the subject site. The roadway has a posted speed limit of 25 mph with 11-12-foot-wide travel lanes. Bicycle lanes 5-feet in width are offered along either side of the roadway as well as curb, gutter and 5-foot wide sidewalk. Marked crosswalks are available at intersections along th roadway corridor.

Ihland Place NE: is a two-lane, east-west local roadway. Located to the east of the subject site, the roadway begins east of Madison Avenue N. Slightly offset to the north on the west side of Madison Avenue N begins Ihland Trail, extending west. The roadway has a speed limit of 25 mph and is approximately 18-20 feet in width. Curb, gutter, restricted on-street parking and sidewalk are present on the north side of the roadway.

Wallace Way NE: is a two-lane, east-west city-designated collector roadway that is located to the south of the subject site. Travel lanes are approximately 9-11 feet in width with curb, gutter, and sidewalk available on the north side of the road. The roadway has a posted speed limit of 25 mph. Shoulder width varies from 4-7 feet.

3.2 Roadway Improvements

A review of the 2019 to 2024 City of Bainbridge Island Transportation Capital Improvement Program indicates that an improvement project is currently planned in the vicinity of the site. A description of the nearest project is provided below.

Wyatt Way Reconstruction Phase 1– Madison Avenue N to Lovell Avenue NW (Project No. 00708): This project intends to construct a roundabout at the intersection of Wyatt Way and Madison Avenue N, as well as complete sidewalk and bike lanes along both sides of the street from Lovell Avenue NW to Madison Avenue N. The total estimated cost is \$3,850,000.

3.3 Existing Peak Hour Volumes and Patterns

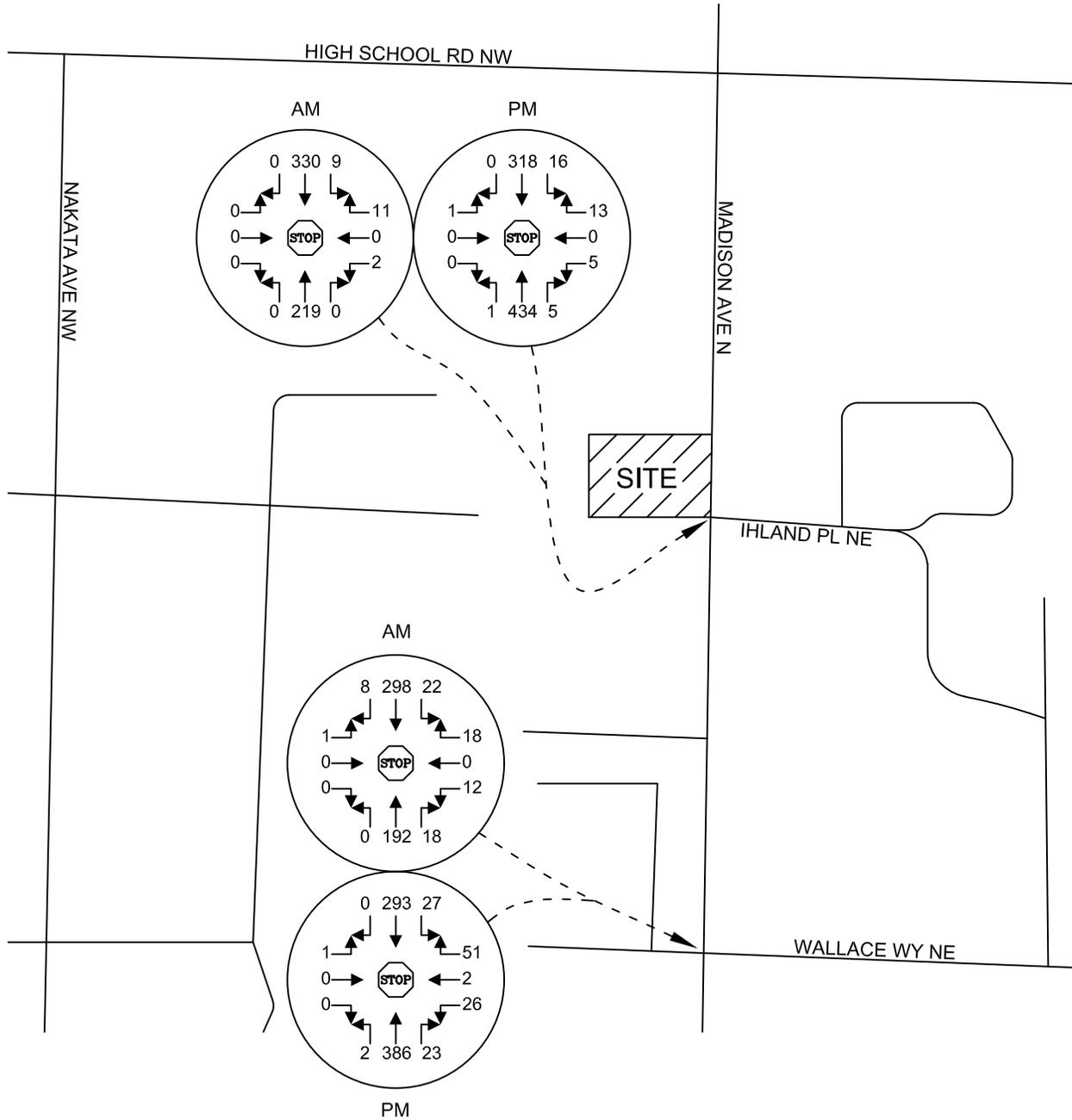
Field data for this study was obtained and collected in June of 2019. Traffic counts were taken at the primary intersections of interest – Madison Avenue N & Inland Place NE/Inland Trail and Madison Avenue N & Wallace Way NE – which would receive the bulk of vehicular impacts. Field data was collected from 7:00 AM - 9:00 AM and from 4:00 PM - 6:00 PM. to capture roadway volumes at peak conditions. The one-hour (peak hour) reflecting highest overall volumes for each AM and PM scenario is then used for capacity and delay analysis to depict worst case conditions. Figure 3 on the following page shows the existing AM and PM weekday peak hour volumes at the intersections of study. Full count sheets have been included in the appendix for reference.

3.4 Pedestrian and Bicycle Activity

The Madison Avenue N corridor was shown to support high volumes of pedestrian and bicycle activity during field observations. At Madison Avenue N's intersection with Inland PI NE/Inland Trail, 17 pedestrians/12 bicyclists were observed during the AM peak hour, and 24 pedestrians/25 bicyclists were observed during the PM peak hour. Additionally, pedestrians/bicyclists were observed utilizing the Inland Trail. During the AM peak hour, 4 pedestrians/0 bicyclists utilized the trail and during the PM peak hour, 4 pedestrians/5 bicyclists were observed. Despite these high non-motorist volumes, Madison Avenue N offers bicycle lanes along either side of the roadway, which would minimize conflicts with motorists. In addition, the surrounding area offers a robust network of sidewalk infrastructure. The vehicular volumes captured in the field data suggests no adverse impacts are anticipated to pedestrian and bicycle safety and/or level of service.

3.5 Public Transit

A review of the Kitsap Transit regional bus schedule indicates transit is provided to the area. The nearest stop is located south of the Madison Avenue N & High School Road NE intersection, approximately 275 feet north of the subject site. This stop serves Route 99, which provides service from the Eagle Harbor Drive NE & New Sweden Road NE intersection to the Bainbridge Island Ferry from 4:29 AM to 7:27 PM. Other nearby transit lines (with service provided ~0.25 miles north) consist of Routes 93, 95 and 106 with stops along High School Road NE. In addition, the Bainbridge Island Ferry Terminal is located approximately one mile southeast of the subject site. Weekday service from the Bainbridge Island Ferry Terminal to Seattle is offered from 4:45 AM – 10:55 PM, with limited weekend service. Refer to the Kitsap Transit schedule and Washington State ferry schedule for detailed route information.



HEATH & ASSOCIATES
TRAFFIC AND CIVIL ENGINEERING

BAINBRIDGE PERIODONTICS
EXISTING AM & PM PEAK HOUR VOLUMES
FIGURE 3

3.6 Existing Level of Service

Peak hour delays were determined through the use of the *Highway Capacity Manual* 6th Edition. Capacity analysis is used to determine level of service (LOS) which is an established measure of congestion for transportation facilities. The range¹ for intersection level of service is LOS A to LOS F with the former indicating the best operating conditions with low control delays and the latter indicating the worst conditions with heavy control delays. Detailed descriptions of intersection LOS are given in the 2016 Highway Capacity Manual. Level of service calculations were made through the use of the Synchro 10 analysis program. Table 1 below summarizes LOS calculated for the key intersections of study.

Table 1: Existing Level of Service

Delays given in seconds per vehicle

| Madison Avenue N & | Control | <i>AM Peak Hour</i> | | <i>PM Peak Hour</i> | |
|-------------------------------|----------------|---------------------|--------------|---------------------|--------------|
| | | LOS | Delay | LOS | Delay |
| Ihland Place NE/Ihland Trail | Stop | B | 10.4 | B | 14.6 |
| Wallace Way NE | Stop | C | 19.4 | C | 20.5 |

As shown in the table, existing peak hour conditions operate at LOS C or better for all scenarios indicating intersections operating satisfactorily. Drivers would experience minimal wait times before proceeding through the intersection control. The subject property is situated within the City's Winslow area which has an adopted LOS standard of LOS D for arterials and collectors and LOS C for local roadways². Based on the analysis above, intersections currently meet the City standards.

¹ *Signalized Intersections - Level of Service*

| <u>Level of Service</u> | <u>Control Delay per Vehicle (sec)</u> |
|-------------------------|--|
| A | ≤ 10 |
| B | > 10 and ≤ 20 |
| C | > 20 and ≤ 35 |
| D | > 35 and ≤ 55 |
| E | > 55 and ≤ 80 |
| F | > 80 |

Stop Controlled Intersections – Level of Service

| <u>Level of Service</u> | <u>Control Delay per Vehicle (sec)</u> |
|-------------------------|--|
| A | ≤ 10 |
| B | > 10 and ≤ 15 |
| C | > 15 and ≤ 25 |
| D | > 25 and ≤ 35 |
| E | > 35 and ≤ 50 |
| F | > 50 |

Highway Capacity Manual, 6th Edition

² Island Wide Transportation Study, Chapter 3: Operations and Mobility. Bainbridge Island, 2016

3.7 Sight Distance at Access Driveways

As shown in the site plan (see Figure 2), the proposed entrance will be via a shared existing driveway bordering the site to the north. Assessments of the driveway location were made to determine whether adequate entering sight (ESD) can be met for project traffic to safely enter the roadway. Sight distance requirements were obtained from the *American Association of State Highway and Transportation Officials (AASHTO)* standards for left- and right-turn movements. Based on the 25-mph speed limit on Madison Avenue N, 280 and 240 feet of unobstructed view would be needed for left- and right turn movements, respectively. Preliminary examinations indicate that sight distance would be met at the proposed access location. No safety issues are detected with the existing driveway entrance layout.

3.8 Accident History

A list of the recorded accident history from 2016 through July of 2019 for the intersections of study was provided by WSDOT. A summary of the accident totals per year is given below in Table 2.

Table 2: Accident History
2016-2019 (WSDOT)

| Madison Avenue N and | 2016 | 2017 | 2018 | 2019 Thru July | Avg/yr |
|-----------------------------|-------------|-------------|-------------|---------------------------|---------------|
| Inland Place NE | 0 | 1 | 1 | 0 | 0.56 |
| Wallace Way NE | 0 | 2 | 1 | 0 | 0.84 |

Reviewing descriptions from the report summaries indicate the types of crashes were in the form of: rear end collision (3), left turn maneuver (1), and right turn maneuver (1). No fatalities were recorded. Roadway conditions were listed as dry for all the recorded accidents. Four incidents were due to lack of attention to the roadway—the last incident was due to driver alcohol intoxication. The number of recorded accidents does not suggest any safety-related inefficiencies with respect to the surrounding roadway network.

4. FUTURE TRAFFIC DEMAND

4.1 Trip Generation

Trip generation is used to determine the magnitude of project impacts on the surrounding street system. Data presented in this report was taken from the Institute of Transportation Engineer's publication *Trip Generation*, 10th Edition. The designated land use for the site is defined as Multi-Family Housing Low Rise (LUC 220) and Medical-Dental Office Building (LUC 720). Dwelling units was used at the independent variable and average rates were used for trip determination. Data for the peak hours are shown below in Table 3. Given are average weekday daily traffic (AWDT), AM peak hour, and PM peak hour volumes.

Table 3: Project Trip Generation

| Land Use | Units | AWDT | AM Peak-Hour Trips | | | PM Peak-Hour Trips | | |
|-------------------------|----------|------|--------------------|-----|-----------|--------------------|-----|-----------|
| | | | In | Out | Total | In | Out | Total |
| Multi-Family (Low-Rise) | 3 | 22 | 0 | 1 | 1 | 1 | 1 | 2 |
| Medical-Dental Office | 3.37 ksf | 117 | 7 | 2 | 9 | 3 | 9 | 12 |
| Total | | 133 | 7 | 3 | 10 | 4 | 10 | 14 |

The project is estimated to generation 10 new AM and 14 new PM peak hour trips.

4.2 Trip Distribution

Trip distribution describes the anticipated travel routes for inbound and outbound project traffic during the peak hour study periods. Destination and origin percentages are largely based on existing travel patterns identified from field counts and the general surrounding areas. Peak hour trips generated by the project are expected to follow the general trip pattern as shown in Figures 4 and 5 for the respective AM and PM periods.

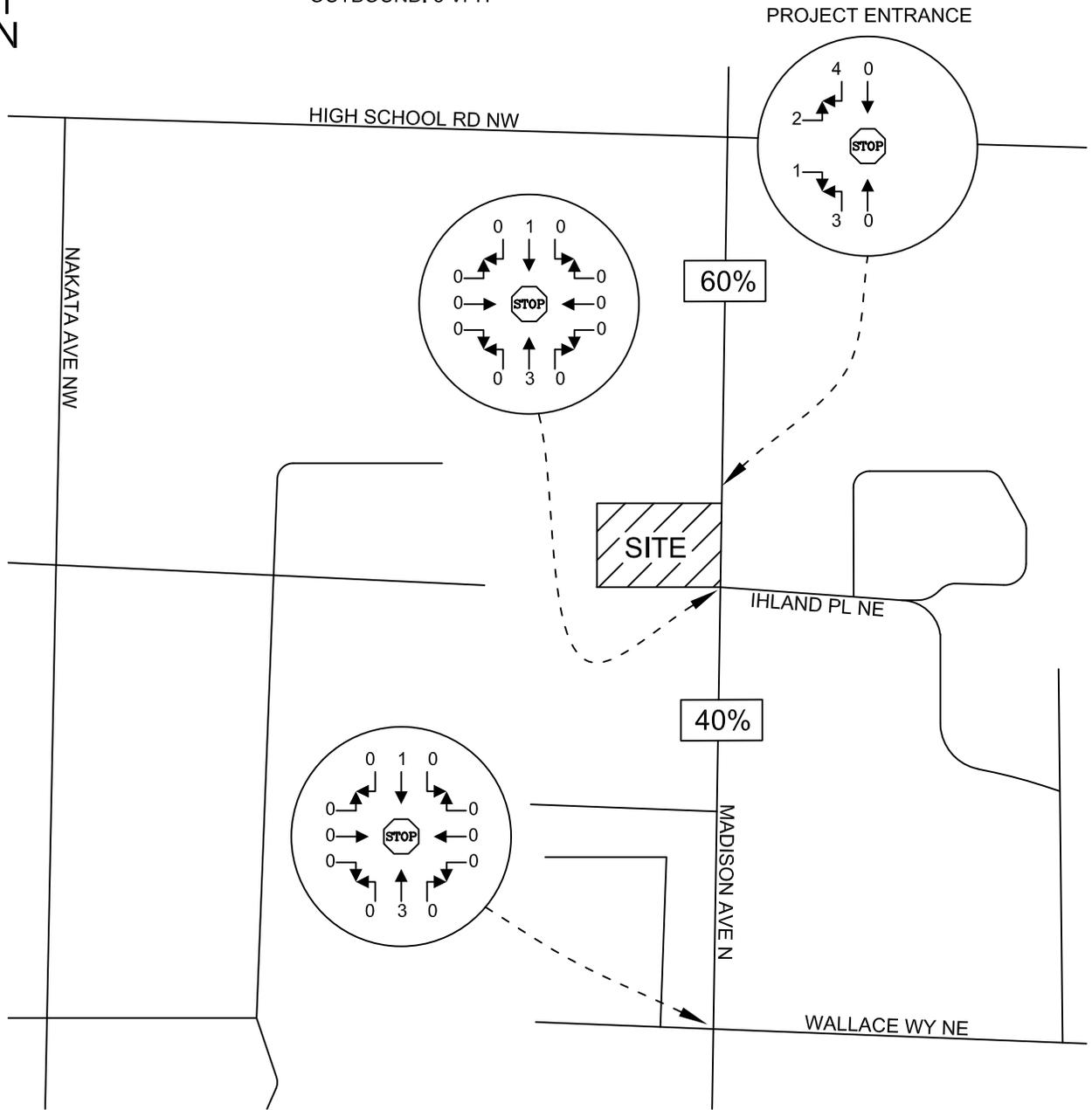
4.3 Future Traffic Volumes Without and With the Project

A horizon year of 2022 was used for future traffic delay analysis to reflect conditions at the time of project buildout. Forecast background volumes were derived by applying a one percent compound annual growth rate to the existing volumes shown in Figure 3. This growth rate has been determined appropriate for the area and has been used in similar projects in the past. In addition, a number of nearby approved projects have been included as pipeline volumes. Projects include: Madison Grove, Madison Landing, Wallace Cottages, Wyatt Apartments, Madison Place, Madrona Townhomes, CKCB and Winslow Hotel. AM and PM peak hour pipeline volumes traveling through the intersections of study are shown in Figure 6. Forecast 2022 AM and PM peak hour volumes are illustrated in Figures 7 and 8 without and with the addition of project traffic, respectively. In addition, a long-term 20-year (2039) horizon was analyzed in terms of total intersection volumes and has been provided for the City in the appendix.



NEW AM PEAK HOUR TRIPS

INBOUND: 7 VPH
OUTBOUND: 3 VPH



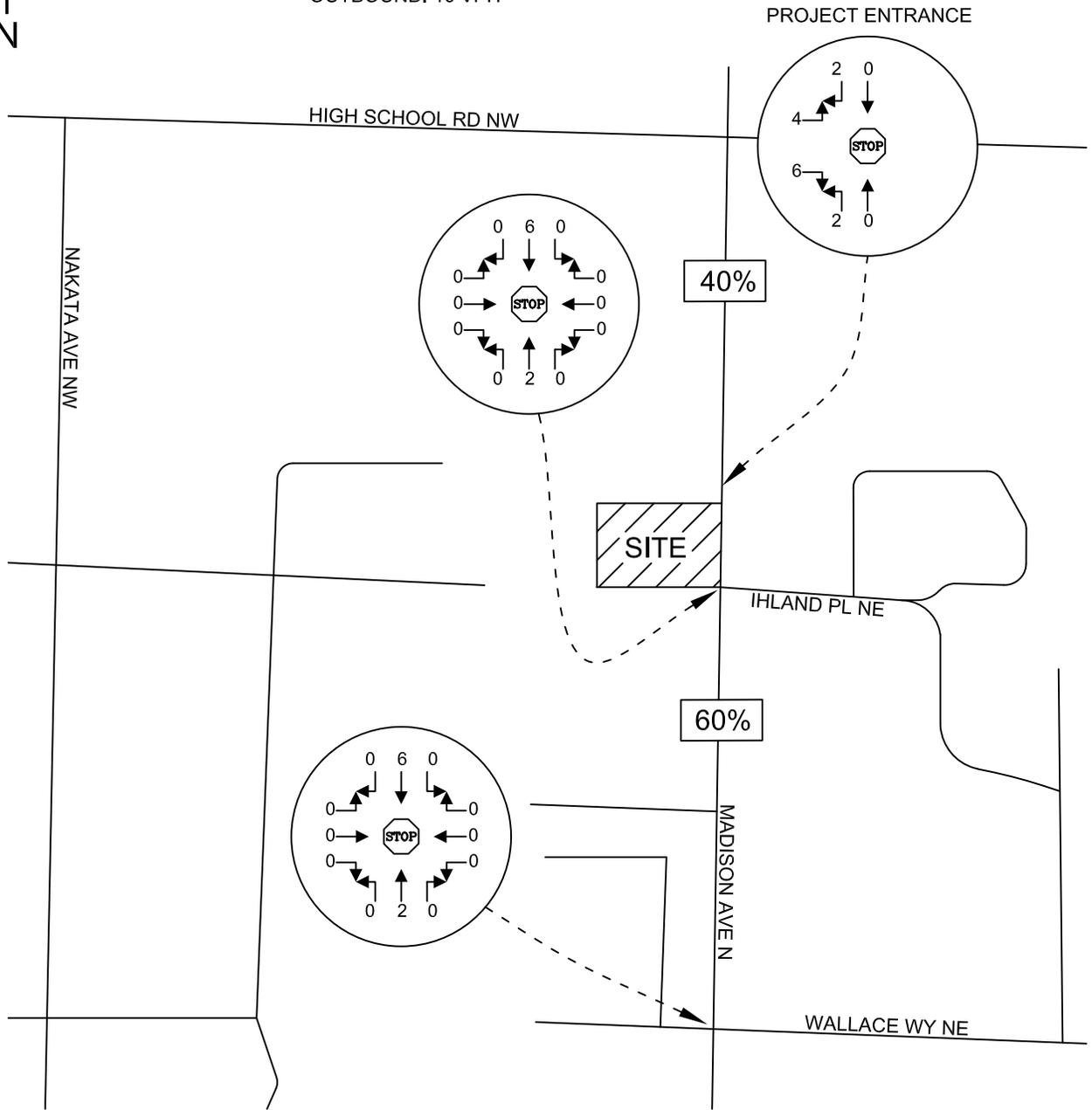
HEATH & ASSOCIATES
TRAFFIC AND CIVIL ENGINEERING

BAINBRIDGE PERIODONTICS
AM PEAK HOUR TRIP DISTRIBUTION & ASSIGNMENT
FIGURE 4



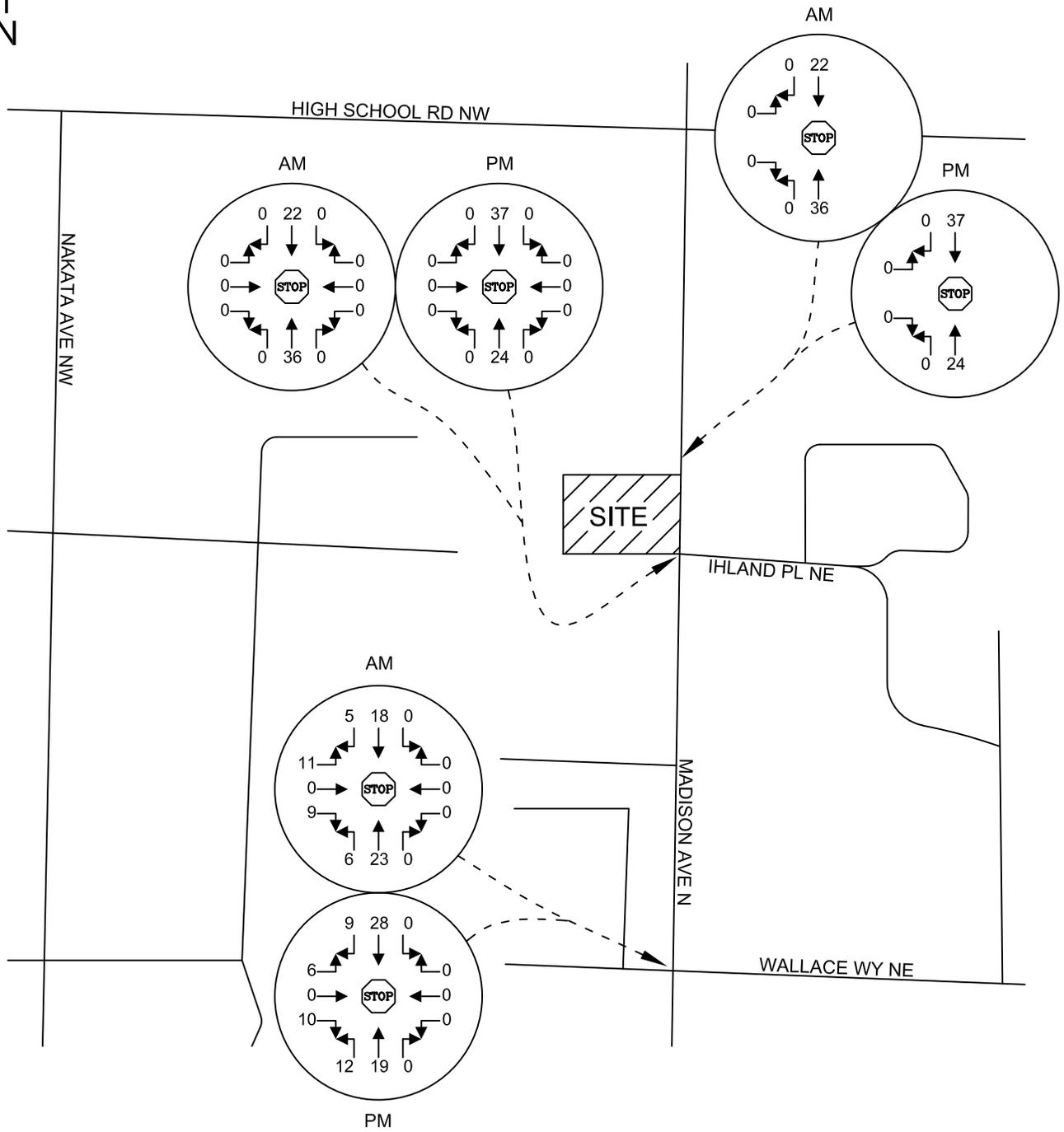
NEW PM PEAK HOUR TRIPS

INBOUND: 4 VPH
OUTBOUND: 10 VPH



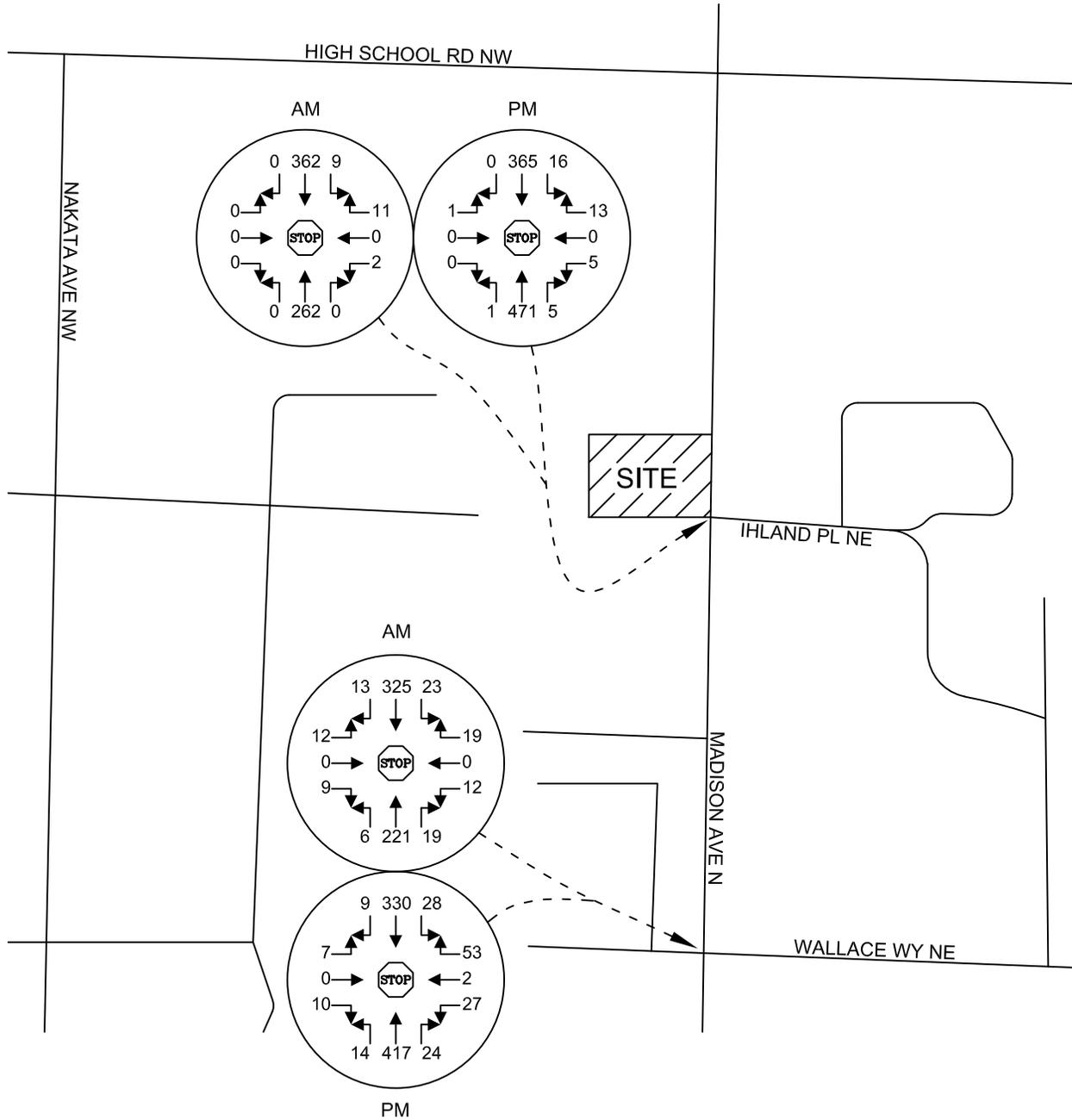
HEATH & ASSOCIATES
TRAFFIC AND CIVIL ENGINEERING

BAINBRIDGE PERIODONTICS
PM PEAK HOUR TRIP DISTRIBUTION & ASSIGNMENT
FIGURE 5



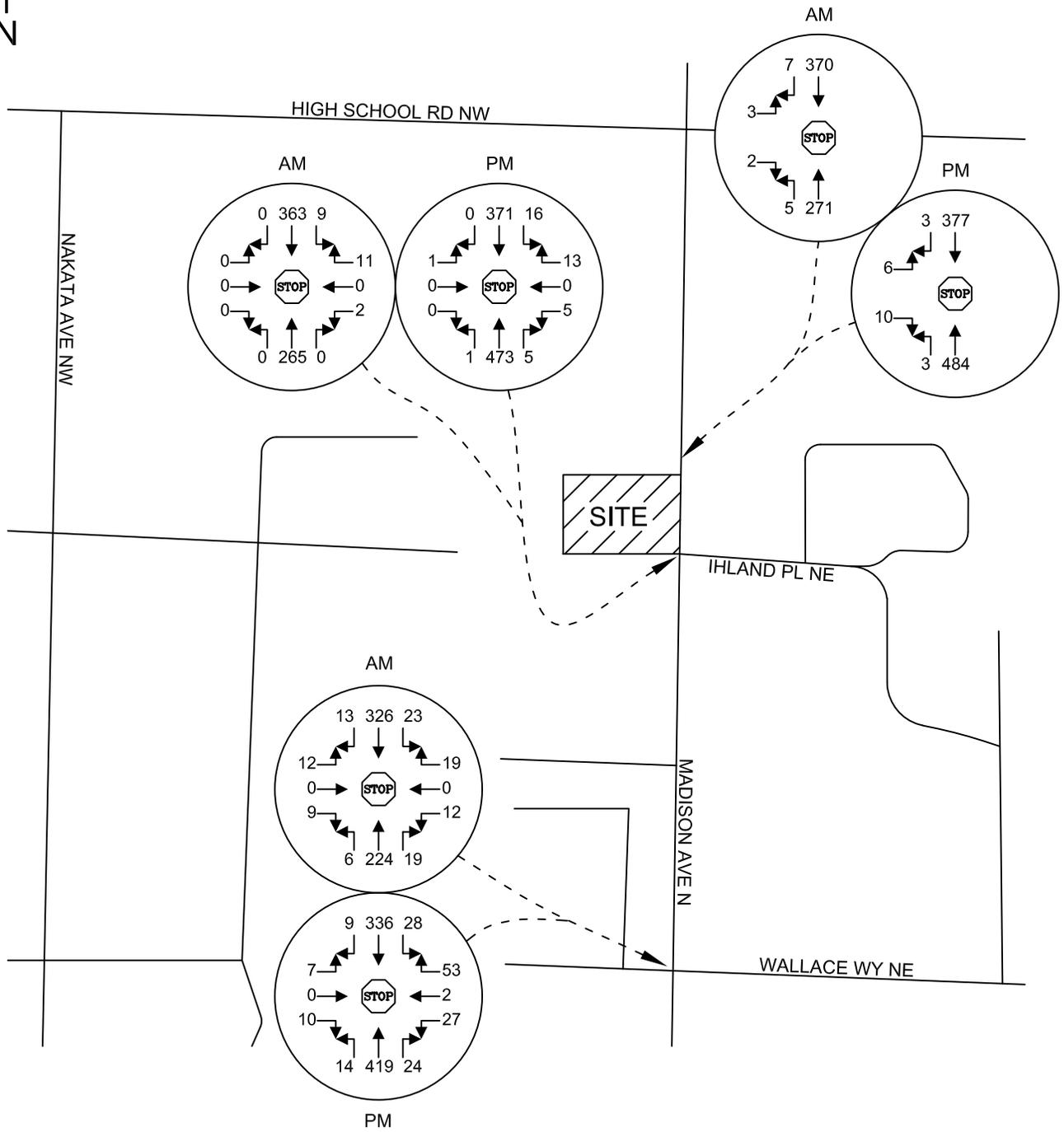
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TRAFFIC AND CIVIL ENGINEERING

BAINBRIDGE PERIODONTICS
AM & PM PEAK HOUR PIPELINE VOLUMES
FIGURE 6



HEATH & ASSOCIATES
TRAFFIC AND CIVIL ENGINEERING

BAINBRIDGE PERIODONTICS
FORECAST 2022 AM & PM PEAK HOUR BACKGROUND VOLUMES
FIGURE 7



HEATH & ASSOCIATES
 TRAFFIC AND CIVIL ENGINEERING

BAINBRIDGE PERIODONTICS
 FORECAST 2022 AM & PM PEAK HOUR VOLUMES WITH PROJECT
 FIGURE 8

4.4 Future Level of Service

Level of service analyses were made of the forecast 2022 peak hour volumes without (background) and with project related trips added to the key roadways and intersections. Delays for the study intersections under future conditions are shown in the table below.

Table 4: Forecast 2022 Weekday Peak Hour Level of Service

Delays given in seconds per vehicle

| Madison Avenue N at | Peak Hour | Control | <u>Without Project</u> | | <u>With Project</u> | |
|----------------------------------|-----------|---------|------------------------|-------|---------------------|-------|
| | | | LOS | Delay | LOS | Delay |
| Inland Place NE/ Inland Trail | AM | TWSC | B | 10.9 | B | 11.0 |
| | PM | | C | 21.7 | C | 21.9 |
| Wallace Way NE | AM | TWSC | B | 14.1 | B | 14.1 |
| | PM | | C | 18.6 | C | 18.7 |
| Site Entrance | AM | TWSC | - | - | B | 13.0 |
| | PM | | - | - | B | 13.8 |

(TWSC: Two-Way Stop Control)

All study intersections are shown to continue to meet City and WSDOT LOS standards without or with project traffic included at LOS C or better. The Bainbridge Periodontics project is not shown to significantly impact the study area and all intersections indicate sufficient capacity to support the additional volumes. Volumes from the existing use utilizing the shared access on Madison Avenue N were estimated using ITE rates.

4.5 Turn Lane Warrants

Procedures described in WSDOT's Design Manual, *Exhibit 1310-7a Left-Turn Storage Guidelines* were used to determine left turn needs on Madison Avenue N at the project's entrance. Based on forecast 2022 AM and PM peak hour volumes, a left turn lane would not be warranted. See appendix for left turn nomograph.

5. CONCLUSIONS AND MITIGATION

Bainbridge Periodontics proposes for the construction of one new building containing a 3,370 square foot periodontics facility and three condo dwelling units in the city of Bainbridge Island. The subject property is bordered to the east by Madison Avenue N on parcel 272502-1-015-2005. All on-site structures will be demolished prior to construction. Access is proposed via one existing, shared driveway on Madison Avenue N as shown in the site plan (Figure 2). The project is anticipated to generate approximately 133 average weekday daily trips, 10 AM peak hour and 14 PM peak hour trips.

Existing and forecast 2022 delay analyses indicate that all intersections of study will remain meeting the City's LOS standards. The adjacent roadways are shown to have sufficient capacity to support the project's demands. A left turn lane on Madison Avenue N at the project's entrance is not warranted based on 2022 AM and PM peak hour volumes.

Based on the findings of the report the recommended mitigation for the site is as follows:

1. Pay traffic impacts fees per net new dwelling unit to the City of Bainbridge Island per Ordinance No. 2015-07. Exact fees and calculations will be determined by the City.

No other mitigation is identified at this time.

BAINBRIDGE PERIODONTICS
TRAFFIC IMPACT ANALYSIS

APPENDIX

LEVEL OF SERVICE

The following are excerpts from the *2010 Highway Capacity Manual - Transportation Research Board Special Report 209*.

Quality of service requires quantitative measures to characterize operational conditions within a traffic stream. Level of service (LOS) is a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.

Six LOS are defined for each type of facility that has analysis procedures available. Letters designate each level, from A to F, with LOS A representing the best operating conditions and LOS F the worst. Each level of service represents a range of operating conditions and the driver's perception of those conditions.

Level-of-Service definitions

The following definitions generally define the various levels of service for arterials.

Level of service A represents primarily free-flow operations at average travel speeds, usually about 90 percent of the free-flow speed for the arterial classification. Vehicles are seldom impeded in their ability to maneuver in the traffic stream. Delay at signalized intersections is minimal.

Level of service B represents reasonably unimpeded operations at average travel speeds, usually about 70 percent of the free-flow speed for the arterial classification. The ability to maneuver in the traffic stream is only slightly restricted and delays are not bothersome.

Level of service C represents stable operations; however, ability to maneuver and change lanes in midblock locations may be more restricted than in LOS B, and longer queues, adverse signal coordination, or both may contribute to lower average travel speeds of about 50 percent of the average free-flow speed for the arterial classification.

Level of service D borders on a range in which small increases in flow may cause substantial increases in approach delay and hence decreases in arterial speed. LOS D may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these. Average travel speeds are about 40 percent of free-flow speed.

Level of service E is characterized by significant delays and average travel speeds of one-third the free-flow speed or less. Such operations are caused by some combination of adverse progression, high signal density, high volumes, extensive delays at critical intersections, and inappropriate signal timing.

Level of service F characterizes arterial flow at extremely low speeds, from less than one-third to one-quarter of the free-flow speed. Intersection congestion is likely at critical signalized locations, with long delays and extensive queuing.

These definitions are general and conceptual in nature, and they apply primarily to uninterrupted flow. Levels of service for interrupted flow facilities vary widely in terms of both the user's perception of service quality and the operational variables used to describe them.

For each type of facility, levels of service are defined based on one or more operational parameters that best describe operating quality for the subject facility type. While the concept of level of service attempts to address a wide range of operating conditions, limitations on data collection and availability make it impractical to treat the full range of operational parameters for every type of facility. The parameters selected to define levels of service for each facility type are called "measures of effectiveness" or "MOE's", and represent available measures that best describe the quality of operation on the subject facility type.

Each level of service represents a range of conditions, as defined by a range in the parameters given. Thus, a level of service is not a discrete condition, but rather a range of conditions for which boundaries are established.

Heath & Associates, Inc.
2214 Tacoma Road
Puyallup, WA 98371

Project Name: Bainbridge Periodontics

Intersection: Madison Ave N & Ihland PL NE/Ihland Trail

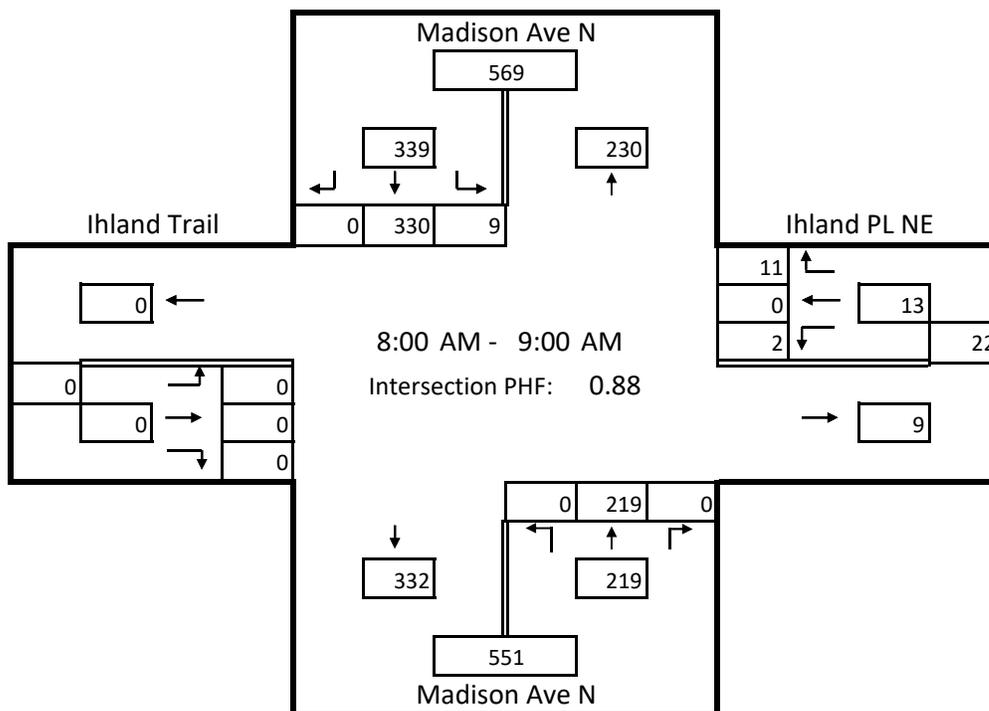
Date of Count: 6/20/2019

Jurisdiction: City of Bainbridge

Project Number: 4315

| Time Period | Southbound Madison Ave N | | | | Westbound Ihland PL NE | | | | Northbound Madison Ave N | | | | Eastbound Ihland Trail | | | | Total |
|--------------|-----------------------------|----------|------------|-----------|---------------------------|-----------|----------|----------|-----------------------------|----------|------------|----------|---------------------------|----------|----------|------------|-------|
| | HV | R | T | L | HV | R | T | L | HV | R | T | L | HV | R | T | L | |
| 7:00 AM | 2 | 0 | 38 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 68 |
| 7:15 AM | 4 | 0 | 50 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 25 | 0 | 0 | 0 | 0 | 78 | |
| 7:30 AM | 0 | 0 | 54 | 2 | 0 | 4 | 0 | 0 | 0 | 3 | 38 | 0 | 0 | 0 | 0 | 101 | |
| 7:45 AM | 0 | 0 | 88 | 4 | 0 | 5 | 0 | 3 | 3 | 1 | 43 | 0 | 0 | 0 | 0 | 144 | |
| 8:00 AM | 1 | 0 | 65 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 45 | 0 | 0 | 0 | 0 | 111 | |
| 8:15 AM | 2 | 0 | 83 | 1 | 0 | 3 | 0 | 0 | 1 | 0 | 53 | 0 | 0 | 0 | 0 | 140 | |
| 8:30 AM | 7 | 0 | 98 | 5 | 1 | 3 | 0 | 2 | 1 | 0 | 54 | 0 | 0 | 0 | 0 | 162 | |
| 8:45 AM | 1 | 0 | 84 | 3 | 0 | 4 | 0 | 0 | 5 | 0 | 67 | 0 | 0 | 0 | 0 | 158 | |
| Total | 17 | 0 | 560 | 16 | 1 | 23 | 0 | 9 | 14 | 4 | 350 | 0 | 0 | 0 | 0 | 962 | |

| Peak Hour | 8:00 AM to 9:00 AM | | | | | | | | | | | | | | | | Total |
|------------|--------------------|---|-----|---|------|----|---|---|------|---|-----|---|------|---|---|---|-------|
| Peak Total | 11 | 0 | 330 | 9 | 1 | 11 | 0 | 2 | 9 | 0 | 219 | 0 | 0 | 0 | 0 | 0 | 571 |
| Heavy Veh. | 3.0% | | | | 3.1% | | | | 4.0% | | | | 0.0% | | | | |
| PHF | 0.82 | | | | 0.65 | | | | 0.82 | | | | 0.00 | | | | |



Heath & Associates, Inc.
2214 Tacoma Road
Puyallup, WA 98371

Project Name: Bainbridge Periodontics

Intersection: Madison Ave N & Ihland PL NE/Ihland Trail

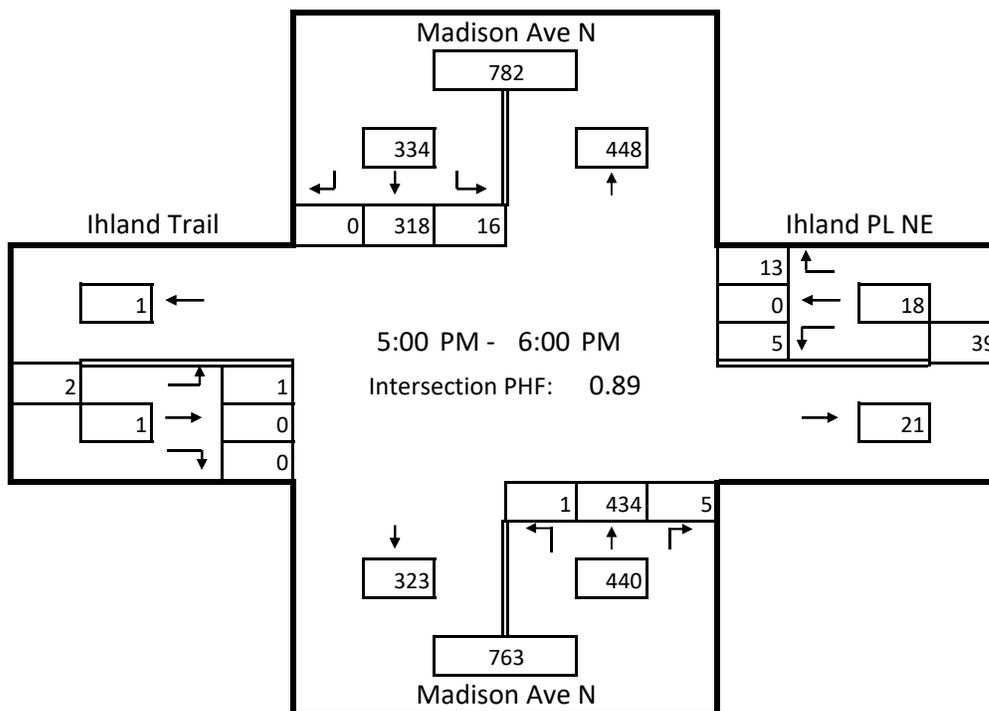
Date of Count: 6/20/2019

Jurisdiction: City of Bainbridge

Project Number: 4315

| Time Period | Southbound Madison Ave N | | | | Westbound Ihland PL NE | | | | Northbound Madison Ave N | | | | Eastbound Ihland Trail | | | | Total |
|--------------|-----------------------------|----------|------------|-----------|---------------------------|-----------|----------|----------|-----------------------------|-----------|------------|----------|---------------------------|----------|----------|----------|--------------|
| | HV | R | T | L | HV | R | T | L | HV | R | T | L | HV | R | T | L | |
| 4:00 PM | 1 | 0 | 68 | 3 | 0 | 1 | 0 | 2 | 1 | 1 | 109 | 0 | 0 | 0 | 0 | 0 | 184 |
| 4:15 PM | 0 | 0 | 63 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 106 | 0 | 0 | 0 | 0 | 0 | 173 |
| 4:30 PM | 0 | 0 | 76 | 2 | 0 | 3 | 0 | 0 | 0 | 3 | 101 | 0 | 0 | 0 | 0 | 0 | 185 |
| 4:45 PM | 0 | 0 | 78 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 104 | 0 | 0 | 0 | 0 | 0 | 186 |
| 5:00 PM | 0 | 0 | 68 | 3 | 0 | 4 | 0 | 0 | 2 | 3 | 116 | 1 | 0 | 0 | 0 | 0 | 195 |
| 5:15 PM | 1 | 0 | 62 | 3 | 0 | 4 | 0 | 1 | 0 | 0 | 119 | 0 | 0 | 0 | 0 | 1 | 190 |
| 5:30 PM | 0 | 0 | 87 | 2 | 0 | 1 | 0 | 2 | 0 | 1 | 92 | 0 | 0 | 0 | 0 | 0 | 185 |
| 5:45 PM | 0 | 0 | 101 | 8 | 0 | 4 | 0 | 2 | 1 | 1 | 107 | 0 | 0 | 0 | 0 | 0 | 223 |
| Total | 2 | 0 | 603 | 26 | 0 | 18 | 0 | 8 | 4 | 10 | 854 | 1 | 0 | 0 | 0 | 1 | 1,521 |

| Peak Hour | 5:00 PM to 6:00 PM | | | | | | | | | | | | | | | | Total |
|------------|--------------------|---|-----|----|------|----|---|---|------|---|-----|---|------|---|---|---|-------|
| Peak Total | 1 | 0 | 318 | 16 | 0 | 13 | 0 | 5 | 3 | 5 | 434 | 1 | 0 | 0 | 0 | 1 | 793 |
| Heavy Veh. | 0.3% | | | | 0.0% | | | | 0.5% | | | | 0.0% | | | | |
| PHF | 0.77 | | | | 0.75 | | | | 0.92 | | | | 0.25 | | | | |



Heath & Associates, Inc.
2214 Tacoma Road
Puyallup, WA 98371

Project Name: Bainbridge Periodontics

Intersection: Madison Ave N & Wallace Way NE / Doctor Entrance

Date of Count: 6/20/2019

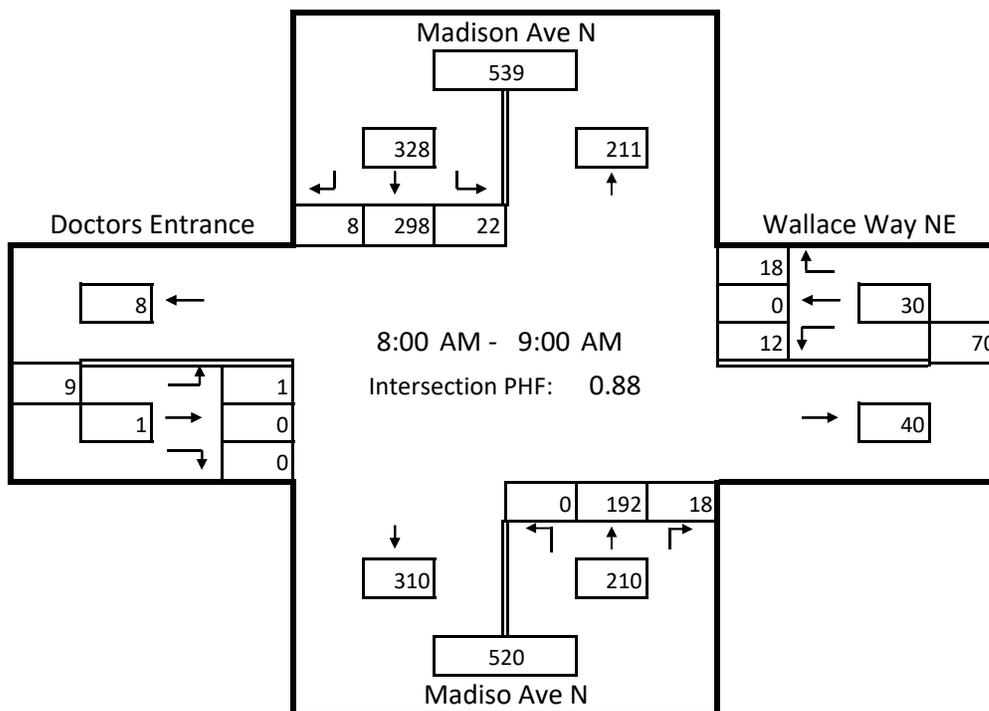
Jurisdiction: City of Bainbridge

Project Number: 4315

| Time Period | Southbound Madison Ave N | | | | Westbound Wallace Way NE | | | | Northbound Madiso Ave N | | | | Eastbound Doctors Entrance | | | | Total |
|-------------|-----------------------------|---|----|---|-----------------------------|---|---|---|----------------------------|---|----|---|-------------------------------|---|---|-----|-------|
| | HV | R | T | L | HV | R | T | L | HV | R | T | L | HV | R | T | L | |
| 7:00 AM | 2 | 2 | 37 | 3 | 0 | 3 | 0 | 0 | 0 | 1 | 22 | 0 | 0 | 0 | 0 | 0 | 68 |
| 7:15 AM | 4 | 1 | 48 | 2 | 1 | 2 | 0 | 2 | 2 | 2 | 25 | 0 | 0 | 0 | 0 | 82 | |
| 7:30 AM | 0 | 1 | 47 | 5 | 0 | 3 | 0 | 2 | 1 | 2 | 35 | 0 | 0 | 0 | 0 | 95 | |
| 7:45 AM | 0 | 2 | 84 | 8 | 1 | 2 | 0 | 1 | 2 | 2 | 44 | 0 | 0 | 0 | 0 | 143 | |
| 8:00 AM | 1 | 1 | 63 | 4 | 1 | 2 | 0 | 3 | 1 | 2 | 42 | 0 | 0 | 0 | 0 | 117 | |
| 8:15 AM | 0 | 2 | 73 | 5 | 0 | 4 | 0 | 2 | 0 | 4 | 48 | 0 | 0 | 0 | 0 | 138 | |
| 8:30 AM | 6 | 2 | 89 | 4 | 0 | 5 | 0 | 2 | 2 | 5 | 44 | 0 | 0 | 0 | 1 | 152 | |
| 8:45 AM | 1 | 3 | 73 | 9 | 1 | 7 | 0 | 5 | 3 | 7 | 58 | 0 | 0 | 0 | 0 | 162 | |

| | | | | | | | | | | | | | | | | | |
|--------------|----|----|-----|----|---|----|---|----|----|----|-----|---|---|---|---|---|-----|
| Total | 14 | 14 | 514 | 40 | 4 | 28 | 0 | 17 | 11 | 25 | 318 | 0 | 0 | 0 | 0 | 1 | 957 |
|--------------|----|----|-----|----|---|----|---|----|----|----|-----|---|---|---|---|---|-----|

| Peak Hour | 8:00 AM to 9:00 AM | | | | | | | | | | | | | | | | Total |
|------------|--------------------|---|-----|----|------|----|---|----|------|----|-----|---|------|---|---|---|-------|
| Peak Total | 8 | 8 | 298 | 22 | 2 | 18 | 0 | 12 | 6 | 18 | 192 | 0 | 0 | 0 | 0 | 1 | 569 |
| Heavy Veh. | 2.5% | | | | 8.9% | | | | 3.2% | | | | 0.0% | | | | |
| PHF | 0.86 | | | | 0.63 | | | | 0.81 | | | | 0.25 | | | | |



Heath & Associates, Inc.
2214 Tacoma Road
Puyallup, WA 98371

Project Name: Bainbridge Periodontics

Intersection: Madison Ave N & Wallace Way NE / Doctor Entrance

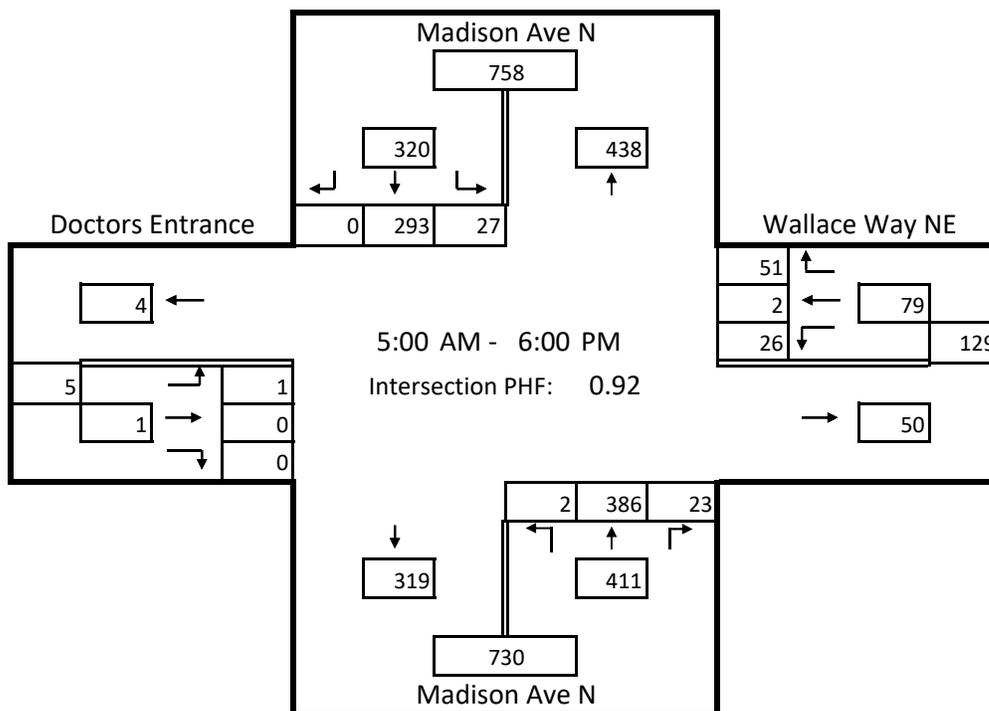
Date of Count: 6/20/2019

Jurisdiction: City of Bainbridge

Project Number: 4315

| Time Period | Southbound Madison Ave N | | | | Westbound Wallace Way NE | | | | Northbound Madison Ave N | | | | Eastbound Doctors Entrance | | | | Total |
|--------------|-----------------------------|----------|------------|-----------|-----------------------------|-----------|----------|-----------|-----------------------------|-----------|------------|----------|-------------------------------|----------|----------|----------|--------------|
| | HV | R | T | L | HV | R | T | L | HV | R | T | L | HV | R | T | L | |
| 4:00 PM | 1 | 1 | 65 | 2 | 0 | 14 | 0 | 5 | 1 | 9 | 99 | 0 | 0 | 0 | 0 | 1 | 196 |
| 4:15 PM | 0 | 0 | 58 | 4 | 0 | 3 | 0 | 8 | 0 | 7 | 92 | 0 | 0 | 0 | 0 | 0 | 172 |
| 4:30 PM | 0 | 1 | 61 | 4 | 0 | 10 | 0 | 9 | 0 | 7 | 91 | 0 | 0 | 0 | 0 | 1 | 184 |
| 4:45 PM | 0 | 0 | 62 | 6 | 0 | 5 | 0 | 4 | 0 | 6 | 85 | 0 | 0 | 0 | 0 | 0 | 168 |
| 5:00 PM | 0 | 0 | 62 | 3 | 0 | 16 | 0 | 8 | 2 | 1 | 105 | 1 | 0 | 0 | 0 | 0 | 196 |
| 5:15 PM | 1 | 0 | 61 | 4 | 1 | 13 | 1 | 7 | 0 | 6 | 104 | 0 | 0 | 0 | 0 | 0 | 196 |
| 5:30 PM | 0 | 0 | 77 | 10 | 0 | 8 | 0 | 7 | 0 | 9 | 86 | 1 | 0 | 0 | 0 | 0 | 198 |
| 5:45 PM | 0 | 0 | 93 | 10 | 0 | 14 | 1 | 4 | 0 | 7 | 91 | 0 | 0 | 0 | 0 | 1 | 221 |
| Total | 2 | 2 | 539 | 43 | 1 | 83 | 2 | 52 | 3 | 52 | 753 | 2 | 0 | 0 | 0 | 3 | 1,531 |

| Peak Hour | 5:00 PM to 6:00 PM | | | | | | | | | | | | | | | | Total |
|------------|--------------------|---|-----|----|------|----|---|----|------|----|-----|---|------|---|---|---|-------|
| Peak Total | 1 | 0 | 293 | 27 | 1 | 51 | 2 | 26 | 2 | 23 | 386 | 2 | 0 | 0 | 0 | 1 | 811 |
| Heavy Veh. | 0.3% | | | | 0.7% | | | | 0.4% | | | | 0.0% | | | | |
| PHF | 0.78 | | | | 0.82 | | | | 0.93 | | | | 0.25 | | | | |



Multifamily Housing (Low-Rise) (220)

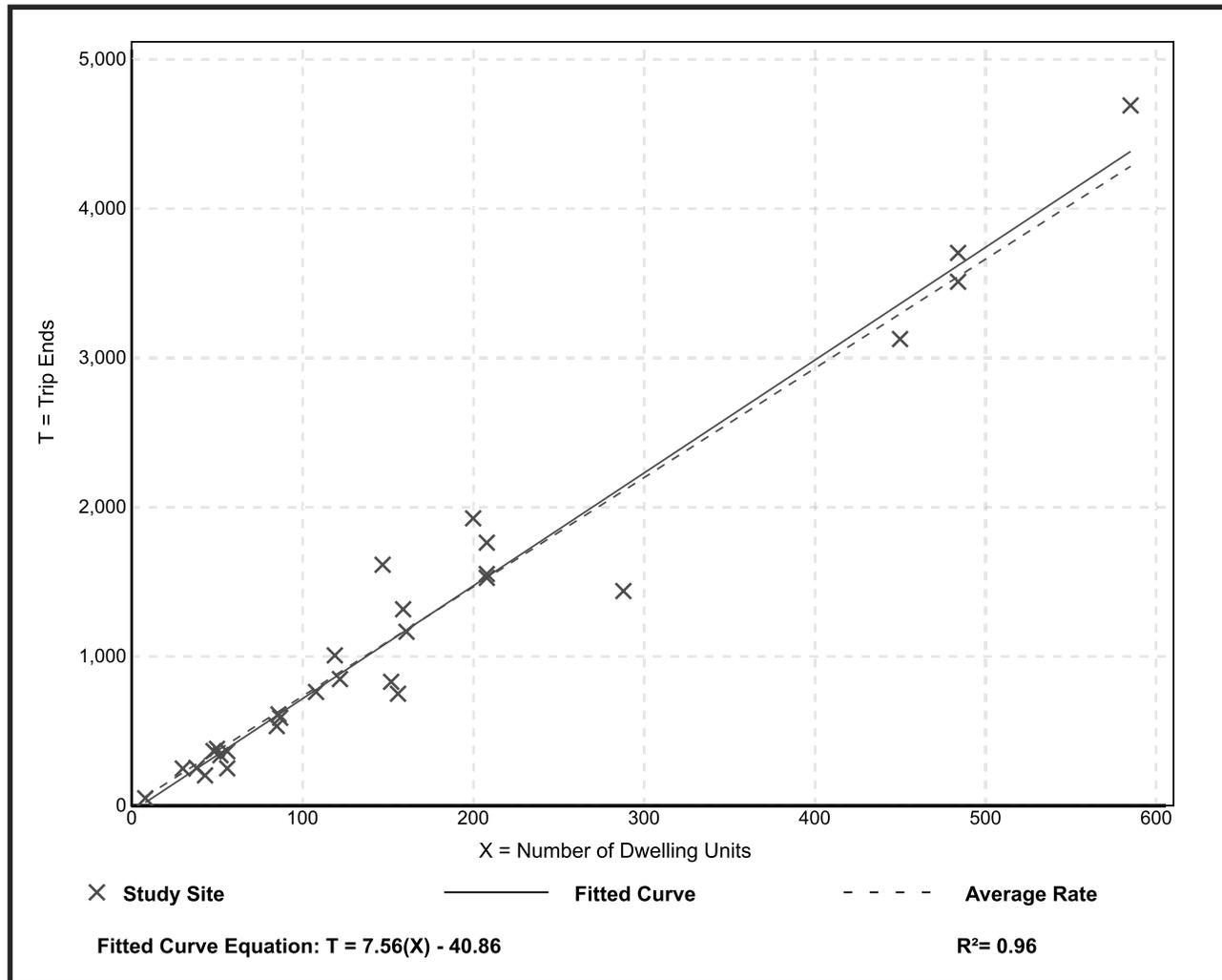
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 29
Avg. Num. of Dwelling Units: 168
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 7.32 | 4.45 - 10.97 | 1.31 |

Data Plot and Equation



Trip Generation Manual, 10th Edition • Institute of Transportation Engineers

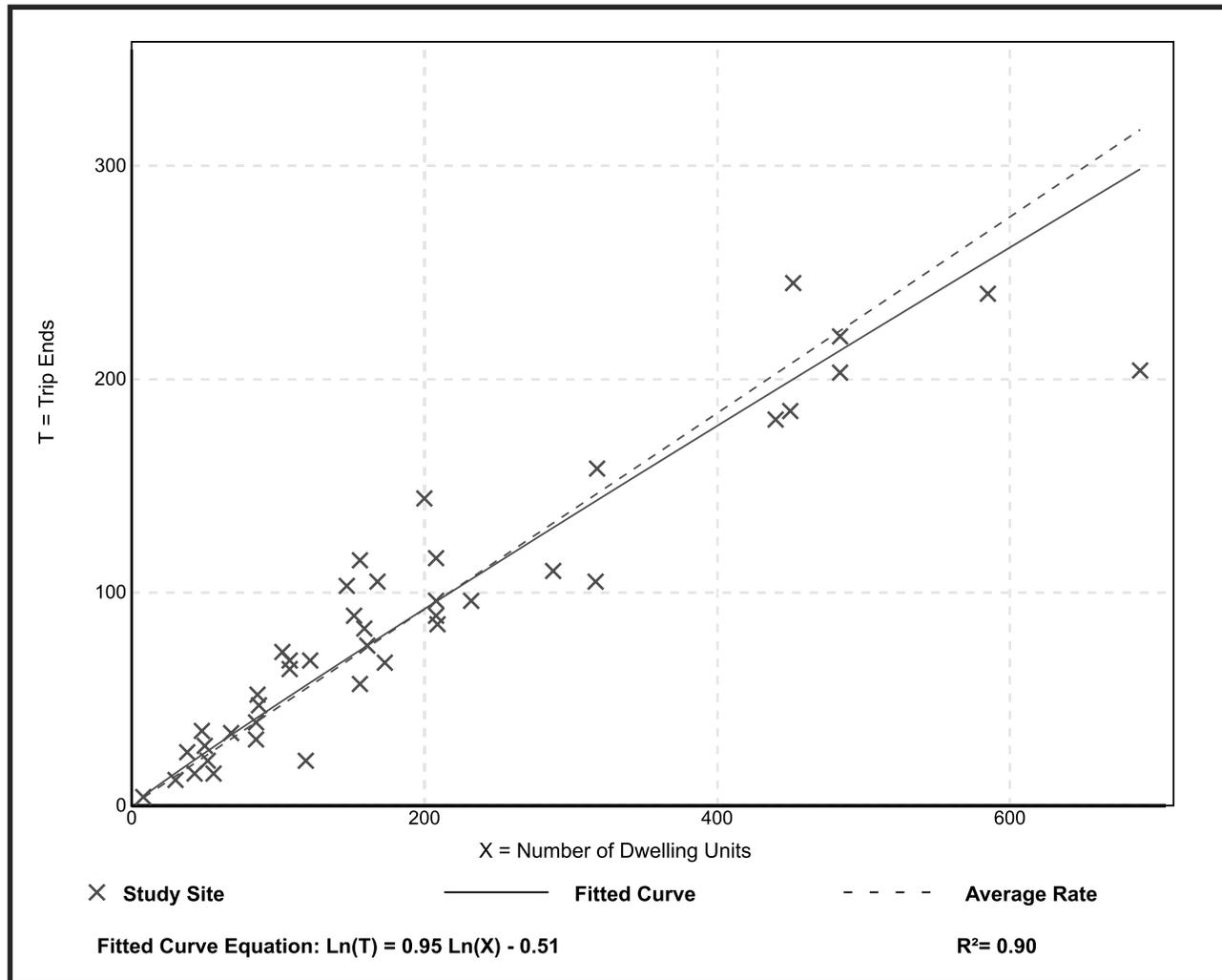
Multifamily Housing (Low-Rise) (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 42
 Avg. Num. of Dwelling Units: 199
 Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.46 | 0.18 - 0.74 | 0.12 |

Data Plot and Equation



Trip Generation Manual, 10th Edition • Institute of Transportation Engineers

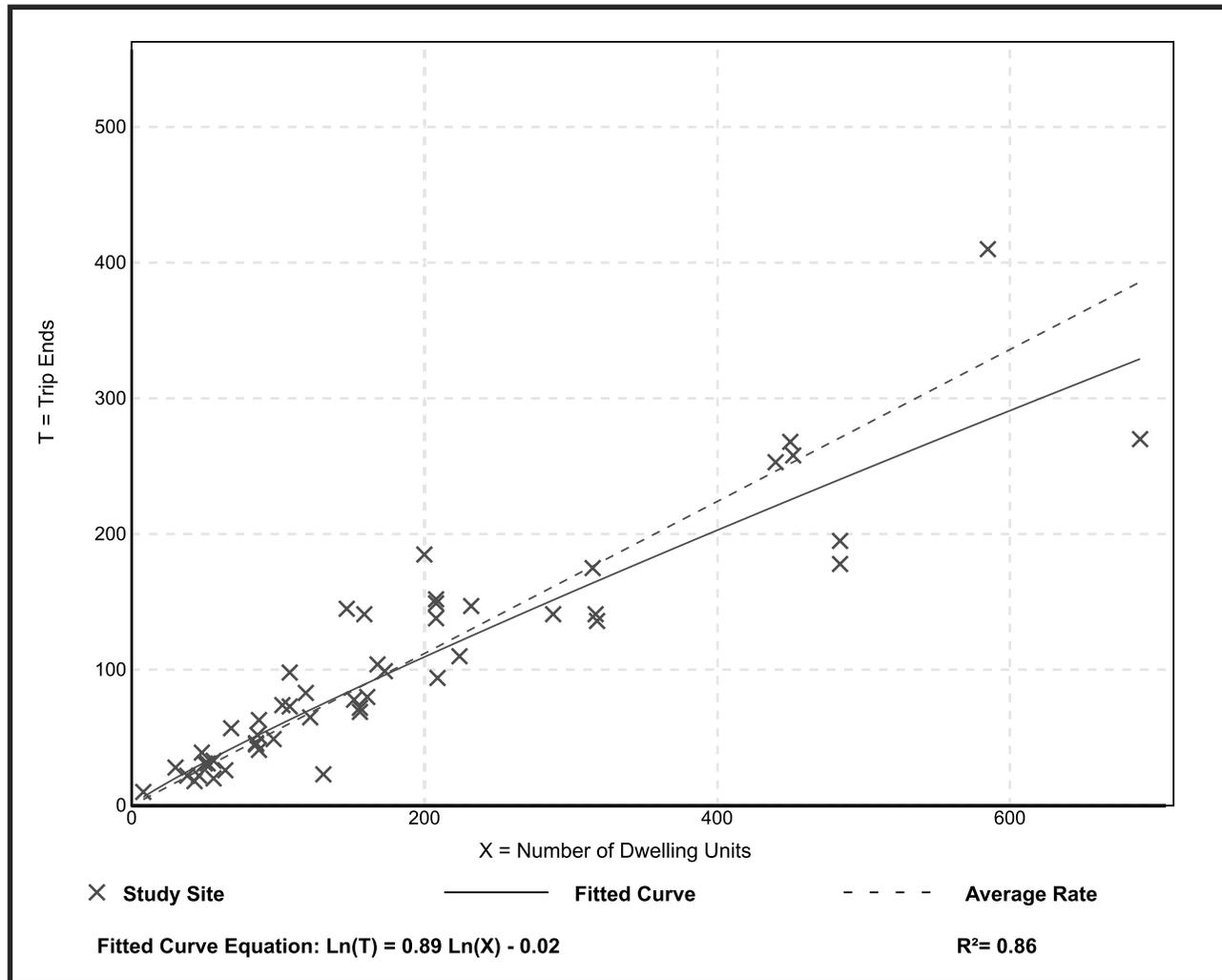
Multifamily Housing (Low-Rise) (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 50
 Avg. Num. of Dwelling Units: 187
 Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.56 | 0.18 - 1.25 | 0.16 |

Data Plot and Equation



Trip Generation Manual, 10th Edition • Institute of Transportation Engineers

Medical-Dental Office Building (720)

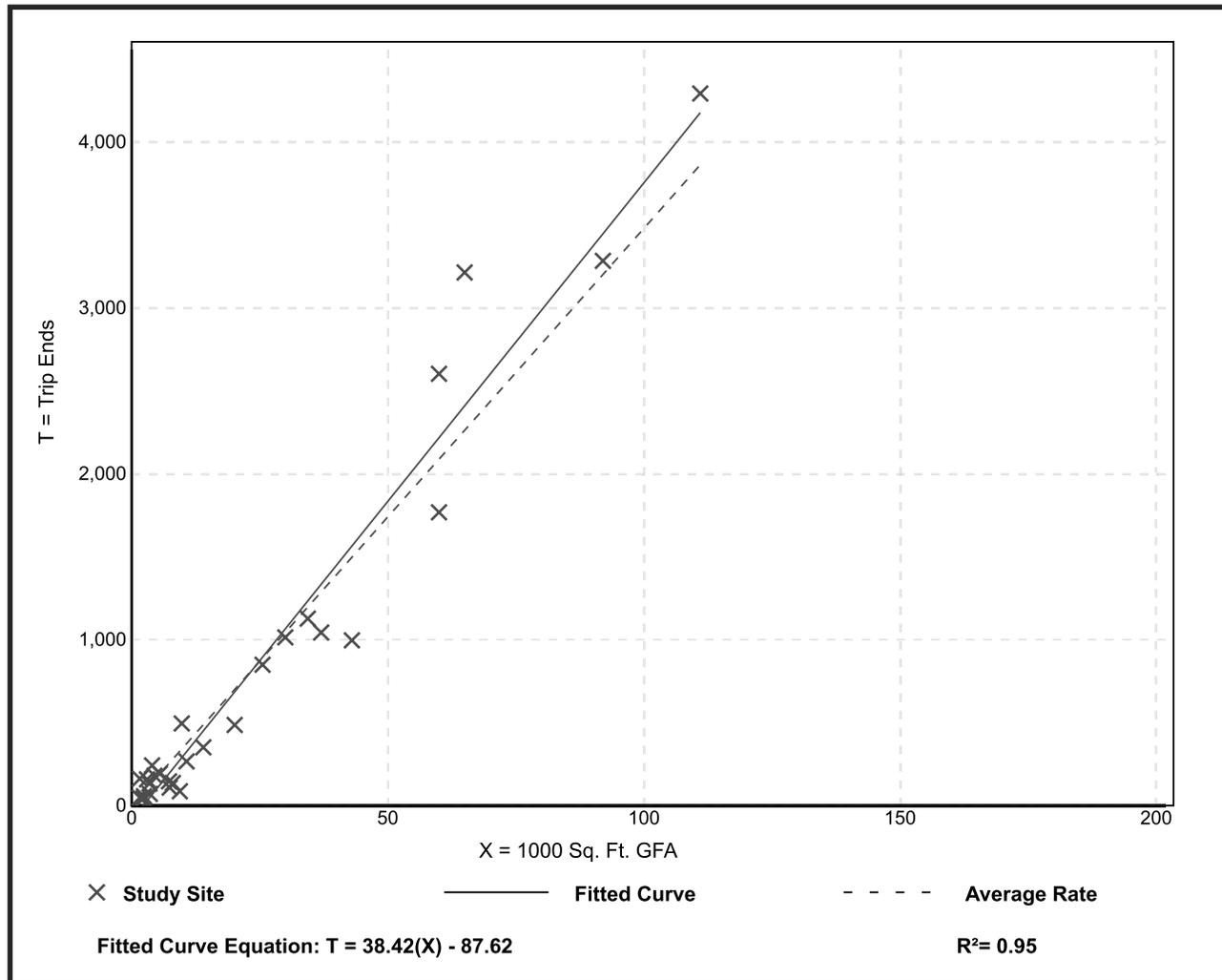
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 28
Avg. 1000 Sq. Ft. GFA: 24
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 34.80 | 9.14 - 100.75 | 9.79 |

Data Plot and Equation



Trip Generation Manual, 10th Edition • Institute of Transportation Engineers

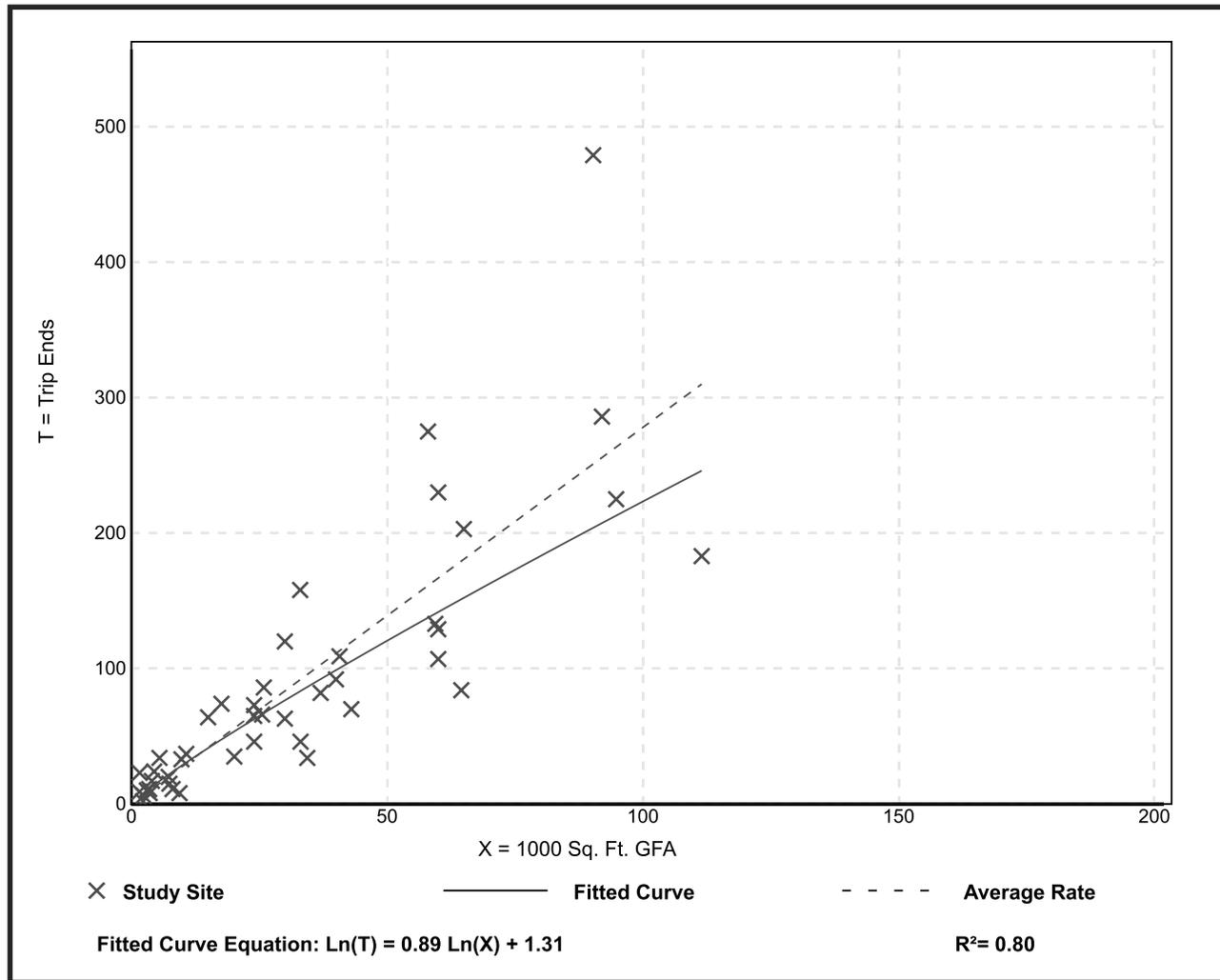
Medical-Dental Office Building (720)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 44
 Avg. 1000 Sq. Ft. GFA: 32
 Directional Distribution: 78% entering, 22% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 2.78 | 0.85 - 14.30 | 1.28 |

Data Plot and Equation



Trip Generation Manual, 10th Edition • Institute of Transportation Engineers

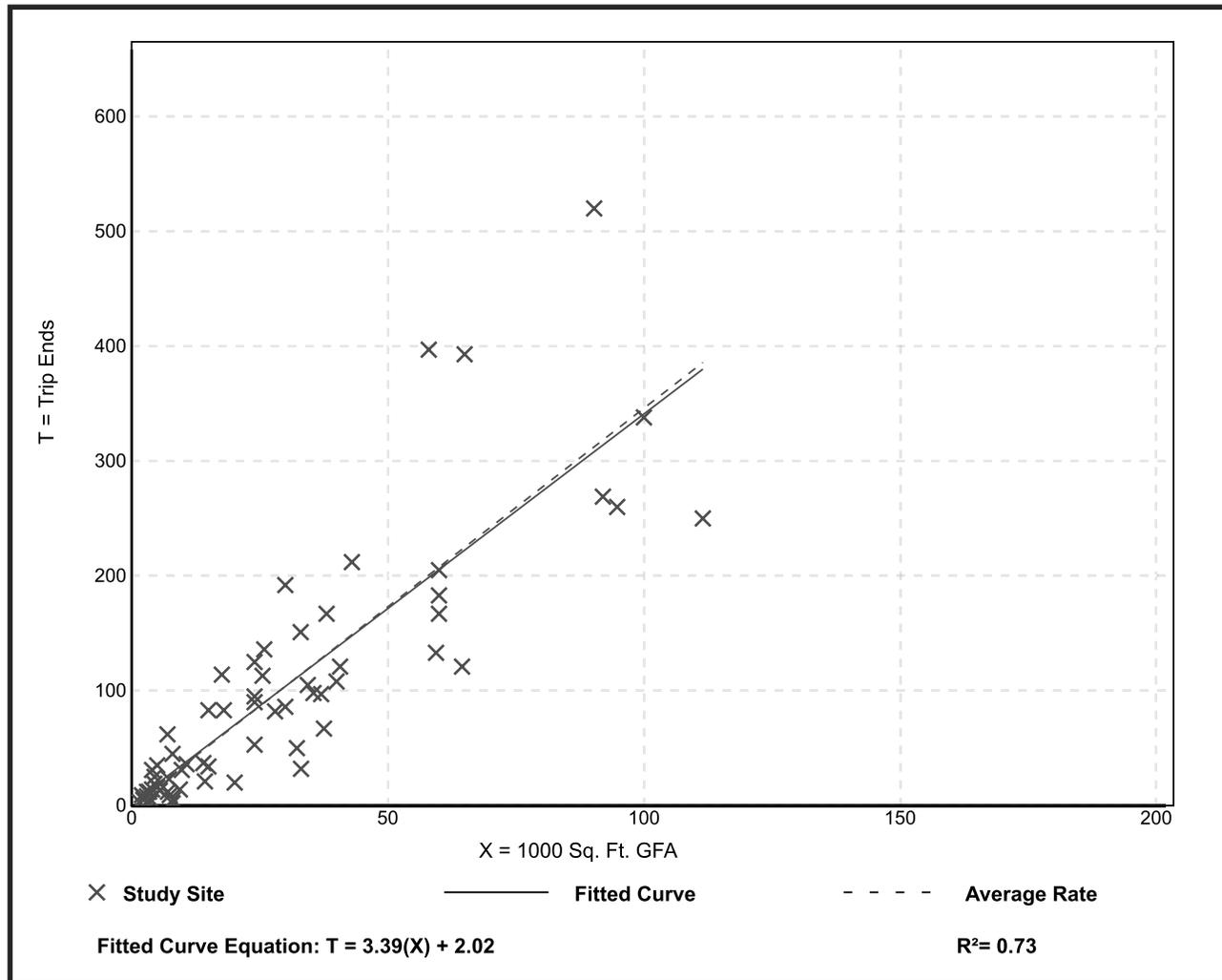
Medical-Dental Office Building (720)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 65
 Avg. 1000 Sq. Ft. GFA: 28
 Directional Distribution: 28% entering, 72% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 3.46 | 0.25 - 8.86 | 1.58 |

Data Plot and Equation



Trip Generation Manual, 10th Edition • Institute of Transportation Engineers

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.4 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 2 | 0 | 11 | 0 | 219 | 0 | 9 | 330 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 2 | 0 | 11 | 0 | 219 | 0 | 9 | 330 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 1 | 1 | 1 | 3 | 3 | 3 | 4 | 4 | 4 | 3 | 3 | 3 |
| Mvmt Flow | 0 | 0 | 0 | 2 | 0 | 13 | 0 | 249 | 0 | 10 | 375 | 0 |

| Major/Minor | Minor2 | Minor1 | | Major1 | | Major2 | | | | | | |
|----------------------|--------|--------|-------|--------|-------|--------|-------|---|---|-------|---|---|
| Conflicting Flow All | 651 | 644 | 375 | 644 | 644 | 249 | 375 | 0 | 0 | 249 | 0 | 0 |
| Stage 1 | 395 | 395 | - | 249 | 249 | - | - | - | - | - | - | - |
| Stage 2 | 256 | 249 | - | 395 | 395 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.11 | 6.51 | 6.21 | 7.13 | 6.53 | 6.23 | 4.14 | - | - | 4.13 | - | - |
| Critical Hdwy Stg 1 | 6.11 | 5.51 | - | 6.13 | 5.53 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.11 | 5.51 | - | 6.13 | 5.53 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 4.009 | 3.309 | 3.527 | 4.027 | 3.327 | 2.236 | - | - | 2.227 | - | - |
| Pot Cap-1 Maneuver | 383 | 393 | 674 | 384 | 390 | 787 | 1173 | - | - | 1311 | - | - |
| Stage 1 | 632 | 606 | - | 753 | 699 | - | - | - | - | - | - | - |
| Stage 2 | 751 | 702 | - | 628 | 603 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 374 | 389 | 674 | 381 | 386 | 787 | 1173 | - | - | 1311 | - | - |
| Mov Cap-2 Maneuver | 374 | 389 | - | 381 | 386 | - | - | - | - | - | - | - |
| Stage 1 | 632 | 600 | - | 753 | 699 | - | - | - | - | - | - | - |
| Stage 2 | 739 | 702 | - | 622 | 597 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|----|------|----|-----|
| HCM Control Delay, s | 0 | 10.4 | 0 | 0.2 |
| HCM LOS | A | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBREBLn | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|---------|-------|-------|-------|-----|
| Capacity (veh/h) | 1173 | - | - | - | 676 | 1311 | - |
| HCM Lane V/C Ratio | - | - | - | - | 0.022 | 0.008 | - |
| HCM Control Delay (s) | 0 | - | - | 0 | 10.4 | 7.8 | 0 |
| HCM Lane LOS | A | - | - | A | B | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 | 0 | - |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 1 | 0 | 0 | 12 | 0 | 18 | 0 | 192 | 18 | 22 | 298 | 8 |
| Future Vol, veh/h | 1 | 0 | 0 | 12 | 0 | 18 | 0 | 192 | 18 | 22 | 298 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 1 | 1 | 1 | 9 | 9 | 9 | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 1 | 0 | 0 | 14 | 0 | 20 | 0 | 218 | 20 | 25 | 339 | 9 |

| Major/Minor | Minor2 | Minor1 | | Major1 | | Major2 | |
|----------------------|--------|--------|-------|--------|-------|--------|-------|
| Conflicting Flow All | 632 | 632 | 344 | 622 | 626 | 228 | 348 |
| Stage 1 | 394 | 394 | - | 228 | 228 | - | - |
| Stage 2 | 238 | 238 | - | 394 | 398 | - | - |
| Critical Hdwy | 7.11 | 6.51 | 6.21 | 7.19 | 6.59 | 6.29 | 4.13 |
| Critical Hdwy Stg 1 | 6.11 | 5.51 | - | 6.19 | 5.59 | - | - |
| Critical Hdwy Stg 2 | 6.11 | 5.51 | - | 6.19 | 5.59 | - | - |
| Follow-up Hdwy | 3.509 | 4.009 | 3.309 | 3.581 | 4.081 | 3.381 | 2.227 |
| Pot Cap-1 Maneuver | 394 | 399 | 701 | 389 | 392 | 794 | 1205 |
| Stage 1 | 633 | 607 | - | 759 | 703 | - | - |
| Stage 2 | 768 | 710 | - | 617 | 591 | - | - |
| Platoon blocked, % | | | | | | | |
| Mov Cap-1 Maneuver | 377 | 390 | 701 | 382 | 383 | 794 | 1205 |
| Mov Cap-2 Maneuver | 377 | 390 | - | 382 | 383 | - | - |
| Stage 1 | 633 | 593 | - | 759 | 703 | - | - |
| Stage 2 | 748 | 710 | - | 603 | 577 | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|------|------|----|-----|
| HCM Control Delay, s | 14.6 | 11.9 | 0 | 0.5 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBREBLn | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|---------|-------|-------|-------|-----|
| Capacity (veh/h) | 1205 | - | - | 377 | 555 | 1323 | - |
| HCM Lane V/C Ratio | - | - | - | 0.003 | 0.061 | 0.019 | - |
| HCM Control Delay (s) | 0 | - | - | 14.6 | 11.9 | 7.8 | 0 |
| HCM Lane LOS | A | - | - | B | B | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0.2 | 0.1 | - |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.5 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 1 | 0 | 0 | 5 | 0 | 13 | 1 | 434 | 5 | 16 | 318 | 0 |
| Future Vol, veh/h | 1 | 0 | 0 | 5 | 0 | 13 | 1 | 434 | 5 | 16 | 318 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Mvmt Flow | 1 | 0 | 0 | 6 | 0 | 15 | 1 | 488 | 6 | 18 | 357 | 0 |

| Major/Minor | Minor2 | Minor1 | | Major1 | | Major2 | | | | | | |
|----------------------|--------|--------|-------|--------|-------|--------|-------|---|---|-------|---|---|
| Conflicting Flow All | 894 | 889 | 357 | 886 | 886 | 491 | 357 | 0 | 0 | 494 | 0 | 0 |
| Stage 1 | 393 | 393 | - | 493 | 493 | - | - | - | - | - | - | - |
| Stage 2 | 501 | 496 | - | 393 | 393 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.11 | 6.51 | 6.21 | 7.11 | 6.51 | 6.21 | 4.11 | - | - | 4.11 | - | - |
| Critical Hdwy Stg 1 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 4.009 | 3.309 | 3.509 | 4.009 | 3.309 | 2.209 | - | - | 2.209 | - | - |
| Pot Cap-1 Maneuver | 263 | 283 | 689 | 266 | 285 | 580 | 1207 | - | - | 1075 | - | - |
| Stage 1 | 634 | 608 | - | 560 | 549 | - | - | - | - | - | - | - |
| Stage 2 | 554 | 547 | - | 634 | 608 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 252 | 277 | 689 | 261 | 279 | 580 | 1207 | - | - | 1075 | - | - |
| Mov Cap-2 Maneuver | 252 | 277 | - | 261 | 279 | - | - | - | - | - | - | - |
| Stage 1 | 633 | 595 | - | 559 | 548 | - | - | - | - | - | - | - |
| Stage 2 | 540 | 546 | - | 621 | 595 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|------|------|----|-----|
| HCM Control Delay, s | 19.4 | 13.7 | 0 | 0.4 |
| HCM LOS | C | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBREBLn | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|---------|-------|-------|-------|-----|
| Capacity (veh/h) | 1207 | - | - | 252 | 433 | 1075 | - |
| HCM Lane V/C Ratio | 0.001 | - | - | 0.004 | 0.047 | 0.017 | - |
| HCM Control Delay (s) | 8 | 0 | - | 19.4 | 13.7 | 8.4 | 0 |
| HCM Lane LOS | A | A | - | C | B | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0.1 | 0.1 | - |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 1 | 0 | 0 | 26 | 2 | 51 | 2 | 386 | 23 | 27 | 293 | 0 |
| Future Vol, veh/h | 1 | 0 | 0 | 26 | 2 | 51 | 2 | 386 | 23 | 27 | 293 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 1 | 1 | 1 | 9 | 9 | 9 | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 1 | 0 | 0 | 30 | 2 | 58 | 2 | 439 | 26 | 31 | 333 | 0 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 881 | 864 | 333 | 851 | 851 | 452 | 333 | 0 | 0 | 465 | 0 | 0 |
| Stage 1 | 395 | 395 | - | 456 | 456 | - | - | - | - | - | - | - |
| Stage 2 | 486 | 469 | - | 395 | 395 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.11 | 6.51 | 6.21 | 7.19 | 6.59 | 6.29 | 4.13 | - | - | 4.13 | - | - |
| Critical Hdwy Stg 1 | 6.11 | 5.51 | - | 6.19 | 5.59 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.11 | 5.51 | - | 6.19 | 5.59 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 4.009 | 3.309 | 3.581 | 4.081 | 3.381 | 2.227 | - | - | 2.227 | - | - |
| Pot Cap-1 Maneuver | 268 | 293 | 711 | 272 | 290 | 593 | 1221 | - | - | 1091 | - | - |
| Stage 1 | 632 | 606 | - | 571 | 556 | - | - | - | - | - | - | - |
| Stage 2 | 565 | 562 | - | 616 | 593 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 233 | 282 | 711 | 264 | 279 | 593 | 1221 | - | - | 1091 | - | - |
| Mov Cap-2 Maneuver | 233 | 282 | - | 264 | 279 | - | - | - | - | - | - | - |
| Stage 1 | 631 | 585 | - | 570 | 555 | - | - | - | - | - | - | - |
| Stage 2 | 507 | 561 | - | 594 | 572 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|---------------------------|----|--|------|--|----|--|-----|--|
| HCM Control Delay, s 20.5 | | | 16.2 | | 0 | | 0.7 | |
| HCM LOS | C | | C | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBREBLn | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|---------|-------|-------|-------|-----|
| Capacity (veh/h) | 1221 | - | - | 233 | 412 | 1091 | - |
| HCM Lane V/C Ratio | 0.002 | - | - | 0.005 | 0.218 | 0.028 | - |
| HCM Control Delay (s) | 8 | 0 | - | 20.5 | 16.2 | 8.4 | 0 |
| HCM Lane LOS | A | A | - | C | C | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0.8 | 0.1 | - |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.3 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 2 | 0 | 11 | 0 | 262 | 0 | 9 | 362 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 2 | 0 | 11 | 0 | 262 | 0 | 9 | 362 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 1 | 1 | 1 | 3 | 3 | 3 | 4 | 4 | 4 | 3 | 3 | 3 |
| Mvmt Flow | 0 | 0 | 0 | 2 | 0 | 13 | 0 | 298 | 0 | 10 | 411 | 0 |

| Major/Minor | Minor2 | Minor1 | | Major1 | | Major2 | | | | | | |
|----------------------|--------|--------|-------|--------|-------|--------|-------|---|---|-------|---|---|
| Conflicting Flow All | 736 | 729 | 411 | 729 | 729 | 298 | 411 | 0 | 0 | 298 | 0 | 0 |
| Stage 1 | 431 | 431 | - | 298 | 298 | - | - | - | - | - | - | - |
| Stage 2 | 305 | 298 | - | 431 | 431 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.11 | 6.51 | 6.21 | 7.13 | 6.53 | 6.23 | 4.14 | - | - | 4.13 | - | - |
| Critical Hdwy Stg 1 | 6.11 | 5.51 | - | 6.13 | 5.53 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.11 | 5.51 | - | 6.13 | 5.53 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 4.009 | 3.309 | 3.527 | 4.027 | 3.327 | 2.236 | - | - | 2.227 | - | - |
| Pot Cap-1 Maneuver | 336 | 351 | 643 | 337 | 348 | 739 | 1137 | - | - | 1258 | - | - |
| Stage 1 | 605 | 585 | - | 709 | 665 | - | - | - | - | - | - | - |
| Stage 2 | 707 | 669 | - | 601 | 581 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 328 | 347 | 643 | 334 | 345 | 739 | 1137 | - | - | 1258 | - | - |
| Mov Cap-2 Maneuver | 328 | 347 | - | 334 | 345 | - | - | - | - | - | - | - |
| Stage 1 | 605 | 579 | - | 709 | 665 | - | - | - | - | - | - | - |
| Stage 2 | 695 | 669 | - | 595 | 575 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|----|------|----|-----|
| HCM Control Delay, s | 0 | 10.9 | 0 | 0.2 |
| HCM LOS | A | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBREBLn | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|---------|-------|-------|-------|-----|
| Capacity (veh/h) | 1137 | - | - | - | 623 | 1258 | - |
| HCM Lane V/C Ratio | - | - | - | - | 0.024 | 0.008 | - |
| HCM Control Delay (s) | 0 | - | - | 0 | 10.9 | 7.9 | 0 |
| HCM Lane LOS | A | - | - | A | B | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 | 0 | - |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.4 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 12 | 0 | 9 | 12 | 0 | 19 | 6 | 221 | 19 | 23 | 325 | 13 |
| Future Vol, veh/h | 12 | 0 | 9 | 12 | 0 | 19 | 6 | 221 | 19 | 23 | 325 | 13 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 1 | 1 | 1 | 9 | 9 | 9 | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 14 | 0 | 10 | 14 | 0 | 22 | 7 | 251 | 22 | 26 | 369 | 15 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 716 | 716 | 377 | 710 | 712 | 262 | 384 | 0 | 0 | 273 | 0 | 0 |
| Stage 1 | 429 | 429 | - | 276 | 276 | - | - | - | - | - | - | - |
| Stage 2 | 287 | 287 | - | 434 | 436 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.11 | 6.51 | 6.21 | 7.19 | 6.59 | 6.29 | 4.13 | - | - | 4.13 | - | - |
| Critical Hdwy Stg 1 | 6.11 | 5.51 | - | 6.19 | 5.59 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.11 | 5.51 | - | 6.19 | 5.59 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 4.009 | 3.309 | 3.581 | 4.081 | 3.381 | 2.227 | - | - | 2.227 | - | - |
| Pot Cap-1 Maneuver | 347 | 357 | 672 | 339 | 349 | 760 | 1169 | - | - | 1284 | - | - |
| Stage 1 | 606 | 586 | - | 715 | 669 | - | - | - | - | - | - | - |
| Stage 2 | 723 | 676 | - | 587 | 568 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 329 | 345 | 672 | 325 | 337 | 760 | 1169 | - | - | 1284 | - | - |
| Mov Cap-2 Maneuver | 329 | 345 | - | 325 | 337 | - | - | - | - | - | - | - |
| Stage 1 | 602 | 571 | - | 710 | 664 | - | - | - | - | - | - | - |
| Stage 2 | 698 | 671 | - | 563 | 553 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|------|--|------|--|-----|--|-----|--|
| HCM Control Delay, s | 14.1 | | 12.7 | | 0.2 | | 0.5 | |
| HCM LOS | B | | B | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBREBLn | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|---------|-------|------|------|-----|
| Capacity (veh/h) | 1169 | - | - | 421 | 501 | 1284 | - |
| HCM Lane V/C Ratio | 0.006 | - | - | 0.057 | 0.07 | 0.02 | - |
| HCM Control Delay (s) | 8.1 | 0 | - | 14.1 | 12.7 | 7.9 | 0 |
| HCM Lane LOS | A | A | - | B | B | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.2 | 0.2 | 0.1 | - |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.5 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 1 | 0 | 0 | 5 | 0 | 13 | 1 | 471 | 5 | 16 | 365 | 0 |
| Future Vol, veh/h | 1 | 0 | 0 | 5 | 0 | 13 | 1 | 471 | 5 | 16 | 365 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Mvmt Flow | 1 | 0 | 0 | 6 | 0 | 15 | 1 | 529 | 6 | 18 | 410 | 0 |

| Major/Minor | Minor2 | Minor1 | | Major1 | | Major2 | | | | | | |
|----------------------|--------|--------|-------|--------|-------|--------|-------|---|---|-------|---|---|
| Conflicting Flow All | 988 | 983 | 410 | 980 | 980 | 532 | 410 | 0 | 0 | 535 | 0 | 0 |
| Stage 1 | 446 | 446 | - | 534 | 534 | - | - | - | - | - | - | - |
| Stage 2 | 542 | 537 | - | 446 | 446 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.11 | 6.51 | 6.21 | 7.11 | 6.51 | 6.21 | 4.11 | - | - | 4.11 | - | - |
| Critical Hdwy Stg 1 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 4.009 | 3.309 | 3.509 | 4.009 | 3.309 | 2.209 | - | - | 2.209 | - | - |
| Pot Cap-1 Maneuver | 227 | 250 | 644 | 230 | 251 | 549 | 1154 | - | - | 1038 | - | - |
| Stage 1 | 593 | 576 | - | 532 | 526 | - | - | - | - | - | - | - |
| Stage 2 | 526 | 524 | - | 593 | 576 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 217 | 244 | 644 | 226 | 245 | 549 | 1154 | - | - | 1038 | - | - |
| Mov Cap-2 Maneuver | 217 | 244 | - | 226 | 245 | - | - | - | - | - | - | - |
| Stage 1 | 592 | 563 | - | 531 | 525 | - | - | - | - | - | - | - |
| Stage 2 | 511 | 523 | - | 580 | 563 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|------|------|----|-----|
| HCM Control Delay, s | 21.7 | 14.7 | 0 | 0.4 |
| HCM LOS | C | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBREBLn | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|---------|-------|-------|-------|-----|
| Capacity (veh/h) | 1154 | - | - | 217 | 393 | 1038 | - |
| HCM Lane V/C Ratio | 0.001 | - | - | 0.005 | 0.051 | 0.017 | - |
| HCM Control Delay (s) | 8.1 | 0 | - | 21.7 | 14.7 | 8.5 | 0 |
| HCM Lane LOS | A | A | - | C | B | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0.2 | 0.1 | - |

| 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 | 7 | 0 | 10 | 27 | 2 | 53 | 14 | 417 | 24 | 28 | 330 | 9 |
| Future Vol, veh/h | 7 | 0 | 10 | 27 | 2 | 53 | 14 | 417 | 24 | 28 | 330 | 9 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 1 | 1 | 1 | 9 | 9 | 9 | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 8 | 0 | 11 | 31 | 2 | 60 | 16 | 474 | 27 | 32 | 375 | 10 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 995 | 977 | 380 | 970 | 969 | 488 | 385 | 0 | 0 | 501 | 0 | 0 |
| Stage 1 | 444 | 444 | - | 520 | 520 | - | - | - | - | - | - | - |
| Stage 2 | 551 | 533 | - | 450 | 449 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.11 | 6.51 | 6.21 | 7.19 | 6.59 | 6.29 | 4.13 | - | - | 4.13 | - | - |
| Critical Hdwy Stg 1 | 6.11 | 5.51 | - | 6.19 | 5.59 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.11 | 5.51 | - | 6.19 | 5.59 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 4.009 | 3.309 | 3.581 | 4.081 | 3.381 | 2.227 | - | - | 2.227 | - | - |
| Pot Cap-1 Maneuver | 225 | 252 | 669 | 226 | 247 | 566 | 1168 | - | - | 1058 | - | - |
| Stage 1 | 595 | 577 | - | 527 | 521 | - | - | - | - | - | - | - |
| Stage 2 | 520 | 527 | - | 575 | 561 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 191 | 238 | 669 | 212 | 233 | 566 | 1168 | - | - | 1058 | - | - |
| Mov Cap-2 Maneuver | 191 | 238 | - | 212 | 233 | - | - | - | - | - | - | - |
| Stage 1 | 584 | 554 | - | 517 | 511 | - | - | - | - | - | - | - |
| Stage 2 | 454 | 517 | - | 543 | 539 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|------|--|------|--|-----|--|-----|--|
| HCM Control Delay, s | 16.6 | | 18.6 | | 0.2 | | 0.6 | |
| HCM LOS | C | | C | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBREBLn | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|---------|-------|-------|------|-----|
| Capacity (veh/h) | 1168 | - | - | 329 | 357 | 1058 | - |
| HCM Lane V/C Ratio | 0.014 | - | - | 0.059 | 0.261 | 0.03 | - |
| HCM Control Delay (s) | 8.1 | 0 | - | 16.6 | 18.6 | 8.5 | 0 |
| HCM Lane LOS | A | A | - | C | C | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.2 | 1 | 0.1 | - |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.3 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 2 | 0 | 11 | 0 | 265 | 0 | 9 | 363 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 2 | 0 | 11 | 0 | 265 | 0 | 9 | 363 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 1 | 1 | 1 | 3 | 3 | 3 | 4 | 4 | 4 | 3 | 3 | 3 |
| Mvmt Flow | 0 | 0 | 0 | 2 | 0 | 13 | 0 | 301 | 0 | 10 | 413 | 0 |

| Major/Minor | Minor2 | Minor1 | | Major1 | | Major2 | | | | | | |
|----------------------|--------|--------|-------|--------|-------|--------|-------|---|---|-------|---|---|
| Conflicting Flow All | 741 | 734 | 413 | 734 | 734 | 301 | 413 | 0 | 0 | 301 | 0 | 0 |
| Stage 1 | 433 | 433 | - | 301 | 301 | - | - | - | - | - | - | - |
| Stage 2 | 308 | 301 | - | 433 | 433 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.11 | 6.51 | 6.21 | 7.13 | 6.53 | 6.23 | 4.14 | - | - | 4.13 | - | - |
| Critical Hdwy Stg 1 | 6.11 | 5.51 | - | 6.13 | 5.53 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.11 | 5.51 | - | 6.13 | 5.53 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 4.009 | 3.309 | 3.527 | 4.027 | 3.327 | 2.236 | - | - | 2.227 | - | - |
| Pot Cap-1 Maneuver | 333 | 349 | 641 | 334 | 346 | 736 | 1135 | - | - | 1254 | - | - |
| Stage 1 | 603 | 583 | - | 706 | 663 | - | - | - | - | - | - | - |
| Stage 2 | 704 | 667 | - | 599 | 580 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 325 | 346 | 641 | 331 | 343 | 736 | 1135 | - | - | 1254 | - | - |
| Mov Cap-2 Maneuver | 325 | 346 | - | 331 | 343 | - | - | - | - | - | - | - |
| Stage 1 | 603 | 577 | - | 706 | 663 | - | - | - | - | - | - | - |
| Stage 2 | 692 | 667 | - | 593 | 574 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|----|----|----|-----|
| HCM Control Delay, s | 0 | 11 | 0 | 0.2 |
| HCM LOS | A | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBREBLn | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|---------|-------|-------|-------|-----|
| Capacity (veh/h) | 1135 | - | - | - | 619 | 1254 | - |
| HCM Lane V/C Ratio | - | - | - | - | 0.024 | 0.008 | - |
| HCM Control Delay (s) | 0 | - | - | 0 | 11 | 7.9 | 0 |
| HCM Lane LOS | A | - | - | A | B | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 | 0 | - |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.4 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 12 | 0 | 9 | 12 | 0 | 19 | 6 | 224 | 19 | 23 | 326 | 13 |
| Future Vol, veh/h | 12 | 0 | 9 | 12 | 0 | 19 | 6 | 224 | 19 | 23 | 326 | 13 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 1 | 1 | 1 | 9 | 9 | 9 | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 14 | 0 | 10 | 14 | 0 | 22 | 7 | 255 | 22 | 26 | 370 | 15 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 721 | 721 | 378 | 715 | 717 | 266 | 385 | 0 | 0 | 277 | 0 | 0 |
| Stage 1 | 430 | 430 | - | 280 | 280 | - | - | - | - | - | - | - |
| Stage 2 | 291 | 291 | - | 435 | 437 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.11 | 6.51 | 6.21 | 7.19 | 6.59 | 6.29 | 4.13 | - | - | 4.13 | - | - |
| Critical Hdwy Stg 1 | 6.11 | 5.51 | - | 6.19 | 5.59 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.11 | 5.51 | - | 6.19 | 5.59 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 4.009 | 3.309 | 3.581 | 4.081 | 3.381 | 2.227 | - | - | 2.227 | - | - |
| Pot Cap-1 Maneuver | 344 | 355 | 671 | 337 | 347 | 756 | 1168 | - | - | 1280 | - | - |
| Stage 1 | 605 | 585 | - | 712 | 667 | - | - | - | - | - | - | - |
| Stage 2 | 719 | 673 | - | 586 | 568 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 326 | 343 | 671 | 324 | 336 | 756 | 1168 | - | - | 1280 | - | - |
| Mov Cap-2 Maneuver | 326 | 343 | - | 324 | 336 | - | - | - | - | - | - | - |
| Stage 1 | 601 | 570 | - | 707 | 662 | - | - | - | - | - | - | - |
| Stage 2 | 694 | 668 | - | 562 | 553 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|------|--|------|--|-----|--|-----|--|
| HCM Control Delay, s | 14.1 | | 12.8 | | 0.2 | | 0.5 | |
| HCM LOS | B | | B | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBREBLn | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|---------|-------|-------|------|-----|
| Capacity (veh/h) | 1168 | - | - | 418 | 499 | 1280 | - |
| HCM Lane V/C Ratio | 0.006 | - | - | 0.057 | 0.071 | 0.02 | - |
| HCM Control Delay (s) | 8.1 | 0 | - | 14.1 | 12.8 | 7.9 | 0 |
| HCM Lane LOS | A | A | - | B | B | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.2 | 0.2 | 0.1 | - |

| Intersection | | | | | | |
|---------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 2 | 5 | 271 | 370 | 7 |
| Future Vol, veh/h | 3 | 2 | 5 | 271 | 370 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 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 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 1 | 1 | 1 | 4 | 3 | 1 |
| Mvmt Flow | 3 | 2 | 6 | 308 | 420 | 8 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 744 | 424 | 428 | 0 | - | 0 |
| Stage 1 | 424 | - | - | - | - | - |
| Stage 2 | 320 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.21 | 4.11 | - | - | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.309 | 2.209 | - | - | - |
| Pot Cap-1 Maneuver | 384 | 632 | 1137 | - | - | - |
| Stage 1 | 662 | - | - | - | - | - |
| Stage 2 | 738 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 382 | 632 | 1137 | - | - | - |
| Mov Cap-2 Maneuver | 382 | - | - | - | - | - |
| Stage 1 | 658 | - | - | - | - | - |
| Stage 2 | 738 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|----|-----|----|
| HCM Control Delay, s | 13 | 0.1 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBTEBLn1 | SBT | SBR |
|-----------------------|-------|----------|-------|-----|
| Capacity (veh/h) | 1137 | - | 454 | - |
| HCM Lane V/C Ratio | 0.005 | - | 0.013 | - |
| HCM Control Delay (s) | 8.2 | 0 | 13 | - |
| HCM Lane LOS | A | A | B | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.5 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 1 | 0 | 0 | 5 | 0 | 13 | 1 | 473 | 5 | 16 | 371 | 0 |
| Future Vol, veh/h | 1 | 0 | 0 | 5 | 0 | 13 | 1 | 473 | 5 | 16 | 371 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Mvmt Flow | 1 | 0 | 0 | 6 | 0 | 15 | 1 | 531 | 6 | 18 | 417 | 0 |

| Major/Minor | Minor2 | Minor1 | | Major1 | | Major2 | | | | | | |
|----------------------|--------|--------|-------|--------|-------|--------|-------|---|---|-------|---|---|
| Conflicting Flow All | 997 | 992 | 417 | 989 | 989 | 534 | 417 | 0 | 0 | 537 | 0 | 0 |
| Stage 1 | 453 | 453 | - | 536 | 536 | - | - | - | - | - | - | - |
| Stage 2 | 544 | 539 | - | 453 | 453 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.11 | 6.51 | 6.21 | 7.11 | 6.51 | 6.21 | 4.11 | - | - | 4.11 | - | - |
| Critical Hdwy Stg 1 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.11 | 5.51 | - | 6.11 | 5.51 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 4.009 | 3.309 | 3.509 | 4.009 | 3.309 | 2.209 | - | - | 2.209 | - | - |
| Pot Cap-1 Maneuver | 224 | 247 | 638 | 227 | 248 | 548 | 1147 | - | - | 1036 | - | - |
| Stage 1 | 588 | 572 | - | 530 | 525 | - | - | - | - | - | - | - |
| Stage 2 | 525 | 523 | - | 588 | 572 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 214 | 241 | 638 | 223 | 242 | 548 | 1147 | - | - | 1036 | - | - |
| Mov Cap-2 Maneuver | 214 | 241 | - | 223 | 242 | - | - | - | - | - | - | - |
| Stage 1 | 587 | 559 | - | 529 | 524 | - | - | - | - | - | - | - |
| Stage 2 | 510 | 522 | - | 574 | 559 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|------|------|----|-----|
| HCM Control Delay, s | 21.9 | 14.7 | 0 | 0.4 |
| HCM LOS | C | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBREBLn | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|---------|-------|-------|-------|-----|
| Capacity (veh/h) | 1147 | - | - | 214 | 390 | 1036 | - |
| HCM Lane V/C Ratio | 0.001 | - | - | 0.005 | 0.052 | 0.017 | - |
| HCM Control Delay (s) | 8.1 | 0 | - | 21.9 | 14.7 | 8.5 | 0 |
| HCM Lane LOS | A | A | - | C | B | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0.2 | 0.1 | - |

| 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 | 7 | 0 | 10 | 27 | 2 | 53 | 14 | 419 | 24 | 28 | 336 | 9 |
| Future Vol, veh/h | 7 | 0 | 10 | 27 | 2 | 53 | 14 | 419 | 24 | 28 | 336 | 9 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 1 | 1 | 1 | 9 | 9 | 9 | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 8 | 0 | 11 | 31 | 2 | 60 | 16 | 476 | 27 | 32 | 382 | 10 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 1004 | 986 | 387 | 979 | 978 | 490 | 392 | 0 | 0 | 503 | 0 | 0 |
| Stage 1 | 451 | 451 | - | 522 | 522 | - | - | - | - | - | - | - |
| Stage 2 | 553 | 535 | - | 457 | 456 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.11 | 6.51 | 6.21 | 7.19 | 6.59 | 6.29 | 4.13 | - | - | 4.13 | - | - |
| Critical Hdwy Stg 1 | 6.11 | 5.51 | - | 6.19 | 5.59 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.11 | 5.51 | - | 6.19 | 5.59 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 4.009 | 3.309 | 3.581 | 4.081 | 3.381 | 2.227 | - | - | 2.227 | - | - |
| Pot Cap-1 Maneuver | 221 | 249 | 663 | 223 | 244 | 564 | 1161 | - | - | 1056 | - | - |
| Stage 1 | 590 | 573 | - | 525 | 520 | - | - | - | - | - | - | - |
| Stage 2 | 519 | 526 | - | 570 | 556 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 187 | 235 | 663 | 210 | 230 | 564 | 1161 | - | - | 1056 | - | - |
| Mov Cap-2 Maneuver | 187 | 235 | - | 210 | 230 | - | - | - | - | - | - | - |
| Stage 1 | 579 | 551 | - | 515 | 510 | - | - | - | - | - | - | - |
| Stage 2 | 453 | 516 | - | 538 | 534 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|------|--|------|--|-----|--|-----|--|
| HCM Control Delay, s | 16.8 | | 18.7 | | 0.2 | | 0.6 | |
| HCM LOS | C | | C | | | | | |

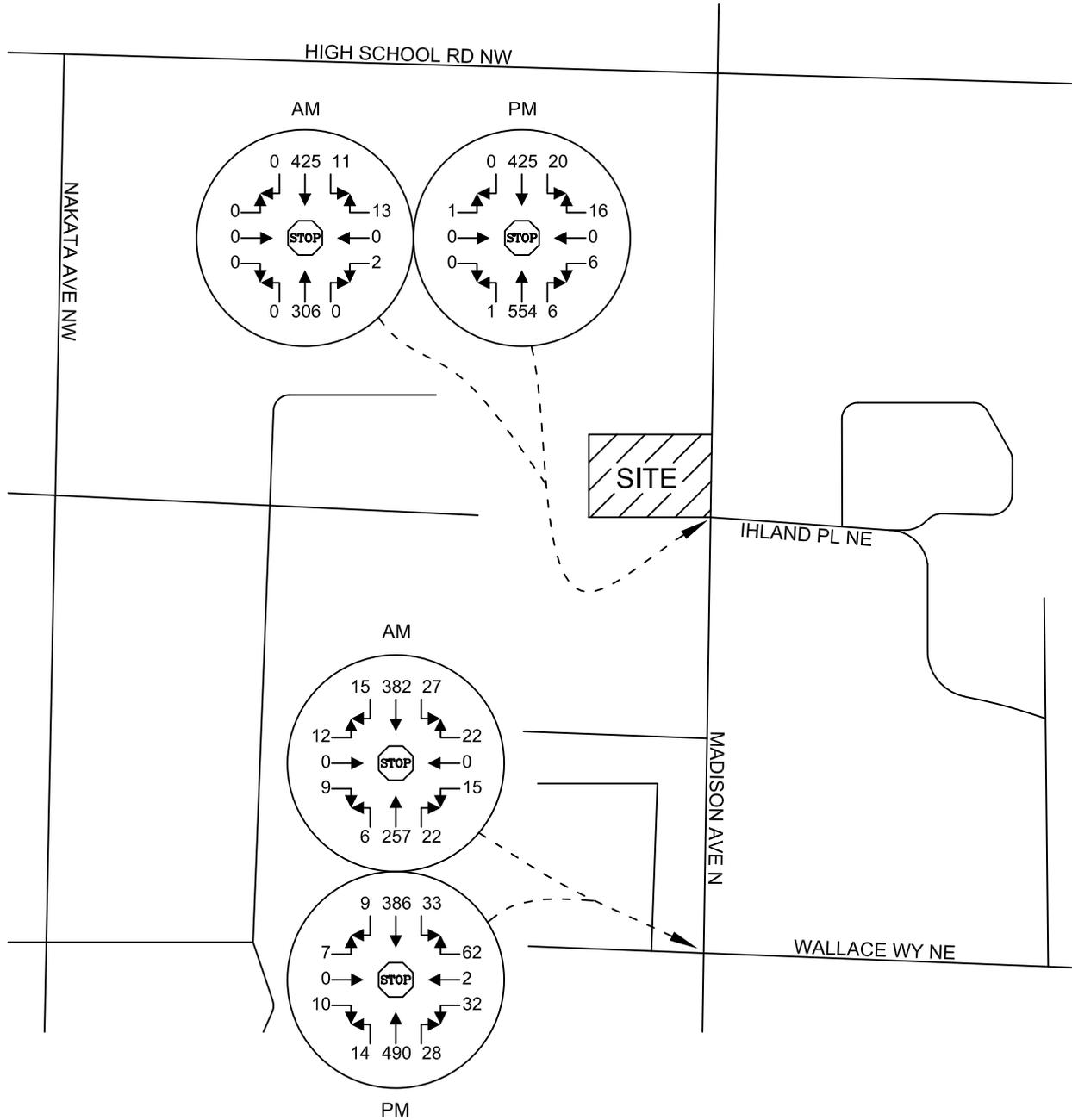
| Minor Lane/Major Mvmt | NBL | NBT | NBREBLn | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|---------|-------|-------|------|-----|
| Capacity (veh/h) | 1161 | - | - | 324 | 355 | 1056 | - |
| HCM Lane V/C Ratio | 0.014 | - | - | 0.06 | 0.262 | 0.03 | - |
| HCM Control Delay (s) | 8.1 | 0 | - | 16.8 | 18.7 | 8.5 | 0 |
| HCM Lane LOS | A | A | - | C | C | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.2 | 1 | 0.1 | - |

| Intersection | | | | | | |
|---------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.3 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | Y | | | ↑ | ↑ | |
| Traffic Vol, veh/h | 6 | 10 | 3 | 484 | 377 | 3 |
| Future Vol, veh/h | 6 | 10 | 3 | 484 | 377 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 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 | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 1 | 1 |
| Mvmt Flow | 7 | 11 | 3 | 544 | 424 | 3 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 976 | 426 | 427 | 0 | - | 0 |
| Stage 1 | 426 | - | - | - | - | - |
| Stage 2 | 550 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.21 | 4.11 | - | - | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.309 | 2.209 | - | - | - |
| Pot Cap-1 Maneuver | 280 | 631 | 1138 | - | - | - |
| Stage 1 | 661 | - | - | - | - | - |
| Stage 2 | 580 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 279 | 631 | 1138 | - | - | - |
| Mov Cap-2 Maneuver | 279 | - | - | - | - | - |
| Stage 1 | 658 | - | - | - | - | - |
| Stage 2 | 580 | - | - | - | - | - |

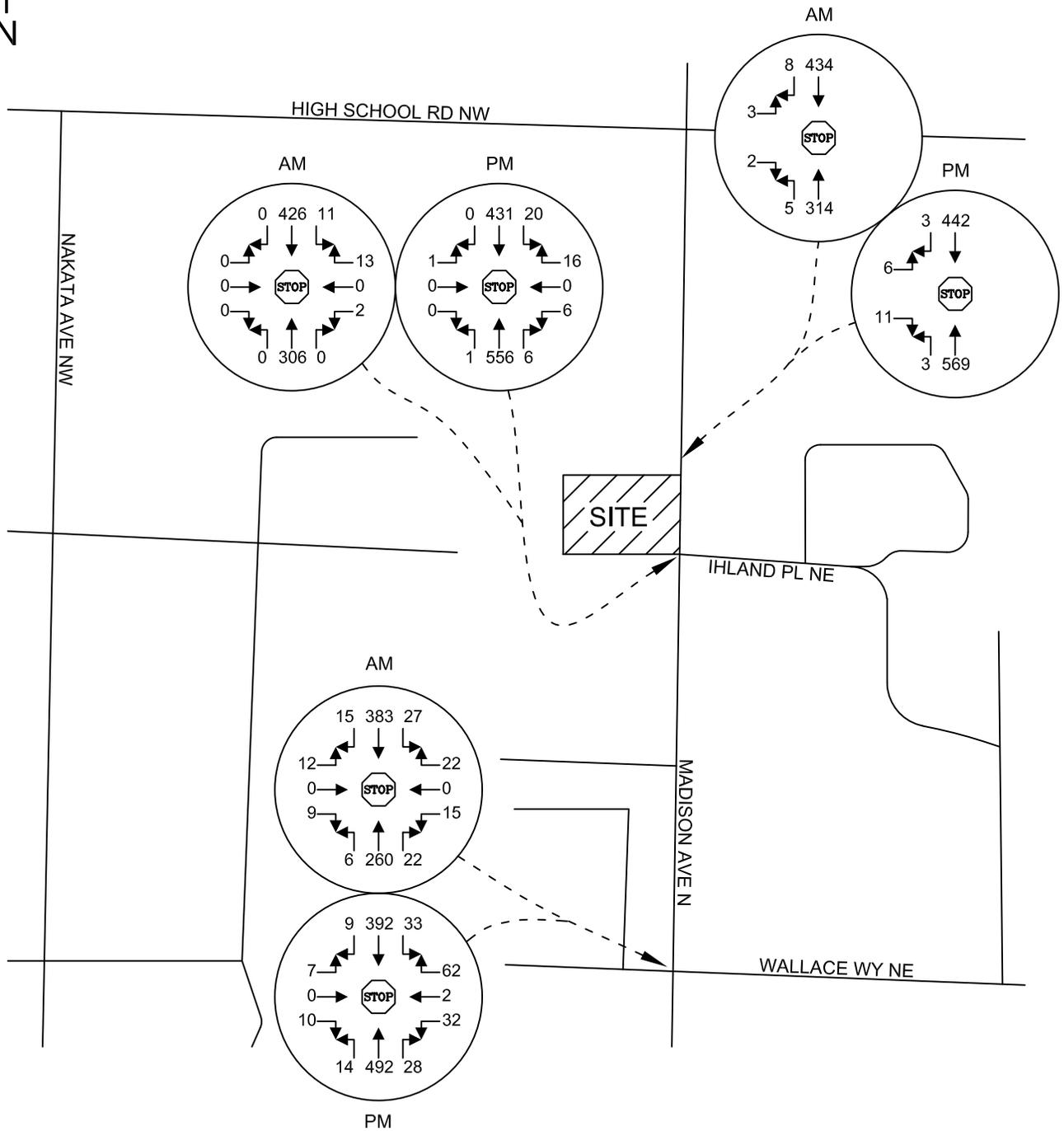
| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 13.8 | 0.1 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBTEBLn1 | SBT | SBR |
|-----------------------|-------|----------|-------|-----|
| Capacity (veh/h) | 1138 | - | 428 | - |
| HCM Lane V/C Ratio | 0.003 | - | 0.042 | - |
| HCM Control Delay (s) | 8.2 | 0 | 13.8 | - |
| HCM Lane LOS | A | A | B | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - |



HEATH & ASSOCIATES
TRAFFIC AND CIVIL ENGINEERING

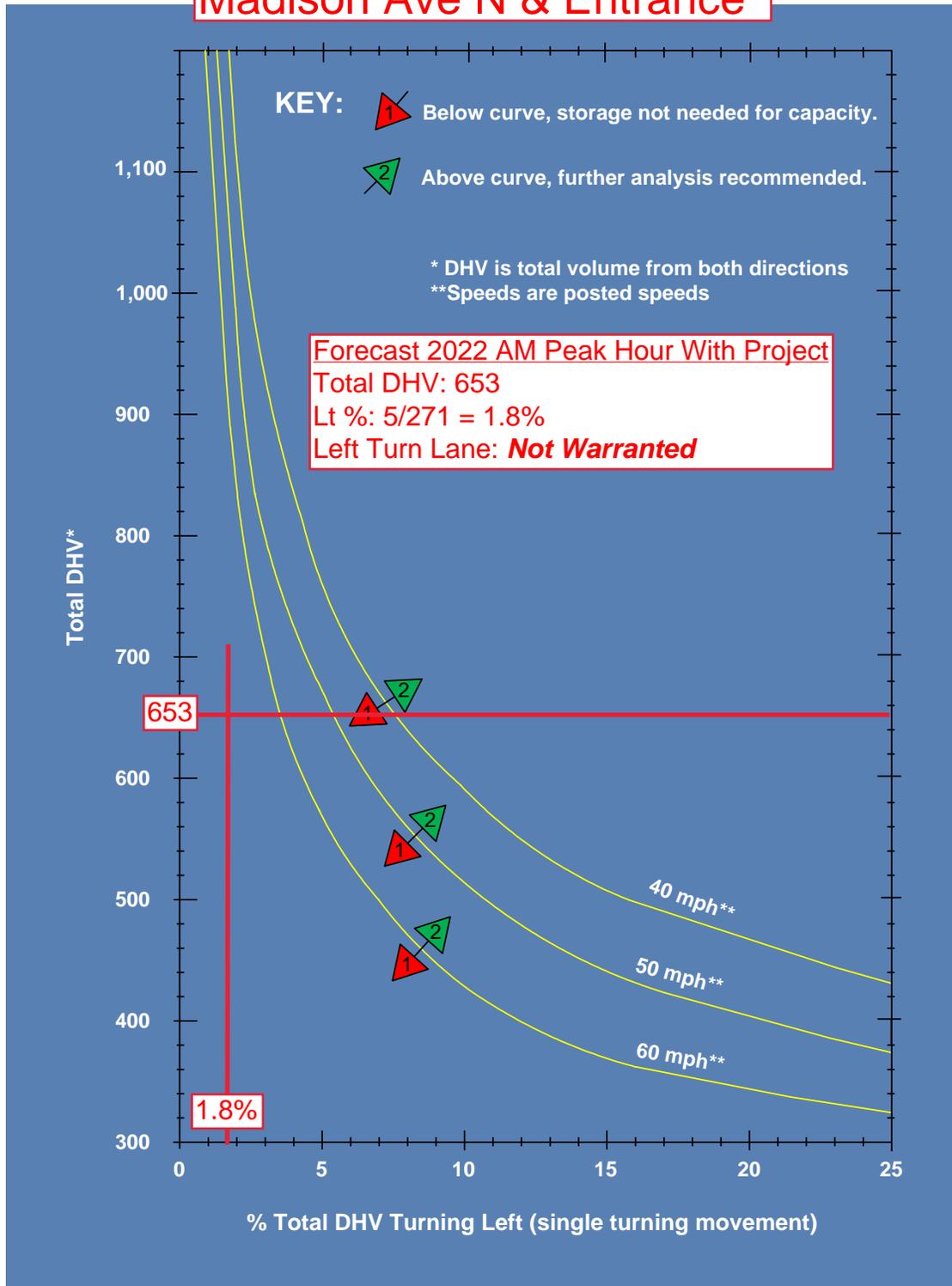
BAINBRIDGE PERIODONTICS
FORECAST 2039 AM & PM PEAK HOUR BACKGROUND VOLUMES
FIGURE A



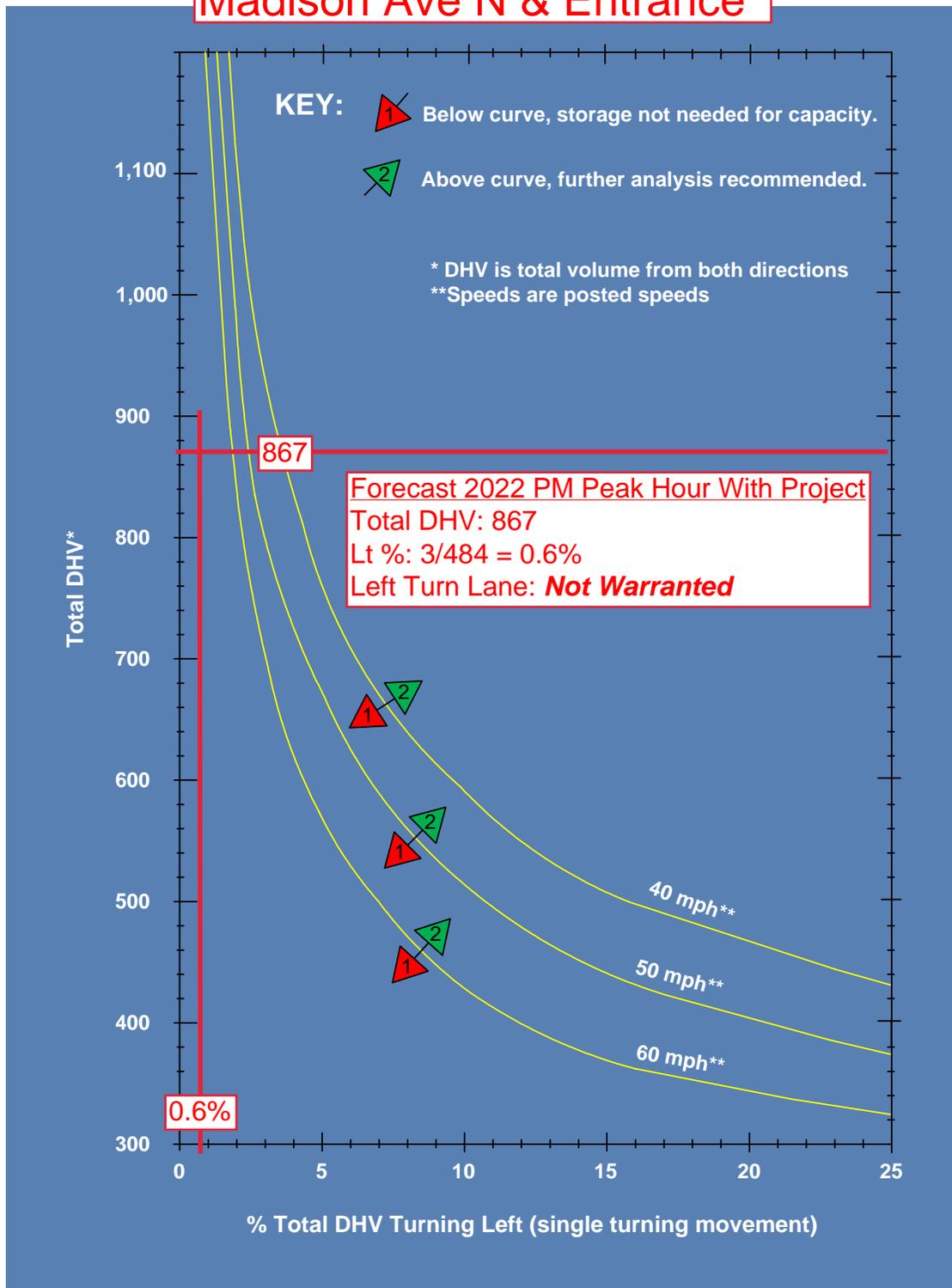
HEATH & ASSOCIATES
TRAFFIC AND CIVIL ENGINEERING

BAINBRIDGE PERIODONTICS
FORECAST 2039 AM & PM PEAK HOUR VOLUMES WITH PROJECT
FIGURE B

Madison Ave N & Entrance



Madison Ave N & Entrance



Madison Ave N & Project Entrance

**AM Peak Hour
 Pipeline Volume Summations**

| | ↙ | ↓ | ↘ | ↖ | ← | ↗ | ↑ | ↖ | ↘ | → | ↗ |
|-------------------|---|----|---|---|---|---|----|---|---|---|---|
| Madison Grove | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Madison Landings | 0 | 3 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| Wallace Cottages | 0 | 2 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 |
| Madison Place | 0 | 2 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 |
| Wyatt Apartments | 0 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| Madrona Townhomes | 0 | 3 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 |
| CKCB | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Winslow Hotel | 0 | 6 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| Totals | 0 | 22 | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 0 |

Madison Ave N & Inland PI NE/Inland Trail

**AM Peak Hour
 Pipeline Volume Summations**

| | ↙ | ↓ | ↘ | ↖ | ← | ↗ | ↑ | ↖ | ↘ | → | ↗ |
|-------------------|---|----|---|---|---|---|----|---|---|---|---|
| Madison Grove | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Madison Landings | 0 | 3 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| Wallace Cottages | 0 | 2 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 |
| Madison Place | 0 | 2 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 |
| Wyatt Apartments | 0 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| Madrona Townhomes | 0 | 3 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 |
| CKCB | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Winslow Hotel | 0 | 6 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| Totals | 0 | 22 | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 0 |

Madison Ave N & Wallace Way NE

**AM Peak Hour
 Pipeline Volume Summations**

| | ↙ | ↓ | ↘ | ↖ | ← | ↗ | ↑ | ↖ | ↘ | → | ↗ |
|-------------------|---|----|---|---|---|---|----|---|---|---|----|
| Madison Grove | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Madison Landings | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 0 | 5 |
| Wallace Cottages | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 6 |
| Madison Place | 0 | 2 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 |
| Wyatt Apartments | 0 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| Madrona Townhomes | 0 | 3 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 |
| CKCB | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Winslow Hotel | 0 | 6 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| Totals | 5 | 18 | 0 | 0 | 0 | 0 | 23 | 6 | 9 | 0 | 11 |

Madison Ave N & Project Entrance

PM Peak Hour
Pipeline Volume Summations

| | ↙ | ↓ | ↘ | ↖ | ← | ↵ | ↗ | ↑ | ↖ | ↘ | → | ↗ |
|-------------------|---|----|---|---|---|---|---|----|---|---|---|---|
| Madison Grove | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Madison Landings | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| Wallace Cottages | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Madison Place | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Wyatt Apartments | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| Madrona Townhomes | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| CKCB | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Winslow Hotel | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 |
| Totals | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 |

Madison Ave N & Inland PI NE/Inland Trail

PM Peak Hour
Pipeline Volume Summations

| | ↙ | ↓ | ↘ | ↖ | ← | ↵ | ↗ | ↑ | ↖ | ↘ | → | ↗ |
|-------------------|---|----|---|---|---|---|---|----|---|---|---|---|
| Madison Grove | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Madison Landings | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| Wallace Cottages | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Madison Place | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Wyatt Apartments | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| Madrona Townhomes | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| CKCB | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Winslow Hotel | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 |
| Totals | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 |

Madison Ave N & Wallace Way NE

PM Peak Hour
Pipeline Volume Summations

| | ↙ | ↓ | ↘ | ↖ | ← | ↵ | ↗ | ↑ | ↖ | ↘ | → | ↗ |
|-------------------|---|----|---|---|---|---|---|----|----|----|---|---|
| Madison Grove | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Madison Landings | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 4 |
| Wallace Cottages | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 5 | 0 | 2 |
| Madison Place | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Wyatt Apartments | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| Madrona Townhomes | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| CKCB | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Winslow Hotel | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 |
| Totals | 9 | 28 | 0 | 0 | 0 | 0 | 0 | 19 | 12 | 10 | 0 | 6 |



Department Public Works - Engineering

Certificate of Concurrency

Pursuant to The City of Bainbridge Island Municipal Code 15.32.040.B, the City Engineer has determined that the capacity of transportation facilities affected by the proposed development is equal to or greater than the capacity required to maintain the level of service standard for the impact of the development.

Property Location or Description: **Bainbridge Periodontics and Implants
1129 Madison Ave N
Bainbridge Island, WA
Tax Parcel: 272502-1-015-2005)
Permit Number: PLN51425 SPR**

Development Type: **Site Plan Review with minor Variance**

Approved Uses: **Medical/Dental clinic, multifamily residential**

Approved Density: **~3,370sf periodontics facility and 3 condominium dwelling units**

Approved Intensity: **14 PM Peak-Hour Trips/133 Average Weekday Daily Trips (AWDT) at project completion**

Basis For Concurrency: **Attached traffic study, prepared by Heath & Associates, dated September 2019**

Date Issued: **This certificate is effective on the issuance date of the above referenced permit number.**

Expiration Date: **This certificate expires on the earlier of: 1) The date of expiration of the above referenced permit numbers, or 2) Three years after the above effective (issuance) date of this certificate.**

A handwritten signature in black ink, appearing to read 'Paul C. Nylund', is written over a horizontal line.

BY: Paul C. Nylund, P.E.

7/16/2020

Date

Attachments: 1: Concurrency Test; or
 2: Traffic Analysis

Call to Order (Attendance, Agenda, Ethics)
New Land Use Review Process
Pavilion CUP Decision ([PLN51232 CUP](#))
Hyla New Building
Bainbridge Periodontics Clinic
New/Old Business
Adjourn

Call to Order (Attendance, Agenda, Ethics)

Chair Joe Dunstan called the meeting to order at 2:32 PM. Design Review Board Members in attendance were Alan Grainger, Jane Rein, and Jim McNett. Peter Perry, Carl Yurdin and Jason Wilkinson was absent and excused. Planning Commission liaison Don Doman was present. City staff present were Gary Christensen Planning Director, Kelly Tayara, Heather Wright Planning Manager and Administrative Specialist Carla Lundgren who recorded and prepared minutes.

The agenda was reviewed. It was noted that the Bainbridge Storage project scheduled for 4:25pm on the agenda was cancelled.

No conflicts were disclosed.

Approval of Minutes: January 7, 2019

Minutes were not approved. Joe Dunstan stated he would like to add the summary discussion that was had after each design guideline checklists. Mr. Dunstan will review the audio recording of the January 7, 2019 meeting and forward each summary to Carla Lundgren to add to the written minutes.

Approval of Minutes: January 22, 2019

Motion: I so move.

Rein/McNett: Passed Unanimously

New Land Use Project Review Process

Heather Wright, Planning Manager
Discussion Only

Pavilion CUP Approval ([PLN51232 CUP](#))

Gary Christensen, Planning Director
Discussion Only

Hyla New Building

Design Guidance Meeting

Review of Schematic Design & Applicable Design Guideline Checklists

Discussion Only

Bainbridge Periodontics Clinic

Conceptual Design Meeting

Review Statement of Intent, Site Analysis and Context Map

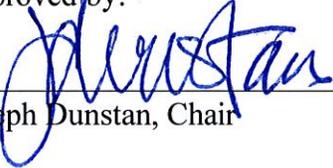
Discussion Only

New/Old Business

Adjourn

The meeting adjourned at 5:43 PM.

Approved by:



Joseph Dunstan, Chair



Carla Lundgren, Administrative Specialist



**CITY OF BAINBRIDGE ISLAND
DESIGN REVIEW BOARD – SPECIAL MEETING
February 20, 2019**

PLEASE PRINT

**Join
ListServ
Yes/No**

| Name | Affiliation | Phone/ E-Mail | Join ListServ Yes/No |
|------------------|---------------------------------------|--------------------------|----------------------------|
| JIM MUNCH | DRB | | |
| IAN GRANGER | DRB | | |
| Jen Doman | Plan Comm. | | |
| JANE REIN | DRB | | |
| PAM COLE | CITIZEN | Pam.cole@gmail.com | |
| CHARLES SCHMID | ATBC | | |
| BRANDON FOGG | STUDIO MUMFET ARCHITECTS | | |
| DE DUNSTAN | DRB | | |
| Kelsey Laughlin | Seabold Engineering | kelsey@seaboldeng.com | |
| Heather Wink | COBI | | |
| CORY CHRISTENSEN | COBI | | |
| Catherine Micaud | Catherine Micaud Landscape Architects | kiamicaud@gmail.com | Yes. |
| MATTHEW COATES | COATES DES. | matthew@coatesdesign.com | Yes. |
| Amelie Rohde | Coates Design. | Amelie@coatesdesign.com | |
| ROB MINNER RHEES | CD | ROB@COATESDESIGN.COM | |
| | | | |
| | | | |
| | | | |

| When | What | Who | Where | Why | How | Materials Required | Outcome |
|--------|---|-------------------------------------|---------|---|----------------------------|--|---|
| Step 1 | Conceptual Proposal Review Meeting* (30 mins) | Applicant DRB | DRB Mtg | The DRB will provide the applicant(s) an introduction/review of the design guidelines, comprehensive plan goals and policies applicable to the site, as well as, an opportunity to explore design concepts and/or options. BIMC 2.16.040.D.1 | Applicant Schedule | Statement of Intent, Site Analysis and Context Map (pg 9) | Project recommendations at this meeting are subject to review with City staff, the Comp Plan and the municipality code and will be discussed at the preapplication conference (Step 4). |
| Step 2 | Design Guidance Review Meeting (60 mins) | Applicant DRB Planner | DRB Mtg | The DRB will provide input and guidance to the applicant on consistency with applicable design guidelines and comprehensive plan goals and policies, including recommendation for how the project could be revised to achieve greater consistency. BIMC 2.16.040.D.2 | Planner Schedule | Schematic Design & completed applicable design guidelines (pg 9) | Determination of project consistency with design guidelines. |
| Step 3 | Preapplication Intake Appointment (60 mins) | Applicant Permit Specialist Planner | PCD | The applicant shall provide all required submittal materials outlined in Admin Manual for the City staff to review prior to the Preapplication Conference. City staff will familiarize themselves with the proposed project and come prepared to review the project with the applicant at the Preapplication Conference (Step 4). | Applicant Schedule | Refer to Admin Manual (pg 10) | A permit specialist will schedule the Preapplication Conference approximately three weeks after the date of this meeting. This will allow the City staff to review the submitted materials prior to the next meeting with the applicant. |
| Step 4 | Preapplication Conference (60 mins) \$ | Applicant Planner DE | PCD | The preapplication conference is an informal discussion between a potential applicant, interested citizens, and city staff regarding a proposed project. A preapplication conference shall not include extensive field inspection or correspondence. BIMC 2.16.020.I.2 | Permit Specialist Schedule | Refer to Admin Manual (pg 10) | The planner will send a summary of this meeting to the applicant post meeting. The preapplication conference application shall be provided to the Design Review Board (Step 7). BIMC 2.16040. D.3 |
| Step 5 | Public Participation Meeting (60 mins) | Applicant Planner PC | PC Mtg | As part of the preapplication phase, applicants are required to participate in a community meeting through the City's public participation program outlined in Resolution No. 2010-32, except that the community meeting shall be held at a Planning Commission meeting. BIMC 2.16.040.D.3 | Planner Schedule | Materials submitted at Preapplication Conference | The applicant (with City staff support) will present the project to the public at a Planning Commission meeting. A summary of the meeting will be distributed by the planner to those that attended, requested a summary and to the applicant. |
| Step 6 | Application Submittal** (60 mins) \$ | Applicant Permit Specialist Planner | PCD | An application for a specific type of land use decision shall be filed with the planning department on forms prescribed by the department and shall include fees as required by resolution of the city council. Each application has specific submittal requirements that are described in the administrative manual. Additional requirements may be requested on the application form. BIMC 2.16.020.J.1.a | Applicant Schedule | Refer to Admin Manual (pg 13-14) | A land use application shall be deemed complete when all submittal requirements and all required fees as set forth in the administrative manual or by resolution of the city council have been submitted to the appropriate department and staff has confirmed that the level of detail in submitted materials is sufficient to allow accurate review, even though additional information may be required or subsequent project modifications may occur (see subsection L.4 of this section for timelines). BIMC 2.16.020.J.2.a |
| Step 7 | Design Review Board Review & Recommendation (60 mins) | Applicant DRB Planner | DRB Mtg | The DRB will review the proposed project for compliance with applicable design guidelines and to ensure that the project reflects any revisions recommended at the design guidance meeting (Step 2). The project is presented to the DRB after incorporating the recommendations from the Pre-application Project Review and can include other refinements that have occurred to the design. | Planner Schedule | Refer to Admin Manual (pg 13-14) | The DRB will forward written findings, their determination of the project's consistency with the design guidelines, design guideline checklists and their recommendation, including any conditions, to the staff planner. The staff planner will include these findings and recommendations in the Staff Report to be presented to the Planning Commission. |
| Step 8 | Planning Commission Review & Recommendation (60 mins) | Applicant Planner PC | PC Mtg | The PC will review the proposed project for consistency with applicable design guidelines, BIMC Title 17, and the comprehensive plan. The PC will take into consideration the recommendation from the DRB, any public comment received and the City staff recommendation. | Planner Schedule | Recommended, however, optional presentation by applicant | The Planning Commission shall issue a written recommendation that contains a statement recommending that the proposed project be approved, approved with conditions or denied. A statement of facts upon which the recommendation is based and the conclusions derived from those facts must be provided by the Planning Commission to the Director. |
| Step 9 | Decision | Director | N/A | The Director gives consideration to public comment, decision criteria and substantial weight to the PC & DRB recommendations. | N/A | Staff report from planner to the Director | Decisions distributed to the commenters. Any administrative decision can be appealed. |

DRB = Design Review Board

PCD = Planning & Community Development

PC = Planning Commission

DE = Development Engineer

* Waiver available

**120 day review period begins

\$ Fee Due



Proposed Design Review Board Meeting Timelines

Conceptual Proposal Review Meeting (*30 mins*)

- 10 mins** – DRB introduce/review the design guidelines, comprehensive plan goals and policies applicable to the site.
- 10 mins** – Applicant presents project concept
- 10 mins** – Questions/Feedback/Public Comment

Design Guidance Review Meeting (*60 mins*)

- 5 mins** – Planner intro
- 15 mins** – Applicant presentation
- 30 mins** – Review design guideline checklists & complete facts/findings
- 10 mins** – Questions/Public Comment

DRB Review & Recommendation Meeting (*60 mins*)

- 5 mins** – Planner Intro
- 15 mins** – Applicant presentation
- 25 mins** – DRB review design guidelines checklist, compliance to recommended revisions & establish formal facts/findings
- 10 mins** – Questions/Public Comment
- 5 mins** – DRB makes motion to “Recommend Approval”, “Recommend Approval with Conditions”, or “Recommend Denial”



8 Guiding Principles of the City of Bainbridge Island 2016 Comprehensive Plan

The city's Comprehensive Plan guides the growth and establishes the long-range vision for the Island, identifying important characteristics that the community desires to retain, promote, or foster. The Comprehensive Plan incorporates goals and policies that guide the community toward that vision, including the eight overriding principles of the plan:

Guiding Principle #1 Preserve the special character of the Island, which includes downtown Winslow's small-town atmosphere and function, historic buildings, extensive forested areas, meadows, farms, marine views and access, and scenic and winding roads supporting all forms of transportation.

Guiding Principle #2 Manage the water resources of the Island to protect, restore and maintain their ecological and hydrological functions and to ensure clean and sufficient groundwater for future generations.

Guiding Principle #3 Foster diversity with a holistic approach to meeting the needs of the Island and the human needs of its residents consistent with the stewardship of our finite environmental resources.

Guiding Principle #4 Consider the costs and benefits to Island residents and property owners in making land use decisions.

Guiding Principle #5 The use of land on the Island should be based on the principle that the Island's environmental resources are finite and must be maintained at a sustainable level.

Guiding Principle #6 Nurture Bainbridge Island as a sustainable community by meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Guiding Principle #7 Reduce greenhouse gas emissions and increase the Island's climate resilience.

Guiding Principle #8 Support the Island's Guiding Principles and Policies through the City's organizational and operating budget decisions.



10 Elements of the Comprehensive Plan

Taken together, the following Elements balance the Island’s highly held values of environmental stewardship with the needs of its people for housing, health, safety, economic opportunity and access to goods, services, recreation and cultural amenities. All of these Elements are guided by the eight Guiding Principles set forth in the Introduction Chapter of this Comprehensive Plan. These Principles emphasize the importance of shaping future growth and redevelopment in a way that retains the Island’s character and quality of life that its residents so highly value.

The **Land Use Element** addresses the general location and distribution of land uses within the City and, in combination with other Plan Elements, guides the use of land on Bainbridge Island.

The **Environment** and **Water Resources Elements** addresses the protection and conservation of natural systems including the Island’s sole source aquifer, the quality and quantity of water, habitat, vegetation and air.

The **Housing Element** identifies strategies to increase the diversity of housing types and the supply of affordable housing on the Island.

The **Economic Element** encourages programs and policies to support economic vitality and opportunity for Island residents.

The **Transportation Element** provides mobility and safety for all users while respecting neighborhood character and climate resilience.

The **Capital Facilities** and **Utilities Elements** address the infrastructure needed to serve the planned land uses.

The **Cultural Element** recognizes the arts and humanities, significantly contributes to the City’s identity, sense of place and economy.

The **Human Services Element** is defined as those services that assist people in meeting the essential life needs of food, clothing, shelter and access to health care.

Full Comprehensive Plan can be found here: <https://www.bainbridgewa.gov/432/Plan-Elements>

Zoning District

| Project Type | Neighborhood Service Center | | | R-14 | R-8 | R-5 | R-4.3 | R-3.5 | R-2.9 | R-6, R-2, R-1, R-0.4 | Ft. Ward Overlay | Mixed Use Town Center | | | | | Business/Industrial | WDI | |
|---|-----------------------------|--------------|---------------|------|------|------|-------|-------|-------|----------------------|------------------|-----------------------|----------|----------|----------|-----------|---------------------|-----|-------------|
| | Rolling Bay | Island Cntr. | Lynwood Cntr. | | | | | | | | | Core | Madison | Ericksen | Gateway | Ferry T | | | HS Rd 1 & 2 |
| Commercial | 1, 9 | 1, 8 | 1, 7 | NP | NP | NP | NP | NP | NP | NP | NP | 1, GEN,C | 1, GEN,M | 1, GEN,E | 1, GEN,G | 1, GEN,F | 1, GEN, HS | 5 | 1 |
| Multi-Family | 9 | 8 | 7 | 4 | 4 | — | — | — | — | — | 3 | GEN, C | GEN, M | GEN, E | GEN, G | GEN, F | GEN, HS | NP | NP |
| Mixed-Use | 1, 9 | 1, 8 | 1, 7 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1, 3 | 1, GEN,C | 1, GEN,M | 1, GEN,E | 1, GEN,G | 1, GEN,F | 1, GEN, HS | 5 | NP |
| Government/ Cultural/ Religious/ Educational | 1, 9 | 1, 8 | 1, 7 | 1 | 1, 5 | 1, 5 | 1, 5 | 1, 5 | 1, 5 | 1, 5 | 1, 3 | GEN, C | GEN, M | GEN, E | GEN, G | GEN, F | GEN, HS | 5 | 1 |
| Health care Facility | 1, 9 | 1, 8 | 1, 7 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1, 3 | 1, GEN,C | 1, GEN,M | 1, GEN,E | 1, GEN,G | 1, GEN, F | 1, GEN, HS | 5 | NP |
| R-8 /w/ TDR Single-family Subdivision | NP | NP | NP | NP | NP | NP | 6 | 6 | 6 | NP | NP | NP | NP | NP | NP | NP | NP | NP | NP |

Design Standards and Guidelines BIMC Section 18.18.030

NOTE: Blank cells indicate design guidelines don't apply in that zone; NP= use not permitted in zoning district BIMC Section 18.36.030.55 "Commercial Use: means the providing of goods or services for compensation".

Design Guideline Matrix Key

1. Guidelines for Commercial and Mixed Use Projects
2. Guidelines for Mixed Use Town Center/ HS Road Overlay Districts
 - GEN General Guidelines for all Overlay Districts
 - G Gateway Overlay District Guidelines
 - C Core Overlay District Guidelines
 - E Ericksen Overlay District Guidelines
 - M Madison Overlay District Guidelines
 - F Ferry Terminal Overlay District Guidelines
 - HS High School Road 1 & 2 Overlay District Guidelines
3. Guidelines for Fort Ward
4. Guidelines for Multi-family
5. Guidelines for Business/ Industrial (formerly Light Manufacturing)
6. Guidelines for R-8 Urban Single Family Overlay District
7. Guidelines for Lynwood Center
8. Guidelines for Island Center
9. Guidelines for Rolling Bay

DESIGN REVIEW BOARD

Procedural Steps for Review

#1: Concept Meeting - Add: Site Address

Applicant provides:

- Statement of Intent and vision for the project
- site analysis describing appropriateness of proposed use for the subject property
- context map (showing property and surrounding uses)

Staff provides:

- Vision for Bainbridge Island
- Comp Plan goals and objectives (relevant to specific project)
- design guidelines the project must follow.

COMP PLAN GUIDING PRINCIPLES

1. DRB provides:

- Comments regarding the most significant (urban) design issues for the proposed use on the subject property and its relationship to neighboring parcels of land.
- Identify any "hot topic" issues that may influence the direction of the design as it proceeds.
- Key items that should be addressed at the Design Guidance meeting.

#2: Design Guidance

Applicant provides:

- Conceptual design/bubble diagram/site plan
- Relationship of proposed development to significant site features and trees
- General traffic patterns, trails, facilities, proposed infrastructure
- Relative scale to neighboring properties – site section and/or street elevation(s)

Staff provides:

- Explanation of design guidelines,
- departures from guidelines, if any

DRB provides:

- Comments regarding the most significant (urban) design issues for the proposed use on the subject property and its relationship to neighboring parcels of land.
- Review of concept site plan and building scale and massing
- Identify any outstanding "hot topic" issues that may influence the direction of the design as it proceeds.
- Key items that should be addressed at the Pre-Application meeting.
-

#3: Pre-application

Applicant provides:

- preliminary site plan
- landscape plan/streetscape elements
- four elevations (all four sides of proposed building)
- See checklist list previously recommended by DRB
-

DRB provides:

- Suggestions to be incorporated into proposal to satisfy Guidelines and smooth approval process at Site Plan Review

#4: Site Plan Review and Recommendation**Applicant Provides:**

- final site plan
- final landscape plan/streetscape elements
- Minimum of four elevations (all four sides of proposed building)
- color boards, building materials list, roof materials/color
- other landscape elements (as needed)
- Complete set of design guideline(s) and applicant's notes
- Items required in Administrative Manual (staff)
- See checklist list previously recommended by DRB
-

DRB provides:

- Indication by straw poll of approval or denial
- If denial is likely, an opportunity for the applicant to revise and return
- final approval or denial
- list of final recommendations/conditions for approval (if needed)
- list of project shortcomings if denial is recommended
- Summary of findings/decisions to Planning Commission

NOTICE OF ADMINISTRATIVE DECISION

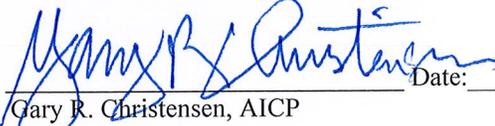
The City of Bainbridge Island is issuing a decision concerning the following land use application:

Date of Issuance: January 24, 2019
Project Name & Number: Pavilion Redevelopment PLN51232 CUP
Project Type: Conditional Use Permit for Automotive Service Use
Owner: MADISON AVE REAL ESTATE LLC
Project Site & Tax Parcel: 403 MADISON AVE N, TA#272502-4-009-2007; 272502-4-185-2003; 272502-4-184-2004; 272502-4-010-2004

Project Description: Allow automotive use on the William Grow House property.

Project Decision: The application is **conditionally approved**. This proposal is subject to administrative review under Chapter 2.16.030 of the Bainbridge Island Municipal Code. The staff report containing the findings of facts upon which the decision is based, including the conclusions of law derived from those facts and the conditions of approval, is available to the public upon request. **The decision becomes final after 14 days from the date of issuance, or after Thursday, February 7, 2019.**

Decision Maker:

Signature  Date: 1/24/19
Gary R. Christensen, AICP
City of Bainbridge Island
Director of Planning and Community Development

Appeal Procedure: This administrative decision may be appealed by filing a written appeal containing a summary of grounds for the appeal and paying a \$530.00 filing fee to the City Clerk at 280 Madison Avenue North, Bainbridge Island, WA 98110, in accordance with the procedures set forth in the Bainbridge Island Municipal Code, Section 2.16.020. **An appeal must be filed no later than 4:00 p.m., Thursday, February 7, 2019**

If you have any questions, contact:
Kelly Tayara, Senior Planner
City of Bainbridge Island
280 Madison Ave North
Bainbridge Island, WA 98110
206-780-3787 or pcd@bainbridgewa.gov

Project Conditions

1. Site redevelopment is subject to Site Plan and Design Review permit approval which includes Design Review Board, Planning Commission and Historic Preservation Commission review.
2. The Grow House and the relocated automotive services must be located on the same property. Prior to site redevelopment, the applicant must submit complete application for Boundary Line Adjustment (BLA) and obtain BLA approval from the Department of Planning and Community Development: Subject to approval by the Director of Planning and Community Development, the City may accept similar legal instrument, such as a condominium declaration (RCW 64.34).

February 20, 2019

Design Review Board
Special Meeting
Wednesday, 4:55 pm Council Conference Room

Re: Bainbridge Periodontics Clinic.

Conceptual Proposal Review Meeting

Statement of Intent

The proposed 2 story wood frame multiuse project combines ground floor dental clinic with two second floor residential units. Project is located at the north end of Madison Avenue just south of the High School roundabout. Adjacent uses are dental clinic, multifamily and single family residential. The neighborhood is comprised of similar multiuse projects, medical clinics, multifamily, the library and a church. Access to the site will be off Island Trail from Madison.

Regards,



Bob Miller-Rhees, AIA LEED BD+C
COATES DESIGN, INC.

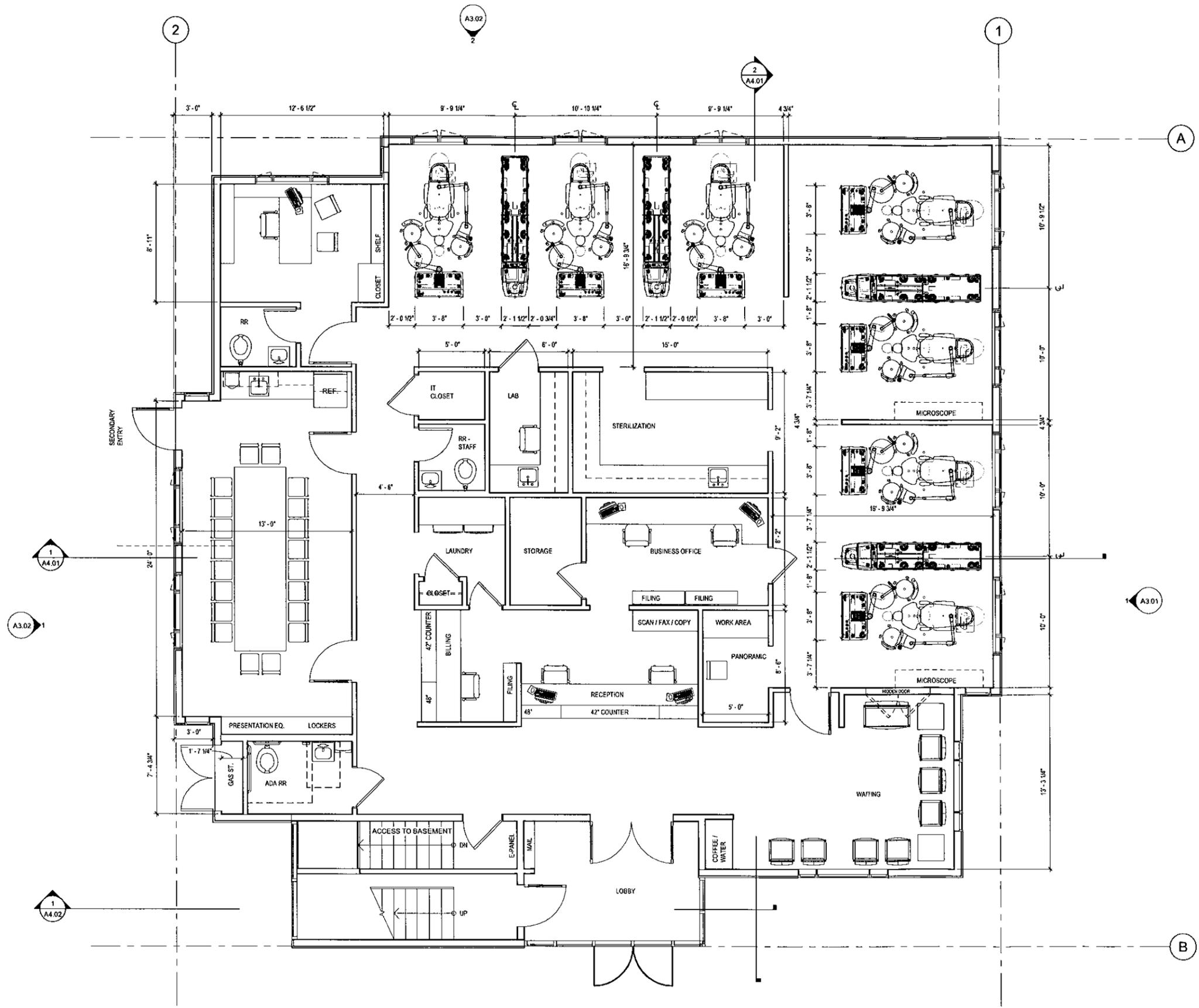
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NOT FOR CONSTRUCTION

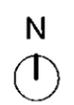
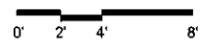
BAINBRIDGE PERIODONTICS
 1129 Madison Ave
 Bainbridge Island,

FIRST FLOOR



1 FIRST FLOOR - OPTION 1

SCALE 1/4" = 1'-0"



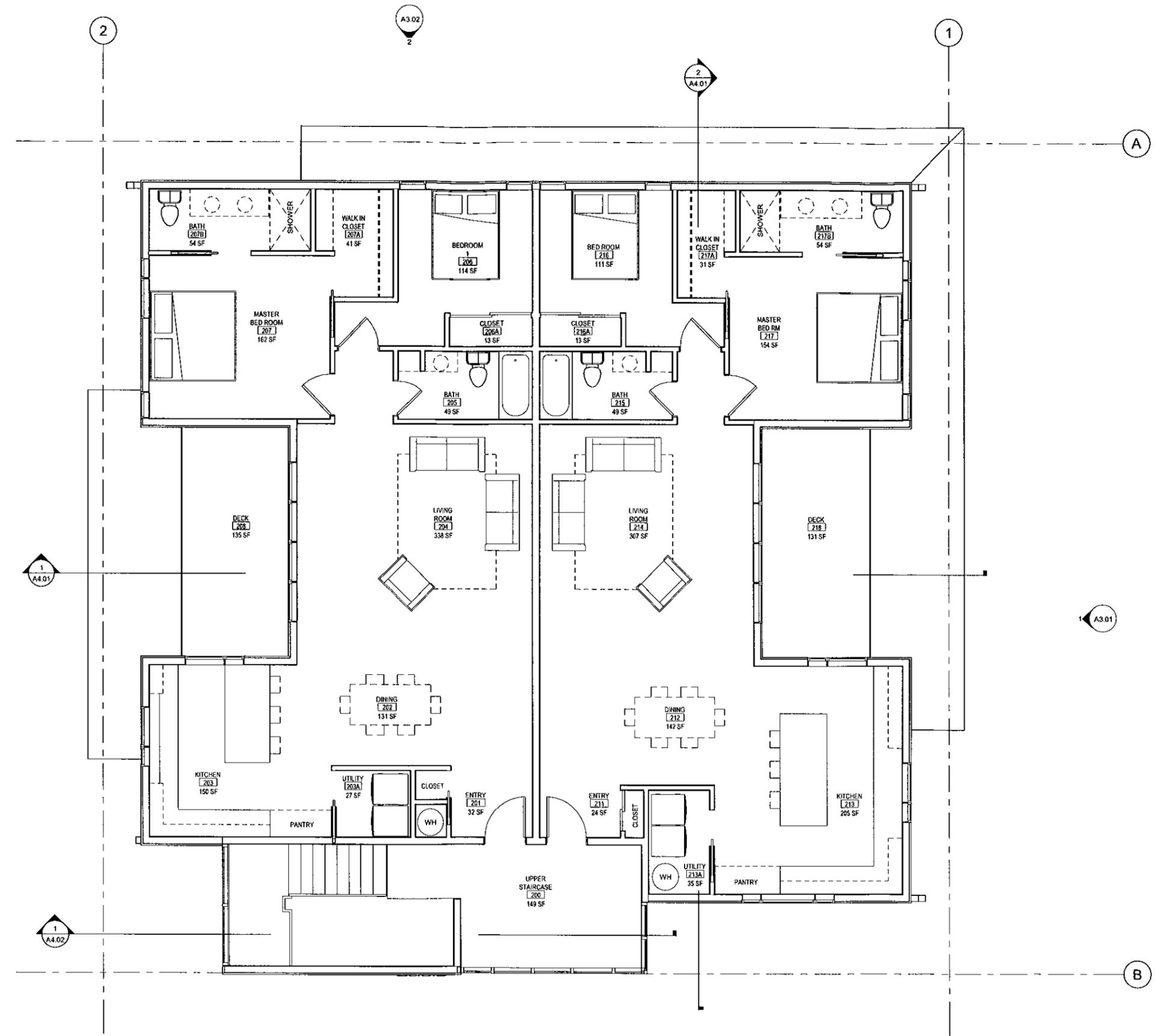
ISSUED FOR:

SCHEMATIC DESIGN

NOT FOR CONSTRUCTION

BAINBRIDGE PERIODONTIC
1129 Madison Av
Bainbridge Island

SECOND FLOOR



1 SECOND FLOOR - OPTION 1

SCALE 1/4" = 1'-0"

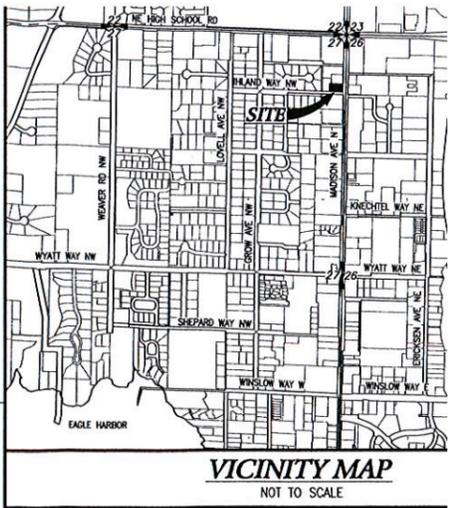
0' 2' 4' 8'



22 23
27 26

(272502-1-014-2006)

C.B. TYPE 1
RIM=210.79
I.E.(N)=206.32(12" CONC)
I.E.(E)=207.59(12" CONC)
I.E.(W)=206.28(12" CONC)
I.E.(S)=206.30(12" CONC)



VICINITY MAP
NOT TO SCALE

DESCRIPTION

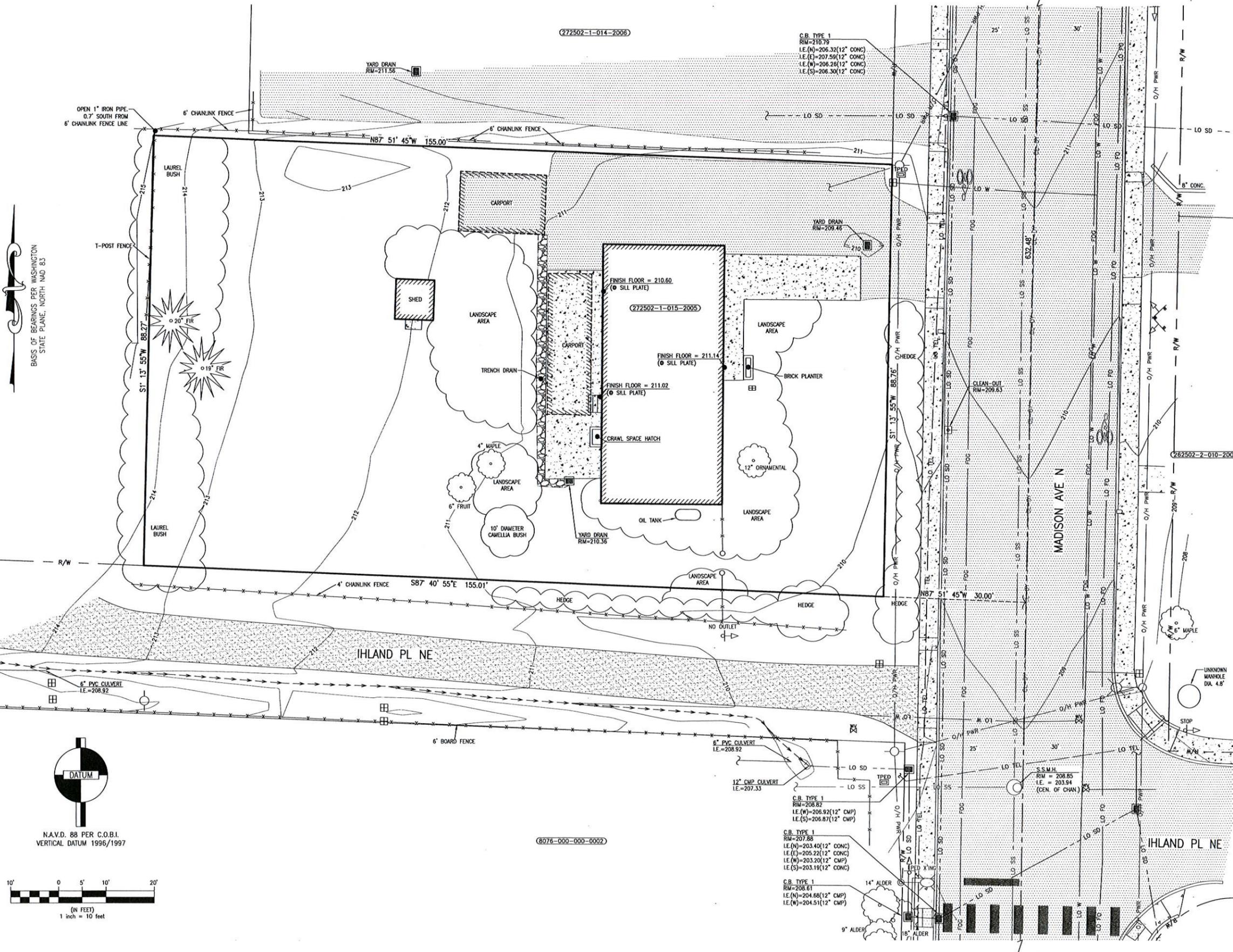
THAT PORTION OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 27, TOWNSHIP 25 NORTH, RANGE 2 EAST, W.M., IN KITSAP COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT 632.48 FEET SOUTH AND 30 FEET WEST OF CORNER COMMON TO SECTIONS 27, 26, 23 AND 22, THENCE NORTH 75° 16' 51" WEST 165 FEET; THENCE SOUTH 88.24 FEET; THENCE EAST POINT OF BEGINNING;

EXCEPT THE WEST 10 FEET THEREOF.

LEGEND

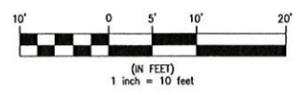
- CATCH BASIN TYPE 1
- CLEAN-OUT
- SANITARY SEWER MANHOLE
- WATER IRRIGATION VALVE
- WATER METER
- WATER VALVE
- LIGHT STANDARD
- TELEPHONE PEDESTAL
- UTILITY POLE
- UTILITY POLE w/ LIGHT
- MAILBOX
- SIGN - ADVERTISEMENT
- SIGN - STREET
- DITCH LINE
- FENCE LINE (AS NOTED)
- CENTER LINE - DOUBLE YC
- FOG LINE
- LOCATION - FIBER OPTICS
- LOCATION - OVERHEAD POWER
- LOCATION - SANITARY SEWER
- LOCATION - STORM DRAIN
- LOCATION - TELEPHONE
- LOCATION - WATER
- RIGHT OF WAY LINE
- CONFIROUS TREE
- DECIDUOUS TREE
- ASPHALT
- CONCRETE
- GRAVEL



BASIS OF BEARINGS PER WASHINGTON STATE PLANE, NORTH NAD 83



N.A.V.D. 88 PER C.O.B.I.
VERTICAL DATUM 1996/1997



(8076-000-000-0002)

C.B. TYPE 1
RIM=207.88
I.E.(N)=203.40(12" CONC)
I.E.(E)=205.22(12" CONC)
I.E.(W)=203.20(12" CMP)
I.E.(S)=203.19(12" CONC)

C.B. TYPE 1
RIM=208.61
I.E.(N)=204.68(12" CMP)
I.E.(W)=204.51(12" CMP)

27 26

TOPOGRAPHIC SURVEY

A PORTION OF THE NE 1/4, NE 1/4, SECTION 4, TOWNSHIP 27 NORTH, CITY OF BAINBRIDGE ISLAND, KITSAP COUNTY WASHINGTON

FOR DR. LAURA CARDENAS 525 HIGH SCHOOL RD BAINBRIDGE ISLAND, WA 98110

P.O. Box 110 • Silverdale, WA
Silverdale 692
Fax (360) 698

ISSUED FOR:

SCHEMATIC DESIGN

NOT FOR CONSTRUCTION

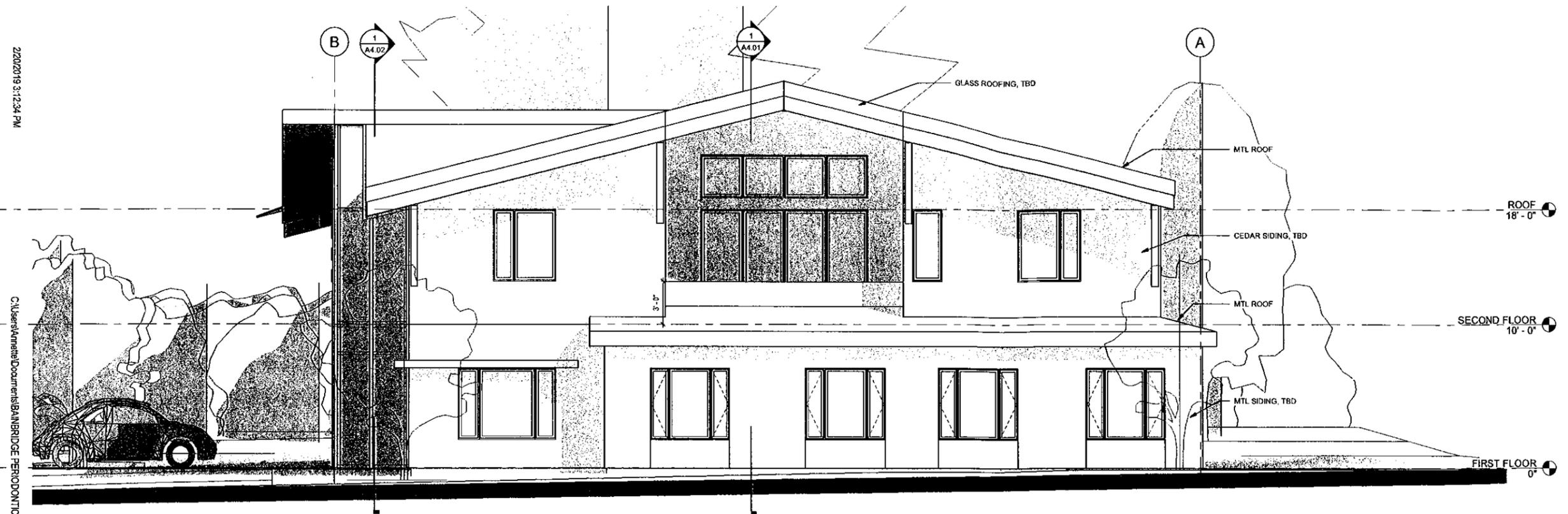
BAINBRIDGE PERIODONTICS
1129 Madison Av
Bainbridge Island

2/20/2019 3:12:34 PM

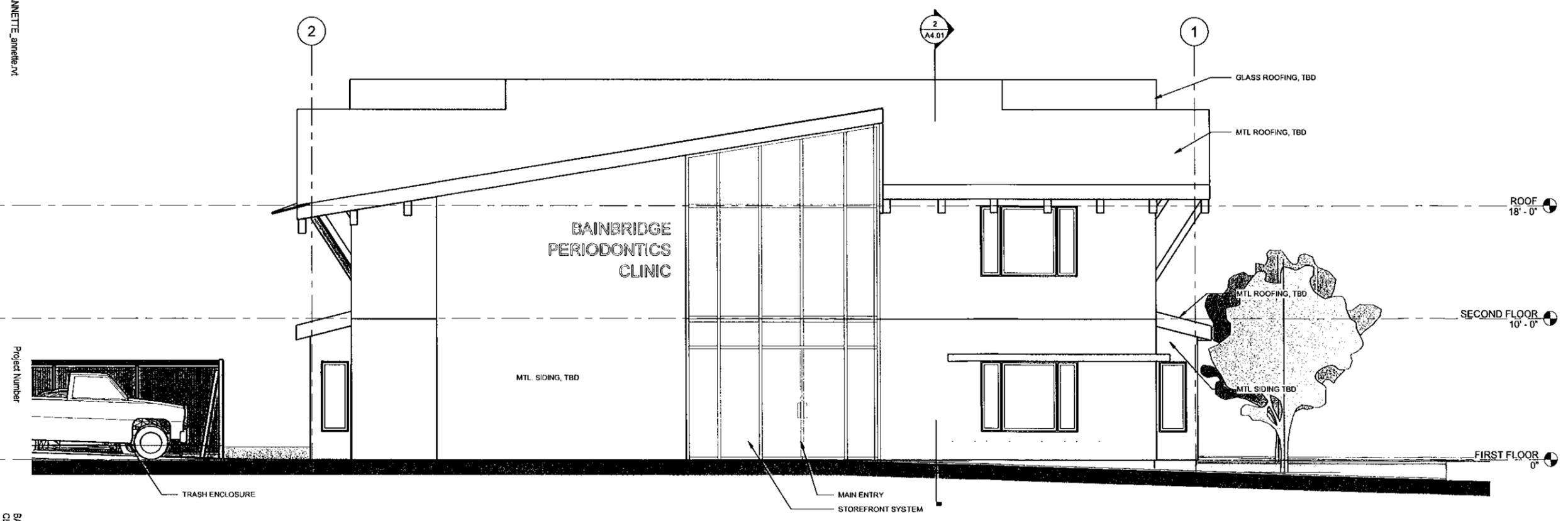
C:\Users\ameta\Documents\BAINBRIDGE PERIODONTICS CLINIC_Central 20190205_3D ANNETTE_anna.rvt

Project Number

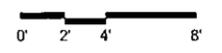
BAINBRIDGE PERIODONTICS CLINIC



1 EAST ELEVATION - MADISON AVENUE
SCALE 1/4" = 1'-0"



2 SOUTH ELEVATION
SCALE 1/4" = 1'-0"

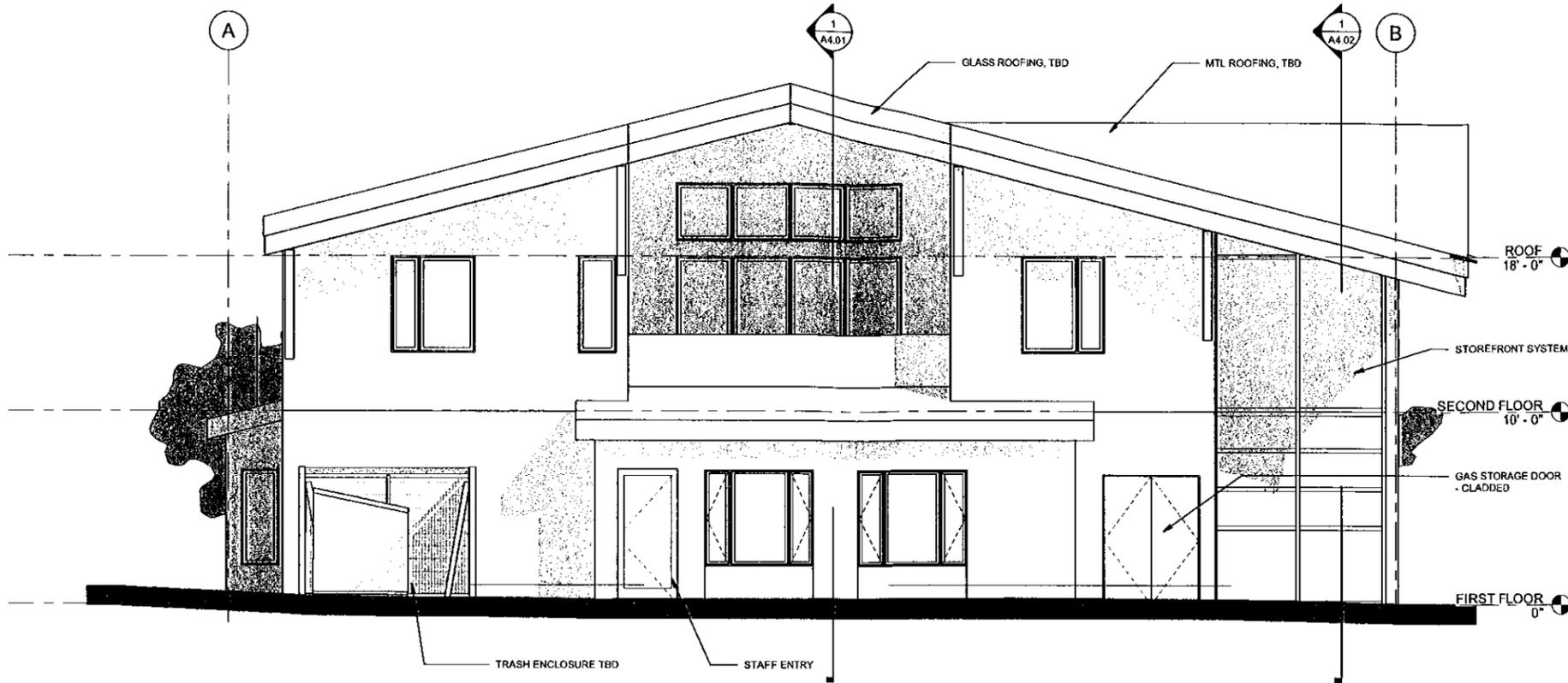


ISSUED FOR:

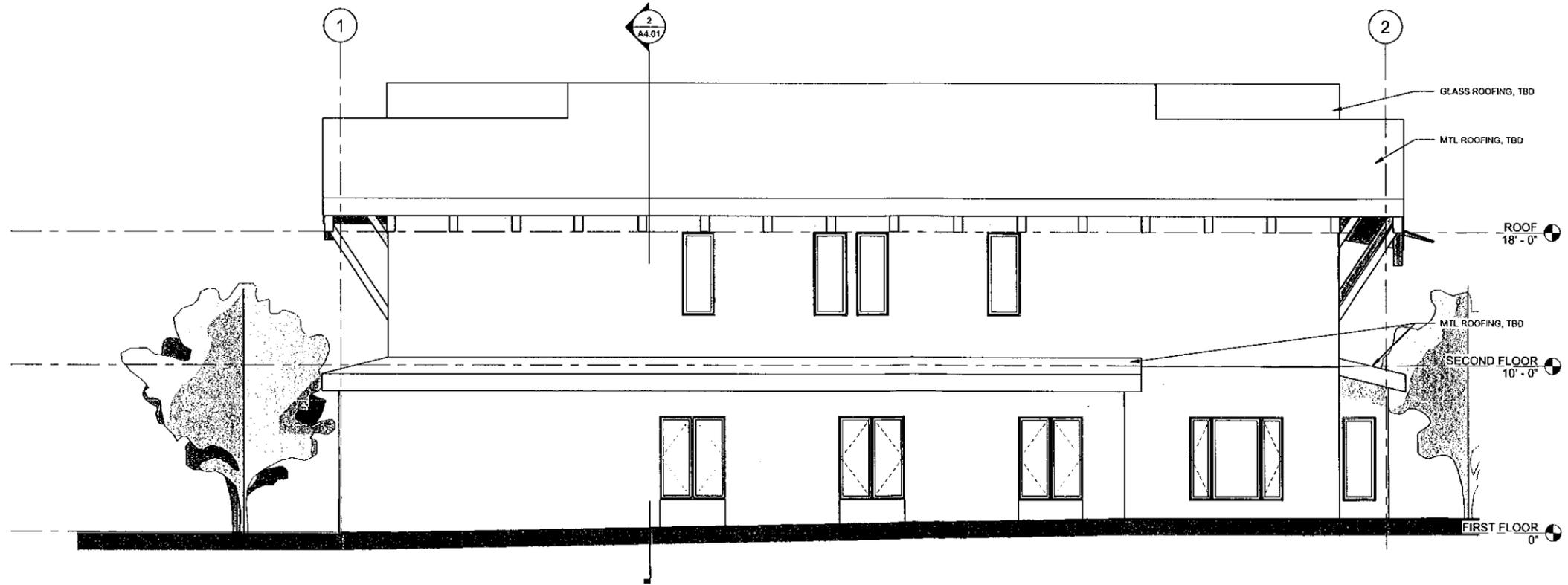
SCHEMATIC DESIGN

NOT FOR CONSTRUCTION

BAINBRIDGE PERIODONTICS
1129 Madison Av
Bainbridge Island.



1 WEST ELEVATION
SCALE | 1/4" = 1'-0"



2 NORTH ELEVATION
SCALE | 1/4" = 1'-0"



Call to Order (Attendance, Agenda, Ethics)
Review and Approval of Minutes – January 7, 2019 & February 20, 2019
Ericksen Townhomes (PLN50804B) – Revisions Recommendation
Bainbridge Periodontics Clinic – Design Guidance Review
Pavilion/Blue Canary – Design Guidance Review
Grow Community: Final Phase – Conceptual Proposal Review
New/Old Business
Adjourn

Call to Order (Attendance, Agenda, Ethics)

Chair Joseph Dunstan called the meeting to order at 2:02 PM. Board members in attendance were Jason Wilkinson, Carl Yurdin, Jim McNett and Jane Rein. Alan Grainger and Peter Perry were absent and excused. City Staff present were Planning Manager Heather Wright, Senior Planner Kelly Tayara, Planners Olivia Sontag and Ellen Fairleigh and Administrative Specialist Jane Rasely who monitored recording and prepared minutes.

The agenda was reviewed. There were not any conflicts noted.

Review and Approval of Minutes – January 7, 2019 & February 20, 2019

Motion: I move to approve the January 7, 2019 minutes as amended.

Rein/McNett: Passed Unanimously

Motion: I move to approve the February 20, 2019 minutes.

Yurdin/Rein: Passed Unanimously

Chair Dunstan reminded everyone to use their COBI e-mail accounts for City business.

Ericksen Townhomes (PLN50804B) – Revisions Recommendation

Planner Olivia Sontag introduced minor revisions to the project since the DRB reviewed the project.

Motion: The DRB has reviewed on March 4 the applicant's revised site plan. Based on the FAR regulations and we approve of the changes as presented.

Dunstan/McNett: Passed Unanimously

Bainbridge Periodontics Clinic – Design Guidance Review

Due to some confusion over the new project review process, Chair Dunstan asked that design guidelines be sent to the Design Review Board (DRB) via e-mail and the DRB would review them at the project's next meeting with them for a site plan review.

Pavilion/Blue Canary - Design Guidance Review

John Eisenhauer and Eric Fredricks, both from Madison Ave Real Estate, presented their project. While the DRB agreed the location of the building was acceptable, Chair Dunstan asked the applicants to come back for a second Design Guidance Review meeting due to the lack of specificity in the materials provided and asked for the applicable Design Guidelines Checklist be provided for the next meeting.

Public Comment

Sherry Burke, Citizen – Asked that the roof not be a shiny material that would reflect the sun into the Grow apartments.

Marianne Spur, Citizen – Did not see the drop off “valet” parking as reasonable. She asked for a couple of parking spots right in front of the building.

Pam Cole, Citizen – Asked for ADA consideration in parking in front of the building.

Kimberly McCormick Osmond, Planning Commission – Asked whether they were required to preserve the Grow House. Mr. Eisenhauer stated they were required to preserve the historic front 20 feet built in 1880.

Tom, Citizen – Spoke in favor of the development.

Grow Community: Final Phase – Conceptual Proposal Review

Marja Preston and Jonathan Davis from Davis Studio Architecture + Design presented the final phase of the Grow Community entitled Trillium. The owners of the land were abandoning the original City permitted site plan and Ms. Preston and Mr. Davis were exploring potential development of the site.

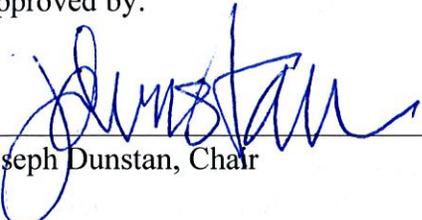
New/Old Business

None

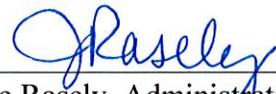
Adjourn

The meeting was adjourned at 5:46 PM.

Approved by:



Joseph Dunstan, Chair



Jane Rasely, Administrative Specialist



CITY OF
BAINBRIDGE ISLAND

CITY OF BAINBRIDGE ISLAND
DESIGN REVIEW BOARD – REGULAR MEETING

March 4, 2019

PLEASE PRINT

Join
ListServ
Yes/No

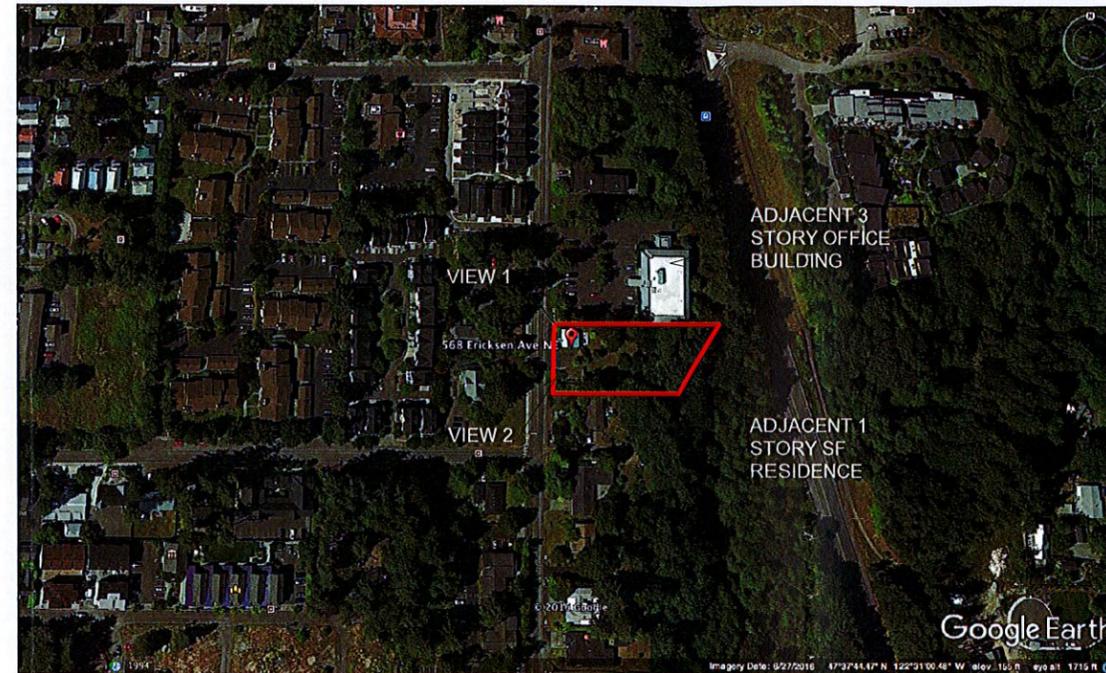
| Name | Affiliation | Phone/ E-Mail | Join ListServ Yes/No |
|-----------------|-------------------------------|-----------------------|----------------------------|
| Jane Rein | DRB | | |
| JOE DUNSTAN | DRB | | |
| SARC YURDISW | DRB | | |
| JIM MIGNET | DRB | | |
| JASON WILKINSON | DRB | | |
| leatherwright | PCD | | |
| Mike Cox | Climate change Ad. Council He | | |
| Olivia Sontag | PCD | | |
| HENRY MOTTSMAN | Resident | hjmottsmann@gmail.com | Yes |
| PAM COLE | Resident | | |
| Edan Dorman | Planning Commission | | |
| JOHN BIERLY | APPLICANT | | |
| Paul Peltier | City Council | | |
| Ellen Fairleigh | PCD | | |
| Maria Williams | Applicant | | |
| JONATHAN DAVIS | APPLICATION | | |
| | | | |
| | | | |



VIEW 2 FROM NORTHWEST



VIEW 1 FROM SOUTHWEST



AERIAL VIEW

EXISTING SITE IMAGES & LOCATION PLAN

ERICKSEN TOWNHOMES
568 ERICKSEN AVENUE
BAINBRIDGE ISLAND, WA 98110

WING POINT ASSOCIATES LLC
JOHN BIERLY AIA
206.793.9469
jbierly@gmail.com

DATE:
9/12/18

SHEET:

A-1



VIEW FROM SOUTHWEST (SIM. TO VIEW 1/A1)

PERSPECTIVE VIEW

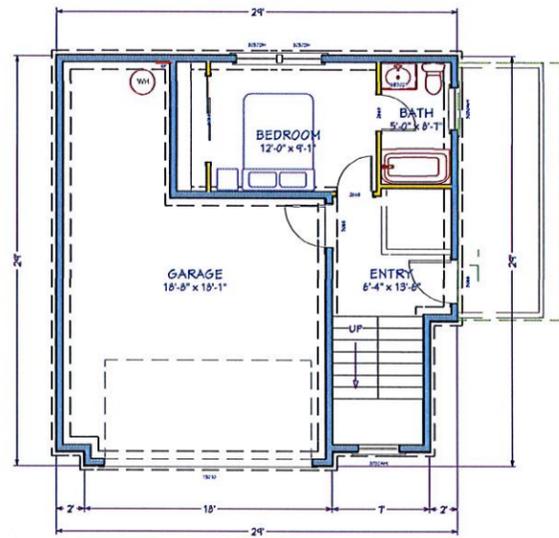
ERICKSEN TOWNHOMES
568 ERICKSEN AVENUE
BAINBRIDGE ISLAND, WA 98110

WINGPOINT ASSOCIATES LLC
JOHN BIERLY AIA
206.793.9469
jbierly@gmail.com

DATE:
10/9/18

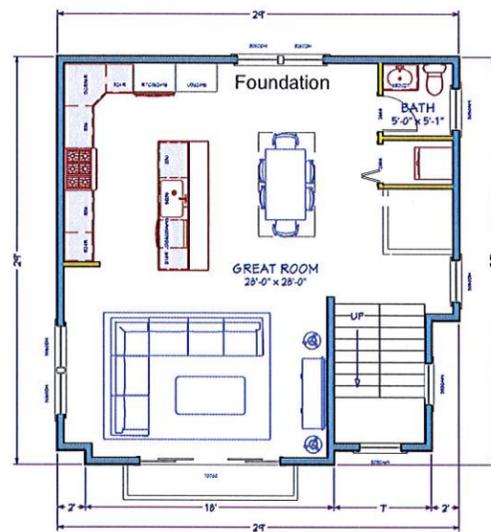
SHEET:

A-6R



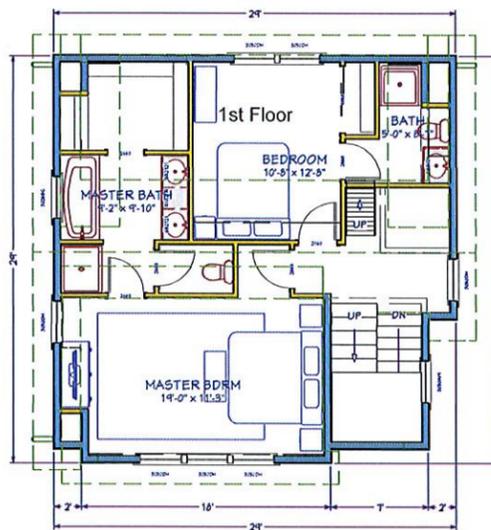
LIVING AREA
597 sq ft

LOWER LEVEL PLAN



LIVING AREA
812 sq ft

MAIN LEVEL PLAN



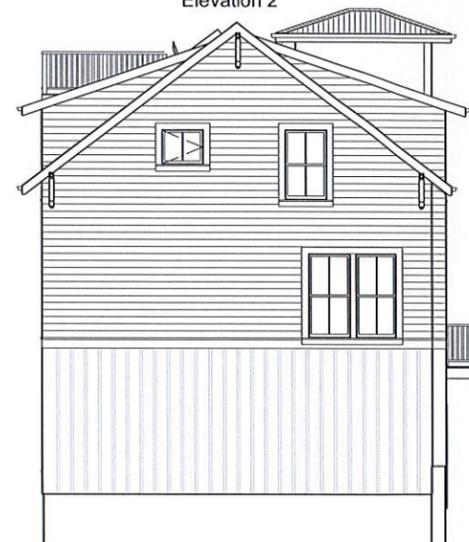
LIVING AREA
123 sq ft

UPPER LEVEL PLAN

2nd Floor



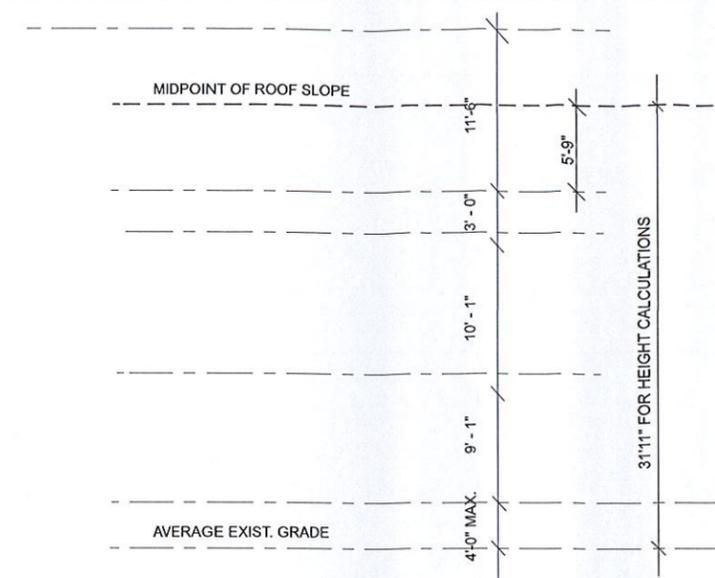
RIGHT SIDE ELEVATION
Elevation 2



LEFT SIDE ELEVATION
Elevation 3



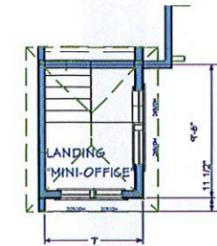
BACK ELEVATION
Elevation 4



31'-11\"/>



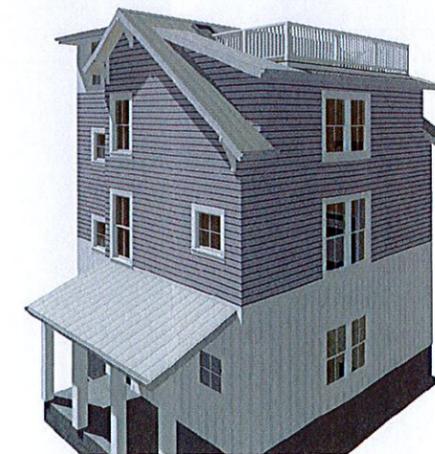
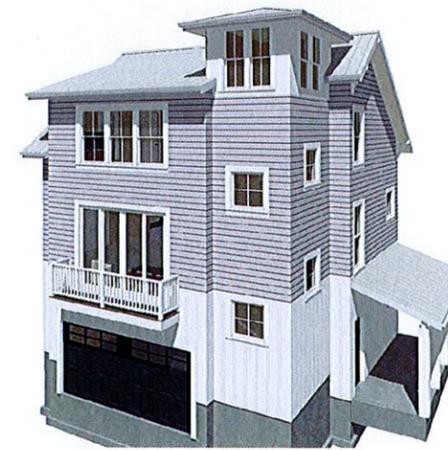
FRONT ELEVATION
Elevation 1



UPPER LANDING PLAN

LIVING AREA
58 SF

3rd Floor



ALL PLANS & ELEVATIONS
1/8" = 1'-0"

TYPE 'A' UNIT PLANS & ELEVATIONS

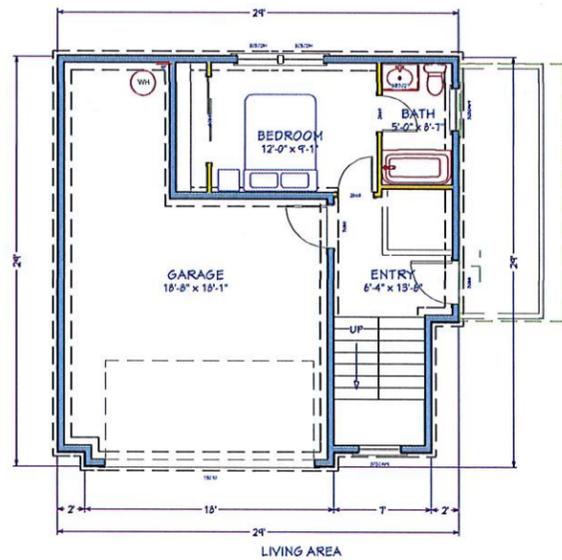
ERICKSEN TOWNHOMES
568 ERICKSEN AVENUE
BAINBRIDGE ISLAND, WA 98110

WING POINT ASSOCIATES LLC
JOHN BIERLY AIA
206.793.9469
jbierly@gmail.com

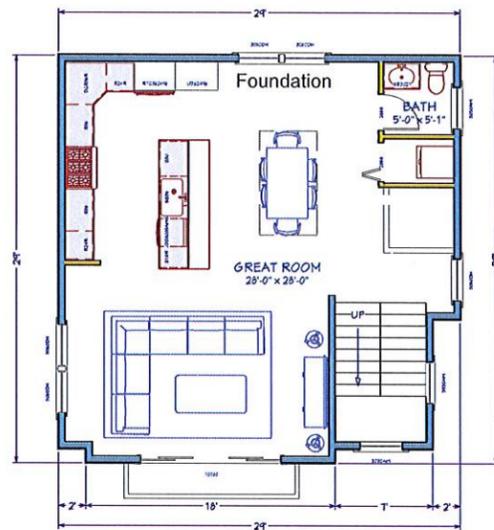
DATE:
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SHEET:

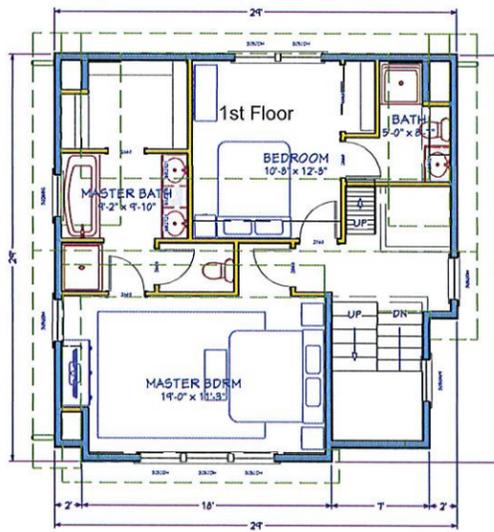
A-3R



LOWER LEVEL PLAN

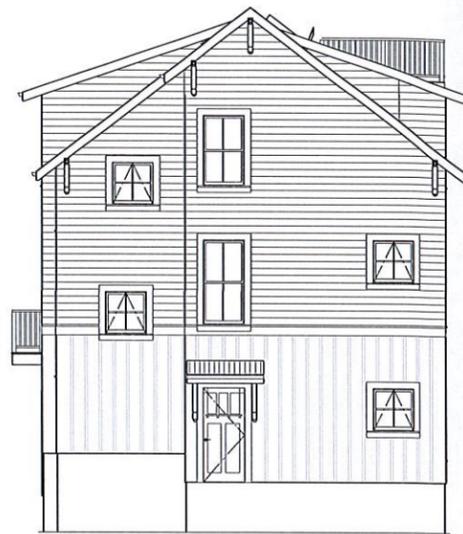


MAIN LEVEL PLAN
LIVING AREA
812 sq ft

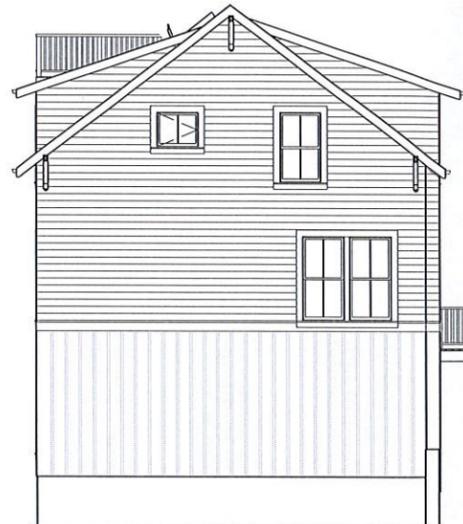


UPPER LEVEL PLAN

2nd Floor



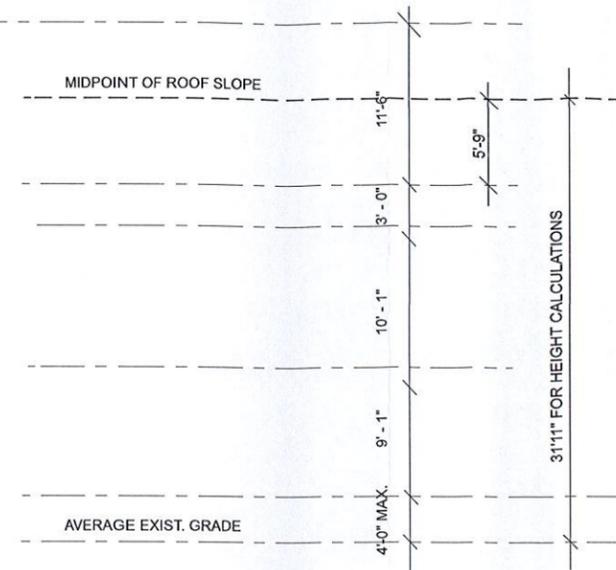
RIGHT SIDE ELEVATION
Elevation 1



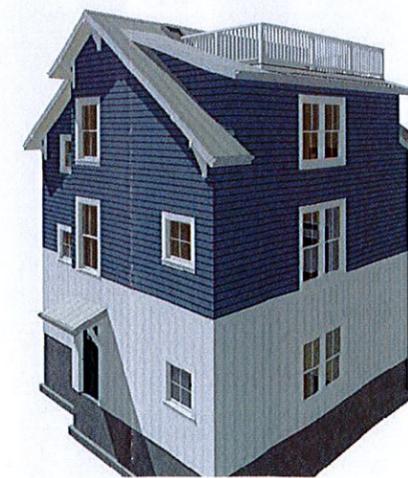
LEFT SIDE ELEVATION
Elevation 2



BACK ELEVATION
Elevation 3



FRONT ELEVATION
Elevation 4



ALL PLANS & ELEVATIONS
1/8" = 1'-0"

TYPE 'A' UNIT PLANS & ELEVATIONS

ERICKSEN TOWNHOMES
568 ERICKSEN AVENUE
BAINBRIDGE ISLAND, WA 98110

WING POINT ASSOCIATES LLC
JOHN BIERLY AIA
206.793.9489
jbierly@gmail.com

DATE:
10/9/18

SHEET:

A-4R



1st Floor

SITE PLAN
1"=20'

ERICKSEN TOWNHOMES
568 ERICKSEN AVENUE
BAINBRIDGE ISLAND, WA 98110

WINGPOINT ASSOCIATES LLC
JOHN BIERLY AIA
206.793.9469
jbierly@gmail.com

DATE:
9/12/18

SHEET:
A-2

NEW



ERICKSEN TOWNHOMES MASTER LAND USE APPLICATION DRAWINGS
REVISED 3.04.19

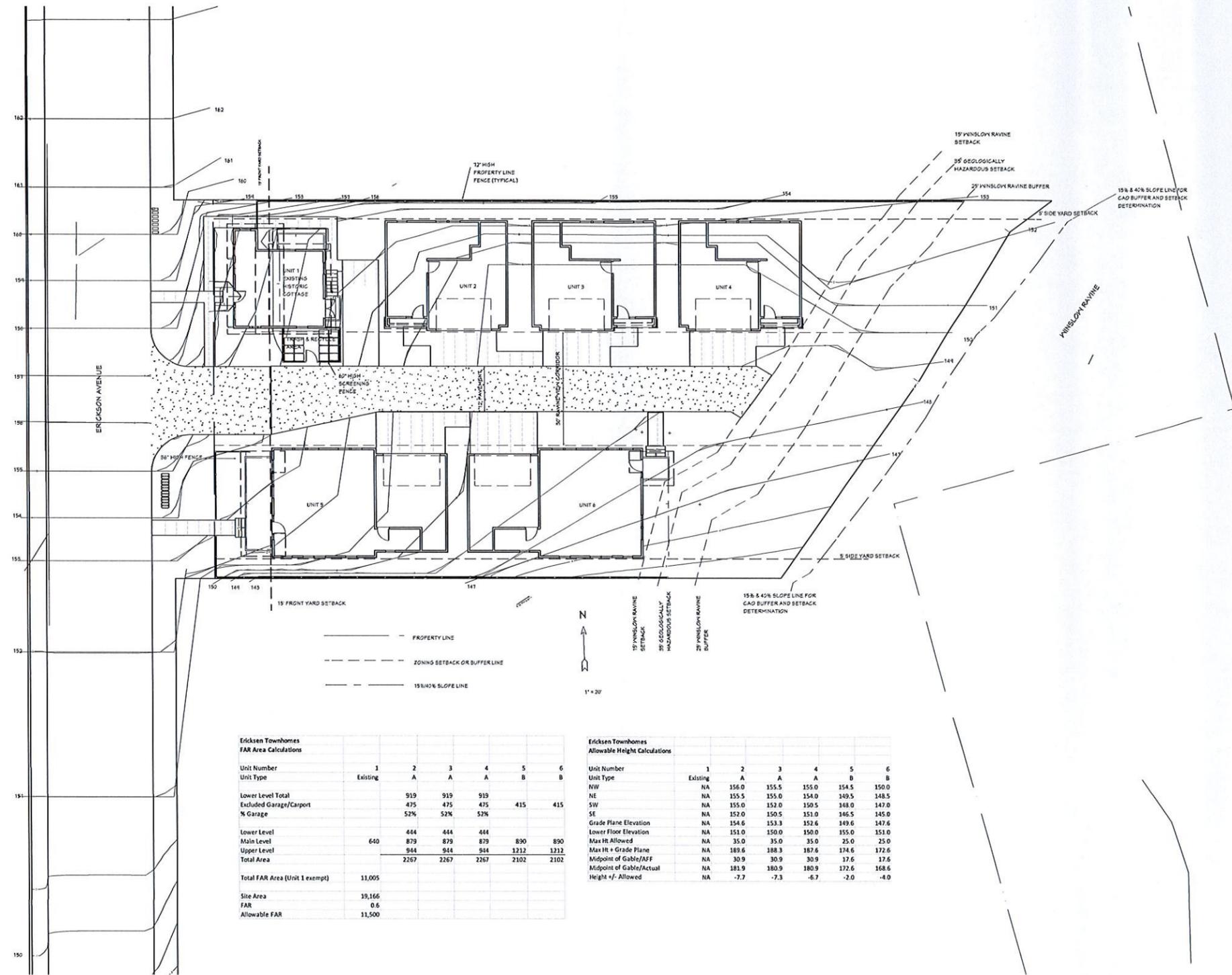
COVER SHEET

ERICKSEN TOWNHOMES
588 ERICKSEN AVENUE
BAINBRIDGE ISLAND, WA 98110

WING POINT ASSOCIATES LLC
JOHN BIERLY AIA
206.793.9469
jbierly@gmail.com

DATE:
3/3/19

SHEET:
A0R



Ericksen Townhomes FAR Area Calculations

| Unit Number | 1 | 2 | 3 | 4 | 5 | 6 |
|--------------------------------|----------|------|------|------|------|------|
| Unit Type | Existing | A | A | A | B | B |
| Lower Level Total | | 919 | 919 | 919 | | |
| Excluded Garage/Carport | | 475 | 475 | 475 | 415 | 415 |
| % Garage | | 52% | 52% | 52% | | |
| Lower Level | | 444 | 444 | 444 | | |
| Main Level | 640 | 879 | 879 | 879 | 890 | 890 |
| Upper Level | | 964 | 944 | 944 | 1212 | 1212 |
| Total Area | | 2267 | 2267 | 2267 | 2102 | 2102 |
| Total FAR Area (Unit 1 exempt) | 11,005 | | | | | |
| Site Area | 19,166 | | | | | |
| FAR | 0.6 | | | | | |
| Allowable FAR | 11,500 | | | | | |

Ericksen Townhomes Allowable Height Calculations

| Unit Number | 1 | 2 | 3 | 4 | 5 | 6 |
|--------------------------|----------|-------|-------|-------|-------|-------|
| Unit Type | Existing | A | A | A | B | B |
| NW | NA | 156.0 | 155.5 | 155.0 | 154.5 | 150.0 |
| NE | NA | 155.5 | 155.0 | 154.0 | 149.5 | 148.5 |
| SW | NA | 155.0 | 152.0 | 150.5 | 148.0 | 147.0 |
| SE | NA | 152.0 | 150.5 | 151.0 | 146.5 | 145.0 |
| Grade Plane Elevation | NA | 154.6 | 153.3 | 152.6 | 149.6 | 147.6 |
| Lower Floor Elevation | NA | 151.0 | 150.0 | 150.0 | 155.0 | 151.0 |
| Max Ht. Allowed | NA | 35.0 | 35.0 | 35.0 | 25.0 | 25.0 |
| Max Ht. + Grade Plane | NA | 189.6 | 188.3 | 187.6 | 174.6 | 172.6 |
| Midpoint of Gable/Att | NA | 30.9 | 30.9 | 30.9 | 17.6 | 17.6 |
| Midpoint of Gable/Actual | NA | 181.9 | 180.9 | 180.9 | 172.6 | 168.6 |
| Height +/- Allowed | NA | -7.7 | -7.3 | -6.7 | -2.0 | -4.0 |

1st Floor

SITE PLAN

ERICKSEN TOWNHOMES
588 ERICKSEN AVE NE
BAINBRIDGE ISLAND, WA 98110

WING POINT ASSOCIATES LLC
JOHN BIERLY AIA
206.793.9469
jbierly@gmail.com

DATE:
3/3/19

SHEET:
A2R



VIEW FROM NORTHWEST (SIM. TO VIEW 2/A1R)



VIEW FROM SOUTHWEST (SIM. TO VIEW 1/A1R)

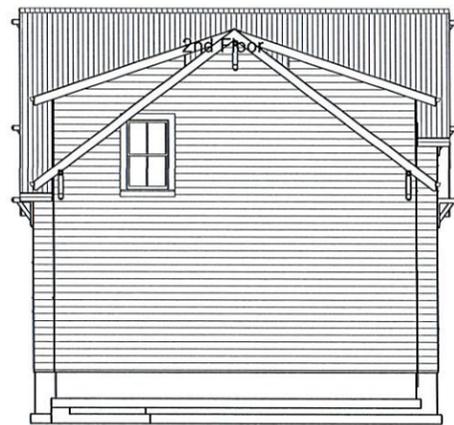
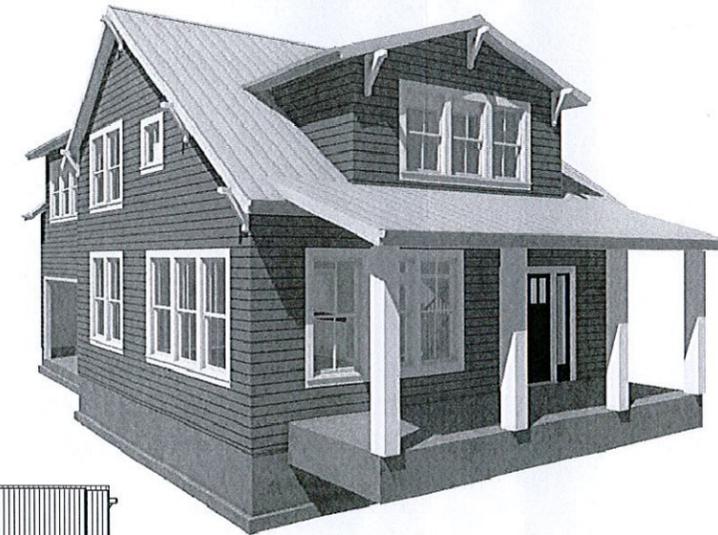
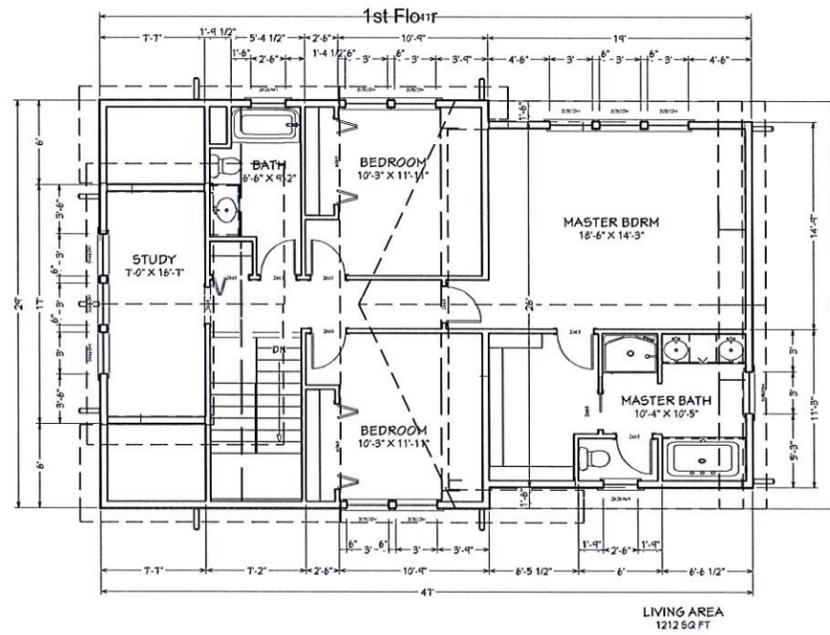
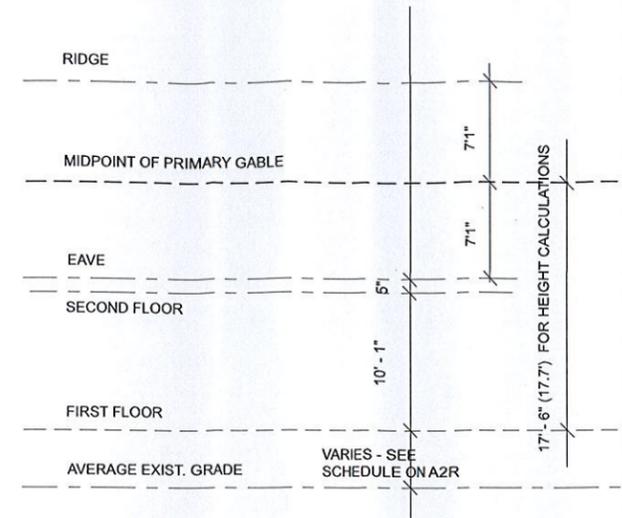
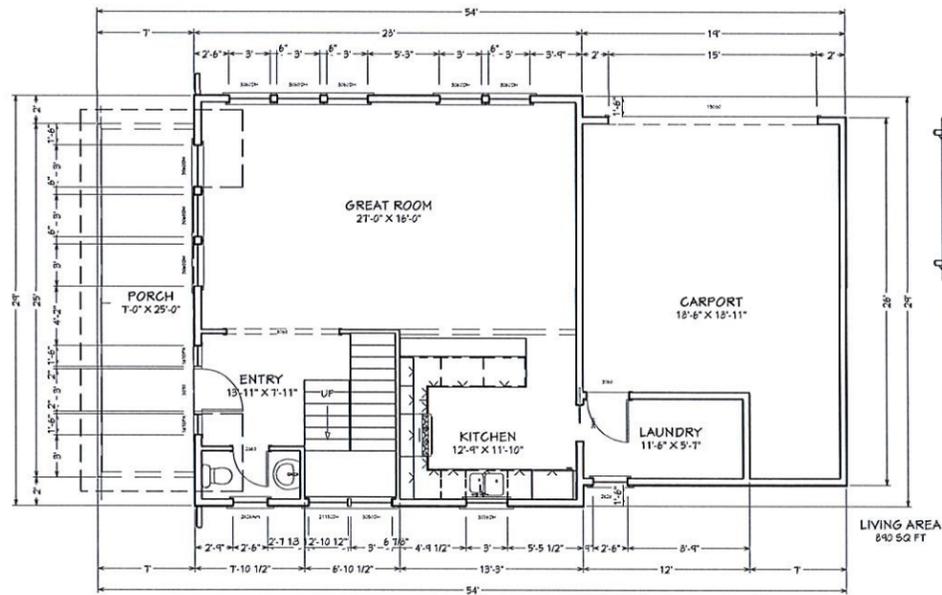
PERSPECTIVE VIEWS

ERICKSEN TOWNHOMES
568 ERICKSEN AVENUE
BAINBRIDGE ISLAND, WA 98110

WING POINT ASSOCIATES LLC
JOHN BIERLY AIA
206.793.9469
jbierly@gmail.com

DATE:
3/3/19

SHEET:
A6R



UNIT TYPE B' PLANS AND ELEVATIONS

ERICKSEN TOWNHOMES
568 ERICKSEN AVE NE
BAINBRIDGE ISLAND, WA 98110

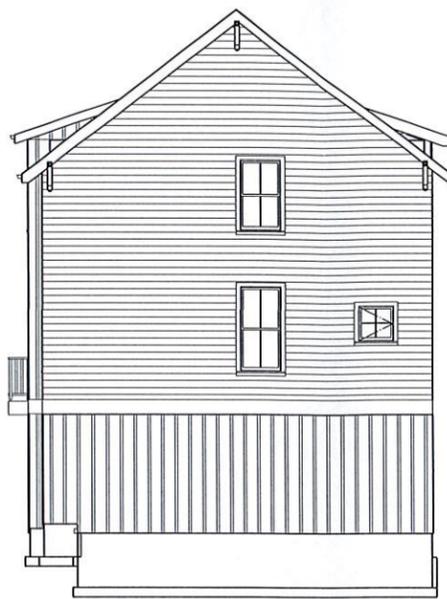
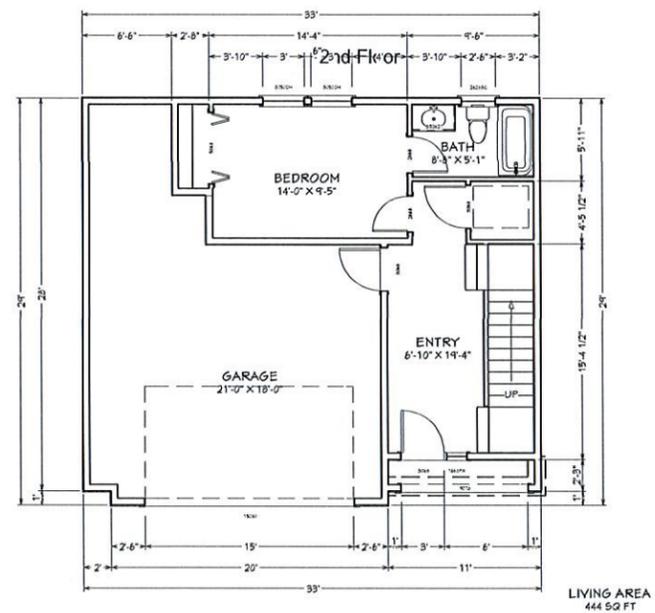
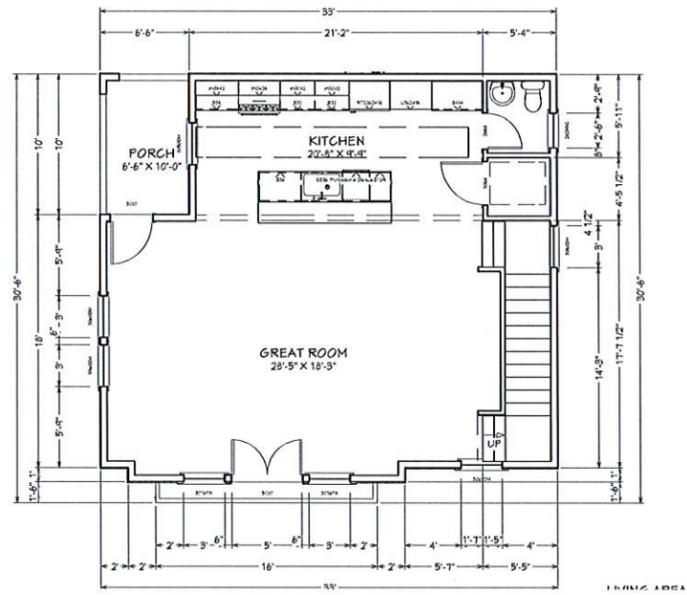
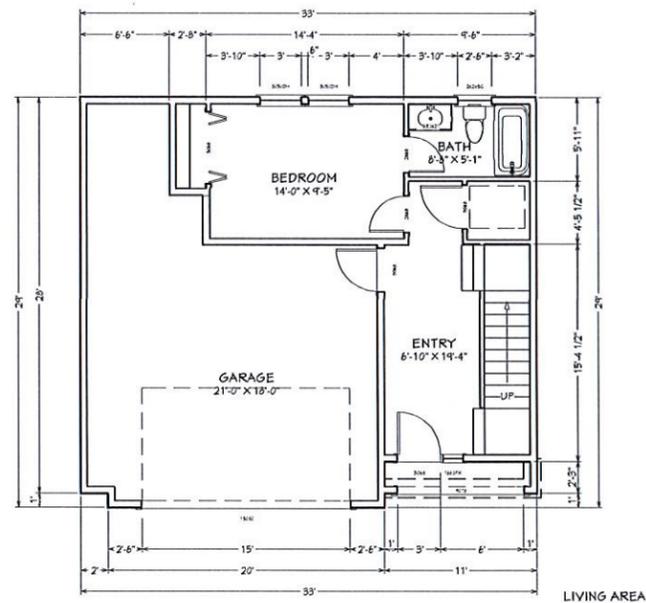
WING POINT ASSOCIATES LLC
JOHN BIERLY AIA
206.793.9469
jtbierly@gmail.com

DATE:
3/3/19

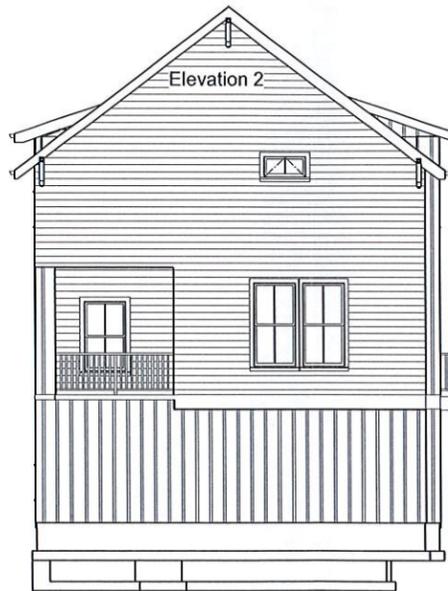
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A4R

ALL PLANS AND ELEVATIONS 1/8" = 1' - 0"



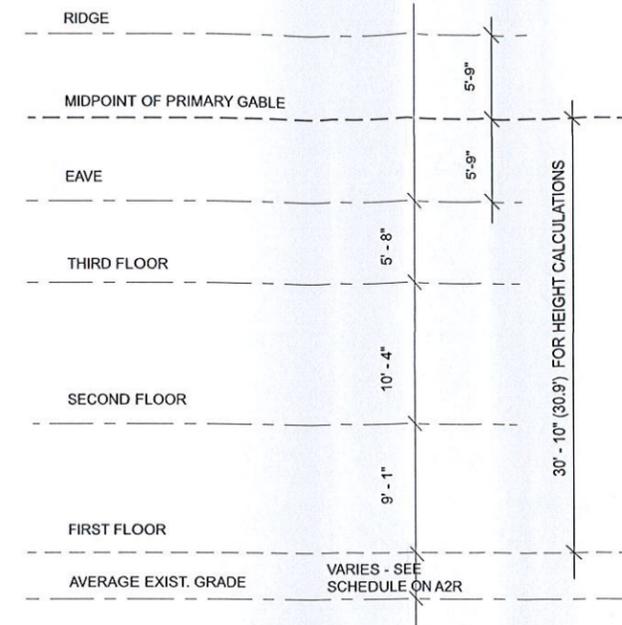
SIDE ELEVATION



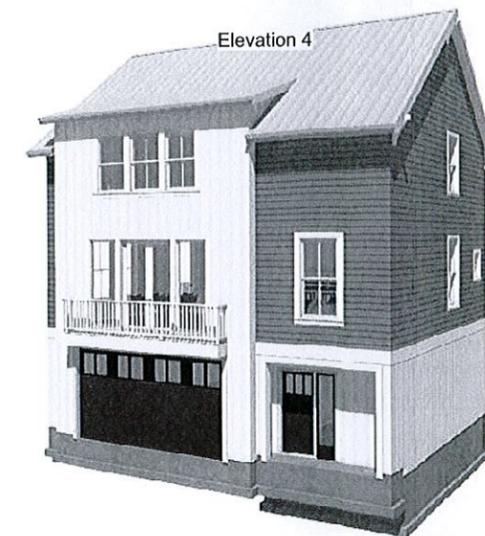
SIDE ELEVATION



REAR ELEVATION



FRONT ELEVATION



ALL PLANS AND ELEVATIONS 1/8" = 1' - 0"

UNIT TYPE 'A' PLANS AND ELEVATIONS

ERICKSEN TOWNHOMES
588 ERICKSEN AVE NE
BAINBRIDGE ISLAND, WA 98110

WING POINT ASSOCIATES LLC
JOHN BIERLY AIA
206.793.9469
jbierly@gmail.com

DATE:
3/3/19

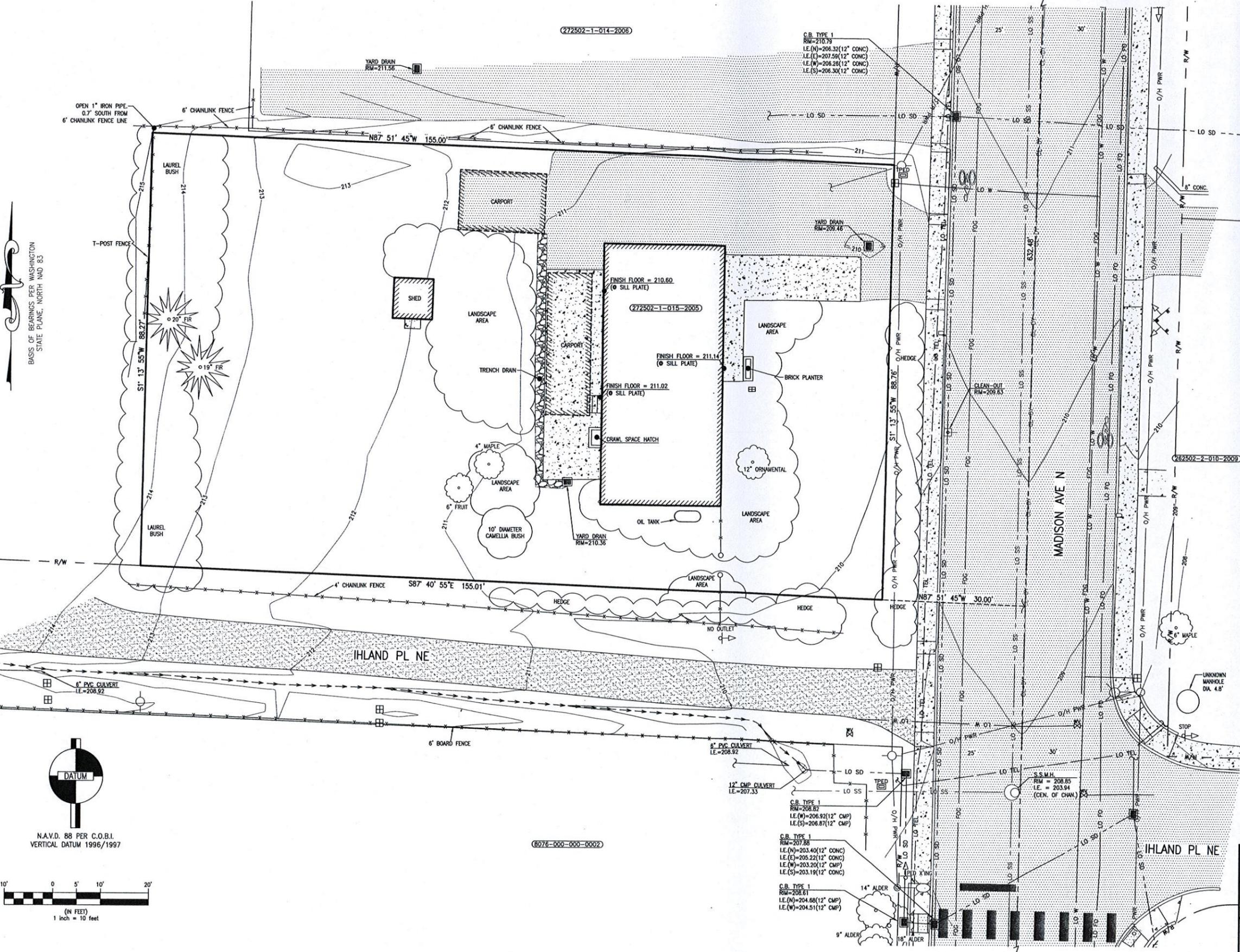
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A3R

22 23
27 26

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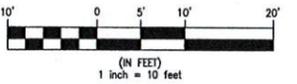
C.B. TYPE 1
RIM=210.79
I.E.(N)=206.32(12" CONC)
I.E.(E)=207.59(12" CONC)
I.E.(W)=206.28(12" CONC)
I.E.(S)=206.30(12" CONC)



BASIS OF BEARINGS PER WASHINGTON STATE PLANE, NORTH AND 83



N.A.V.D. 88 PER C.O.B.I.
VERTICAL DATUM 1996/1997



8076-000-000-0002

C.B. TYPE 1
RIM=208.82
I.E.(N)=206.92(12" CMP)
I.E.(E)=206.87(12" CMP)

C.B. TYPE 1
RIM=207.88
I.E.(N)=203.40(12" CONC)
I.E.(E)=205.22(12" CONC)
I.E.(W)=203.20(12" CMP)
I.E.(S)=203.19(12" CONC)

C.B. TYPE 1
RIM=208.61
I.E.(N)=204.88(12" CMP)
I.E.(W)=204.51(12" CMP)

14" ALDER
9" ALDER
18" ALDER



VICINITY MAP
NOT TO SCALE

DESCRIPTION

THAT PORTION OF THE NORTHEAST QUARTER OF THE NORTHEAST 27, TOWNSHIP 25 NORTH, RANGE 2 EAST, W.M., IN KITSAP COUNTY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT 632.48 FEET SOUTH AND 30 FEET WEST CORNER COMMON TO SECTIONS 27, 26, 23 AND 22, THENCE NO THENCE WEST 165 FEET; THENCE SOUTH 88.24 FEET; THENCE E POINT OF BEGINNING;

EXCEPT THE WEST 10 FEET THEREOF.

LEGEND

- CATCH BASIN TYPE 1
- CLEAN-OUT
- SANITARY SEWER MANHOLE
- WATER IRRIGATION VALVE
- WATER METER
- WATER VALVE
- LIGHT STANDARD
- TELEPHONE PEDESTAL
- UTILITY POLE
- UTILITY POLE w/ LIGHT
- MAILBOX
- SIGN - ADVERTISEMENT
- SIGN - STREET
- DITCH LINE
- FENCE LINE (AS NOTED)
- CL-DY - CENTER LINE - DOUBLE
- FOG LINE
- LO FO - LOCATION - FIBER OPTIC
- O/H PWR - LOCATION - OVERHEAD
- LO SS - LOCATION - SANITARY S
- LO SD - LOCATION - STORM DRA
- LO TEL - LOCATION - TELEPHONE
- LO W - LOCATION - WATER
- R/W - RIGHT OF WAY LINE
- CONIFEROUS TREE
- DECIDUOUS TREE
- ASPHALT
- CONCRETE
- GRAVEL

TOPOGRAPHIC SURVEY

A PORTION OF THE NE 1/4, NE 1/4, SECTION 4, TOWNSHIP 27 NORTH, CITY OF BAINBRIDGE ISLAND, KITSAP COUNTY WASH

FOR:
DR. LAURA CARDENAS
525 HIGH SCHOOL RD
BAINBRIDGE ISLAND, WA 98110



ISSUED FOR:

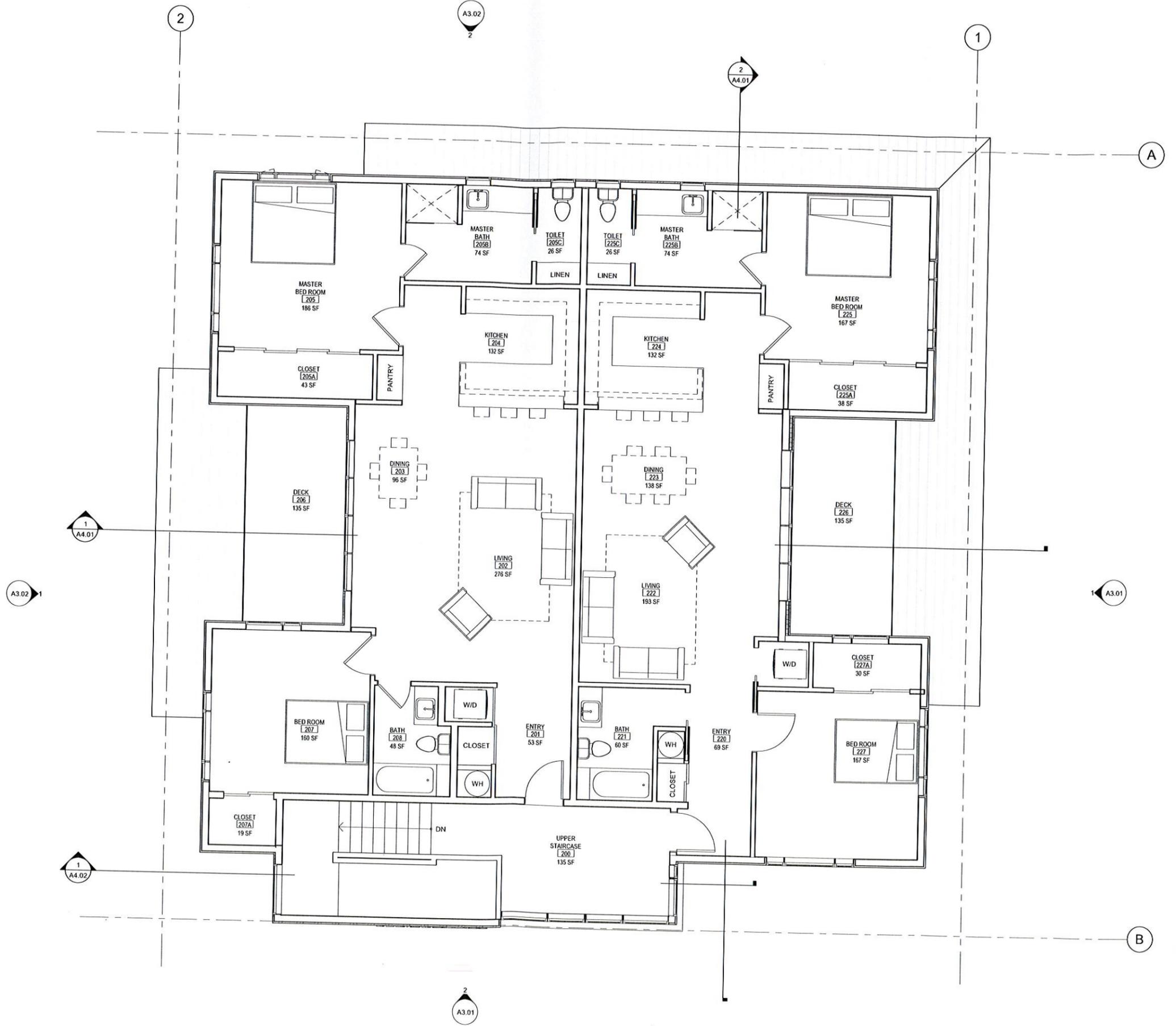
SCHEMATIC DESIGN

NOT FOR CONSTRUCTION

BAINBRIDGE PERIODONTICS

1129 Madison Ave.
Bainbridge Island, V

SECOND FLOOR



1 SECOND FLOOR - OPTION B

SCALE 1/4" = 1'-0"

N

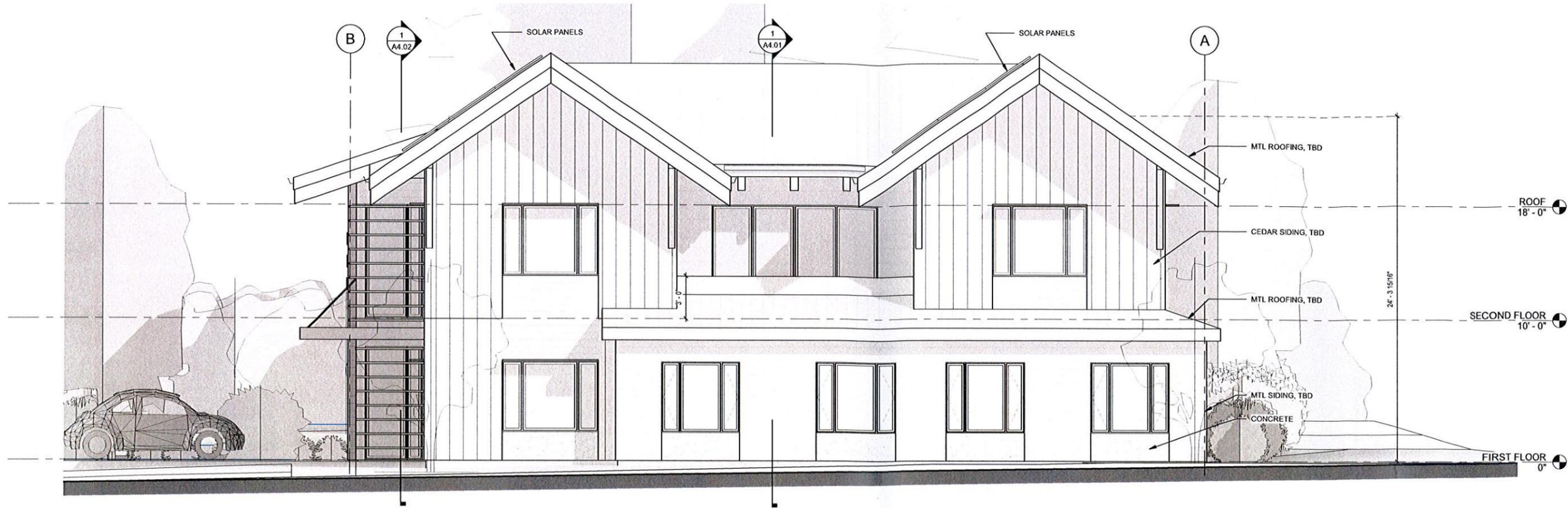


3/4/2019 10:54:16 AM

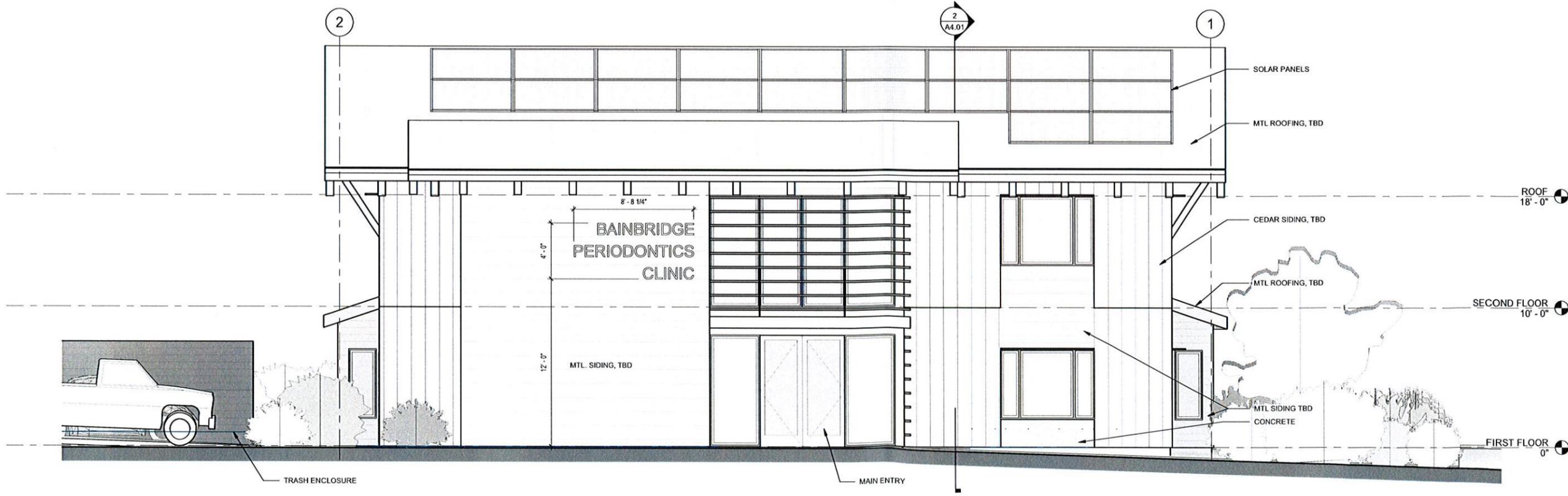
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Project Number

BAINBRIDGE PERIODONTICS CLINIC



1 EAST ELEVATION - MADISON AVENUE
SCALE 1/4" = 1'-0"



2 SOUTH ELEVATION
SCALE 1/4" = 1'-0"



ISSUED FOR:

SCHEMATIC DESIGN

NOT FOR CONSTRUCTION

BAINBRIDGE PERIODONTICS
1129 Madison Ave.
Bainbridge Island, WA

ISSUED FOR:

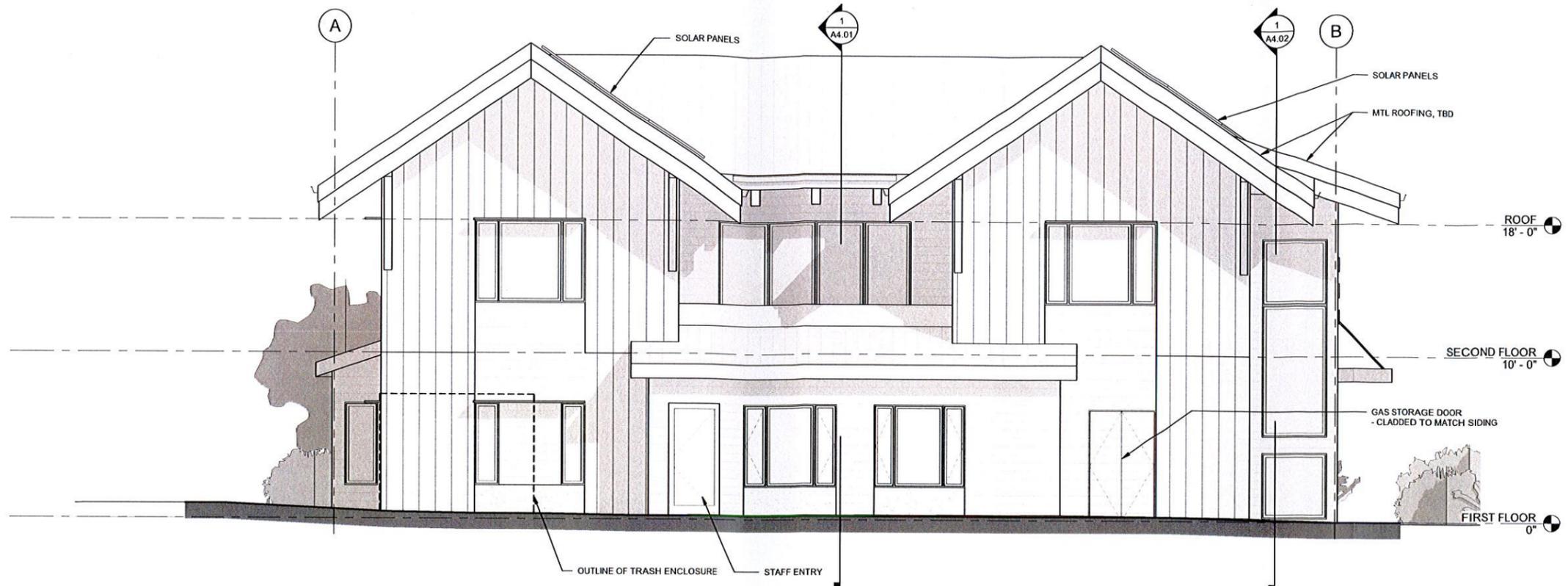
SCHEMATIC DESIGN

NOT FOR CONSTRUCTION

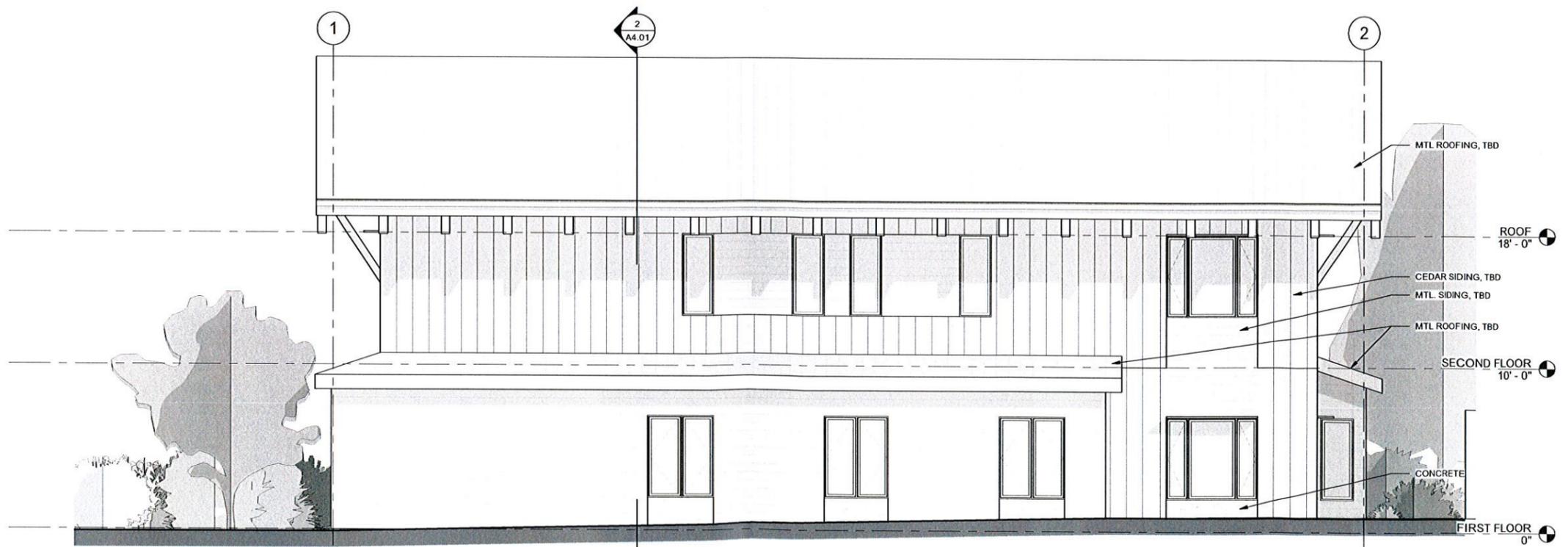
**BAINBRIDGE
PERIODONTICS**

1129 Madison Ave.
Bainbridge Island, V

EL



1 WEST ELEVATION
SCALE | 1/4" = 1'-0"



416.59 sqft Wall with 58.99sqft Windows
max allowed 15% of unprotected opening = 62.49sqft --> we are in compliance

2 NORTH ELEVATION
SCALE | 1/4" = 1'-0"



Notes for the Design Review Board Meeting March 4, 2019

Regarding the proposed construction of a new Auto Repair Facility within the Pavilion Parking Lot to replace the current Auto Repair Facility on the SW corner of Madison and Wyatt.

Applicant: Madison Avenue Real Estate, LLC (MARE)

1. The current facility sits on slightly over 2,600 sf of land on that parcel of land immediately SW of the intersection of Madison and Wyatt.
2. The new roundabout to be constructed at this intersection will severely impact traffic flow in and out of this facility.
3. The existence of this current structure on the Madison Wyatt intersection has been considered to not coexist aesthetically or in use to the residential use and look of this intersection.
4. The City will allow the relocation of the current auto repair building under terms of its January 24th Notice of Administrative Decision.
5. The new structure will have a smaller footprint than the current building it will replace.
6. The new structure will cause the existing Pavilion parking lot to lose 8 spaces; however, approximately 40 new spaces will be immediately available and easily accessible due to the construction of a stairwell connecting the parking lot behind the Grow House to the Pavilion. Additional proposed development of the three parcels to the north of the Pavilion parcel will create still more parking opportunities for the overall development of the Mixed Use Development of the 4 parcels owned by MARE.
7. The functions of the new Auto Repair Facility dictate its form, but we believe its form will be compatible with the architecture of the Pavilion and enhance the use and appearance of its large parking lot.

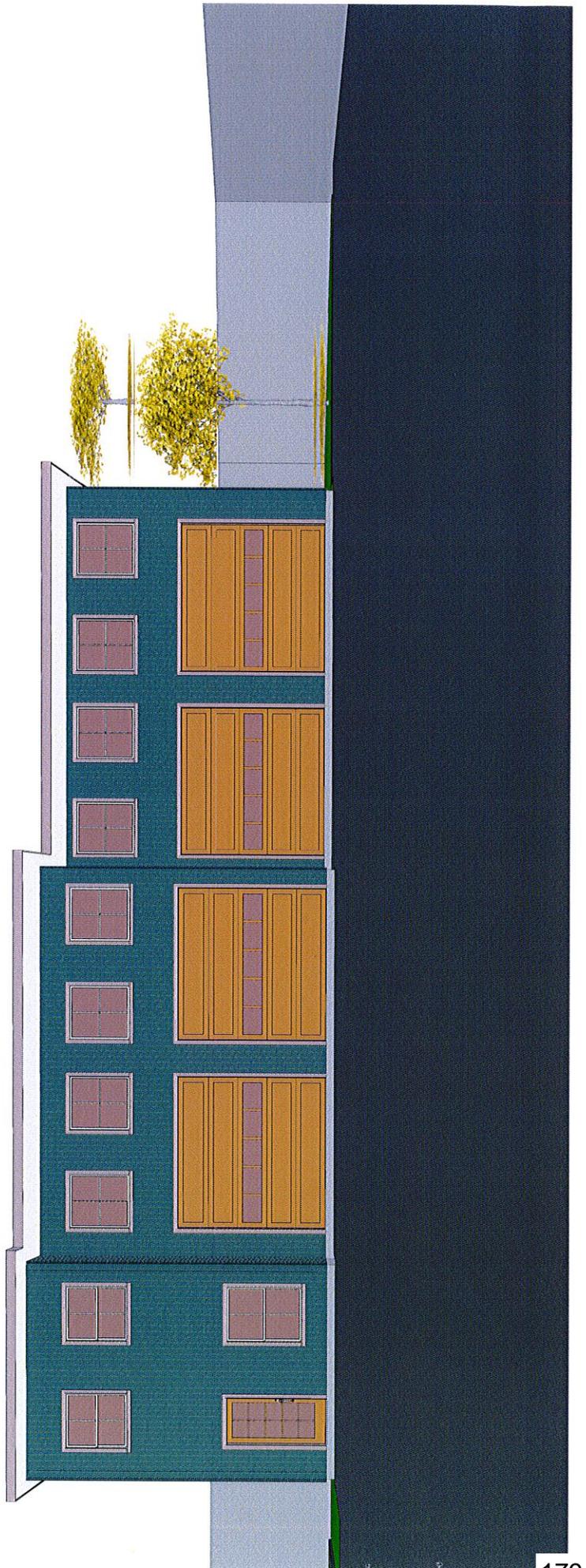
Functions required of the new building include:

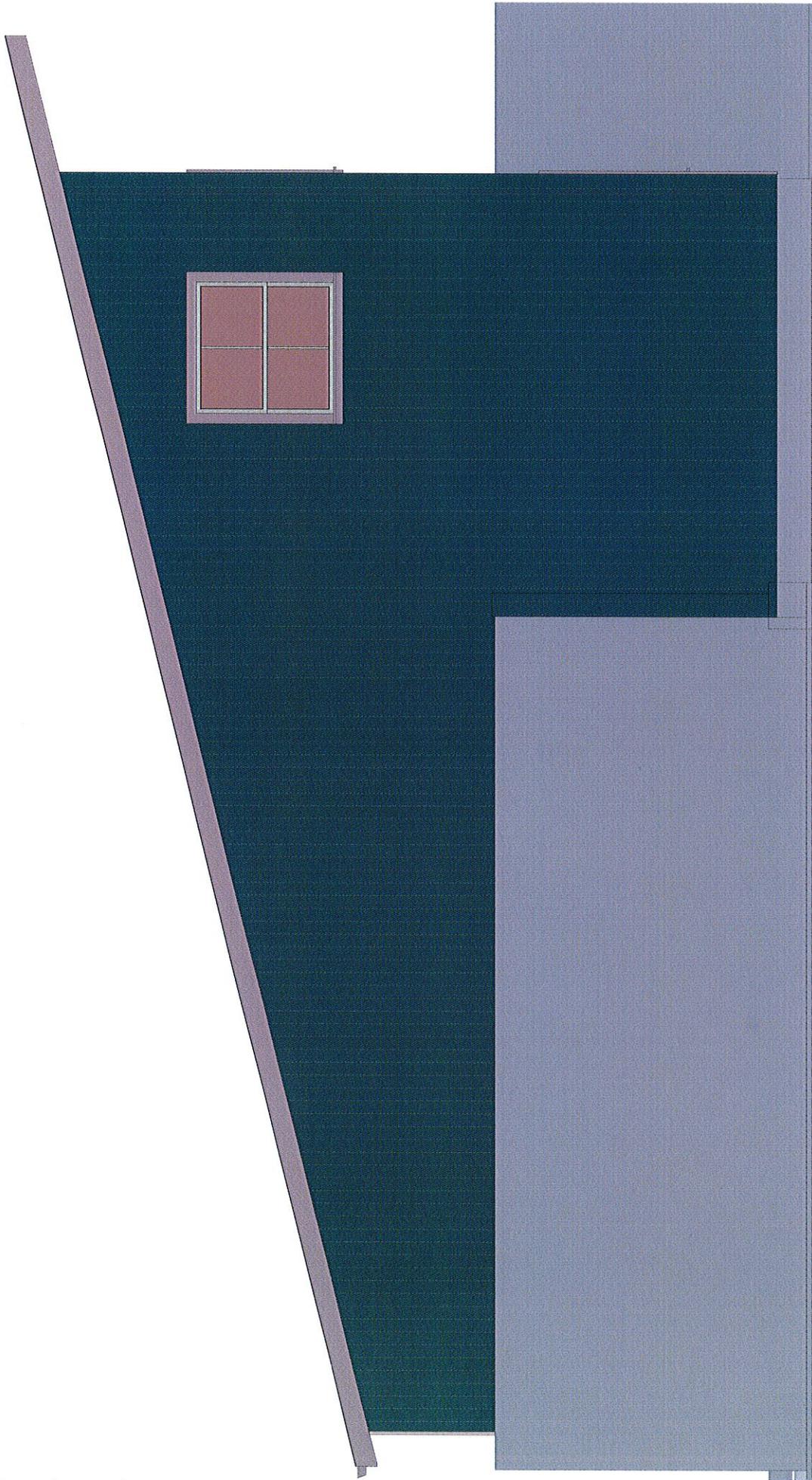
- a. The East Wall containing garage doors must be 22' tall to accommodate 10 ft wide by 10 ft tall garage doors that open straight up to permit utilization of lifts within for the performance of auto repairs.
- b. The ceiling clearance of the first 20 ft of the garage bays must be 15 ft to accommodate vehicle lifts.
- c. The depth of the auto bays and space for tools and supplies needed for the performance of repair work dictate that at least two bays be 33' in depth and 2 bays 27' in depth.
- d. Articulation of the East Wall is required to allow a future entrance to parking located under a future 34-36 unit apartment building.
- e. Height of the West wall needs to be high enough to minimize people from easily accessing the west edge of the roof, since it will be 8-9 ft lower in grade than the west side of the existing retaining wall of the parking lot.
- f. A level floor for the workshop area will require some regrading of the adjoining parking lot to the east of the building.
- g. Siding, door and window treatment will be made to match the Pavilion.
- h. Landscaping in the Pavilion parking lot will be made and added to around the new building. A new tree will be established in the planting strip to the South of the building where one was lost a couple of years ago.

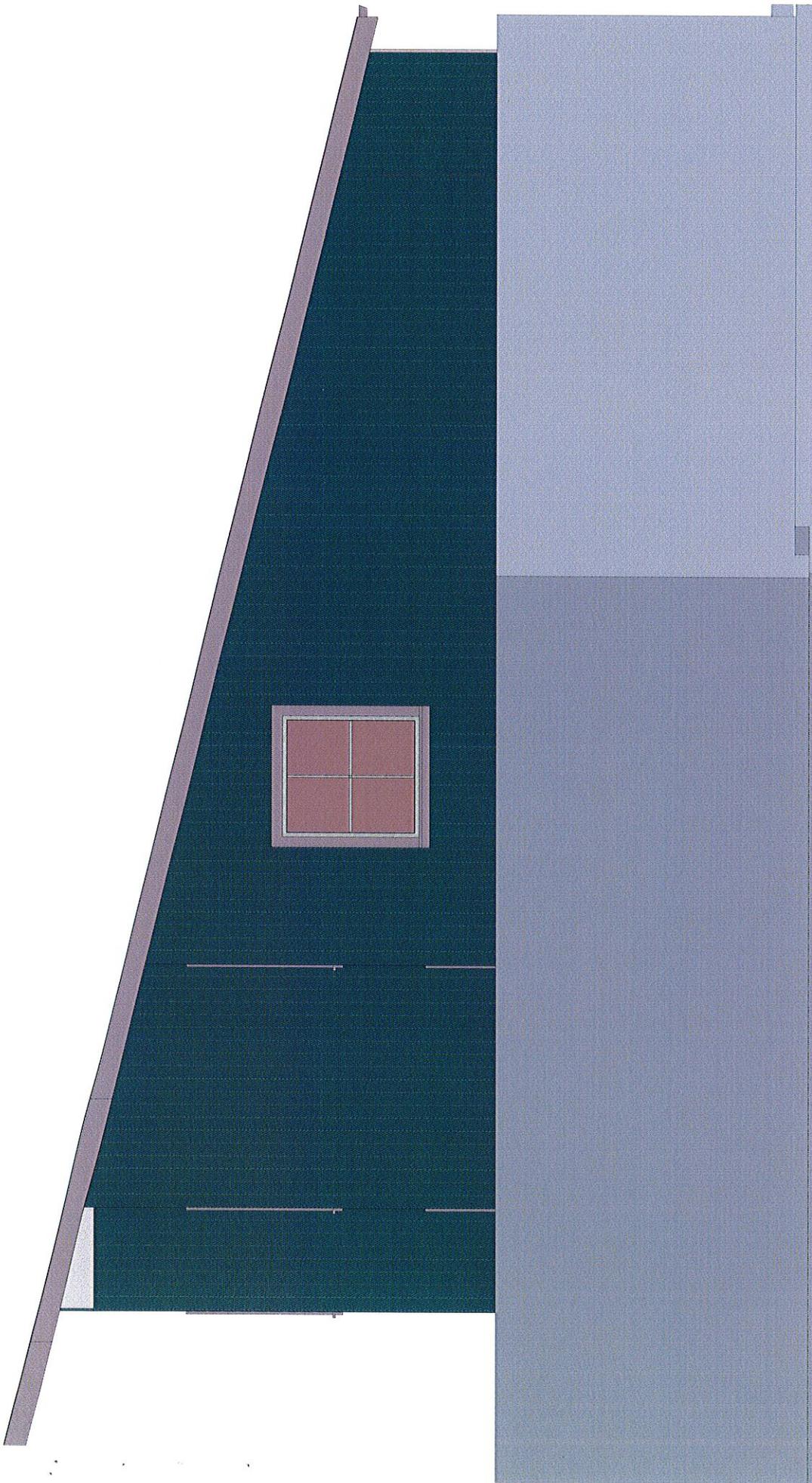


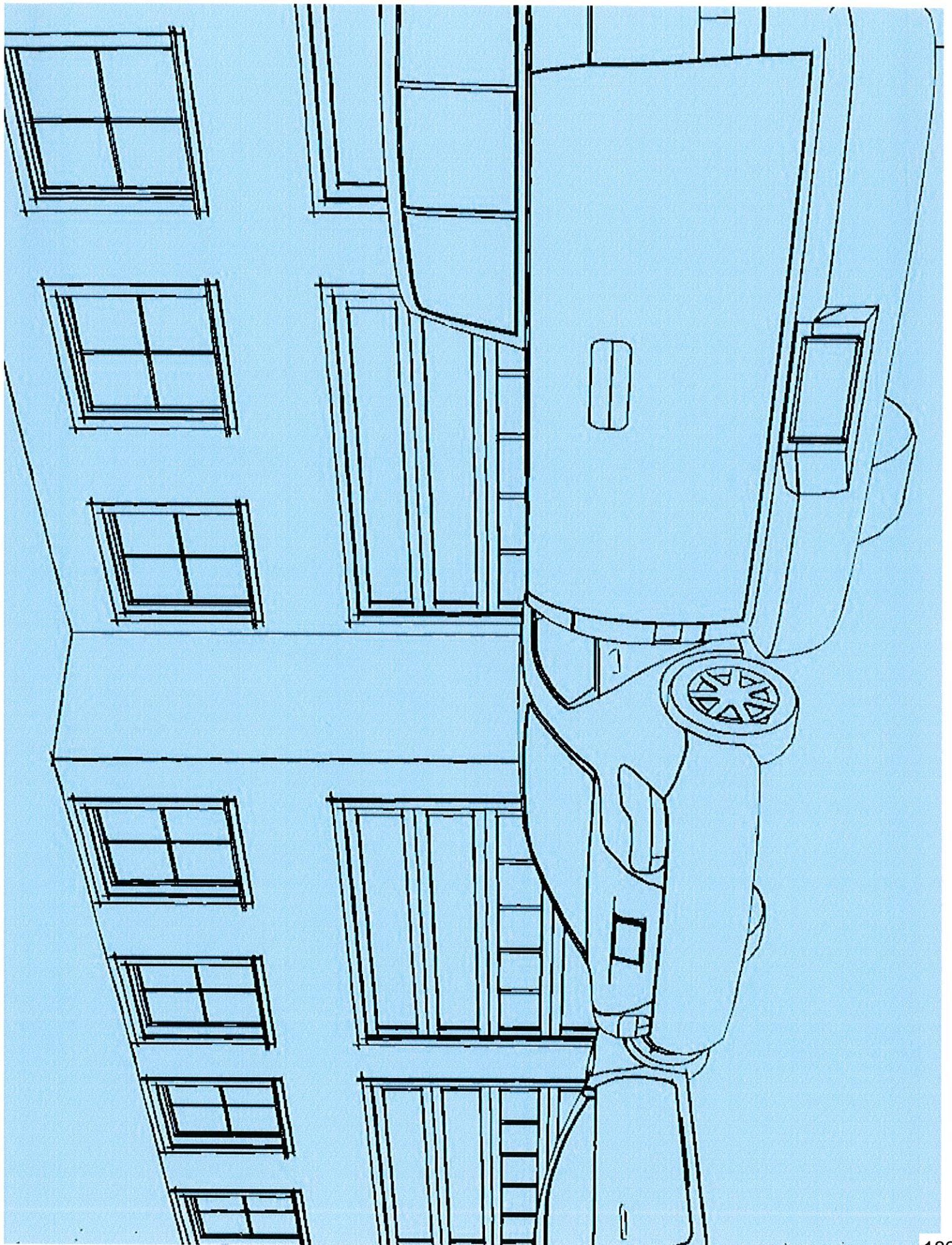




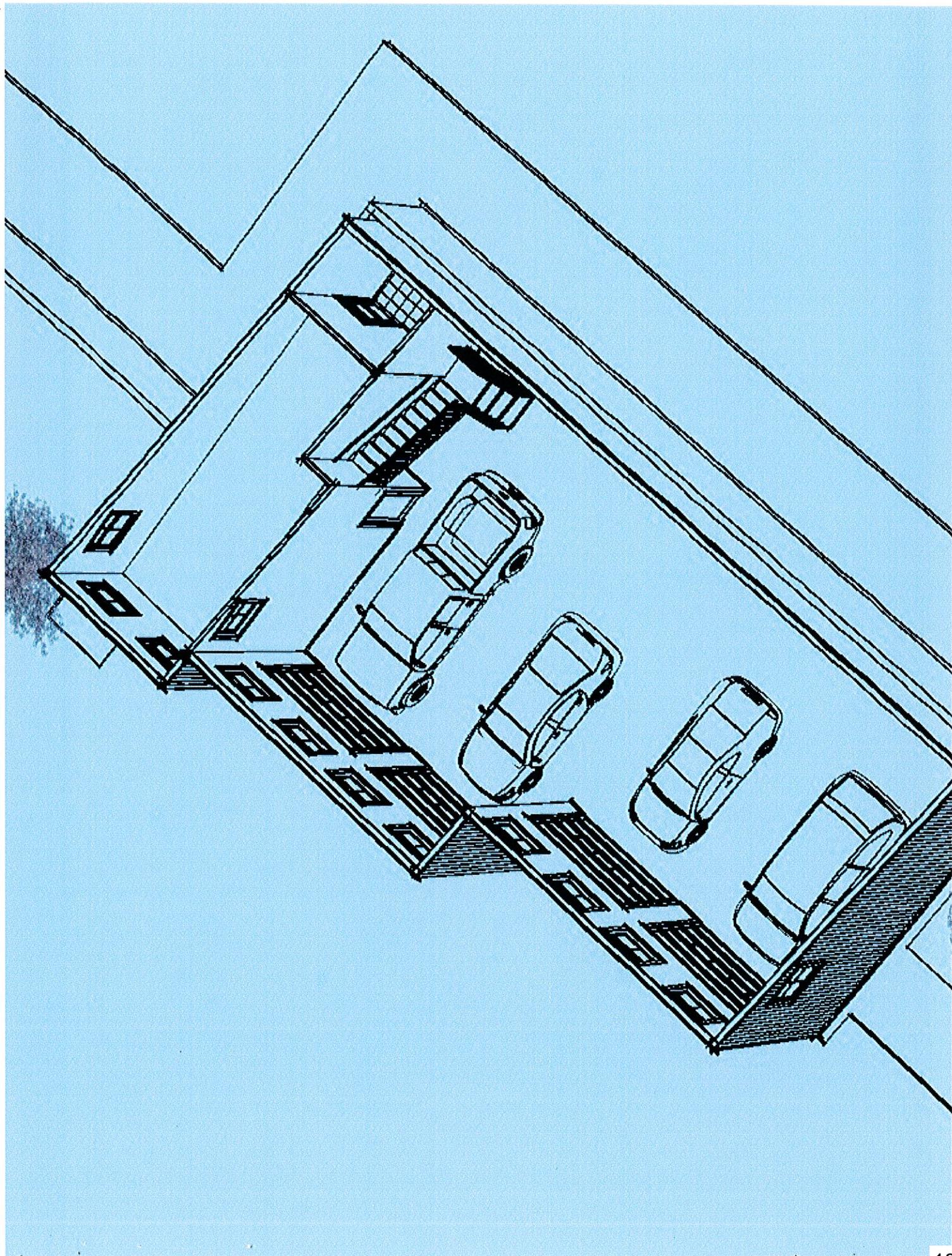


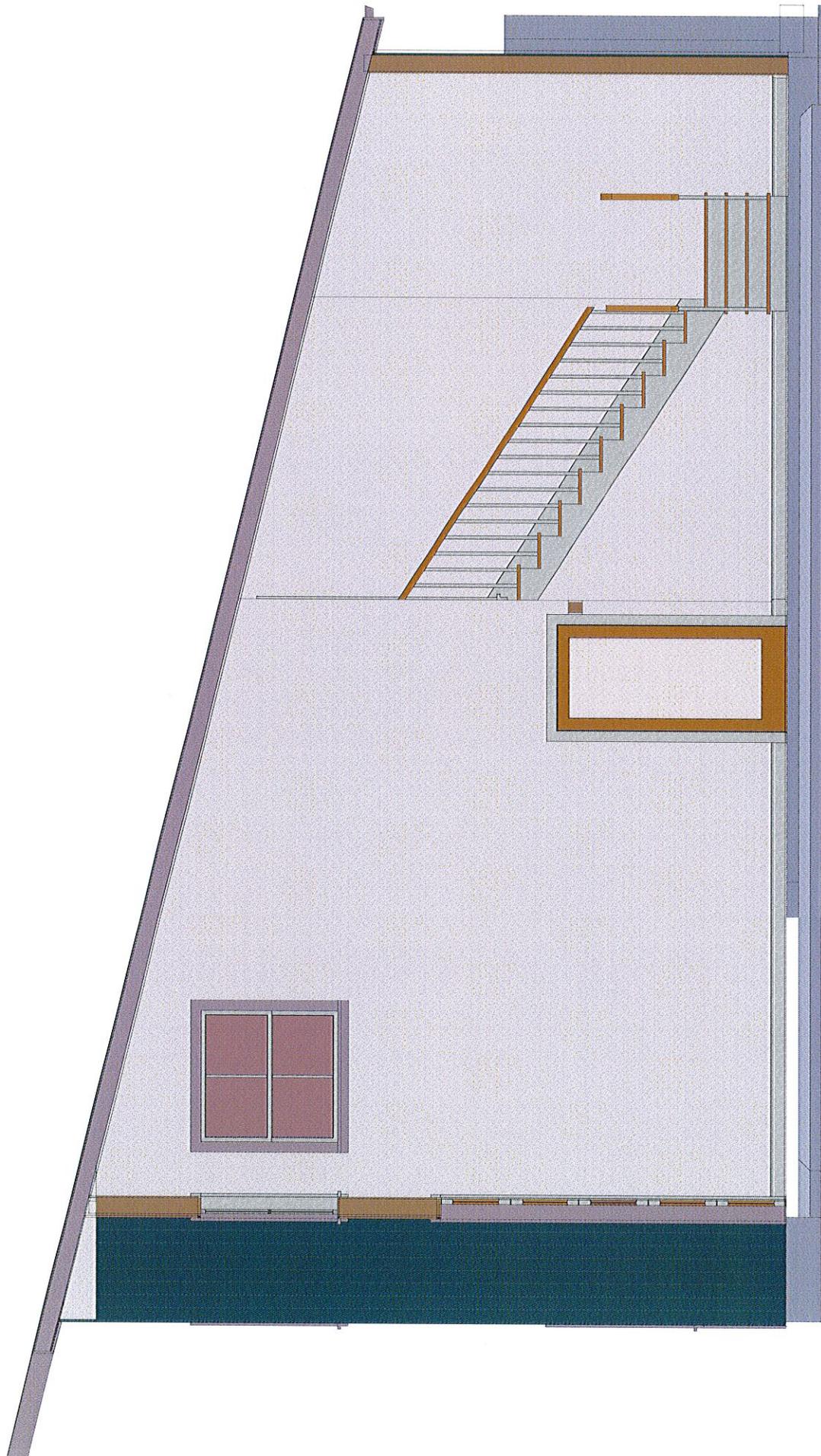


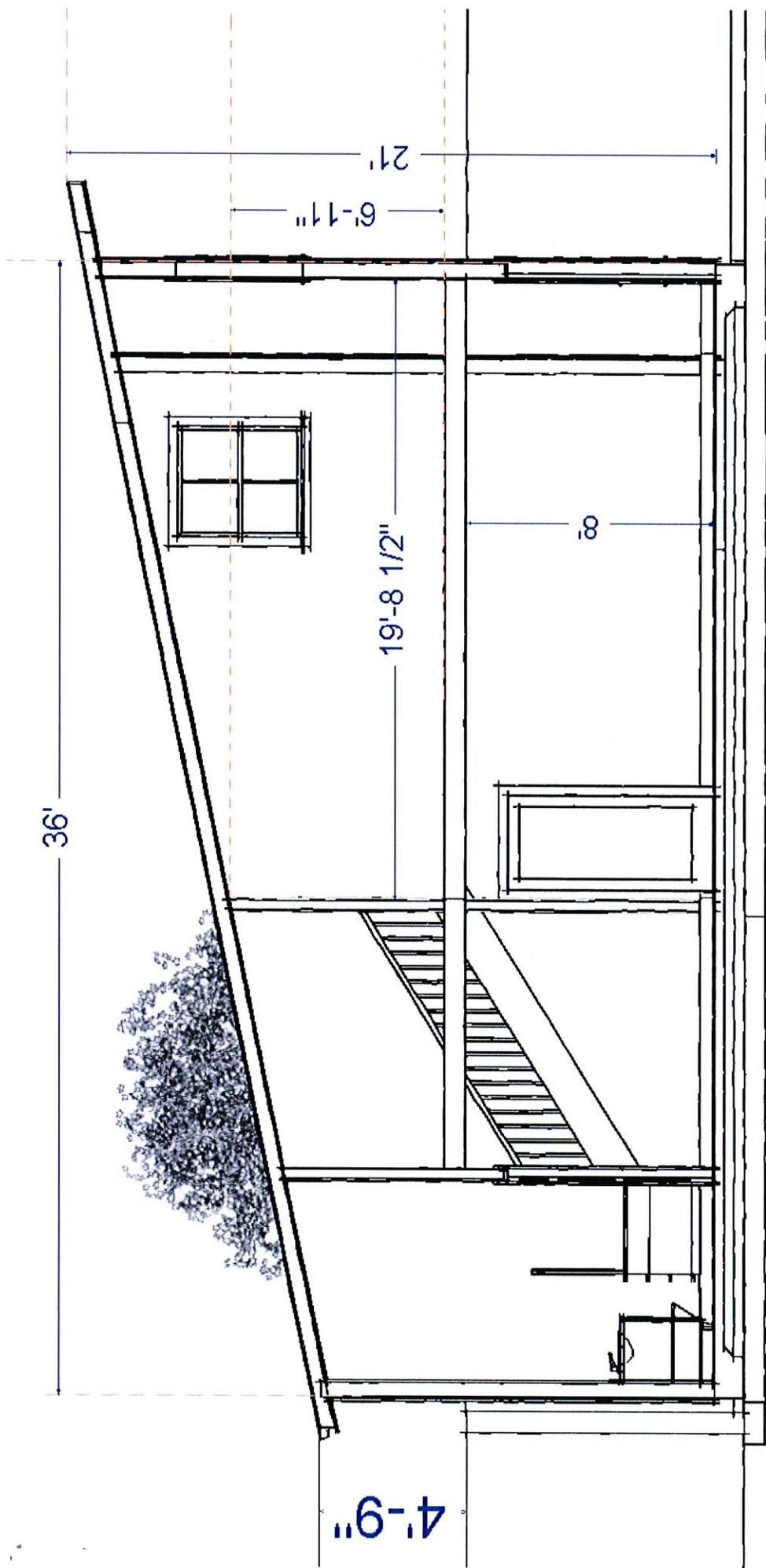


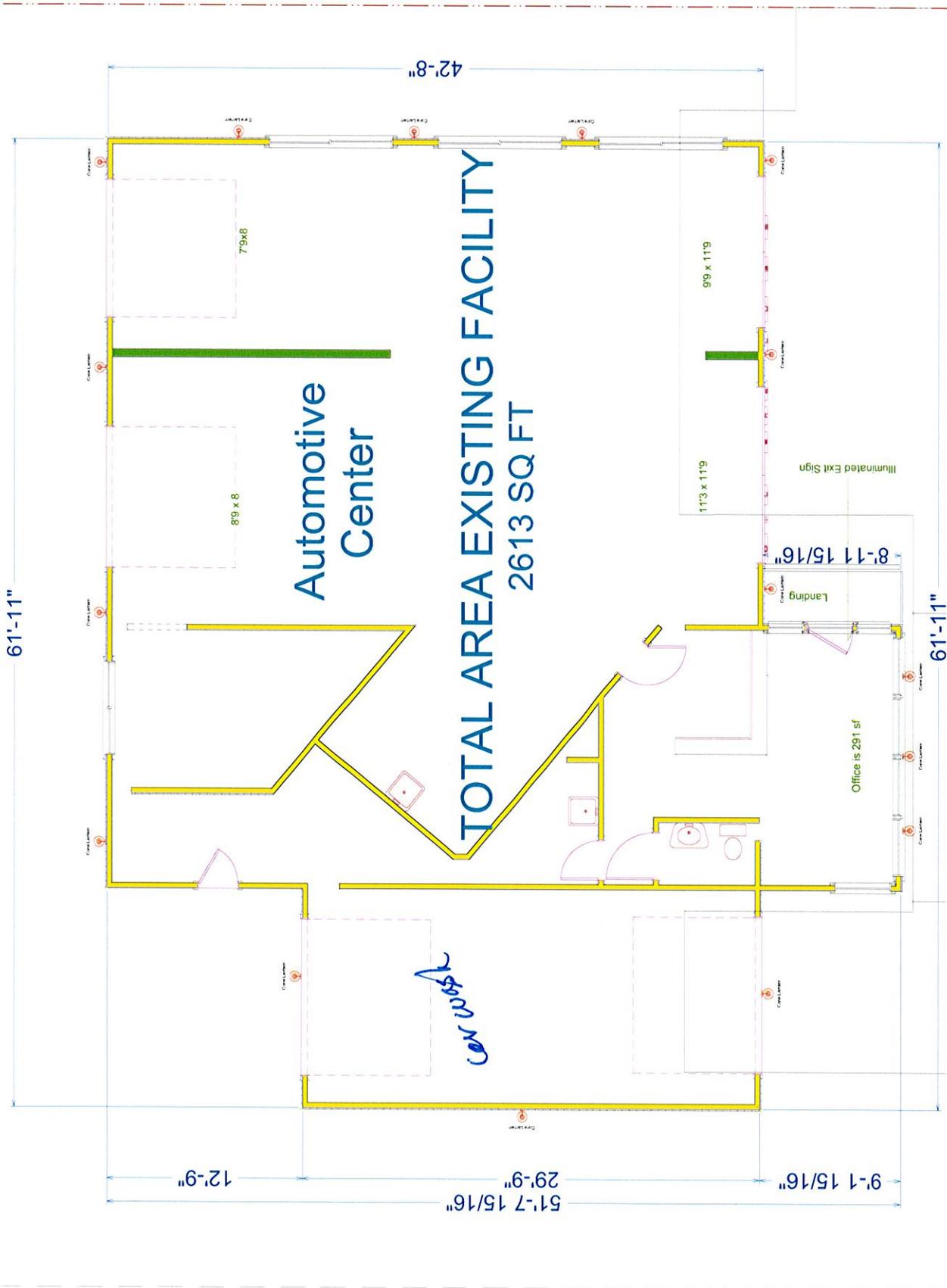












**TOTAL AREA EXISTING FACILITY
2613 SQ FT**

**Automotive
Center**

car wash

Office is 291 sf

Illuminated Exit Sign

Landing

61'-11"

42'-8"

61'-11"

12'-9"

51'-7 15/16"

9'-1 15/16"

8'-9" x 8'

7'-9" x 8'

99' x 119'

113' x 119'

8'-11 15/16"

Office is 291 sf

Illuminated Exit Sign

Landing

61'-11"

42'-8"

61'-11"

12'-9"

51'-7 15/16"

9'-1 15/16"

8'-9" x 8'

7'-9" x 8'

99' x 119'

113' x 119'

8'-11 15/16"

Design Review Board Design Guideline Checklist

Commercial and Mixed-Use Design Guidelines for All Zoning Districts– BIMC 18.18.030

“Pre-App” Meeting Checklist

“Post-App” Meeting Checklist

Project Name/Case #: Pavilion Auto Repair Facility

**Land Use Application
(Pre-app, Site Plan
Review etc.):**

Pre-App

Project Description:

Construct a 2,500 sf Auto Repair Facility in the Northwest corner of the Pavilion parking lot with footprint of 2,150 sf, 4 auto repair bays, and two level office. Current auto repair facility is located on the corner of Madison and Wyatt and will be negatively impacted by the construction of a new round about by the City.

| Applicable Design Guidelines | | | | |
|------------------------------|--|---|--|------------------|
| Design Guideline | Intent | Description | Applicant Response | DRB Action (Y/N) |
| 1. | To develop variation in façade treatment to provide visual interest. | Vary building materials or patterns to produce variations in texture. | The Pavilion Auto Repair Facility utilizes siding materials and windows that mirror the exterior of the Pavilion. Because it is primarily a one story building, the east exposure of the building will be straight up walls, but there will be two setbacks in the wall facing the public to visually break it up. Most of the South, West and North walls will be set below the adjacent grade so that the structure will appear from those views to be at least 50% reduced in height. | |
| 2. | To modulate the scale of building masses. | Building elevations shall be vertically modulated in no more than 20’ increments or horizontally in no more than 30’ increments. Modulation is defined as a change in plane or articulation (such as bands, cornices, setbacks or changes in material). | This is basically the case with this small building’s design. The tallest east wall is slightly over 20 ft in height. It is horizontally modulated in less than 30’ increments. The west wall is slightly over 12’ but buried 8-9’ against an existing retaining wall. | |

Design Review Board Design Guideline Checklist

Commercial and Mixed-Use Design Guidelines for All Zoning Districts– BIMC 18.18.030

| Applicable Design Guidelines | | | | |
|------------------------------|---|--|---|------------------|
| Design Guideline | Intent | Description | Applicant Response | DRB Action (Y/N) |
| 3. | To limit the visual impact of blank walls and facades and better assure aesthetic appeal. | Blank walls shall not be visible to public spaces. Blank facades should otherwise be limited to the back of buildings or where required by the building code. Treatments to alleviate blank walls shall be similar in materials to facades normally in view of the public. | <ol style="list-style-type: none"> 1. The East Wall will have both windows and glass doors. Existing landscaping will remain and the new building will not cause the removal of any of this landscaping. 2. Windows and doors will be incorporated on 3 of 4 of the elevations to create warm and friendly facades to the public. The West elevation is mostly below grade. | |
| 4. | To establish visually prominent ground floor facades. | The first floor of multi-storied buildings should be taller than upper floors. Minimum ceiling height should be at least 10' to allow transom or larger display windows. Other elements such as transom windows, canopies, cornices, and prominent entries are encouraged. First floor uses shall be pedestrian oriented and include substantial shop windows. Display windows on the first floor of retail and commercial buildings should be the predominant surface of the first floor. | This is a relatively small single purpose building but will complement the architecture of the nearby Pavilion Building and give the existing Pavilion parking lot more interest. | |
| 5. | To maintain pedestrian scale | Facades facing public ways shall incorporate setbacks or articulation that establishes a pattern of bays or window openings. Facades | The project does not propose any commercial frontage abutting the sidewalk. | |

Design Review Board Design Guideline Checklist

Commercial and Mixed-Use Design Guidelines for All Zoning Districts– BIMC 18.18.030

| | along facades facing public ways. | shall include features such as display windows, columns or bays, recessed entries or canopies or other recesses. The use of a variety of materials at the sidewalk level is encouraged. Multiple building entrances are encouraged. | | |
|------------------------------|--|--|---|------------------|
| Applicable Design Guidelines | | | | |
| Design Guideline | Intent | Description | Applicant Response | DRB Action (Y/N) |
| 6. | To maintain the pedestrian activities by encouraging continuous frontages along sidewalks. | Where parking fronts onto a public street, the maximum separation between buildings shall be 80 feet. Greater separations are permitted if landscape setbacks are increased or other design features such as low walls, trellises and public spaces are created along the street frontage. | No change will occur in the Pavilion pedestrian activities and this building does not front on the Madison Avenue sidewalk. | |
| 7. | To reduce overall scale of the building into multiple building masses. | Facades over 128' in length shall be separated by pedestrian passage or open space. Passages should be at least 12' wide and two stories in height if covered. Façade setback should be expressed at the roof line by changes in plane. Passage should connect to public open space. | The proposed building is not 128 ft, but does incorporate setbacks in its east elevation which is visible to the public. It is well set back from the main public street. | |
| 8. | To encourage the creation of public outdoor spaces. | Building setbacks may be increased for the creation of public outdoor seating areas. Entry alcoves and small outdoor spaces may be located between the building and the sidewalk. | The proposed building will not change existing Pavilion public spaces, primarily located on the South side of the Pavilion. The Pavilion parking lot is buffered from Madison Avenue with existing landscaping and a Bus Shelter which will not change. | |
| 9. | To soften the impact of the built environment. | Encourage public pedestrian passageways and vegetation between buildings. | This building will not change existing pedestrian passageways or vegetation as it is being located in place of 8 unadorned parking spaces and in front of blank concrete retaining walls. It will be set | |

Design Review Board Design Guideline Checklist

Commercial and Mixed-Use Design Guidelines for All Zoning Districts– BIMC 18.18.030

| | | | between two landscaped areas of this part of the Pavilion parking lot. | |
|-------------------------------------|---|---|--|------------------|
| 10. | To encourage compatibility of development with both community and neighborhood characteristics. | Building designs should respond to nearby buildings that meet the upgraded design standards by using shared elements, materials or massing. | This building is intended to mimic the architecture of the Pavilion, but in a small, more interesting style of a boathouse with green metal corrugated siding and large windows and glazed garage doors. | |
| Applicable Design Guidelines | | | | |
| Design Guideline | Design Guideline | Design Guideline | Applicant Response | DRB Action (Y/N) |
| 11. | To minimize the intrusiveness of commercial signage. | Signage, corporate colors and other icons of the business may not dominate the exterior of the building. including canopies and separate outdoor structures covering activities associated with the business. Color should be used to express changes in detail or material but exterior building or structure colors may not be used as signs, or the extension of signs. When businesses are sold or tenants are changed, any sign modification shall trigger this requirement. | Signage scope, placement and design has not yet been considered however its design will be integrated and interesting. | |
| 12. | To improve the pedestrian environment around buildings and minimize curb cuts. | Where a drive through facility is allowed, drive throughs must be in conjunction with a parking lot that serves the same business, must be to the side or rear of the building and should not be visible from public streets. Drive throughs should consist of no more than a single vehicle lane. | No drive throughs are proposed. | |

Design Review Board Design Guideline Checklist

Commercial and Mixed-Use Design Guidelines for All Zoning Districts– BIMC 18.18.030

| | | | | |
|-------------------------------------|---|---|---|-------------------------|
| 13. | To provide pedestrian access to buildings. | Provide multiple entrances along streets. Pedestrian passageways are encouraged. | This building utilizes existing parking lot walkways. | |
| 14. | To provide weather protection for pedestrians. | Recessed entries and/or overhead weather protection above the sidewalk entrances shall be used. | There is a 4 foot roof overhang on the east side of this building. | |
| 15. | To maintain smaller scale commercial buildings. | Buildings in excess of a 10,000 square foot footprint should be visually split into two or more distinct elements. | The proposed footprint is approximately 2,150 sf. | |
| Applicable Design Guidelines | | | | |
| Design Guideline | Design Guideline | Design Guideline | Applicant Response | DRB Action (Y/N) |
| 16. | To reduce the visual impact of parking areas. | Create small parking clusters connected by vegetated landscaping and pedestrian walkways. Internal streets that connect or serve parking areas shall be designed as streets with sidewalks, planters and pedestrian scale lighting. | No new parking area is proposed. Additional parking will be provided behind the adjacent existing Grow House. | |

Guidelines Requiring Action per DRB:

DRB Summary Motion on Actions:

Design Review Board Design Guideline Checklist

Commercial and Mixed-Use Design Guidelines for All Zoning Districts– BIMC 18.18.030

Design Review Board Design Guideline Checklist
Mixed Use Town Center and High School Road Districts / General Design Guidelines– BIMC 18.18.030

“Pre-App” Meeting Checklist

“Post-App” Meeting Checklist

Project Name/Case #: Pavilion Auto Repair Facility

Land Use Application
(Pre-app, Site Plan
Review etc.):

Pre-App

Project Description:

Construct a 2,500 sq Auto Repair Facility in the Northwest corner of the Pavilion parking lot with footprint of 2,150 sq ft, 4 auto repair bays, and two level office.
Current auto repair facility is located on the corner of Madison and Wyatt and will be negatively impacted by the construction of a new round about by the City.

| Applicable Design Guidelines | | | | |
|---|---|---|---|------------------|
| Design Guideline | Intent | Description | Applicant Response | DRB Action (Y/N) |
| 1. Parking Lot Location | To have parking lots be as visually unobtrusive as possible. | Parking lots should not front upon intersections. Parking lots should be located behind or to the side of buildings. | The new building will be located away from Madison and Wyatt in the NW corner of the Pavilion which is currently 8 parking spaces. This will allow for future construction of residences on the corner of Madison and Wyatt and the removal of a “sea” of asphalt from this corner. Parking for the customers of this building’s tenants will share in existing day time parking for the Pavilion. Additional parking for the Pavilion will be in the short term the west side of the parcel currently containing the Grow House and a new staircase has been added for Pavilion customers to access this additional parking to make up for lost parking in the Pavilion parking lot. | |
| 2. Outdoor Open Spaces and Amenities | To establish, over time, a variety of open spaces within the town center | New development and redevelopment should provide facilities near or visible from the sidewalk for outdoor public use. Examples of such facilities include seating areas, courtyards, and small plaza spaces. Generally, the larger the development, the greater the number and size of such spaces. Furthermore, it is desirable to locate these spaces where they can receive sun and where they can easily be connected to adjacent concentrations of land use. | The project displaces a portion of an existing parking lot which has already been landscaped. No new paved areas are proposed. | |
| 3. Pedestrian Connections | To create a network of safe, comfortable and attractive linkages for people on foot | New development and redevelopment should include pedestrian walkways, raised and/or separated from traffic lanes, that offer access from the public sidewalk to the main entrance to the building. (Locating a building entrance directly on the sidewalk satisfies this guideline.) In addition, connections to adjoining properties should be provided. Furthermore, within parking lots, there should be pedestrian walkways that allow people to traverse the lot without being forced to use vehicular aisles. | No change in pedestrian connections is proposed. However, a new staircase from the Pavilion parking lot connects residents of the Grow Community to the Pavilion retail spaces and the owners of the Pavilion have already deeded a public walkway for Grow residents to cross the southern portion of the Pavilion development. | |
| 4. Shielded Lighting | To ensure that the source of lighting for parking, service and loading areas is not visible from neighboring development. | Freestanding light fixtures should not exceed 14’ in height. All exterior lighting fixtures should incorporate cutoff shields to prevent spillover. | Project plans do require additional exterior lighting, as sufficient lighting is in place to serve this new building. | |

Design Review Board Design Guideline Checklist
Mixed Use Town Center and High School Road Districts / General Design Guidelines– BIMC 18.18.030

| Applicable Design Guidelines | | | | |
|--|---|--|---|------------------|
| Design Guideline | Intent | Description | Applicant Response | DRB Action (Y/N) |
| 5. Screen Service Areas | To conceal loading, trash, and storage areas from view. | Trash containers should be enclosed on all sides with solid walls and gates. Loading docks, outdoor storage and staging areas should be screened with fencing and vegetation, such as evergreen hedges. Chain link fencing is not acceptable. | Trash containers already exist on the Pavilion site and are adequate to serve this new building. There are two pickups by Bainbridge Disposal scheduled per week and there could be three scheduled if needed. | |
| 6. Common Open Space | To ensure that open spaces within a development containing dwelling units are truly usable by all residents. | While some portions of common open space may be dedicated to specific amenities such as pools and tennis courts, most of it should be designed in such a manner as to allow walking throughout the development, to any adjacent commercial or recreational areas, and to surrounding streets. Except for designated senior housing, some place for children to play should also be provided. | All the common areas allow walking access. | |
| 6a. Conceal Garage Doors | To ensure that street frontages are not dominated by vehicular storage facilities. | Entrances to parking garages and structures should be from alleys, access lanes, or minor side streets, rather than from principal through streets. If access from a principal street is unavoidable, such access should be restricted to a single, two-way curb cut for each development. | This new building will move garage entrances from the building it replaces so that they no longer front directly on a street. | |
| 7. Overall Form | To create visual continuity among buildings having potentially different styles. | Buildings should utilize elements such as massing, materials, windows, canopies, and pitched or terraced roof forms to create both a visually distinct “base” as well as a “cap”. | The new building will incorporate elements of the Pavilion Building with fenestration, siding, and a pitched roof. The building’s east elevation will incorporate two articulations in its façade. | |
| 8. Entrances | To make it apparent from the street where major entrances to buildings are located. | Principal entrances to buildings should be visually prominent and located within close proximity to the public sidewalk. Entrances should incorporate elements such as setbacks, recesses, balconies, porches, arches, trellises, or other architectural devices. | The new building’s entrances will be visually prominent as one enters the Pavilion parking lot. | |
| 9. Conceal Mechanical Equipment | To ensure that larger pieces of mechanical equipment are visually unobtrusive. | Rooftop mechanical equipment should be concealed by and integrated within the roof form of a building. Simply surrounding it with a parapet wall is not sufficient. | There will be no rooftop mechanical equipment. | |
| 10. Structured Parking | To diminish the visual impact of parking as viewed from streets. | Any level of parking contained within or under a structure that is visible from a public street shall fully screen the parking with either another use, a facade that incorporates artwork, or trees and other vegetation. | The building’s parking area will be shared with the Pavilion and there will be no change in the appearance of the Pavilion’s parking from Madison Avenue, except that there will be less of it. | |
| 11. Encouraging Varied Details | To ensure that denser types of housing include details that create a sense of human scale and that break down the bulk of larger buildings. | Buildings containing residential dwellings should incorporate most, if not all, of the following elements: <ul style="list-style-type: none"> • Front porches or stoops • Bay windows or dormers • Visible trim around windows and building corners • Base articulation, such as a plinth or first floor raised above grade | The proposed new building will have windows on three sides, three sides will be largely hidden by existing 8-9 ft retaining walls against which the building will be erected and the office entrance will feature a landscaped entry area. The 4 large 10ft by 10ft bay doors will be glazed. | |

Design Review Board Design Guideline Checklist
Mixed Use Town Center and High School Road Districts / General Design Guidelines– BIMC 18.18.030

| Applicable Design Guidelines | | | | |
|------------------------------|---|--|--|------------------|
| Design Guideline | Intent | Description | Applicant Response | DRB Action (Y/N) |
| 12. Integration | To ensure that signage is a part of the overall design approach to a project and not an afterthought. | The design of signs should be integrated with the architecture and site design of a project. | Signage scope, placement and design has not yet been considered however its design will be integrated and interesting. | |
| 13. Creativity | To encourage interesting and even unusual approaches to graphic design. | Signs should be expressive and even whimsical, exhibiting a graphic design approach to form and lighting. Standard, back-lighted, metal frame and plastic panel signs are discouraged. | Signage scope, placement and design has not yet been considered however its design will be integrated and interesting. | |
| 14. Awning Signs | To produce a visual effect that emphasizes buildings and vegetation, not advertising. | Signs painted on awnings are allowed, but awnings should not be internally illuminated. | The project does not propose awnings; however the east elevation of the building features a 4ft overhanging shed roof. | |

Guidelines Requiring Action per DRB:

DRB Summary Motion on Actions:

Design Review Board Design Guideline Checklist

Commercial and Mixed-Use Design Guidelines for All Zoning Districts– BIMC 18.18.030

“Pre-App” Meeting Checklist

“Post-App” Meeting Checklist

Project Name/Case #: Pavilion Auto Repair Facility

**Land Use Application
(Pre-app, Site Plan
Review etc.):**

Pre-App

Project Description:

Construct a 2,500 sf Auto Repair Facility in the Northwest corner of the Pavilion parking lot with footprint of 2,150 sf, 4 auto repair bays, and two level office. Current auto repair facility is located on the corner of Madison and Wyatt and will be negatively impacted by the construction of a new round about by the City.

| Applicable Design Guidelines | | | | |
|------------------------------|--|---|--|------------------|
| Design Guideline | Intent | Description | Applicant Response | DRB Action (Y/N) |
| 1. | To develop variation in façade treatment to provide visual interest. | Vary building materials or patterns to produce variations in texture. | The Pavilion Auto Repair Facility utilizes siding materials and windows that mirror the exterior of the Pavilion. Because it is primarily a one story building, the east exposure of the building will be straight up walls, but there will be two setbacks in the wall facing the public to visually break it up. Most of the South, West and North walls will be set below the adjacent grade so that the structure will appear from those views to be at least 50% reduced in height. | |
| 2. | To modulate the scale of building masses. | Building elevations shall be vertically modulated in no more than 20’ increments or horizontally in no more than 30’ increments. Modulation is defined as a change in plane or articulation (such as bands, cornices, setbacks or changes in material). | This is basically the case with this small building’s design. The tallest east wall is slightly over 20 ft in height. It is horizontally modulated in less than 30’ increments. The west wall is slightly over 12’ but buried 8-9’ against an existing retaining wall. | |

Design Review Board Design Guideline Checklist

Commercial and Mixed-Use Design Guidelines for All Zoning Districts– BIMC 18.18.030

| Applicable Design Guidelines | | | | |
|------------------------------|---|--|---|------------------|
| Design Guideline | Intent | Description | Applicant Response | DRB Action (Y/N) |
| 3. | To limit the visual impact of blank walls and facades and better assure aesthetic appeal. | Blank walls shall not be visible to public spaces. Blank facades should otherwise be limited to the back of buildings or where required by the building code. Treatments to alleviate blank walls shall be similar in materials to facades normally in view of the public. | <ol style="list-style-type: none"> 1. The East Wall will have both windows and glass doors. Existing landscaping will remain and the new building will not cause the removal of any of this landscaping. 2. Windows and doors will be incorporated on 3 of 4 of the elevations to create warm and friendly facades to the public. The West elevation is mostly below grade. | |
| 4. | To establish visually prominent ground floor facades. | The first floor of multi-storied buildings should be taller than upper floors. Minimum ceiling height should be at least 10' to allow transom or larger display windows. Other elements such as transom windows, canopies, cornices, and prominent entries are encouraged. First floor uses shall be pedestrian oriented and include substantial shop windows. Display windows on the first floor of retail and commercial buildings should be the predominant surface of the first floor. | This is a relatively small single purpose building but will complement the architecture of the nearby Pavilion Building and give the existing Pavilion parking lot more interest. | |
| 5. | To maintain pedestrian scale | Facades facing public ways shall incorporate setbacks or articulation that establishes a pattern of bays or window openings. Facades | The project does not propose any commercial frontage abutting the sidewalk. | |

Design Review Board Design Guideline Checklist

Commercial and Mixed-Use Design Guidelines for All Zoning Districts– BIMC 18.18.030

| | along facades facing public ways. | shall include features such as display windows, columns or bays, recessed entries or canopies or other recesses. The use of a variety of materials at the sidewalk level is encouraged. Multiple building entrances are encouraged. | | |
|------------------------------|--|--|---|------------------|
| Applicable Design Guidelines | | | | |
| Design Guideline | Intent | Description | Applicant Response | DRB Action (Y/N) |
| 6. | To maintain the pedestrian activities by encouraging continuous frontages along sidewalks. | Where parking fronts onto a public street, the maximum separation between buildings shall be 80 feet. Greater separations are permitted if landscape setbacks are increased or other design features such as low walls, trellises and public spaces are created along the street frontage. | No change will occur in the Pavilion pedestrian activities and this building does not front on the Madison Avenue sidewalk. | |
| 7. | To reduce overall scale of the building into multiple building masses. | Facades over 128' in length shall be separated by pedestrian passage or open space. Passages should be at least 12' wide and two stories in height if covered. Façade setback should be expressed at the roof line by changes in plane. Passage should connect to public open space. | The proposed building is not 128 ft, but does incorporate setbacks in its east elevation which is visible to the public. It is well set back from the main public street. | |
| 8. | To encourage the creation of public outdoor spaces. | Building setbacks may be increased for the creation of public outdoor seating areas. Entry alcoves and small outdoor spaces may be located between the building and the sidewalk. | The proposed building will not change existing Pavilion public spaces, primarily located on the South side of the Pavilion. The Pavilion parking lot is buffered from Madison Avenue with existing landscaping and a Bus Shelter which will not change. | |
| 9. | To soften the impact of the built environment. | Encourage public pedestrian passageways and vegetation between buildings. | This building will not change existing pedestrian passageways or vegetation as it is being located in place of 8 unadorned parking spaces and in front of blank concrete retaining walls. It will be set | |

Design Review Board Design Guideline Checklist

Commercial and Mixed-Use Design Guidelines for All Zoning Districts– BIMC 18.18.030

| | | | between two landscaped areas of this part of the Pavilion parking lot. | |
|-------------------------------------|---|---|--|------------------|
| 10. | To encourage compatibility of development with both community and neighborhood characteristics. | Building designs should respond to nearby buildings that meet the upgraded design standards by using shared elements, materials or massing. | This building is intended to mimic the architecture of the Pavilion, but in a small, more interesting style of a boathouse with green metal corrugated siding and large windows and glazed garage doors. | |
| Applicable Design Guidelines | | | | |
| Design Guideline | Design Guideline | Design Guideline | Applicant Response | DRB Action (Y/N) |
| 11. | To minimize the intrusiveness of commercial signage. | Signage, corporate colors and other icons of the business may not dominate the exterior of the building. including canopies and separate outdoor structures covering activities associated with the business. Color should be used to express changes in detail or material but exterior building or structure colors may not be used as signs, or the extension of signs. When businesses are sold or tenants are changed, any sign modification shall trigger this requirement. | Signage scope, placement and design has not yet been considered however its design will be integrated and interesting. | |
| 12. | To improve the pedestrian environment around buildings and minimize curb cuts. | Where a drive through facility is allowed, drive throughs must be in conjunction with a parking lot that serves the same business, must be to the side or rear of the building and should not be visible from public streets. Drive throughs should consist of no more than a single vehicle lane. | No drive throughs are proposed. | |

Design Review Board Design Guideline Checklist

Commercial and Mixed-Use Design Guidelines for All Zoning Districts– BIMC 18.18.030

| | | | | |
|-------------------------------------|---|---|---|-------------------------|
| 13. | To provide pedestrian access to buildings. | Provide multiple entrances along streets. Pedestrian passageways are encouraged. | This building utilizes existing parking lot walkways. | |
| 14. | To provide weather protection for pedestrians. | Recessed entries and/or overhead weather protection above the sidewalk entrances shall be used. | There is a 4 foot roof overhang on the east side of this building. | |
| 15. | To maintain smaller scale commercial buildings. | Buildings in excess of a 10,000 square foot footprint should be visually split into two or more distinct elements. | The proposed footprint is approximately 2,150 sf. | |
| Applicable Design Guidelines | | | | |
| Design Guideline | Design Guideline | Design Guideline | Applicant Response | DRB Action (Y/N) |
| 16. | To reduce the visual impact of parking areas. | Create small parking clusters connected by vegetated landscaping and pedestrian walkways. Internal streets that connect or serve parking areas shall be designed as streets with sidewalks, planters and pedestrian scale lighting. | No new parking area is proposed. Additional parking will be provided behind the adjacent existing Grow House. | |

Guidelines Requiring Action per DRB:

DRB Summary Motion on Actions:

Design Review Board Design Guideline Checklist
Mixed Use Town Center and High School Road Districts / General Design Guidelines– BIMC 18.18.030

“Pre-App” Meeting Checklist

“Post-App” Meeting Checklist

Project Name/Case #: Pavilion Auto Repair Facility

Land Use Application
(Pre-app, Site Plan
Review etc.):

Pre-App

Project Description:

Construct a 2,500 sq Auto Repair Facility in the Northwest corner of the Pavilion parking lot with footprint of 2,150 sq ft, 4 auto repair bays, and two level office.
Current auto repair facility is located on the corner of Madison and Wyatt and will be negatively impacted by the construction of a new round about by the City.

| Applicable Design Guidelines | | | | |
|---|---|---|---|------------------|
| Design Guideline | Intent | Description | Applicant Response | DRB Action (Y/N) |
| 1. Parking Lot Location | To have parking lots be as visually unobtrusive as possible. | Parking lots should not front upon intersections. Parking lots should be located behind or to the side of buildings. | The new building will be located away from Madison and Wyatt in the NW corner of the Pavilion which is currently 8 parking spaces. This will allow for future construction of residences on the corner of Madison and Wyatt and the removal of a “sea” of asphalt from this corner. Parking for the customers of this building’s tenants will share in existing day time parking for the Pavilion. Additional parking for the Pavilion will be in the short term the west side of the parcel currently containing the Grow House and a new staircase has been added for Pavilion customers to access this additional parking to make up for lost parking in the Pavilion parking lot. | |
| 2. Outdoor Open Spaces and Amenities | To establish, over time, a variety of open spaces within the town center | New development and redevelopment should provide facilities near or visible from the sidewalk for outdoor public use. Examples of such facilities include seating areas, courtyards, and small plaza spaces. Generally, the larger the development, the greater the number and size of such spaces. Furthermore, it is desirable to locate these spaces where they can receive sun and where they can easily be connected to adjacent concentrations of land use. | The project displaces a portion of an existing parking lot which has already been landscaped. No new paved areas are proposed. | |
| 3. Pedestrian Connections | To create a network of safe, comfortable and attractive linkages for people on foot | New development and redevelopment should include pedestrian walkways, raised and/or separated from traffic lanes, that offer access from the public sidewalk to the main entrance to the building. (Locating a building entrance directly on the sidewalk satisfies this guideline.) In addition, connections to adjoining properties should be provided. Furthermore, within parking lots, there should be pedestrian walkways that allow people to traverse the lot without being forced to use vehicular aisles. | No change in pedestrian connections is proposed. However, a new staircase from the Pavilion parking lot connects residents of the Grow Community to the Pavilion retail spaces and the owners of the Pavilion have already deeded a public walkway for Grow residents to cross the southern portion of the Pavilion development. | |
| 4. Shielded Lighting | To ensure that the source of lighting for parking, service and loading areas is not visible from neighboring development. | Freestanding light fixtures should not exceed 14’ in height. All exterior lighting fixtures should incorporate cutoff shields to prevent spillover. | Project plans do require additional exterior lighting, as sufficient lighting is in place to serve this new building. | |

Design Review Board Design Guideline Checklist
Mixed Use Town Center and High School Road Districts / General Design Guidelines– BIMC 18.18.030

| Applicable Design Guidelines | | | | |
|--|---|--|---|------------------|
| Design Guideline | Intent | Description | Applicant Response | DRB Action (Y/N) |
| 5. Screen Service Areas | To conceal loading, trash, and storage areas from view. | Trash containers should be enclosed on all sides with solid walls and gates. Loading docks, outdoor storage and staging areas should be screened with fencing and vegetation, such as evergreen hedges. Chain link fencing is not acceptable. | Trash containers already exist on the Pavilion site and are adequate to serve this new building. There are two pickups by Bainbridge Disposal scheduled per week and there could be three scheduled if needed. | |
| 6. Common Open Space | To ensure that open spaces within a development containing dwelling units are truly usable by all residents. | While some portions of common open space may be dedicated to specific amenities such as pools and tennis courts, most of it should be designed in such a manner as to allow walking throughout the development, to any adjacent commercial or recreational areas, and to surrounding streets. Except for designated senior housing, some place for children to play should also be provided. | All the common areas allow walking access. | |
| 6a. Conceal Garage Doors | To ensure that street frontages are not dominated by vehicular storage facilities. | Entrances to parking garages and structures should be from alleys, access lanes, or minor side streets, rather than from principal through streets. If access from a principal street is unavoidable, such access should be restricted to a single, two-way curb cut for each development. | This new building will move garage entrances from the building it replaces so that they no longer front directly on a street. | |
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| 9. Conceal Mechanical Equipment | To ensure that larger pieces of mechanical equipment are visually unobtrusive. | Rooftop mechanical equipment should be concealed by and integrated within the roof form of a building. Simply surrounding it with a parapet wall is not sufficient. | There will be no rooftop mechanical equipment. | |
| 10. Structured Parking | To diminish the visual impact of parking as viewed from streets. | Any level of parking contained within or under a structure that is visible from a public street shall fully screen the parking with either another use, a facade that incorporates artwork, or trees and other vegetation. | The building’s parking area will be shared with the Pavilion and there will be no change in the appearance of the Pavilion’s parking from Madison Avenue, except that there will be less of it. | |
| 11. Encouraging Varied Details | To ensure that denser types of housing include details that create a sense of human scale and that break down the bulk of larger buildings. | Buildings containing residential dwellings should incorporate most, if not all, of the following elements: <ul style="list-style-type: none"> • Front porches or stoops • Bay windows or dormers • Visible trim around windows and building corners • Base articulation, such as a plinth or first floor raised above grade | The proposed new building will have windows on three sides, three sides will be largely hidden by existing 8-9 ft retaining walls against which the building will be erected and the office entrance will feature a landscaped entry area. The 4 large 10ft by 10ft bay doors will be glazed. | |

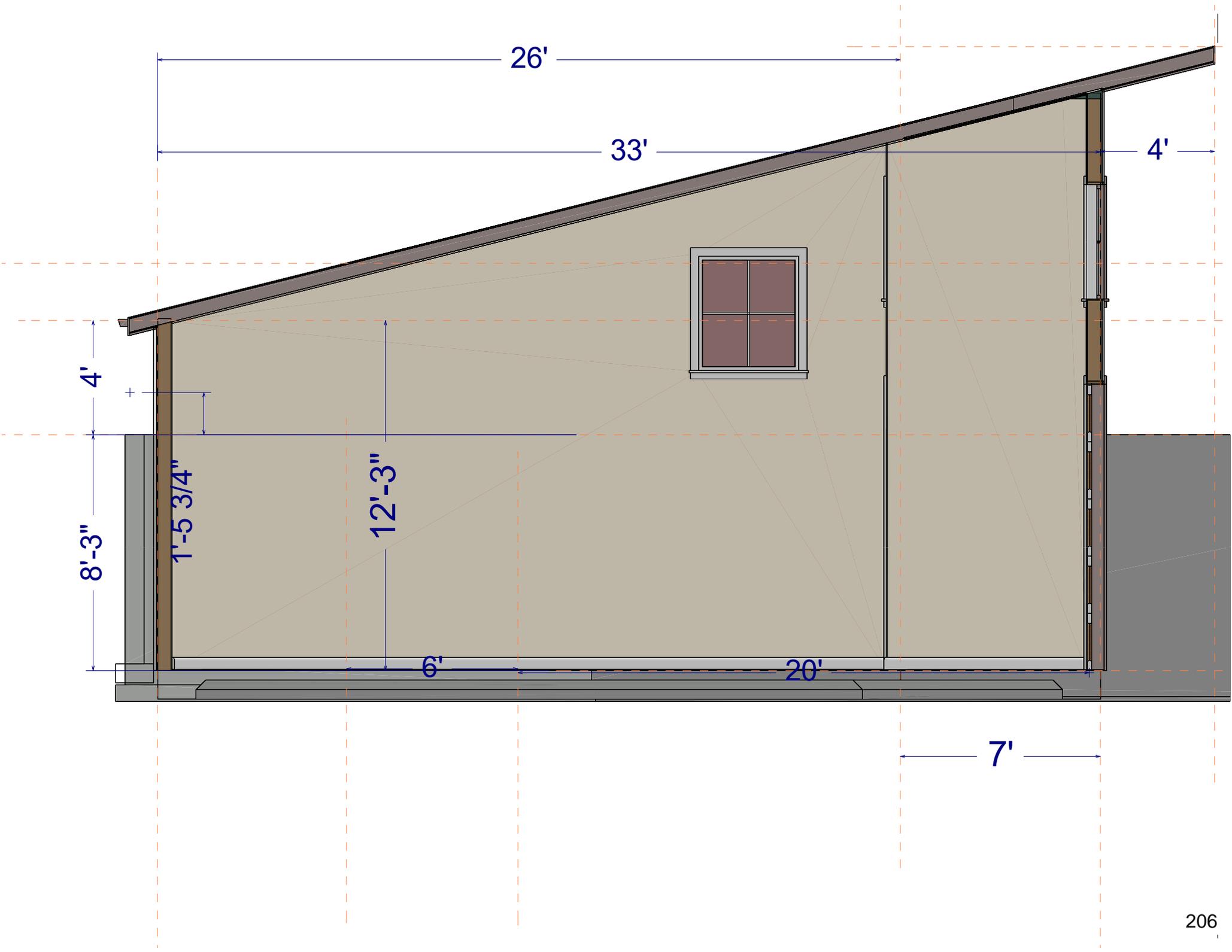
Design Review Board Design Guideline Checklist
Mixed Use Town Center and High School Road Districts / General Design Guidelines– BIMC 18.18.030

| Applicable Design Guidelines | | | | |
|------------------------------|---|--|--|------------------|
| Design Guideline | Intent | Description | Applicant Response | DRB Action (Y/N) |
| 12. Integration | To ensure that signage is a part of the overall design approach to a project and not an afterthought. | The design of signs should be integrated with the architecture and site design of a project. | Signage scope, placement and design has not yet been considered however its design will be integrated and interesting. | |
| 13. Creativity | To encourage interesting and even unusual approaches to graphic design. | Signs should be expressive and even whimsical, exhibiting a graphic design approach to form and lighting. Standard, back-lighted, metal frame and plastic panel signs are discouraged. | Signage scope, placement and design has not yet been considered however its design will be integrated and interesting. | |
| 14. Awning Signs | To produce a visual effect that emphasizes buildings and vegetation, not advertising. | Signs painted on awnings are allowed, but awnings should not be internally illuminated. | The project does not propose awnings; however the east elevation of the building features a 4ft overhanging shed roof. | |

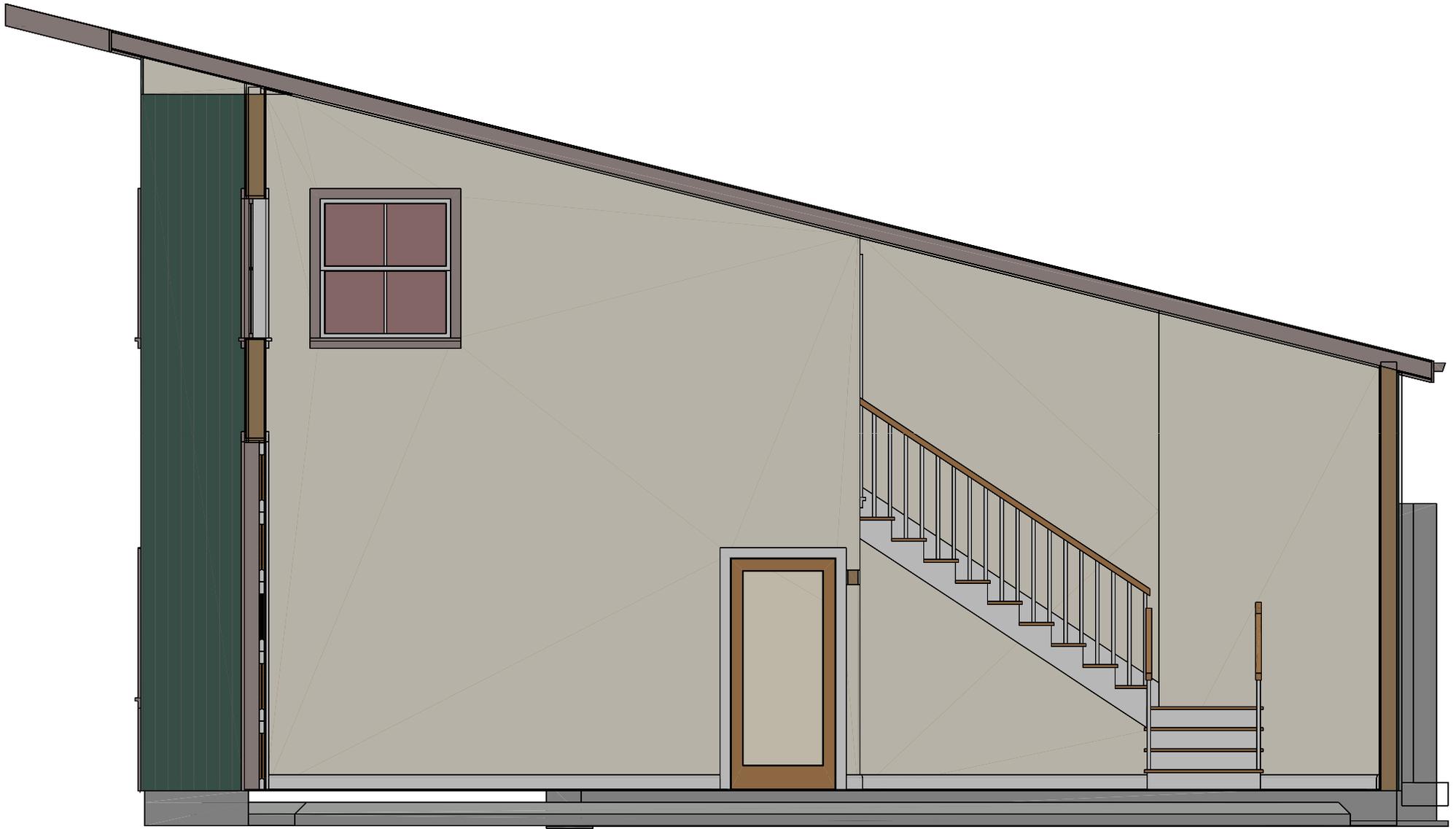
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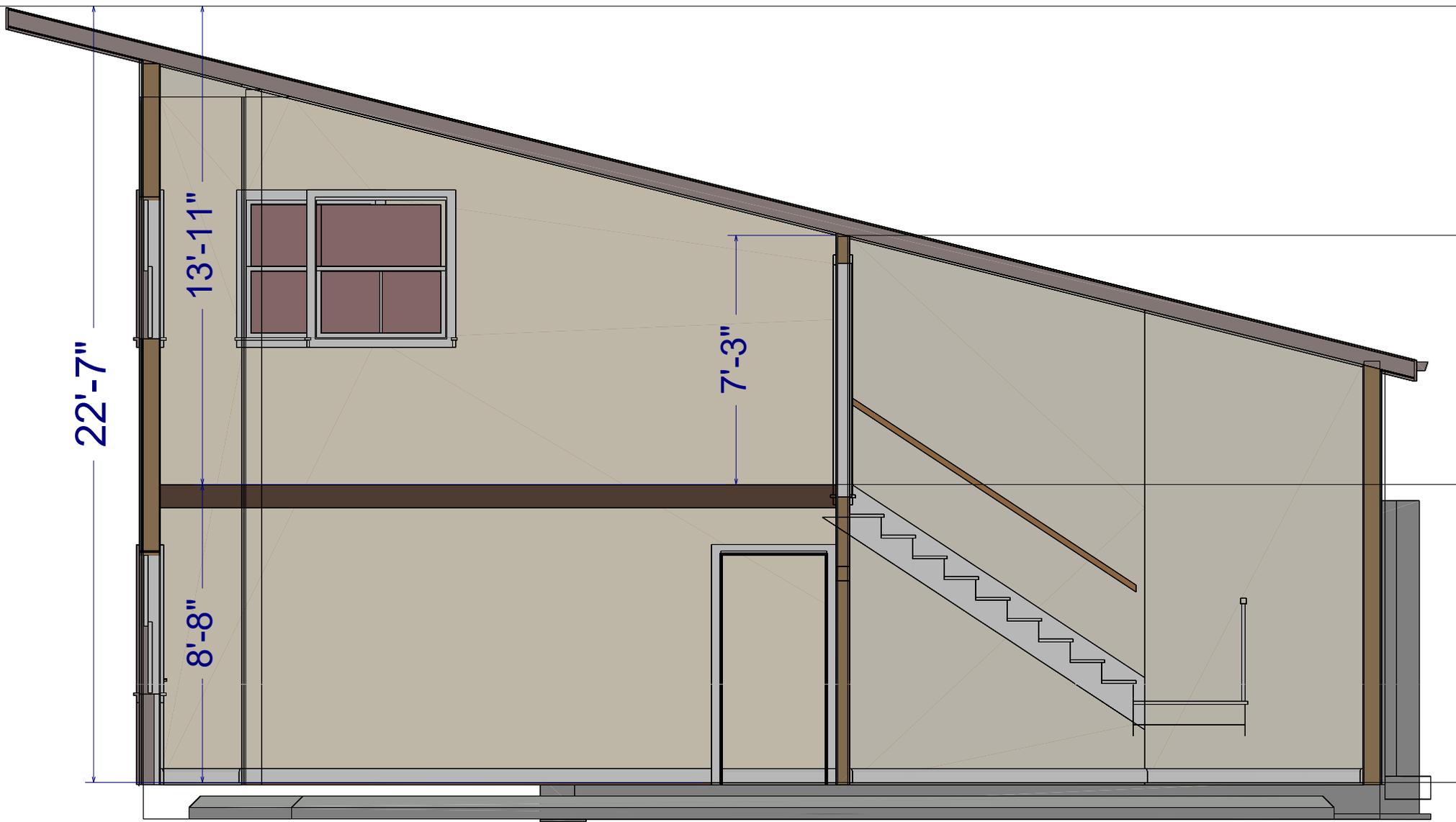
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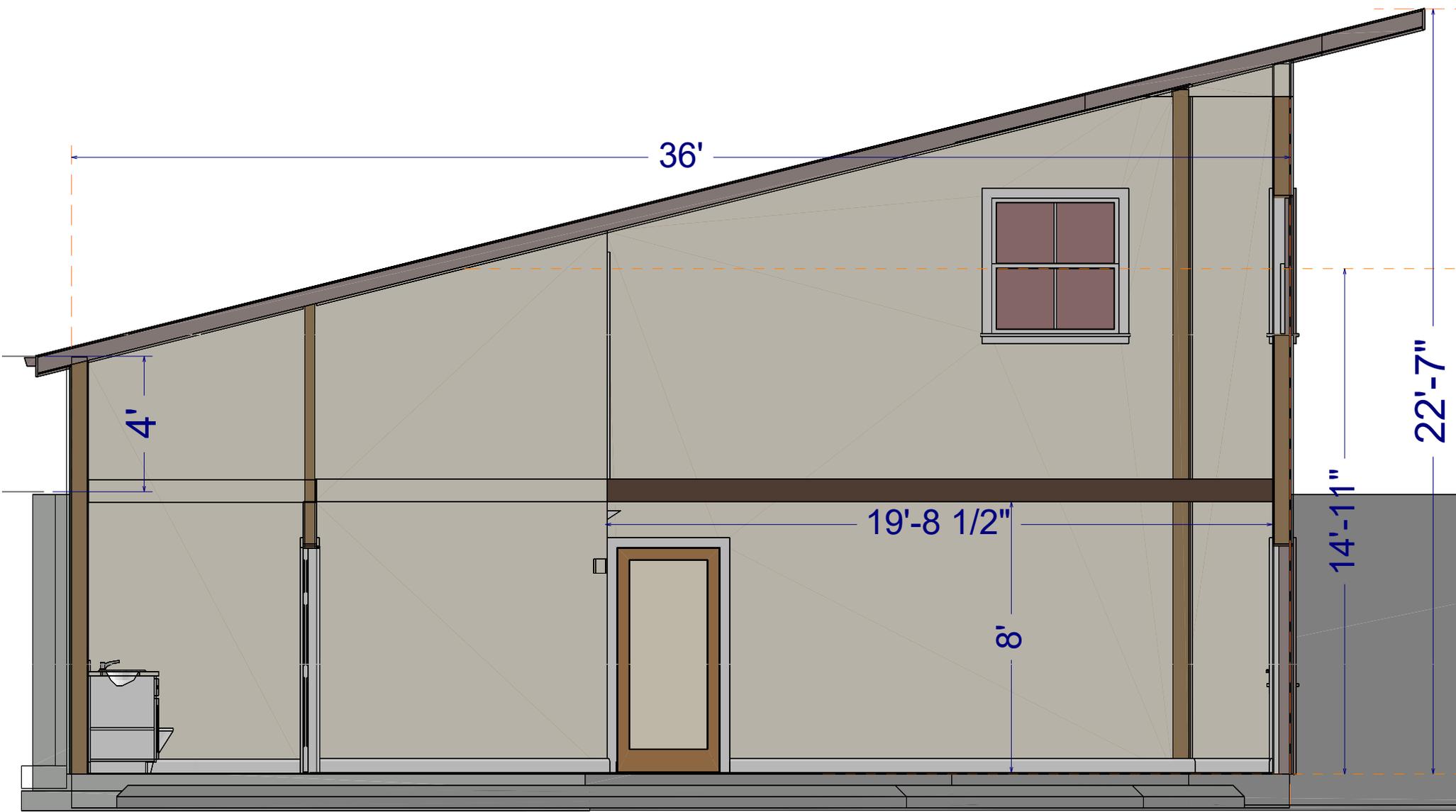




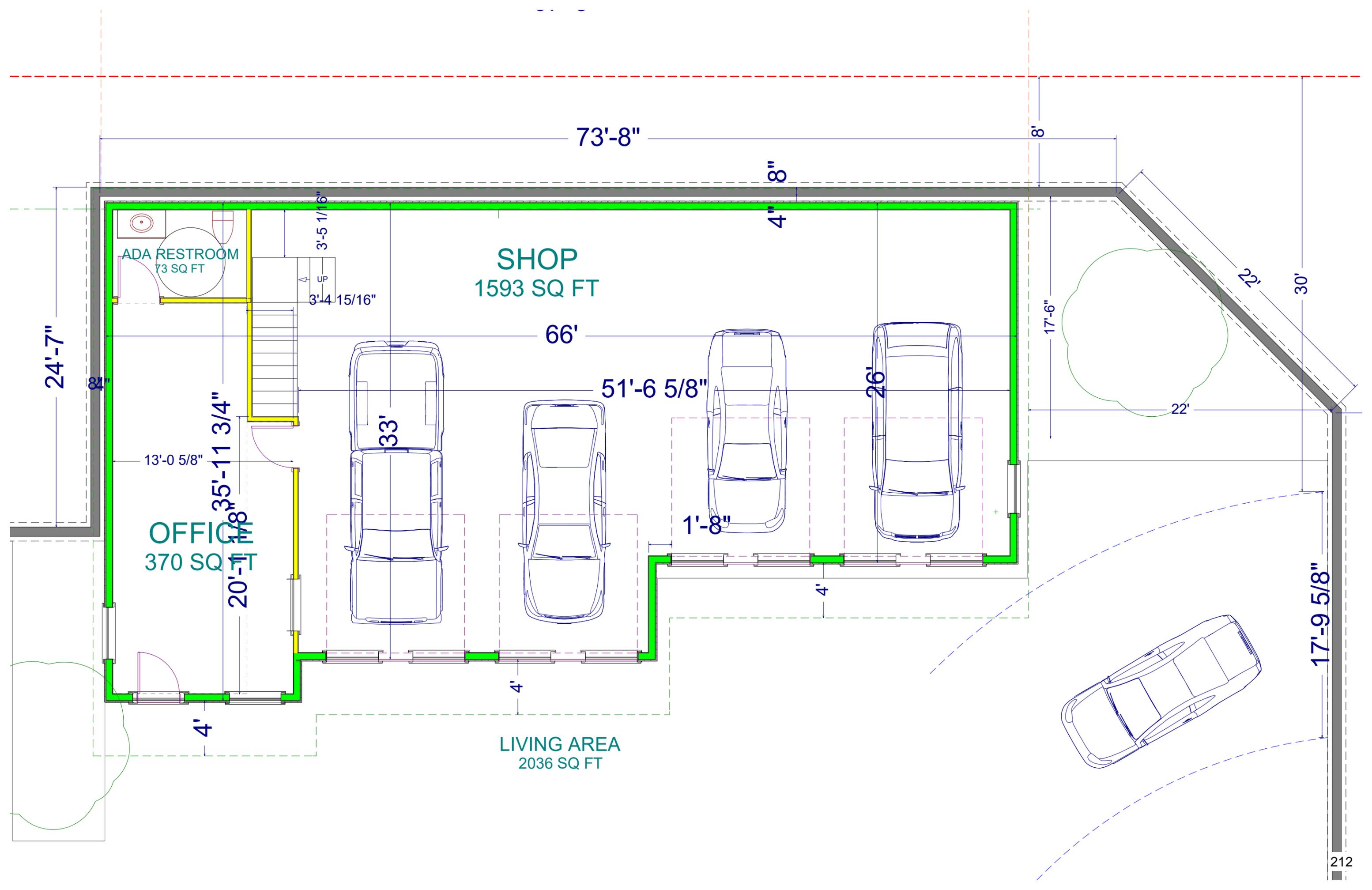


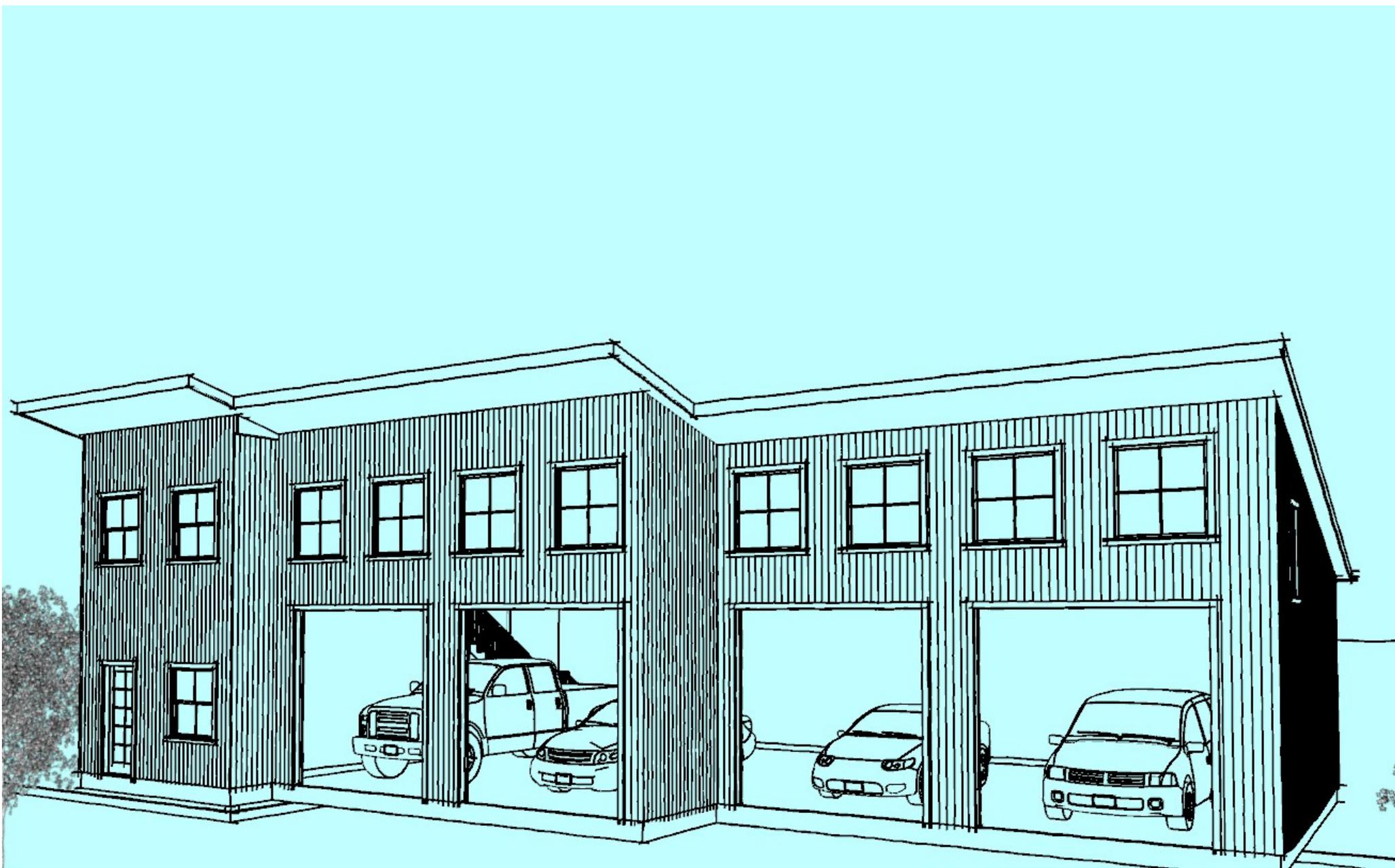


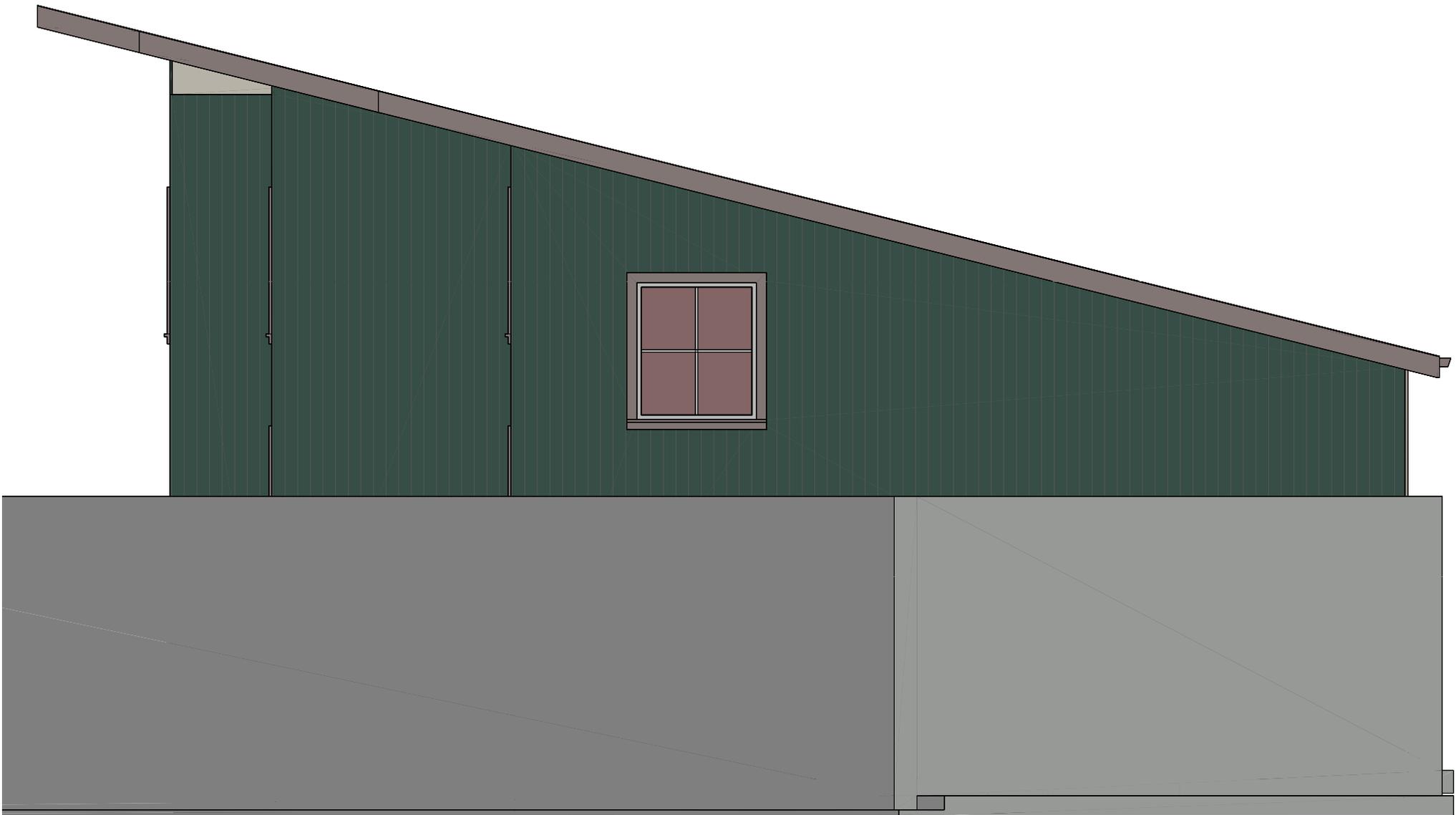


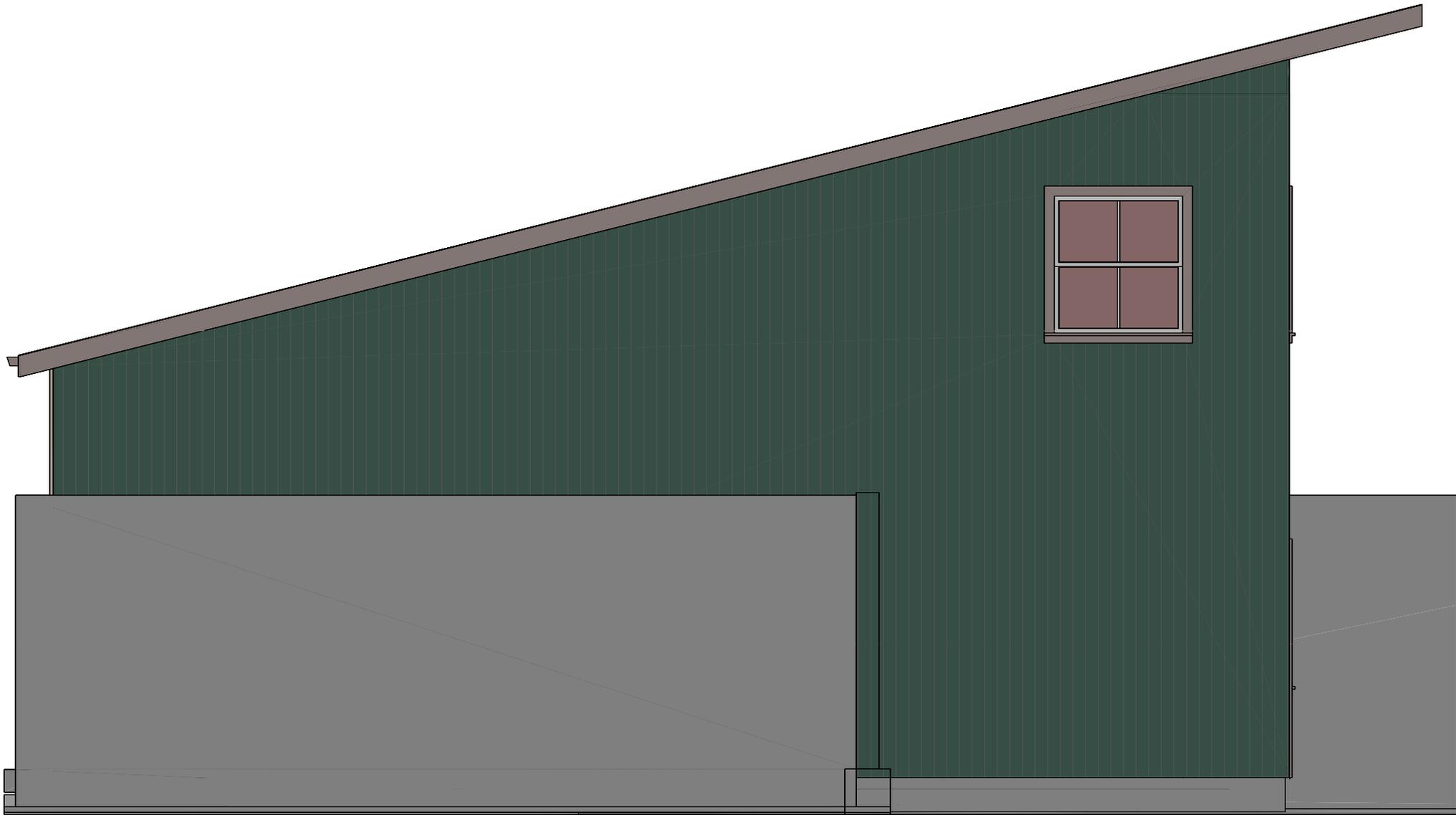












Winslow Hotel Project PLN50880 SPR
DRB review - January 7, 2019
Minutes Amendment prepared by Joe Dunstan, Chair

Summary of Decision and Site Plan Approval:

The DRB approves the site plan with the following conditions/recommendations as identified in the checklists below.

The DRB review three sets of guidelines identified for this project:

1. Mixed Use Town Center and High School Road Districts/General Design Guidelines
2. Mixed Use Town Center/Core District Design Guidelines
3. Commercial and Mixed-use Design Guidelines for all Zoning Districts

DRB approved checklists #1 and 2 above without conditions or changes.

DRB approved checklist #3 above with the following conditions/recommendations;

Landscaping - Checklist item # 9 Soften the impact of the built environment.

Applicant agrees in principle to provide two feet of landscaping along an east-west direction adjacent to the parking lot. Applicant further agrees to provide for DRB approval a revised parking layout to increase landscaping.

Building materials (colors and palette) checklist item # 9, 15: relating to scale of building and softening impact on surrounding uses.

Applicant has not made a final decision on building materials and colors. Applicant is leaning towards unfinished cedar with reverse Board and batten exterior. Applicant agrees to provide a description of materials palate for DRB review in the next several weeks.

Roof Drainage including downspouts and gutters. Checklist item # 9, 15: relating to scale of building and softening impact on surrounding uses.

Applicant states that the roof drainage is critical to the performance of this building (to meet LEED guidelines) and will propose a zoned roof drainage system. If water is removed from roof via internal building system, no further DRB review is required.

If applicant proposes and external drainage system (i.e., downspouts and gutters), the DRB would like to review proposed system for building scale, building articulation and impact on surrounding uses.

Call to Order (Attendance, Agenda, Ethics)
Review and Approval of Minutes – June 1, 2020
Bainbridge Periodontics Clinic SPR ([PLN51425 SPR/VAR](#))
Fort Ward Barracks ([PLN51760](#))
New/Old Business
Adjourn

Call to Order (Attendance, Agenda, Ethics)

Chair Joseph Dunstan called the meeting to order at 2:01 PM. Design Review Board members in attendance were Jane Rein, Michael Loverich, Todd Theil, Shawn Parks, Vicki Clayton and Laurel Wilson. City Council member Leslie Schneider was present. City Staff present were Planning Manager David Greetham, Associate Planner Ellen Fairleigh, and Administrative Specialist Marlene Schubert who monitored recording and prepared minutes.

The agenda was reviewed. No conflicts were disclosed.

Review and Approval of Minutes – June 1, 2020

Motion: I move to approve

Rein/Parks: Passed Unanimously

Bainbridge Periodontics Clinic SPR ([PLN51425 SPR/VAR](#))

#3 DRB Review and Recommendation Meeting

Due to recording technical difficulties, see attached public comments

Continued Review and Recommendation forwarded to 07/06/2020 meeting

Fort Ward Barracks ([PLN51760](#))

#2 Design Guidance Review Meeting

Discussion Only

New/Old Business

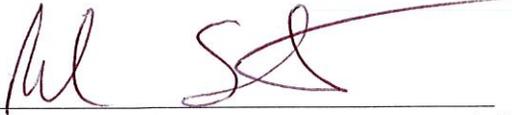
The Board reviewed the clarifying changes made to Design for Bainbridge Checklist-Worksheet. The Board members committed to sending additional suggested changes to Marlene Schubert. Marlene stated she would schedule a meeting with Chair Joe Dunstan, Jane Rein, and David Greetham to incorporate the suggestions prior to the next Design Review Board meeting.

Adjourn

The meeting was adjourned at 5:05 PM.

Approved by:

/s/
Joseph Dunstan, Chair


Marlene Schubert, Administrative Specialist

Meeting #3 - Review and Recommendation Meeting

1. Bainbridge Periodontics Clinic (1129 Madison Ave. N.) is located on ground floor, basement for Mech Room and condo storage, and 2nd floor contains two condo units, and one studio apartment for affordable housing occupant (30 yrs), and for 50% AMI (is what architect thought was the occupancy criteria) - Matthew Coates

Frontage on Madison Ave., and Inland Trail adjacent to south property line. North property line has 6' wide remnant, no-man's piece between north neighbor, and Clinic properties.

Prominent roof overhang cast shadows across exterior, when sun is shining, and overhangs supported by angular wood supports, natural color.

2. City wanted proposed building occupants to share existing, north driveway with neighbor, but neighbor said no - Mathew Coates

3. Current entry to ground floor Clinic, is on west side of building, off parking lot. Asked if entry can relocate to Madison Ave. sidewalk- Laurel Wilson

4. Exterior, board and batten siding color is Patone w/ dark bronze, and metallic silver fenestration, and brown exterior color at Clinic rooms, building bump out. Suggested to extend Patone color over bump out, so bump out design does not look like an after thought - Todd or Shawn?

5. Suggested that end of sloped roof on bump out wrap 45deg. into wall, and not stop as currently shown on model - Todd or Shawn?

6. Also suggested to revise bump out sloped roof, to a flat roof, to be used as 2nd floor patio for two units. This design would tie into the flat canopy located over 2nd floor entry off north driveway - ????

7. Model does not show, but there is 6" high curb, bollards (not yellow), and added speed bump in front of 2nd floor entry, at north side driveway - Anette, Coates Design.

8. Was suggested that blinds be installed on Madison Ave facing exam rooms - Laurel Wilson

9. Applicant is requesting a variance for parking area, since two stalls are currently located within Inland Trail, required 10' setback - variance request is made to reduce to 5' setback, to accommodate vehicle parking. Current stall designs are 8 1/2' - 9 1/2' wide - Ellen F./Joe Dunstan

10. Requested Architect to review DRB Public Realm criteria (P1 - P6), and S5 and S6???, and ensure frontage design accommodates (i.e. park bench etc.) Also, to perhaps relocate tree in SE corner, as indicated on the model - Joe Dunstan

11. Planning Commission will schedule project review, and public comment meeting - Jon Quitslund

Bob Russell
Battle Point

Attendee Report

Report Generated:

6/19/2020 7:02

| | | | | |
|---------------------------------------|---------------|-------------------|---------------------------|--------------|
| Topic | Webinar ID | Actual Start Time | Actual Duration (minutes) | # Registered |
| Design Review Board - Special Meeting | 922 5198 3881 | 6/15/2020 13:33 | | 213 |
| | | | Unique Viewers | Total Users |
| | | | | 13 |
| | | | | 37 |

Panelist Details

| User Name | Email | Join Time | Leave Time | Time in Session (minutes) |
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| David Greetham | dgreetham@bainbridgewa.gov | 6/15/2020 13:56 | 6/15/2020 14:49 | 53 |
| David Greetham | dgreetham@bainbridgewa.gov | 6/15/2020 14:49 | 6/15/2020 17:05 | 137 |
| annette | annette@coatesdesign.com | 6/15/2020 14:11 | 6/15/2020 15:12 | 62 |
| jason.wilkinson@mclennan-design.com | jason.wilkinson@mclennan-design.com | 6/15/2020 15:19 | 6/15/2020 16:13 | 54 |
| Shawn Parks | shawn.parks@cobicommittee.email | 6/15/2020 13:57 | 6/15/2020 15:08 | 71 |
| Shawn Parks | shawn.parks@cobicommittee.email | 6/15/2020 15:08 | 6/15/2020 17:05 | 118 |
| Laurel Wilson | laurel.wilson@cobicommittee.email | 6/15/2020 13:56 | 6/15/2020 17:05 | 190 |
| Matthew Coates | matthew@coatesdesign.com | 6/15/2020 14:07 | 6/15/2020 15:12 | 65 |
| Bob M-R | bob@coatesdesign.com | 6/15/2020 14:11 | 6/15/2020 15:12 | 62 |
| Joe Dunstan | joseph.dunstan@cobicommittee.email | 6/15/2020 13:34 | 6/15/2020 17:05 | 212 |
| Galen Carlson | galen.carlson@mclennan-design.com | 6/15/2020 15:19 | 6/15/2020 16:13 | 54 |
| Vicki Clayton | vicki.clayton@cobicommittee.email | 6/15/2020 13:52 | 6/15/2020 17:05 | 194 |
| Michael Loverich | michael.loverich@cobicommittee.email | 6/15/2020 13:56 | 6/15/2020 17:05 | 189 |
| Leslie Schneider | LSchneider@bainbridgewa.gov | 6/15/2020 14:03 | 6/15/2020 17:00 | 177 |
| Ellen Fairleigh | efairleigh@bainbridgewa.gov | 6/15/2020 13:51 | 6/15/2020 17:05 | 195 |
| Todd Thiel | todd.thiel@cobicommittee.email | 6/15/2020 13:59 | 6/15/2020 17:05 | 187 |
| Dale.Duncan | dale.duncan@mclennan-design.com | 6/15/2020 15:19 | 6/15/2020 16:13 | 55 |
| Jane Rein | jane.rein@cobicommittee.email | 6/15/2020 13:51 | 6/15/2020 13:53 | 3 |
| Jane Rein | jane.rein@cobicommittee.email | 6/15/2020 13:54 | 6/15/2020 17:05 | 192 |
| jasonmclennan | jason.mclennan@mclennan-design.com | 6/15/2020 15:19 | 6/15/2020 16:13 | 55 |

Attendee Details

| User Name | Email | Join Time | Leave Time | Time in Session (minutes) |
|-------------------------------------|-------------------------------------|-----------------|-----------------|---------------------------|
| annette | annette@coatesdesign.com | 6/15/2020 14:06 | 6/15/2020 14:11 | 5 |
| Jim Beisley | jim@timryanconstruction.com | 6/15/2020 14:06 | 6/15/2020 15:13 | 67 |
| jason.wilkinson@mclennan-design.com | jason.wilkinson@mclennan-design.com | 6/15/2020 14:57 | 6/15/2020 15:19 | 23 |
| Laura | lauracardenas@hotmail.com | 6/15/2020 14:21 | 6/15/2020 15:12 | 52 |
| Matthew Coates | matthew@coatesdesign.com | 6/15/2020 14:07 | 6/15/2020 14:07 | 1 |
| Bob M-R | bob@coatesdesign.com | 6/15/2020 14:07 | 6/15/2020 14:11 | 5 |
| Bob Russell | bobrussell169@gmail.com | 6/15/2020 14:07 | 6/15/2020 17:05 | 179 |
| Galen Carlson | galen.carlson@mclennan-design.com | 6/15/2020 14:59 | 6/15/2020 15:02 | 3 |
| Galen Carlson | galen.carlson@mclennan-design.com | 6/15/2020 15:02 | 6/15/2020 15:19 | 17 |
| Dale.Duncan | dale.duncan@mclennan-design.com | 6/15/2020 14:59 | 6/15/2020 15:19 | 20 |
| Jon Quitslund | jonquitslund@att.net | 6/15/2020 14:06 | 6/15/2020 17:03 | 177 |
| Sarah Blossom | smblossom92@gmail.com | 6/15/2020 14:20 | 6/15/2020 16:39 | 140 |
| John Stone | info@forgedbyfivestones.com | 6/15/2020 14:07 | 6/15/2020 15:12 | 66 |
| jasonmclennan | jason.mclennan@mclennan-design.com | 6/15/2020 14:55 | 6/15/2020 15:19 | 24 |

Other Attended

| User Name | Join Time | Leave Time | Time in Session (minutes) |
|-----------|-----------------|-----------------|---------------------------|
| Marlene | 6/15/2020 13:33 | 6/15/2020 13:53 | 20 |
| Marlene | 6/15/2020 13:54 | 6/15/2020 13:55 | 2 |
| Marlene | 6/15/2020 13:55 | 6/15/2020 17:05 | 191 |

Call to Order (Attendance, Agenda, Ethics)
Review and Approval of Minutes – June 15, 2020
Bainbridge Periodontics Clinic SPR ([PLN51425 SPR/VAR](#))
Messenger House ([PLN51717 DRB-DG](#))
New/Old Business
Adjourn

Call to Order (Attendance, Agenda, Ethics)

Chair Joseph Dunstan called the meeting to order at 2:06 PM. Design Review Board members in attendance were Michael Loverich, Todd Theil, Shawn Parks, Vicki Clayton and Laurel Wilson. City Council member Leslie Schneider was present. City Staff present were Associate Planner Ellen Fairleigh, Senior Planner Kelly Tayara and Administrative Specialist Marlene Schubert who monitored recording and prepared minutes.

The agenda was reviewed. No conflicts were disclosed.

Review and Approval of Minutes – June 15, 2020

Motion: I move to approve
Theil/Loverich: Passed Unanimously

Bainbridge Periodontics Clinic SPR ([PLN51425 SPR/VAR](#))

#3 DRB Review and Recommendation Meeting

See attached Design for Bainbridge Worksheet – Approved

Motion: I so move
Clayton/Loverich: Passed Unanimously

Messenger House ([PLN51717 DRB-DG](#))

#2 Design Guidance Review Meeting

Discussion Only

New/Old Business

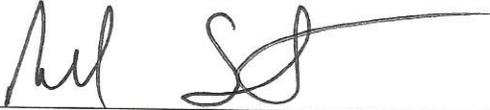
The Board approved the clarifying changes made to Design for Bainbridge Worksheet. At the next meeting, the Board committed to appoint a DRB member to replace Jane Rein as the liaison to the Island Center Subarea Planning Process Steering Committee.

Adjourn

The meeting was adjourned at 5:20 PM.

Approved by:

/s/
Joseph Dunstan, Chair


Marlene Schubert, Administrative Specialist



**DESIGN for BAINBRIDGE
DESIGN REVIEW
Bainbridge Island, Washington**

| | |
|---|--------------------------------|
| PROJECT: | Bainbridge Periodontics Clinic |
| DATE: 5/29/2020 | |
| PROJECT PLANNER: | Ellen Farleigh |
| Design Review Board Meeting Dates: | July 6, 2020 |

CONTEXT ANALYSIS – NOT APPLICABLE

- C1** ANALYZE NATURAL SYSTEMS
- C2** IDENTIFY THE EXTENT AND VALUE OF WILDLIFE HABITAT AND CORRIDORS
- C3** ASSESS UNIQUE AND PROMINENT FEATURES
- C4** CONSIDER THE DEFINING ATTRIBUTES OF THE BUILT ENVIRONMENT
- C5** ANALYZE SYSTEMS OF MOVEMENT AND ACCESS
- C6** STUDY HOW THE SITE RELATES TO AND CAN CONTRIBUTE TO THE PUBLIC REALM

Context Analysis Findings:

Context Analysis Discussion:

- C1)
- C2)
- C3)
- C4)
- C5) Traffic study was conducted and submitted.
- C6) Traffic study was conducted and submitted.



DESIGN for BAINBRIDGE DESIGN REVIEW Bainbridge Island, Washington

SITE DESIGN STANDARDS

- S1** PROTECT AND REPAIR NATURAL SYSTEMS
- S2** PRESERVE AND ENRICH WILDLIFE HABITAT
- S3** RESPECT AND MAGNIFY UNIQUE ASPECTS OF SITE AND CONTEXT
- S4** COMPLEMENT AND CONTRIBUTE TO THE BUILT ENVIRONMENT AND LOCAL IDENTITY
- S5** FIT THE PROJECT INTO THE SYSTEMS OF ACCESS AND MOVEMENT, PRIORITIZING PEDESTRIANS AND BICYCLES
- S6** SUPPORT AND CONTRIBUTE TO A VIBRANT PUBLIC REALM

Site Design Standards Findings:

The DRB finds that this project meets S1-S6.

Site Design Standards Discussion:

- S1) The natural grades in the existing site are respected in the design.
- S2) Rain gardens are part of the landscape design. Two large existing trees will be preserved and new landscape areas are added.
- S3) The facade of the new construction follows the character of Island design with smaller pitched roofs and broken up volumes.
- S4) The building mass is broken up into smaller residential volumes reflecting the neighborhood rhythm.
- S5) The new sidewalk is separated from the street. The new building is ADA accessible. The project uses the existing driveway. Island Trail remains untouched.
- S6) The project provides a clear pedestrian entry / access point. The public realm aspect is addressed by adding a public bench to the front yard surrounded by a rich landscape, a place to relax /pause.



DESIGN for BAINBRIDGE DESIGN REVIEW Bainbridge Island, Washington

PUBLIC REALM STANDARDS

- P1** CREATE A SAFE AND COMFORTABLE ENVIRONMENT FOR WALKING AND CYCLING
- P2** MINIMIZE IMPACT OF VEHICLES ON THE PUBLIC REALM
- P3** DESIGN TO SUPPORT A LEDGIBLE HEIRARCHY OF PUBLIC SPACES
- P4** STRENGHTEN PUBLIC SPACE CONNECTIONS
- P5** DRAW FROM AND ENHANCE EXISTING BLOCK PATTERNS
- P6** FOSTER INTEREST AND ACTIVITY ALONG COMMERCIAL STREETS

Public Realm Standards Findings:

The public realm is enhanced when walking down Madison with the plantings and clear massing. The DRB finds that this project meets P1-P6.

Public Realm Standards Discussion:

P1) Safe access to the site is readily available with bike storage near the main entry.

P2) Clear and identifiable pathways for pedestrian traffic are provided for, with adequate lighting levels.

P3) The public space is clearly defined by the continuous set back of buildings.

P4) The primary public entry is readily identifiable and accessible.

P5) The frontage facade of the building is broken up to imitate the residential scale of the neighborhood.

P6) The project combines two driveways into one and moves the traffic entry away from the intersection and Inland Trail.



DESIGN for BAINBRIDGE DESIGN REVIEW Bainbridge Island, Washington

BUILDING DESIGN STANDARDS

- B1** EXPRESS A CLEAR ORGANIZING ARCHITECTURAL CONCEPT
- B2** USE AN ARCHITECTURAL LANGUAGE APPROPRIATE TO BAINBRIDGE ISLAND
- B3** CREATE WELL COMPOSED FACADES AT ALL SCALES
- B4** CELEBRATE AND PROMINENTLY FEATURE SUSTAINABLE DESIGN
- B5** USE HIGH QUALITY MATERIALS AND WELL-CRAFTED DETAILS

Building Design Standards Findings:

The DRB finds that this project meets B1-B6.

Building Design Standards Discussion:

B1) There is a transparency of the building organization from the exterior leading into the building that is logical and readily understandable.

B2) The building with a commercial first floor and a residential second floor is clearly represented, without being disconnected. The design is in keeping with local vernacular being the use of materials, roof forms and appropriate scale.

B3) The facade balances opaque and transparent surfaces. Utilities are located in the back and/ or are screened to the public.

B4) Sustainable principles will be maintained through an energy efficient envelope, lighting controls and solar energy collection.

B5) Extreme care is taken in the design and detailing of the new building, relying on a palette of wood / metal and glass. The material approach was to weave the different materials in such a way to break down the scale of the building and lend interest to the overall composition.



DESIGN for BAINBRIDGE DESIGN REVIEW Bainbridge Island, Washington

LANDSCAPE STANDARDS

- L1** INTEGRATE THE LANDSCAPE CONCEPT TO COMPLEMENT THE ARCHITECTURAL CONCEPTS
- L2** SUPPORT THE PUBLIC REALM WITH THE LANDSCAPE DESIGN
- L3** INTEGRATE SUSTAINABLE FEATURES INTO THE LANDSCAPE AND MAKE THEM VISIBLE WHEREVER POSSIBLE
- L4** INTEGRATE AND HIGHLIGHT GREEN INFRASTRUCTURE PRACTICES
- L5** SUPPORT HEALTHY HABITAT IN THE LANDSCAPE
- L6** PRESERVE AND ENHANCE IMPORTANT VIEWS AND VIEW CORRIDORS

Landscape Standards Findings:

The DRB finds that this project meets L1-L6.

Landscape Standards Discussion:

L1) The Landscape Design was developed to frame the building and make a transition space from exterior to interior. Native drought resistant plants were chosen.

L2) The Landscape Design provides a natural flowing scheme of blooming ground covers and seasonal blooming bushes and trees to add color and depth.

L3) Native drought resistant plants were chosen.

L4) Rain gardens are integrated into the landscape design to pre-treatment and slow the runoff from the roofs and the adjacent parking areas.

L5) The rain gardens will be the habitat of a healthy and vibrant natural environment.

L6) Territorial Views are maintained from spaces within the building, maintaining a visual connection to surroundings and providing relief to everyday stresses occurring in the work environment.



DESIGN for BAINBRIDGE DESIGN REVIEW Bainbridge Island, Washington

STREET TYPES AND FRONTAGES

Street Types: State Route, Main Street, Neighborhood Main Street, Neighborhood Mixed Use, Mixed Use Arterial, Rural by Design, Green Street Rural Green Street

Street Types Findings:

- 1) State Route: No direct access to or from SR 305.
- 2) Madison Avenue is a mixed-use neighborhood with a pedestrian through-routes and a bike lane, which are maintained.
- 3) Neighborhood Main Street: Not applicable.
- 4) Neighborhood mixed Use: Not applicable.
- 5) Mixed Use Arterial: Not applicable.
- 6) Rural by Design: Not applicable.
- 7) Green Street: Not applicable.
- 8) Rural Green Street: Not applicable.

Street Types Discussion:

The DRB agrees that Madison Avenue is a Neighborhood Mixed Use.

Frontages: Linear / Storefront, Landscape, Plaza, Forecourt, Stoop / Terrace, Vegetated Buffer, Parking



DESIGN for BAINBRIDGE DESIGN REVIEW Bainbridge Island, Washington

Frontages Findings:

Linear / Storefront - The design follows the required front setback and will be in line with the neighboring structures.

Landscape - The sidewalk set back as well as the building setback are planned to be landscaped.

Plaza – Not applicable.

Forecourt – Not applicable.

Stoop / Terrace – Not applicable.

Vegetated Buffer – Not applicable

Parking - Parking is provided in the rear behind the building with appropriate landscaping and lighting.

Frontage Discussion:

The DRB recognizes that the parking is within the Inland Trail setback. The DRB supports the preservation of trees, landscaping and quality of trails. This has been referred to the Planning Commission for final decision.



**DESIGN for BAINBRIDGE
DESIGN REVIEW
Bainbridge Island, Washington**

SUBDIVISION GUIDELINES – NOT APPLICABLE

- A) ISLAND CHARACTER** PRESERVE AND MAINTAIN ISLAND CHARACTER

- B) NEIGHBORHOOD CONTEXT** TO REFLECT AND/OR ENHANCE THE CONTEXT PROVIDED BY EXISTING ROADWAY CHARACTER AND NEIGHBORING PROPERTIES

- C) NATURAL AREA** TO INCORPORATE FORESTED AND/OR OTHER NATURAL AREAS INTO SITE DESIGN IN SUCH A WAY THAT ECOLOGICAL AND AESTHETIC INTERGRITY, QUALITIES, AND VALUES ARE PRESERVED OR RESTORED

- D) NATURAL SITE CONDITIONS** TO PRESERVE AND INTEGRATE EXISTING NATURAL SITE PATTERNS AND FEATURES THROUGHOUT THE SITE

- E) HISTORIC AND CULTURAL RESOURCES** TO PRESERVE IMPORTANT HISTORIC AND CULTURAL RESOURCES

- F) STORMWATER** INTEGRATE STORMWATER FACILITIES IN SITE DESIGN WITH EMPHASIS ON INFILTRATION AND DISPERSION PRACTICES

- G) SEPTIC SYSTEMS** TO MINIMIZE IMPACT OF SEPTIC FACILITIES

- H) WATER CONSERVATION** TO PROTECT THE ISLAND'S FINITE GROUNDWATER RESOURCES AND ADAPT TO THE IMPACTS OF A CHANGING CLIMATES

- I) COMMUNITY SPACE** TO PROMOTE A SHARED SENSE OF COMMUNITY



**DESIGN for BAINBRIDGE
DESIGN REVIEW
Bainbridge Island, Washington**

J) CLUSTER HOMESITES TO PROMOTE INTERACTION WITHIN THE COMMUNITY AND FACILITATE THE EFFICIENT USE OF LAND BY REDUCING DISTURBED AREAS, IMPERVIOUS SURFACES, UTILITY EXTENSIONS AND ROADWAYS

K) SOLAR ACCESS TO PROVIDE SOLAR ACCESS FOR WELLBEING AND ENERGY PRODUCTION

L) ACCESS AND CIRCULATION TO PROVIDE A PRACTICAL AND PLEASANT NETWORK OF MULTI-MODAL CIRCULATION

M) MOTOR VEHICLES TO MINIMIZE THE PROMINENCE OF MOTOR VEHICLE USE AND STORAGE

N) HOMESITE DESIGN TO EFFICIENTLY CONFIGURE BUILDING FOOTPRINT(S) AND ALLOWED USES WITHIN A HOMESITE

O) DIVERSITY IN HOUSE DESIGN TO PROVIDE A RANGE OF HOME SIZES AND DESIGNS TO ACHIEVE DIVERSITY IN VISUAL APPEARANCE AND AFFORDABILITY

P) FACING PUBLIC STREETS TO REINFORCE NEIGHBORLINESS OF HOMES ALONG A PUBLIC STREET

Q) FACING PUBLIC STREETS TO REINFORCE NEIGHBORLINESS OF HOMES ALONG A PUBLIC STREET



**DESIGN for BAINBRIDGE
DESIGN REVIEW
Bainbridge Island, Washington**

Subdivision Guidelines Findings:



**DESIGN for BAINBRIDGE
DESIGN REVIEW
Bainbridge Island, Washington**

LARGER SITES – NOT APPLICABLE

STANDARD1 DESIGN THE SITE BY CLUSTERING BUILDINGS AND ARRANGING THEM WITH FRONTAGES ON PUBLIC STREETS, PUBLIC SPACES, OR OPEN SPACE.

STANDARD2 DESIGN SITES TO MINIMIZE THE VISUAL IMPACT OF PARKING ON THE PUBLIC REALM.

Larger Sites Findings:

Larger Sites Discussion:

Standard 1)

Standard 2)



**DESIGN for BAINBRIDGE
DESIGN REVIEW
Bainbridge Island, Washington**

HISTORIC PLACES – NOT APPLICABLE

- STANDARD1** DESIGN THE SITE, BUILDING(s), AND LANDSCAPE TO BE COMPATIBLE WITH HISTORIC BUILDINGS WITHOUT DIRECTLY MIMICKING HISTORIC ARCHITECTURAL STYLES.
- STANDARD2** MAINTAIN THE HISTORIC INTEGRITY OF BUILDINGS OVER 50 YEARS OLD LISTED OR ELIGIBLE FOR THE NATIONAL OR LOCAL REGISTER OF HISTORIC PLACES.

Historic Places Findings:

Historic Places Discussion:

Standard 1)

Standard 2)

CIVIC USES – NOT APPLICABLE

- STANDARD1** DESIGN CIVIC USES AND SITES TO REFLECT AND CONTRIBUTE TO THEIR FUNCTION AND ROLE IN THE COMMUNITY WHILE BEING CLEARLY IDENTIFIABLE AS A CIVIC USE.
- STANDARD2** DESIGN CIVIC SITES AND BUILDINGS TO SERVE MULTIPLE FUNCTIONS SUCH AS PUBLIC SPACE, COMMUNITY GATHERINGS, PUBLIC ART, AND OTHER COMPATIBLE USES.

Civic Uses Findings:

Civic Uses Discussion:

Standard 1)

Standard 2)



**DESIGN for BAINBRIDGE
DESIGN REVIEW
Bainbridge Island, Washington**

This project is recommended for:

Approval

Approval with the following conditions:

1.

2.

Denial:

APPROVED BY:

/s/

Chair, Design Review Board

DATE: 7/6/2020

Attendee Report

Report Generated:

7/13/2020 9:01

| | | | | |
|---------------------------------------|---------------|-------------------|---------------------------|--------------|
| Topic | Webinar ID | Actual Start Time | Actual Duration (minutes) | # Registered |
| Design Review Board - Special Meeting | 932 4073 0301 | 7/6/2020 13:51 | 209 | 13 |
| | | Unique Viewers | Total Users | |
| | | | 12 | 48 |

Host Details

| | | | | |
|-----------|----------------------------|----------------|----------------|---------------------------|
| User Name | Email | Join Time | Leave Time | Time in Session (minutes) |
| Marlene | mschubert@bainbridgewa.gov | 7/6/2020 13:51 | 7/6/2020 17:20 | 209 |

Panelist Details

| | | | | |
|------------------|--------------------------------------|----------------|----------------|---------------------------|
| User Name | Email | Join Time | Leave Time | Time in Session (minutes) |
| Matthew C | coates.design@gmail.com | 7/6/2020 14:16 | 7/6/2020 15:16 | 60 |
| Laurel Wilson | laurel.wilson@cobicommittee.email | 7/6/2020 14:00 | 7/6/2020 14:08 | 8 |
| Laurel Wilson | laurel.wilson@cobicommittee.email | 7/6/2020 14:08 | 7/6/2020 14:10 | 2 |
| Laurel Wilson | laurel.wilson@cobicommittee.email | 7/6/2020 14:30 | 7/6/2020 14:42 | 13 |
| Laurel Wilson | laurel.wilson@cobicommittee.email | 7/6/2020 14:55 | 7/6/2020 14:56 | 1 |
| Laurel Wilson | laurel.wilson@cobicommittee.email | 7/6/2020 15:04 | 7/6/2020 15:18 | 14 |
| Laurel Wilson | laurel.wilson@cobicommittee.email | 7/6/2020 15:18 | 7/6/2020 15:19 | 2 |
| Laurel Wilson | laurel.wilson@cobicommittee.email | 7/6/2020 15:19 | 7/6/2020 15:33 | 14 |
| Laurel Wilson | laurel.wilson@cobicommittee.email | 7/6/2020 15:33 | 7/6/2020 15:39 | 6 |
| Laurel Wilson | laurel.wilson@cobicommittee.email | 7/6/2020 15:39 | 7/6/2020 16:04 | 25 |
| Laurel Wilson | laurel.wilson@cobicommittee.email | 7/6/2020 16:04 | 7/6/2020 16:10 | 7 |
| Laurel Wilson | laurel.wilson@cobicommittee.email | 7/6/2020 16:10 | 7/6/2020 16:14 | 4 |
| Laurel Wilson | laurel.wilson@cobicommittee.email | 7/6/2020 16:14 | 7/6/2020 17:20 | 66 |
| Laurel Wilson | laurel.wilson@cobicommittee.email | 7/6/2020 14:10 | 7/6/2020 14:29 | 19 |
| Laurel Wilson | laurel.wilson@cobicommittee.email | 7/6/2020 14:43 | 7/6/2020 14:55 | 13 |
| Heather Wright | hwright@bainbridgewa.gov | 7/6/2020 13:56 | 7/6/2020 14:28 | 32 |
| Leslie Schneider | LSchneider@bainbridgewa.gov | 7/6/2020 13:59 | 7/6/2020 16:56 | 178 |
| Shawn Parks | shawn.parks@cobicommittee.email | 7/6/2020 14:15 | 7/6/2020 16:24 | 129 |
| Shawn Parks | shawn.parks@cobicommittee.email | 7/6/2020 16:25 | 7/6/2020 17:20 | 55 |
| Michael Loverich | michael.loverich@cobicommittee.email | 7/6/2020 13:57 | 7/6/2020 17:20 | 203 |
| Charlie and Jeff | charlie@wenzlauarchitects.com | 7/6/2020 15:19 | 7/6/2020 16:16 | 57 |
| Charlie and Jeff | charlie@wenzlauarchitects.com | 7/6/2020 16:16 | 7/6/2020 17:01 | 46 |
| Vicki Clayton | vicki.clayton@cobicommittee.email | 7/6/2020 14:04 | 7/6/2020 17:20 | 197 |
| Todd Thiel | todd.thiel@cobicommittee.email | 7/6/2020 13:58 | 7/6/2020 17:20 | 202 |
| Joseph Dunstan | joseph.dunstan@cobicommittee.email | 7/6/2020 13:51 | 7/6/2020 17:20 | 209 |
| Jeff Bouma | jeff.bouma9@gmail.com | 7/6/2020 15:19 | 7/6/2020 17:01 | 103 |
| Kelly Tayara | ktayara@bainbridgewa.gov | 7/6/2020 13:59 | 7/6/2020 17:08 | 190 |
| Bob M-R | bob@coatesdesign.com | 7/6/2020 14:16 | 7/6/2020 15:16 | 61 |

| Name | Email | Join Time | Leave Time | Time in Session (minutes) |
|-------------------------|--------------------------------|----------------|---------------------------|---------------------------|
| Ellen Fairleigh | efairleigh@bainbridgewa.gov | 7/6/2020 13:54 | 7/6/2020 15:19 | 85 |
| Attendee Details | | | | |
| Matthew C | coates.design@gmail.com | 7/6/2020 14:05 | 7/6/2020 14:16 | 11 |
| Jon Quitslund | jonquitslund@att.net | 7/6/2020 14:05 | 7/6/2020 17:02 | 177 |
| Vicki | vclayton43@gmail.com | -- | -- | -- |
| JUSTIN YOUNKER | justin@cascadiadevelopment.com | 7/6/2020 15:11 | 7/6/2020 16:27 | 77 |
| Bob Russell | bobrussell169@gmail.com | 7/6/2020 14:05 | 7/6/2020 17:20 | 195 |
| Annette Rohde | annette@coatesdesign.com | 7/6/2020 14:07 | 7/6/2020 14:19 | 13 |
| Annette Rohde | annette@coatesdesign.com | 7/6/2020 14:19 | 7/6/2020 15:16 | 57 |
| Charlie and Jeff | charlie@wenzlauarchitects.com | 7/6/2020 14:39 | 7/6/2020 15:07 | 29 |
| Charlie and Jeff | charlie@wenzlauarchitects.com | 7/6/2020 14:52 | 7/6/2020 15:19 | 28 |
| Charlie and Jeff | charlie@wenzlauarchitects.com | 7/6/2020 16:17 | 7/6/2020 17:04 | 48 |
| David | david@carlettiarchitects.com | 7/6/2020 14:56 | 7/6/2020 17:02 | 126 |
| Godwin Selembo | selembo@gmail.com | 7/6/2020 14:41 | 7/6/2020 15:16 | 35 |
| Jeff Bouma | jeff.bouma9@gmail.com | 7/6/2020 15:01 | 7/6/2020 15:19 | 19 |
| Bob M-R | bob@coatesdesign.com | 7/6/2020 14:05 | 7/6/2020 14:16 | 11 |
| John Stone | info@forgedbyfivestones.com | 7/6/2020 14:05 | 7/6/2020 15:16 | 71 |
| Jim Beisley | jim@timryanconstruction.com | 7/6/2020 14:05 | 7/6/2020 15:16 | 72 |
| Other Attended | | | | |
| User Name | Join Time | Leave Time | Time in Session (minutes) | |
| 12067180799 | 7/6/2020 15:00 | 7/6/2020 15:03 | 4 | |
| 12067180799 | 7/6/2020 15:06 | 7/6/2020 15:21 | 15 | |
| 13604249874 | 7/6/2020 15:17 | 7/6/2020 17:02 | 105 | |



**DESIGN for BAINBRIDGE
DESIGN REVIEW
Bainbridge Island, Washington**

| | |
|---|--------------------------------|
| PROJECT: | Bainbridge Periodontics Clinic |
| DATE: 5/29/2020 | |
| PROJECT PLANNER: | Ellen Farleigh |
| Design Review Board Meeting Dates: | July 6, 2020 |

CONTEXT ANALYSIS – NOT APPLICABLE

- C1** ANALYZE NATURAL SYSTEMS
- C2** IDENTIFY THE EXTENT AND VALUE OF WILDLIFE HABITAT AND CORRIDORS
- C3** ASSESS UNIQUE AND PROMINENT FEATURES
- C4** CONSIDER THE DEFINING ATTRIBUTES OF THE BUILT ENVIRONMENT
- C5** ANALYZE SYSTEMS OF MOVEMENT AND ACCESS
- C6** STUDY HOW THE SITE RELATES TO AND CAN CONTRIBUTE TO THE PUBLIC REALM

Context Analysis Findings:

Context Analysis Discussion:

- C1)
- C2)
- C3)
- C4)
- C5) Traffic study was conducted and submitted.
- C6) Traffic study was conducted and submitted.



DESIGN for BAINBRIDGE DESIGN REVIEW Bainbridge Island, Washington

SITE DESIGN STANDARDS

- S1** PROTECT AND REPAIR NATURAL SYSTEMS
- S2** PRESERVE AND ENRICH WILDLIFE HABITAT
- S3** RESPECT AND MAGNIFY UNIQUE ASPECTS OF SITE AND CONTEXT
- S4** COMPLEMENT AND CONTRIBUTE TO THE BUILT ENVIRONMENT AND LOCAL IDENTITY
- S5** FIT THE PROJECT INTO THE SYSTEMS OF ACCESS AND MOVEMENT, PRIORITIZING PEDESTRIANS AND BICYCLES
- S6** SUPPORT AND CONTRIBUTE TO A VIBRANT PUBLIC REALM

Site Design Standards Findings:

The DRB finds that this project meets S1-S6.

Site Design Standards Discussion:

- S1) The natural grades in the existing site are respected in the design.
- S2) Rain gardens are part of the landscape design. Two large existing trees will be preserved and new landscape areas are added.
- S3) The facade of the new construction follows the character of Island design with smaller pitched roofs and broken up volumes.
- S4) The building mass is broken up into smaller residential volumes reflecting the neighborhood rhythm.
- S5) The new sidewalk is separated from the street. The new building is ADA accessible. The project uses the existing driveway. Island Trail remains untouched.
- S6) The project provides a clear pedestrian entry / access point. The public realm aspect is addressed by adding a public bench to the front yard surrounded by a rich landscape, a place to relax /pause.



DESIGN for BAINBRIDGE DESIGN REVIEW Bainbridge Island, Washington

PUBLIC REALM STANDARDS

- P1** CREATE A SAFE AND COMFORTABLE ENVIRONMENT FOR WALKING AND CYCLING
- P2** MINIMIZE IMPACT OF VEHICLES ON THE PUBLIC REALM
- P3** DESIGN TO SUPPORT A LEDGIBLE HEIRARCHY OF PUBLIC SPACES
- P4** STRENGHTEN PUBLIC SPACE CONNECTIONS
- P5** DRAW FROM AND ENHANCE EXISTING BLOCK PATTERNS
- P6** FOSTER INTEREST AND ACTIVITY ALONG COMMERCIAL STREETS

Public Realm Standards Findings:

The public realm is enhanced when walking down Madison with the plantings and clear massing. The DRB finds that this project meets P1-P6.

Public Realm Standards Discussion:

P1) Safe access to the site is readily available with bike storage near the main entry.

P2) Clear and identifiable pathways for pedestrian traffic are provided for, with adequate lighting levels.

P3) The public space is clearly defined by the continuous set back of buildings.

P4) The primary public entry is readily identifiable and accessible.

P5) The frontage facade of the building is broken up to imitate the residential scale of the neighborhood.

P6) The project combines two driveways into one and moves the traffic entry away from the intersection and Inland Trail.



DESIGN for BAINBRIDGE DESIGN REVIEW Bainbridge Island, Washington

BUILDING DESIGN STANDARDS

- B1** EXPRESS A CLEAR ORGANIZING ARCHITECTURAL CONCEPT
- B2** USE AN ARCHITECTURAL LANGUAGE APPROPRIATE TO BAINBRIDGE ISLAND
- B3** CREATE WELL COMPOSED FACADES AT ALL SCALES
- B4** CELEBRATE AND PROMINENTLY FEATURE SUSTAINABLE DESIGN
- B5** USE HIGH QUALITY MATERIALS AND WELL-CRAFTED DETAILS

Building Design Standards Findings:

The DRB finds that this project meets B1-B6.

Building Design Standards Discussion:

B1) There is a transparency of the building organization from the exterior leading into the building that is logical and readily understandable.

B2) The building with a commercial first floor and a residential second floor is clearly represented, without being disconnected. The design is in keeping with local vernacular being the use of materials, roof forms and appropriate scale.

B3) The facade balances opaque and transparent surfaces. Utilities are located in the back and/ or are screened to the public.

B4) Sustainable principles will be maintained through an energy efficient envelope, lighting controls and solar energy collection.

B5) Extreme care is taken in the design and detailing of the new building, relying on a palette of wood / metal and glass. The material approach was to weave the different materials in such a way to break down the scale of the building and lend interest to the overall composition.



DESIGN for BAINBRIDGE DESIGN REVIEW Bainbridge Island, Washington

LANDSCAPE STANDARDS

- L1** INTEGRATE THE LANDSCAPE CONCEPT TO COMPLEMENT THE ARCHITECTURAL CONCEPTS
- L2** SUPPORT THE PUBLIC REALM WITH THE LANDSCAPE DESIGN
- L3** INTEGRATE SUSTAINABLE FEATURES INTO THE LANDSCAPE AND MAKE THEM VISIBLE WHEREVER POSSIBLE
- L4** INTEGRATE AND HIGHLIGHT GREEN INFRASTRUCTURE PRACTICES
- L5** SUPPORT HEALTHY HABITAT IN THE LANDSCAPE
- L6** PRESERVE AND ENHANCE IMPORTANT VIEWS AND VIEW CORRIDORS

Landscape Standards Findings:

The DRB finds that this project meets L1-L6.

Landscape Standards Discussion:

L1) The Landscape Design was developed to frame the building and make a transition space from exterior to interior. Native drought resistant plants were chosen.

L2) The Landscape Design provides a natural flowing scheme of blooming ground covers and seasonal blooming bushes and trees to add color and depth.

L3) Native drought resistant plants were chosen.

L4) Rain gardens are integrated into the landscape design to pre-treatment and slow the runoff from the roofs and the adjacent parking areas.

L5) The rain gardens will be the habitat of a healthy and vibrant natural environment.

L6) Territorial Views are maintained from spaces within the building, maintaining a visual connection to surroundings and providing relief to everyday stresses occurring in the work environment.



DESIGN for BAINBRIDGE DESIGN REVIEW Bainbridge Island, Washington

STREET TYPES AND FRONTAGES

Street Types: State Route, Main Street, Neighborhood Main Street, Neighborhood Mixed Use, Mixed Use Arterial, Rural by Design, Green Street Rural Green Street

Street Types Findings:

- 1) State Route: No direct access to or from SR 305.
- 2) Madison Avenue is a mixed-use neighborhood with a pedestrian through-routes and a bike lane, which are maintained.
- 3) Neighborhood Main Street: Not applicable.
- 4) Neighborhood mixed Use: Not applicable.
- 5) Mixed Use Arterial: Not applicable.
- 6) Rural by Design: Not applicable.
- 7) Green Street: Not applicable.
- 8) Rural Green Street: Not applicable.

Street Types Discussion:

The DRB agrees that Madison Avenue is a Neighborhood Mixed Use.

Frontages: Linear / Storefront, Landscape, Plaza, Forecourt, Stoop / Terrace, Vegetated Buffer, Parking



DESIGN for BAINBRIDGE DESIGN REVIEW Bainbridge Island, Washington

Frontages Findings:

Linear / Storefront - The design follows the required front setback and will be in line with the neighboring structures.

Landscape - The sidewalk set back as well as the building setback are planned to be landscaped.

Plaza – Not applicable.

Forecourt – Not applicable.

Stoop / Terrace – Not applicable.

Vegetated Buffer – Not applicable

Parking - Parking is provided in the rear behind the building with appropriate landscaping and lighting.

Frontage Discussion:

The DRB recognizes that the parking is within the Inland Trail setback. The DRB supports the preservation of trees, landscaping and quality of trails. This has been referred to the Planning Commission for final decision.



**DESIGN for BAINBRIDGE
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SUBDIVISION GUIDELINES – NOT APPLICABLE

- A) ISLAND CHARACTER** PRESERVE AND MAINTAIN ISLAND CHARACTER

- B) NEIGHBORHOOD CONTEXT** TO REFLECT AND/OR ENHANCE THE CONTEXT PROVIDED BY EXISTING ROADWAY CHARACTER AND NEIGHBORING PROPERTIES

- C) NATURAL AREA** TO INCORPORATE FORESTED AND/OR OTHER NATURAL AREAS INTO SITE DESIGN IN SUCH A WAY THAT ECOLOGICAL AND AESTHETIC INTERGRITY, QUALITIES, AND VALUES ARE PRESERVED OR RESTORED

- D) NATURAL SITE CONDITIONS** TO PRESERVE AND INTEGRATE EXISTING NATURAL SITE PATTERNS AND FEATURES THROUGHOUT THE SITE

- E) HISTORIC AND CULTURAL RESOURCES** TO PRESERVE IMPORTANT HISTORIC AND CULTURAL RESOURCES

- F) STORMWATER** INTEGRATE STORMWATER FACILITIES IN SITE DESIGN WITH EMPHASIS ON INFILTRATION AND DISPERSION PRACTICES

- G) SEPTIC SYSTEMS** TO MINIMIZE IMPACT OF SEPTIC FACILITIES

- H) WATER CONSERVATION** TO PROTECT THE ISLAND’S FINITE GROUNDWATER RESOURCES AND ADAPT TO THE IMPACTS OF A CHANGING CLIMATES

- I) COMMUNITY SPACE** TO PROMOTE A SHARED SENSE OF COMMUNITY



**DESIGN for BAINBRIDGE
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J) CLUSTER HOMESITES TO PROMOTE INTERACTION WITHIN THE COMMUNITY AND FACILITATE THE EFFICIENT USE OF LAND BY REDUCING DISTURBED AREAS, IMPERVIOUS SURFACES, UTILITY EXTENSIONS AND ROADWAYS

K) SOLAR ACCESS TO PROVIDE SOLAR ACCESS FOR WELLBEING AND ENERGY PRODUCTION

L) ACCESS AND CIRCULATION TO PROVIDE A PRACTICAL AND PLEASANT NETWORK OF MULTI-MODAL CIRCULATION

M) MOTOR VEHICLES TO MINIMIZE THE PROMINENCE OF MOTOR VEHICLE USE AND STORAGE

N) HOMESITE DESIGN TO EFFICIENTLY CONFIGURE BUILDING FOOTPRINT(S) AND ALLOWED USES WITHIN A HOMESITE

O) DIVERSITY IN HOUSE DESIGN TO PROVIDE A RANGE OF HOME SIZES AND DESIGNS TO ACHIEVE DIVERSITY IN VISUAL APPEARANCE AND AFFORDABILITY

P) FACING PUBLIC STREETS TO REINFORCE NEIGHBORLINESS OF HOMES ALONG A PUBLIC STREET

Q) FACING PUBLIC STREETS TO REINFORCE NEIGHBORLINESS OF HOMES ALONG A PUBLIC STREET



**DESIGN for BAINBRIDGE
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Subdivision Guidelines Findings:



**DESIGN for BAINBRIDGE
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LARGER SITES – NOT APPLICABLE

STANDARD1 DESIGN THE SITE BY CLUSTERING BUILDINGS AND ARRANGING THEM WITH FRONTAGES ON PUBLIC STREETS, PUBLIC SPACES, OR OPEN SPACE.

STANDARD2 DESIGN SITES TO MINIMIZE THE VISUAL IMPACT OF PARKING ON THE PUBLIC REALM.

Larger Sites Findings:

Larger Sites Discussion:

Standard 1)

Standard 2)



**DESIGN for BAINBRIDGE
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HISTORIC PLACES – NOT APPLICABLE

- STANDARD1** DESIGN THE SITE, BUILDING(S), AND LANDSCAPE TO BE COMPATIBLE WITH HISTORIC BUILDINGS WITHOUT DIRECTLY MIMICKING HISTORIC ARCHITECTURAL STYLES.
- STANDARD2** MAINTAIN THE HISTORIC INTEGRITY OF BUILDINGS OVER 50 YEARS OLD LISTED OR ELIGIBLE FOR THE NATIONAL OR LOCAL REGISTER OF HISTORIC PLACES.

Historic Places Findings:

Historic Places Discussion:

Standard 1)

Standard 2)

CIVIC USES – NOT APPLICABLE

- STANDARD1** DESIGN CIVIC USES AND SITES TO REFLECT AND CONTRIBUTE TO THEIR FUNCTION AND ROLE IN THE COMMUNITY WHILE BEING CLEARLY IDENTIFIABLE AS A CIVIC USE.
- STANDARD2** DESIGN CIVIC SITES AND BUILDINGS TO SERVE MULTIPLE FUNCTIONS SUCH AS PUBLIC SPACE, COMMUNITY GATHERINGS, PUBLIC ART, AND OTHER COMPATIBLE USES.

Civic Uses Findings:

Civic Uses Discussion:

Standard 1)

Standard 2)



**DESIGN for BAINBRIDGE
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This project is recommended for:

Approval

Approval with the following conditions:

1.

2.

Denial:

APPROVED BY:

/s/

Chair, Design Review Board

DATE: 7/6/2020

Ellen Fairleigh

From: Paul Nylund
Sent: Thursday, April 23, 2020 12:00 PM
To: Ellen Fairleigh; robwsharman@gmail.com
Subject: RE: Bainbridge Periodontics Clinic. Question on PLN51425 SPR. Attn Ellen Fairleigh

Hey Rob,

Thanks for the question. We do consider the ferry and other impacts on individual projects when we review the scope of traffic impact analysis that applicants are required to conduct and submit for our review when applying for a development permit.

I have not reviewed this study specifically just yet, but we did approve the scope of the study prior to it being conducted by the applicant. When reviewing COBI data from the periodic traffic counts we contract for to support the Island wide traffic study (2012 and 2019) we find that for the stretch of Madison Ave sampled (just north of Sadie Lane), the southbound (and total) traffic counts definitely build by 6 but don't peak until well into the 8 o'clock hour, so I'm content that conducting the field work traffic counts for this project (which is done by the developers consultant and is independent of the COBI commissioned island wide study) from 7-9 AM was sufficient to capture the peak period impacts of traffic in both directions along Madison Avenue for the AM period (including ferry traffic) as relative to this project. Additionally, when considering this specific project, I would definitely consider traffic impacts of a medical/dental facility prior to 7 AM as negligible. Hope that helps, thanks again for asking!

Be well.

Cheers,
Paul



PAUL NYLUND, P.E.

Public Works

Development Engineer

www.bainbridgewa.gov

pnylund@bainbridgewa.gov

206-780-3783 (Office)

206-348-0683 (Cell)

From: Ellen Fairleigh <efairleigh@bainbridgewa.gov>
Sent: Thursday, April 23, 2020 11:26 AM
To: robwsharman@gmail.com
Cc: Paul Nylund <pnylund@bainbridgewa.gov>
Subject: FW: Bainbridge Periodontics Clinic. Question on PLN51425 SPR. Attn Ellen Fairleigh

Good morning Mr. Sharman,

Thanks for contacting us. The best person to address your question is Paul Nylund who is a Development Engineer for the City and will review certain aspects of the project, including the submitted traffic impact analysis.

I have copied Paul on this email, (pnylund@bainbridgewa.gov) and he will be reaching out to you soon.

Take care, and please let me know if you have any additional questions!

Best,
Ellen

From: PCD <pcd@bainbridgewa.gov>
Sent: Wednesday, April 22, 2020 6:25 PM
To: Ellen Fairleigh <efairleigh@bainbridgewa.gov>
Subject: FW: Bainbridge Periodontics Clinic. Question on PLN51425 SPR. Attn Ellen Fairleigh

Already in SmartGov.

 CITY OF
BAINBRIDGE
ISLAND
JANE RASELY
Administrative Specialist
www.bainbridgewa.gov
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206.780.3758 (office) 206.780.5104

Planning and Community Development Service Hours

Due to the City's COVID-19 response, the Planning and Community Development Department (PCD) has modified its operations. Please see the PCD webpage (<https://www.bainbridgewa.gov/154/Planning-Community-Development>) for current information.

From: Rob Sharman <robwsharman@gmail.com>
Sent: Wednesday, April 22, 2020 3:02 PM
To: PCD <pcd@bainbridgewa.gov>; sharman, rob <robwsharman@gmail.com>
Subject: Bainbridge Periodontics Clinic. Question on PLN51425 SPR. Attn Ellen Fairleigh

Hello Ellen.

I have a question about the traffic impact study on subject property. It indicates that "Field data was collected from 7:00 AM - 9:00 AM and from 4:00 PM - 6:00 PM to capture roadway volumes at peak conditions." Given that traffic heading to the BI ferry terminal for the 7:05am ferry generates a considerable amount of traffic and typically peaks in this area before 7am, shouldn't that time period have been included in order to capture "peak conditions?" This is a small project so perhaps the impact at that time wouldn't be significant but wondered if traffic studies typically factored in the traffic for ferries.

Thanks in advance for your help.

Rob Sharman



DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

STAFF REPORT

BAINBRIDGE PERIODONTICS CLINIC
FILE #: PLN51425 SPR/VAR

Prepared by: Ellen Fairleigh, Associate Planner

Date: August 7, 2020

Request: Site Plan and Design Review (SPR) - PLN51425 SPR
Variance (VAR) - PLN51425 VAR

Applicant: Car Top LLC- Laura Cardenas & Nick Thompson

Location: 1129 Madison Avenue North

Tax Parcel: 272502-1-015-2005

Project Description: This project proposes a two-story building with a dental clinic on the ground floor and three residential units on the second floor. One of the residential units is designated as affordable. The project also includes a variance request to reduce the front yard setback facing Inland Trail from the requirement of ten feet minimum to allow two parking spaces to be developed within approximately five feet of the south property line.

Part 1: Process

- 1. Land Use Review:** Pursuant to BIMC 2.16.040.B and 2.16.040.C.2 the proposal to construct a new nonresidential building requires a major SPR. Pursuant to 2.16.060.B, the proposal to reduce a required setback requires a minor variance. Variances are the mechanism by which the City may grant relief from zoning regulations where practical difficulty renders compliance with certain provisions of the code an unnecessary hardship, where the hardship is a result of the physical characteristics of the subject property and where the purpose of the Comprehensive Plan is fulfilled.
- 2. Moratorium:** On January 9, 2018 the City Council passed Ordinance No. 2018-02, declaring a temporary moratorium on the acceptance of certain development applications. On September 24, 2019, the City Council passed Ordinance 2019-26, which in part narrowed the moratorium effective December 4, 2019 to exclude development proposals that include 10% or more of the total residential units designated as affordable housing. The proposal meets this standard and is excluded from the moratorium.

3. **Environmental Review:** The project is exempt from the State Environmental Policy Act (SEPA) review as provided in Washington Administrative Code (WAC 197-11-800) under Categorical Exemption (1) Minor new construction-Flexible thresholds.

4. **Design Review Board (DRB) Process:** The land use process includes a Conceptual Proposal Review meeting, Design Guidance meeting, and final Review and Recommendation meeting before the DRB. Conceptual review is intended to provide the applicant with an understanding of the objectives of the design review process, design guidelines, and Comprehensive Plan goals and policies. The Design Guidance meeting is intended to provide input and guidance to an applicant on consistency with applicable design guidelines and Comprehensive Plan goals and policies, including recommendations for how the project could be revised to achieve greater consistency. The final Review and Recommendation meeting is to review the project for compliance with applicable design guidelines and to ensure that the project reflects any revisions recommended by the DRB at the Design Guidance meeting.

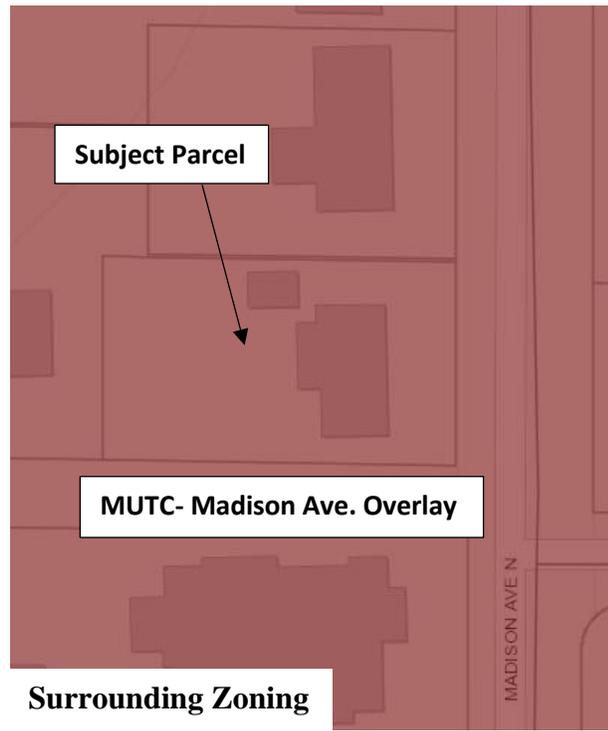
6. **Planning Commission Process:** As provided in BIMC 2.16.040, the Planning Commission shall review the application prior to review and approval by the Department of Planning and Community Development Director. The Planning Commission shall review the project for consistency with applicable design guidelines and the Comprehensive Plan. The Planning Commission shall review the application based on the Design Review Board recommendation and the decision criteria, consider the application at a public meeting where public comments will be taken, and forward its recommendation to the Director.

7. **Consolidated Review Process:** Through the project application materials, the applicant requested consolidated permit review of the Site Plan and Design Review (SPR) and Variance (VAR) in accordance with BIMC 2.16.170. A consolidated project permit application shall follow the application and notice procedure that results in the most extensive review and decision process.

8. **Decision Process:** Pursuant to BIMC 2.16.040, the Director shall review the application materials, information provided by the health district and city engineer, staff report, any public comments received, the recommendations of the Design Review Board, and the recommendations of the Planning Commission, and shall make a final decision. The Director may approve, approve with conditions, or disapprove the application. Conditions may be imposed to enable the proposal to meet the standards of the decision criteria.

9. **Appeal Process:** Pursuant to BIMC 2.16.020.R.1, the decision of the Director may be appealed to the Hearing Examiner if a written appeal is filed within 14 days of the date of the decision.

Figure 2 – Vicinity Map, Surrounding Zoning, and Project Site



Part II: General Information and Site Characteristics

| Basic Information | |
|-------------------------------|---|
| Zoning District | Mixed Use Town Center- Madison Avenue Overlay |
| Total Lot Area | 0.31 acres (approximately 13,718 square feet) |
| Soils and Terrain | Soils consist primarily of Kapowsin gravelly sandy loam and slopes between 0% to 6% |
| Critical Areas | There are no critical areas on the subject parcel. |
| Existing Development | The subject parcel is currently developed with a single-family residence. |
| Access | The subject parcel is currently accessed from Madison Avenue N. |
| Public Services and Utilities | |
| Police | City of Bainbridge Island Police Department |
| Fire | Bainbridge Island Fire District |
| Schools | Bainbridge Island School District |
| Water | City of Bainbridge Island |
| Sewer | City of Bainbridge Island |
| Storm Drainage | Raingarden |

Part III: Application Background and History

Background: The project completed Design Review Board review (Conceptual Proposal Review and Design Guidance Review), pre-application conference, and public participation meeting in early 2019. The project could not be submitted at the time because the moratorium was in effect which did not allow new major site plan reviews within the Winslow Master Plan Study Area, with some exceptions. Effective October 2, 2019, Ordinance 2019-26 extended and revised the moratorium to exclude development proposals that include 10% or more of total residential units designated as affordable house. This proposal includes three residential units, one of which is designated as affordable.

| Date & Action | Summary |
|--|--|
| <i>February 20, 2019</i> Design Review Board Conceptual Proposal Review Meeting | An overview of the project was presented by the applicant. The DRB advised the applicant of the process, applicable design standards, and provided initial feedback on the design. |
| <i>March 4, 2019</i> Design Review Board Design Guidance Review Meeting | The project was presented by the applicant reflecting changes to the project based on the comments from the DRB at the Conceptual Proposal Review Meeting. The DRB agreed to review the project for consistency with design guidelines at the project's DRB Review and Recommendation meeting. |
| <i>April 23, 2019</i> Pre-Application Conference | Permit process and requirements were discussed between the applicant and staff. |
| <i>June 27, 2019</i> Public Participation Meeting | Comments from the public were primarily related to use of the Island Trail for access. |
| <i>February 25, 2020</i> | Site Plan Review- Major |

| | |
|---|--|
| Application Submitted | |
| March 20, 2020 Notice of Complete Application | Site Plan Review- Major application was deemed complete and revisions requested, including a request to either revise the site plan to move parking spaces outside of the front setback along Inland Trail, or submit a minor variance application. |
| March 27, 2020 Application Submitted | Variance- Minor |
| March 31, 2020 Notice of Complete Application | Variance- Minor application was deemed complete. |
| June 15, 2020 & July 6, 2020 Design Review Board Review and Recommendation | The DRB reviewed <i>Design for Bainbridge</i> standards and guidelines, including site design, public realm, building design, and landscape standards (Chapter 4), and the neighborhood mixed use frontage type guidelines (Chapter 5). There are no proposed departures from the design standards. The DRB completed the DRB Final Design Review worksheet and recommends approval. |

Part IV: Comprehensive Plan Goals and Policies

The Comprehensive Plan designation for the site is Madison Avenue District. The guiding principles, goals and policies of the Comprehensive Plan, along with implementing regulations in the Municipal Code, are used to evaluate the proposal and weigh the project benefits and impacts. The following goals and policies apply to the development proposal:

| Elements | Goals and Policies |
|------------------|---|
| Land Use Element | Designated Centers – Goal LU-5: Focus Urban Development in Designated Centers |
| | Designated Centers – Policy LU-5.3: Encourage residential uses in a variety of forms and densities as part of the use mix in Winslow and neighborhood centers. |
| | Designated Centers – Goal LU-6: Ensure a development pattern that is true to the Vision for Bainbridge Island by reducing the conversion of undeveloped land into sprawling development. Encourage improvement of aging or underutilized developments over development of previously undeveloped property. |
| | Designated Centers – Policy LU-7.5 Madison Avenue Overlay District: The purpose of this Overlay District is to provide for a mix of residential and small-scale nonresidential development. All retail and office development greater than one story above grade shall include a residential component. Retail development is permitted only on the ground floor. |
| Economic Element | Diversified Economy – Goal EC-1: By providing enterprises that both serve and employ local residents, Bainbridge Island will be better able to withstand fluctuations in the larger regional economy. In addition, people who live and work in their community are available to invest time and money in their families, organizations, and community life. A key to a healthy, stable and vital economy is to create and undertake business opportunities that anticipate and respond to conditions that affect our community. This would include identifying emerging needs and markets so that Bainbridge Island businesses benefit from being on the leading edge of change. |

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| | <p>Diversified Economy – Policy EC-1.5: In order to provide opportunities for business enterprise, adequate space must be provided for efficient use of existing developed areas near public transportation (e.g. ferry, bus service) and for growth that recognizes and protects the Island’s valued natural amenities, its limits of land and water and the quality of its residential neighborhoods.</p> <p>Sustainability – Policy EC-3.1: Encourage the use of green building materials and techniques in all types of construction, as well as design approaches that are responsive to changing conditions.</p> <p>Jobs/Housing Balance – Goal EC-5: Provide a variety of affordable housing choices so that more people who work on Bainbridge Island can live here.</p> <p>Services Sector – Policy EC 9.1: Increase availability of housing to enable service sector employees to live on the Island.</p> |
| Environmental Element | <p>Greenhouse Gases – Policy EN 12.7: Promote the installation of residential solar panels and the adoption of other energy saving technologies such as LED lights, heat pumps and insulation.</p> |
| Water Resources Element | <p>Stormwater Protection and Management – Policy WR 4.5: Ensure development of and adherence to required public and private stormwater pollution prevention plans for public facilities, construction sites and commercial and industrial land use. Encourage the use of such plans where not specifically required.</p> |
| Housing Element | <p>Goal HO-4.1: Encourage new multifamily housing in a variety of sizes and forms in designated centers.</p> <p>Policy HO-4.5: Remove barriers to the creation of new multifamily housing, particularly affordable housing through a variety of actions such as the adoption of regulations that “right-size” parking requirements, reduce certain impact fees and encourage the use of parking management programs to enable the more efficient use of parking.</p> <p>Policy HO-6.7: Support the development of livable neighborhoods.</p> |
| Transportation Element | <p>Non-Motorized System – Policy TR 2.4: Provide a network of sidewalk facilities adjacent to roadways in designated centers with the Winslow area given priority. Sidewalks shall be of sufficient width to accommodate expected pedestrian use, including safe crossings with adequate overhead or embedded lighting. Where possible, separate sidewalks from the roadway with a street tree planting strip and buffer. Designs should accommodate users of all abilities, meeting ADA requirements.</p> <p>Operation and Mobility – Policy TR 6.4: Enforce the City’s concurrency ordinance and monitor the expected transportation impact of proposed development on the available capacity of the roadway system. Early in the development review process, ensure that there are adequate transportation facilities or that improvements are planned, scheduled and funded for completion within six (6) years.</p> |

Winslow Master Plan Goals and Policies

| Elements | Goals and Policies |
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| Land Use | Overall Land Use Goal WMP 2-1: Strengthen Winslow—the Island’s commercial, cultural and commuter hub—as a sustainable, affordable, diverse, livable and economically vital community, by: • Encouraging downtown living; • Providing an enhanced pedestrian experience, with linked access to retail shopping, the ferry, major public facilities, open space and residential areas, and promoting and retaining visual access to Eagle Harbor; • Promoting the efficient use of land; • Encouraging the retention and expansion of retail that serves the needs of community members and visitors; • Providing opportunities for business expansion and private reinvestment; • Promoting development that is sustainable and supports community values; and 22 Winslow Master Plan - May 21, 1998 Updated November 8, 2006 • Developing strategies that result in the creation of less expensive housing and retail space, thereby increasing diversity while minimizing dependence on the automobile. |
| | Policy WMP 2-3.6: Enhance the livability of the downtown with trees and small gardens on the streets, along paths and in courtyards. |
| | Madison Overlay District – Policy WMP 2-8.1: Establish FARs and development standards that provide for a mix of residential and small-scale commercial development, with retail located on the ground floor. |
| Housing | Goal WMP 3-1: Promote and facilitate the provision of diverse and affordable housing choices in a manner that encourages socio-economic diversity. |
| Transportation | Policy WMP 6-2.4: Provide for wide sidewalks and other pedestrian amenities that support and encourage pedestrian use of Winslow. |
| | Policy WMP 6-2.5: Improve pedestrian connections by protecting and formalizing use paths. |

Part V: Public Notice, Public Comments, and Agency Comments

1. Public Notice and Public Comments

| Date & Action | Summary |
|--|--------------------------------|
| April 10, 2020 Combined Notice of Applications for Site Plan Review- Major and Variance- Minor | 21-day comment period |
| April 17, 2020 Combined Notice of Applications for Site Plan Review- Major and Variance-Minor <i>Applications re-noticed due to change in publication date</i> | Re-start 21-day comment period |
| May 8, 2020 End of Comment Period | One public comment received |

a. Summary of Public Comment and Staff Response

| Summary of Public Comment | Staff Response |
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| <p>The commenter asked how “peak conditions” are determined for the traffic impact analysis, with consideration for early morning ferry traffic. The traffic impact analysis indicated that data was collected, in part, from 7am-9am.</p> | <p>The City Development Engineer responded that ferry traffic and other impacts are considered when reviewing the scope of the traffic impact analysis for individual projects. Periodic traffic counts from the Island-wide traffic study (2012 and 2019) indicates that the stretch of Madison Avenue N. which includes the project frontage reaches peak conditions well within the 8 o’clock hour. Data collected from 7am-9am is sufficient to capture peak period traffic impacts for this project.</p> |
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2. Agency Comments

| Date & Agency | Summary of Comment |
|---|--|
| <p>March 3, 2020 Bainbridge Island Fire District (BIFD)</p> | <p>The Fire Marshal recommends approval with conditions.</p> |
| <p>June 15, 2020 Kitsap Public Health District</p> | <p>The Health District has no comments on the application and indicated that no further action is required at this time.</p> |

Part VI: Land Use Code Analysis

1. BIMC Title 18 Zoning

a. BIMC 18.09 Use Regulations

| Proposed Use |
|--|
| <p>“Commercial/Residential Mixed Use Developments” is a permitted use in the Madison Avenue Overlay District.</p> <p>“Professional Service” is a permitted use in the Madison Avenue Overlay District.</p> <p>“Professional service” means a business or agency that provides services in an office environment and includes, but is not limited to, legal services, counseling services, real estate offices, financial services, insurance services, massage therapy, acupuncture, medical, and dental offices. Professional service does not include a health care clinic, such as a hospital. (BIMC 18.36.030(210)).</p> |

b. BIMC 18.12 Dimensional Standards

| Dimensional Standards | Required/Allowed | Proposed |
|-----------------------|---|---|
| <p>Lot Coverage</p> | <p>35 percent</p> | <p>Proposed lot coverage is approximately 25 percent and meets this standard.</p> |
| <p>Front Setback</p> | <p>10 feet minimum, 20 feet maximum</p> | <p>The subject parcel has two front lot lines, fronting both Madison Avenue North to the east and Island Trail to the south. The proposed building meets this requirement along Madison Avenue North.</p> |

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| | | The project proposes a minor variance to reduce the front setback along Inland Trail to five feet. Two parking spots are proposed within approximately five feet of the south property line. The building and all other structures meet the required ten foot minimum setback in this area. |
| Rear Setback | 0 feet | N/A. In accordance with BIMC 18.12.050.N., if a property has more than one front yard, then rear setback does not apply |
| Side Setback | 0 feet minimum | The proposed building meets this requirement. |
| Building Height | 25 feet | The proposed building height is approximately 23' 6" feet from average existing grade. The proposal meets this requirement and compliance is confirmed during building permit review. |
| Floor Area Ratio (FAR)- Basic Maximum | Commercial and other non-residential uses: 0.4 Residential: 0.4 Mixed Use: 0.5 | Commercial: 0.2 (approx. 3338 square feet) Residential: 0.2 (approx. 3379 square feet) Mixed Use: 0.4 The proposal meets this requirement. |

c. BIMC 18.15 Development Standards and Guidelines

i. BIMC 18.15.010 – Landscaping, Screening, Tree Retention, Protection and Replacement

| Landscaping Requirement | Staff Analysis |
|--|---|
| <p>Perimeter Landscape Buffer: N/A* (see note in Staff Analysis)</p> <p>Roadside Buffer: N/A</p> <p>Parking Lot Landscaping: 1 tree/8 parking stalls with a landscaped area at the end of aisles, and evergreen ground cover and/or shrubs</p> <p>Tree Units: 40 tree units/acre or 13 total tree units required</p> | <p>In the Madison overlay district, the intent is to retain the character of landscaped front yards, which is also a requirement of Chapter 5, Street Types and Frontages in <i>Design for Bainbridge</i>.</p> <p>The landscape plan submitted with the application includes a landscaped front setback along Madison Avenue N., parking lot landscaping, and tree unit requirements.</p> <p>The existing two significant fir trees will be retained. The laurel hedge on the west side of the property will be largely retained, with the exception of some trimming to install parking spaces and the trash enclosure.</p> <p>Two trees are required in the parking lot and the two existing fir trees to be retained fulfill this requirement.</p> |

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| | <p>The two significant fir trees to be retained account for seven existing tree units. The site plan and landscape plan indicate that six new tree units will be planted. The landscaping will be verified during building permit review and the project conditioned to plant required planting prior to final certificate of occupancy on the building. A landscape maintenance assurance device is required for a period of five years.</p> <p>The project meets this requirement.</p> <p>* Perimeter Landscaping Requirement: Ordinance No. 2019-03 amended Table 18.15.010-3 Perimeter Landscaping Requirements by Land Use and Zoning District to require a 50 foot full screen (35 feet minimum) landscape buffer between any parcel in the Winslow Town Center Mixed Use District that abuts a non-B/I parcel. After researching this requirement, staff has determined that this amendment was an error. The purpose of Ordinance No. 2019-03 was to adopt new subdivision standards in Chapter 17.12 and update Title 18 as needed. The Ordinance was not intended to substantively change perimeter landscape buffer requirements in the MUTC. Previously, Table 18.15.010-3 required a 20-foot full screen buffer (15 foot minimum) when a MUTC parcel abuts a single-family residential zoning district. The Director acknowledges that the Ordinance incorrectly amended the perimeter buffer requirements and the error will be corrected via a Code amendment.</p> |
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ii. BIMC 18.15.020 – Parking and Loading

| Parking Requirements | Required/Allowed | Proposed |
|-------------------------|--|---|
| Parking Spaces Required | <p>Commercial: 4 spaces/1000 sq.ft.</p> <p>Residential: 1 space per dwelling unit that is a studio or 1 bedroom, and 2 spaces for all other primary dwelling units.</p> <p>Residential parking requirements may be reduced by 25% for dwelling units located between one-half mile and one mile of the ferry terminal.</p> | <p>The project consists of 3338 square feet of commercial floor area requiring 13 parking spaces.</p> <p>The residential units consist of one two-bedroom unit, one one-bedroom unit, and one studio requiring a total of four parking spaces. The project is located between one-half mile and one mile of the ferry terminal which allows for a 25% reduction in the residential parking requirement.</p> |

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| | | <p>A total of three parking spaces are required for residential use.</p> <p>A total of 16 parking spaces are required and 16 parking spaces are provided. The project meets this requirement.</p> |
| Location of Spaces | Parking spaces shall not be located within required front, rear, or side setbacks. | Two parking spaces encroach approximately five feet into the front setback on the south side of the property that fronts Island Trail. The project includes a variance request to allow these parking spaces to encroach into the setback in this area. |

iii. BIMC 18.15.030 – Mobility and Access

| Mobility Requirements | Required/Allowed | Proposed |
|--------------------------|--|--|
| Circulation and Walkways | <p>Parking lots and driveways shall provide well-defined, safe and efficient circulation for motor vehicles, bicycles and pedestrians. Entrances from the right-of-way and the circulation pattern shall be defined by landscaped areas with raised curbs. Pedestrian walkways should be provided around buildings to assure safe access. Internal walkways shall be surfaced with nonskid hard surfaces, meet accessibility requirements and provide at least five feet of unobstructed width. Walkways that cross driving lanes shall be constructed of contrasting materials or maintained painted markings. Walkways must be curbed and raised six inches above adjacent vehicular surface grade, except where the walkway crosses vehicular driving lanes or to meet accessibility standards.</p> | <p>The project proposes well-defined circulation for motor vehicles, bicycles, and pedestrians including landscaped areas, raised curbs and pedestrian walkways around the building with a connection to the sidewalk along Madison Avenue N. The front entrance is well-defined.</p> <p>The project meets this requirement.</p> |

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| Bicycle Spaces | One bicycle space per five parking spaces with a minimum of four bicycle spaces. | There are 16 parking spaces proposed. Four bicycle spaces are indicated on the site plan, and compliance will be verified prior to building permit approval. The project is conditioned to meet this requirement. |
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iv. BIMC 18.15.040 – Outdoor Lighting

| Lighting Requirements | Required/Allowed | Proposed |
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| Outdoor Lighting | Outdoor lighting shall comply with BIMC 18.15.04. All outdoor lighting fixtures and accent lighting shall be designed, installed, located and maintained such that there is no light trespass. Outdoor fixtures and accent lighting must be shielded and aimed downward. | The project is conditioned to comply with the outdoor lighting requirements. |

v. BIMC 18.21.020 – Affordable Housing

| Affordable Housing Requirements | Required/Allowed | Proposed |
|---|--|--|
| Affordable Housing Requirements and Duration of Affordability | Affordable rental housing units shall remain affordable for a period of 30 years from the time of first occupancy and shall be secured by recorded agreement and covenant running with the land, binding all the assigns, heirs and successors of the applicant. | <p>The project is conditioned to meet the requirements for duration of affordability and requires the applicant to demonstrate how the long-term affordability of the affordable unit will be managed.</p> <p>The affordable housing unit may be rented to those households whose incomes meets any of the affordability HUD levels for the Bremerton-Silverdale metropolitan statistical area and as defined in BIMC 18.36.030(16).</p> |

Part VII: Decision Criteria

1. BIMC 2.16.040 Site Plan and Design Review

The director and planning commission shall base their respective recommendations or decisions on site plan and design review applications on the following criteria:

| Decision Criteria | Staff Analysis |
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| 1. The site plan and design is consistent with all applicable provisions of the BIMC; | As conditioned, the site plan and design is in conformance with applicable code provisions in the Bainbridge Island Municipal Code (BIMC). |
| 2. The locations of the buildings and structures, open spaces, and landscaping result in a context-sensitive design; | This mixed-use development provides a landscaped area along Madison Avenue N., frontage improvement including the installation of a three-foot planter strip between the sidewalk and lanes of travel, bicycle facilities, and does not alter Ihland Trail. The City Development Engineer determined that, as conditioned, the project is in conformance with the Island-Wide Transportation Plan. |
| 3. The Kitsap County Health District has determined that the site plan and design meets the following decision criteria: <ul style="list-style-type: none"> a. The proposal conforms to current standards regarding domestic water supply and sewage disposal; or if the proposal is not to be served by public sewers, then the lot has sufficient area and soil, topographic and drainage characteristics to permit an on-site sewage disposal system. b. If the health district recommends approval of the application with respect to those items in subsection F.3.a of this section, the health district shall so advise the director. c. If the health district recommends disapproval of the application, it shall provide a written explanation to the director; | The Kitsap Public Health District (KPHD) responded, “no comment” on the application. Approval of the building permit by KPHD is required. |
| 4. The streets and nonmotorized facilities, as proposed, are adequate to accommodate anticipated traffic; | The City Development Engineer determined that, as conditioned, the streets and nonmotorized facilities are adequate to accommodate anticipated traffic. A Certificate of Concurrency was issued on July 16, 2020 by the City Development Engineer stating that the capacity of transportation facilities affected by the proposed development is equal to or greater than the capacity required to maintain the level of service standard for the impact of the development. |
| 5. The city engineer has determined that the site plan and design meets the following decision criteria: | The City Development Engineer determined that the site plan and design meet the applicable decision criteria and recommends approval |

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| <p>a. The site plan and design conforms to regulations concerning drainage in Chapters 15.20 and 15.21 BIMC; and</p> <p>b. The site plan and design will not cause an undue burden on the drainage basin or water quality and will not unreasonably interfere with the use of properties downstream; and</p> <p>c. The streets, nonmotorized facilities, locations of the buildings, structures, and vehicular circulation systems as proposed align with and are otherwise coordinated with streets and nonmotorized facilities serving adjacent properties and are adequate, safe, efficient and consistent with the Island-Wide Transportation Plan; and</p> <p>d. If a traffic study shows that the proposed development will have an adverse impact on traffic, including nonmotorized traffic, the impact shall be mitigated as required by the city engineer; and</p> <p>e. If the site will rely on public water or sewer services, there is capacity in the water or sewer system (as applicable) to serve the site, and the required service(s) can be made available at the site; and</p> <p>f. The site plan and design conforms to the “City of Bainbridge Island Engineering Design and Construction Standards and Specifications,” unless the city engineer has approved a deviation from the standards;</p> | <p>subject to conditions to ensure conformance with drainage, water quality, and streets and nonmotorized facilities.</p> <p>The project is conditioned to require a frontage improvement along Madison Avenue N. including a three-foot planter strip behind the traffic curb separating the sidewalk from lanes of travel.</p> <p>The City Development Engineer finds that the provided Traffic Impact Analysis by Heath and Associates, Inc. dated September 2019 demonstrates that the capacity of transportation facilities affected by the proposed development is equal to or greater than the capacity required to maintain the level of service standard for the impact of the proposed development. A Certificate of Concurrency was issued on July 16, 2020. No traffic mitigation measures are recommended or required, with the exception of traffic impacts fees as applicable.</p> <p>The subject parcel is currently served by City water and sewer. A water and sewer availability application is required at the time of building permit application.</p> <p>The City Development Engineer finds that the site plan conforms to the City of Bainbridge Island Design and Construction Standards and Specifications, “the Standards”, as conditioned.</p> |
| <p>6. The site plan and design is consistent with applicable design guidelines in BIMC Title 18;</p> | <p>The Design Review Board determined that the project is consistent with <i>Design for Bainbridge</i> standards and guidelines and recommends approval.</p> |
| <p>7. No harmful or unhealthful conditions are likely to result from the proposed site plan;</p> | <p>This staff report identifies the regulations and provides reviewer comments regarding public health, safety and welfare, and public use and interest. As conditioned, no harmful or unhealthful conditions are likely to result from the proposed development</p> |

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| <p>8. The site plan and design is consistent with the comprehensive plan and other applicable adopted community plans;</p> | <p>The proposal is a mixed-use project in a designated center that provides professional services and housing, including a designated affordable residence. The project both serves and employs local residents. The project is located in proximity to public transportation. The project observes sustainability practices such as the use of solar panels. The project properly manages stormwater and includes frontage improvements to enhance nonmotorized transportation. A Certificate of Concurrency was issued for the project.</p> |
| <p>9. If the subject property contains a critical area or buffer, as defined in Chapter 16.20 BIMC, the site plan and design review permit conforms to all requirements of that chapter;</p> | <p>The property does not contain a critical area or buffer.</p> |
| <p>10. If the subject property is within the shoreline jurisdiction, as defined in Chapter 16.12 BIMC, the site plan and design review permit conforms to all requirements of that chapter;</p> | <p>The property is not within shoreline jurisdiction.</p> |
| <p>11. If the applicant is providing privately owned open space and is requesting credit against dedications for park and recreation facilities required by BIMC 17.20.020.C, the requirements of BIMC 17.20.020.D have been met;</p> | <p>This project is not subject to the requirements of BIMC 17.20.020. The applicant is not requesting credits against dedications for park and recreation facilities.</p> |
| <p>12. The Bainbridge Island fire department has reviewed the application and determined that the site plan has been properly designed to ensure fire protection;</p> | <p>The Bainbridge Island Fire Department (BIFD) reviewed and approved the project with conditions. Approval of the building permit by BIFD is required.</p> |
| <p>13. The site plan and design has been prepared consistent with the purpose and review procedures of this chapter.</p> | <p>The site plan and design has been prepared consistent with the purpose of the site design review process pursuant to BIMC 2.16.040. The site plan and design ensures compliance with the adopted plans, policies, and ordinances of the City. The project was reviewed with respect to overall site design. The site is designed in a logical, safe, and attractive manner. The proposal does not require dedication of open space.</p> |

2. BIMC 2.16.060 Minor Variance

A minor variance may be approved or approved with conditions if:

| Decision Criteria | Staff Analysis |
|---|---|
| <p>a. The granting of the variance will not be materially detrimental to the public welfare or injurious to the property or improvements in the vicinity and zone in which the property is located;</p> | <p>Two parking spaces will be developed within approximately five feet of the south property line facing Inland Trail. The remaining five feet of the setback will be landscaped in accordance with the submitted landscape plan. The building and all other structures on the project site meet the minimum required ten-foot setback to the southern property line. The granting of the variance allows for adequate parking for a mixed-use project in a designated center while retaining the two significant fir trees on the west side of the property. The variance will not be materially detrimental to the public welfare or injurious to properties in the vicinity of the subject parcel.</p> |
| <p>b. The variance is requested because of special circumstances related to the size, shape, topography, trees, groundcover, location or surroundings of the subject property, or factors necessary for the successful installation of a solar energy system such as a particular orientation of a building for the purposes of providing solar access;</p> | <p>The variance is requested because of the encumbrance of two front setbacks on the subject property, resulting in a special circumstance related to property location and surroundings. Inland Trail is identified on the Island Wide Transportation Plan as a City maintained trail and is City right-of way.</p> |
| <p>c. The need for a variance has not arisen from previous actions taken or proposed by the applicant;</p> | <p>The need for the variance is due to the special circumstances related to the property, and the BIMC provision that parking spaces shall not be located within front, rear, or side setbacks. The need for the variance is not due to any previous actions taken or proposed by the applicant.</p> |
| <p>d. The variance is necessary for the preservation and enjoyment of a substantial property right possessed by other property in the same vicinity and zone, but that is denied to the property in question because of special circumstances on the property in question, and will not constitute a grant of special privilege inconsistent with the limitations upon uses of other properties in the vicinity in which the property is located;</p> | <p>The applicant explored design alternatives before arriving at the current proposal. The proposal is consistent with development guidelines applied to properties within the vicinity of the project. All parking is located to the rear of the building and located well outside of the front lot line and setback to Madison Ave N., which provides the primary access to the property.</p> |
| <p>e. The variance is consistent with all other provisions of this code, except those provisions that are subject to the variance, and is in accord with the comprehensive plan.</p> | <p>Except for the parking space setback reduction to the south property line, the proposal conforms with all other provisions of the BIMC. Applicable goals and policies of the Comprehensive Plan and the Winslow Master Plan are identified in Part IV of this report.</p> |

Part VIII: Exhibits

1. PLN51425 SPR VAR Site Plan
2. PLN51425 SPR VAR Landscape Plan
3. PLN51425 SPR VAR Renderings and Sketches
4. PLN51425 SPR VAR Floor Plans
5. PLN51425 SPR VAR Traffic Impact Analysis by Heath & Associates, Inc dtd September 2019
6. PLN51425 SPR Certificate of Concurrency dtd July 16, 2020
7. PLN51425 SPR VAR Design Review Board Minutes dtd February 20, 2019
8. PLN51425 SPR VAR Design Review Board Minutes dtd March 4, 2019
9. PLN51425 SPRVAR Design Review Board Minutes dtd June 15, 2020
10. PLN51425 SPR VAR Design Review Board Minutes dtd July 6, 2020
11. PLN51425 SPR VAR Design Review Board Final Design Review Worksheet
12. PLN51425 SPR VAR Public Comment with Staff Response

Part IX: Recommended Conditions of Approval

This report includes the standards of review, relevant Municipal Code and Comprehensive Plan provisions and provisions of other permitting agencies. The staff report includes findings based on evidence in the record. The project file contains the official record and basis for findings, including technical information and documentation.

Appropriate notice of application was provided, and one comment was received. The application is properly before the Planning Commission for recommendation.

Should the Commission recommend approval, staff suggests that the following conditions be considered:

Project Conditions

General

1. Except as modified by conditions of approval, the project shall be constructed in substantial conformance with the site plan and landscape plan dated July 23, 2020.
2. Prior to construction activity, the applicant shall obtain the appropriate permits from the City of Bainbridge Island, including but not limited to clearing, grading, right-of-way, and building permits.
3. If any historical or archaeological artifacts are uncovered during excavation or construction, work shall immediately stop and contact the Department of Planning and Community Development and the Washington State Department of Archaeology and Historic Preservation shall be immediately notified. Construction shall only continue thereafter in compliance with the applicable provisions of law.
4. Prior to building permit issuance, the applicant shall submit a valuation of the two fir trees to

be retained using the valuation standards of the International Society of Arboriculture (ISA) meeting the requirements of BIMC 18.15.010.G.3. The report shall also include a tree protection plan from an ISA certified arborist detailing how the two significant fir trees will be protected during construction.

5. As proposed, new trees are required to meet the tree unit requirement. Trees planted to meet tree retention requirements shall be planted in accordance with the planting requirements of BIMC 18.15.010.H and the landscape plan dated July 23, 2020.
6. Temporary or permanent irrigation within new planting areas that do not have high soil moisture conditions is required in accordance with BIMC 18.15.010.I.
7. Prior to the certificate of occupancy, the required tree units and landscaping shall be planted or a performance assurance shall be accepted by the City. Per BIMC 18.15.010.H.3, performance assurance is required to assure the City that the required tree units and landscaping are properly installed and will become established and be adequately maintained. A Washington landscape architect, Washington certified nursery professional, or Washington certified landscaper shall submit a landscaping declaration to the director to verify installation in accordance with the approved plans. The time limit for compliance may be extended to allow installation of landscaping during the next appropriate planting season as approved if the director determines that a performance assurance device, for a period of not more than one year, will adequately protect the interests of the City. The performance assurance device shall be for 150 percent of the cost of the work or improvements covered by the assurance device. In no case may the property owner delay performance for more than one year. Once the landscape declaration is submitted, and a maintenance and monitoring assurance is accepted, the performance assurance shall be released.
8. Per BIMC 18.15.010.H.4, the property owner shall replace any unhealthy or dead plant materials in conformance with the approved landscape plan. Prior to the certificate of occupancy, a maintenance assurance device shall be submitted for a period of five years after acceptance by the City of the new planting of vegetation to ensure proper installation, establishment, and maintenance. The maintenance assurance device amount shall not be less than 20 percent of the cost of replacing materials covered by the assurance device. The maintenance surety shall be refunded to the applicant upon completion of the five year monitoring period, minus any funds needed for the City to perform corrective actions or perform monitoring.
9. Outdoor lighting shall comply with BIMC 18.15.040 and verified at the time of building permit review. Compliance will require exterior lighting to be shielded and directed downward.
10. The project shall include bicycle racks for at least four bicycles.
11. The project shall provide one affordable housing unit as defined in BIMC 18.36.030(16). The affordable rental unit shall be rented to those households whose incomes meet the City's

affordability requirements.

12. The affordable rental housing unit shall remain affordable for a period of 30 years from the time of first occupancy and, prior to building permit issuance, shall be secured by recorded agreement and covenant running with the land, binding all the assigns, heirs and successors of the applicant.
13. The building permit application for the project shall include documentation demonstrating how the long-term affordability of the affordable unit will be managed.
14. All relevant City affordable housing monitoring documentation must be submitted annually for the duration of affordability.
15. A land use permit automatically expires and is void if the applicant fails to file for a building permit or other necessary development permit within three years of the effective date of the permit unless (a) the applicant has received an extension for the permit; or (b) the permit provides for an extended time period. The director may grant one extension to the permit, in writing, for a period not to exceed one year if the applicant can demonstrate, (a) unforeseen circumstances or conditions necessitate the extension of the permit; and (b) termination of the permit would result in unreasonable hardship to the applicant, and the applicant is not responsible for the delay; and (c) the extension of the permit will not cause substantial detriment to existing uses in the immediate vicinity of the subject property; and (d) the extension request is received by the department no later than 30 days prior to the expiration of the permit.
16. Minor adjustments to an approved site plan and design review may be made after review and approval by the Director. Minor adjustments are those that include minor changes in dimensions or siting of structures or the location of public amenities, but do not include changes to the intensity or character of the use. Minor adjustments are processed through a written request from the applicant and a written response from department staff. The City response is placed in the project file and is effective to modify the approval as described in the response. Adjustments other than minor adjustments to an approved site plan and design review require a new or amended application as determined by the Director. Major adjustments are those that change the basic design, intensity, density, or character of the use.

Public Works- General

17. Civil improvement plans, reports, and computations, prepared by a civil engineer registered in the State of Washington shall be submitted with the application(s) for a construction permit (building, grading, ROW, etc.) to the City for review and approval to construct all necessary infrastructure and utilities serving the site. Certificate of occupancy will not be issued for any building until all civil improvements have been completed and accepted through the final inspection process.
18. As-built civil construction plans stamped by a civil engineer shall be provided by the applicant

prior to final certificate of occupancy being issued unless otherwise waived by the City engineer.

Public Works- Frontage Improvements, Access, and Parking Facilities

19. Frontage improvements along Madison Avenue North shall be consistent with the standards for a secondary arterial urban roadway per COBI Standard drawing DWG 7-010, including a minimum 3- foot planter strip behind the traffic curb separating the sidewalk from lanes of travel.
20. Pull-in parking stalls interior to the site shall have the required drive aisle depth per BIMC 18.15.020.J parking design standards, which require a minimum of a 20-foot drive aisle space for compact stalls and 24-foot drive aisle space for standard stalls.
21. Parking lot and street lighting shall have adequate shielding so as to prevent light trespass per BIMC 18.15.040.
22. Access drive shall be installed consistent with the Commercial/Industrial Concrete Driveway Approach per the Standards drawing DWG. 8-160 unless deviations are approved by city engineer.

Public Works- Stormwater

23. A Stormwater Pollution Prevention Plan (SWPPP) prepared by a civil engineer licensed in the State of Washington is required prior to construction activities including clearing or grading or civil improvements for all phases of the project that complies with BIMC 15.20.
24. A final stormwater report shall be submitted with the building permit detailing compliance with all applicable minimum requirements as required by BIMC 15.20.
25. Prior to building permit final, the applicant shall submit an operation and maintenance plan for the on-going maintenance of the storm drainage system.
26. New and replaced hard surfaces associated with frontage improvements shall be subject to water quality stormwater requirements per BIMC 15.20. Treatment shall be provided for these surfaces where the contribute to exceeding regulatory triggering thresholds.
27. All on-site stormwater facilities shall remain privately owned and maintained. The owner(s) shall be responsible for maintenance of the storm drainage facilities for this development following construction. Annual inspection and maintenance reports shall be provided to the City. A Declaration of Covenant for stormwater system operation and maintenance will be required to be recorded before final plat submittal. The approved language for the Declaration of Covenant is found in BIMC Chapter 15.21, Exhibit A.

Public Works- Other Utilities

28. Separate side sewers shall be provided for the three residential units above the clinic. Options for connection include the existing side sewer in Madison, a new side sewer tap in Madison, or, utilizing the sewer main directly to the south adjacent to Ihland Trail. At least two new taps are required to serve the three uses. All associated fees shall be paid at time of building permit issuance.
29. Water service connections shall be made per COBI Design and Construction Standards and Specifications and in coordination with COBI Operations and Maintenance for observations. All associated fees shall be paid at time of building permit issuance.
30. Project shall demonstrate compliance with COBI requirements for the discharge of industrial wastewater to public sewerage per BIMC 13.12 both at building permit issuance and prior to issuance of any certificate of occupancy.
31. Pursuant to WAC 246-290-490, table 9, the intended use (medical/dental clinic) is classified as a high health cross-connection hazard and shall demonstrate compliance with BIMC 13.20 Backflow Prevention at both building permit issuance and prior to issuance of any certificate of occupancy.

Public Works- Permitting

32. A right-of-way (ROW) construction permit will be required prior to any construction activities within the right-of-way (either Ihland Way to the south or Madison Ave N to the east. The ROW permit will be subject to separate conditions and bonding requirements.

Kitsap Public Health District

33. Sewer building clearance is required prior to building permit application.

Fire District

34. The project shall comply with all applicable provisions of the adopted Fire Code.
35. Applicant has indicated that the building will be equipped with fire sprinklers and a fire alarm system. Systems shall be designed and installed according to the adopted editions of NFPA 13 and NFPA 72.
36. Fire department connection and Post Indicator Valve locations or portions of the underground for the fire sprinkler system have not been reviewed and are not approved on this plan. A separate permit is required to be submitted for the fire sprinkler system



CITY OF
BAINBRIDGE ISLAND

Planning Commission Regular Meeting Agenda Bill

MEETING DATE: August 13, 2020

ESTIMATED TIME: 15 Minutes

AGENDA ITEM: (7:55 pm) Introduction to Tree and Vegetation Regulation Update - Planning,

AGENDA CATEGORY: Discussion

PROPOSED BY: Nick Snyder

PREVIOUS PLANNING COMMISSION

REVIEW DATE(S): None.

PREVIOUS COUCIL REVIEW DATE(S): On February 25, 2020, the Department of Planning and Community Development had a discussion with the City Council on potential next steps and revisions to the municipal code regarding tree removal, forest stewardship and the vegetation maintenance permit (BIMC 16.18), landscaping and tree retention (BIMC 18.15.010) and landmark tree (BIMC 16.32) chapters.

RECOMMENDED MOTION:

Information and Discussion

SUMMARY:

as discussed with Council on February 25, 2020, the Department proposed to include clarifying language, definitions and terminology and to incorporate best management practices into the code as recommended by the Community Forest Management Plan (CFMP).

This is staffs first discussion before the Planning Commission before beginning the legislative amendment process. Staff is working to have an ordinance adopted by the City Council before the landmark tree ordinance expires on November 26, 2020.

BACKGROUND: on June 26, 2018, the City Council adopted Ordinance No. 2018-25, which imposed an interim official control in the form of Chapter 16.32 BIMC, Preservation of Landmark Trees, which designates Landmark Trees based on size and species, requires a permit to remove any Landmark Tree, and imposes fines if a Landmark Tree is removed without a permit. The Ordinance has been extended 4 times to complete the work plan and implement revisions to the municipal code. Part of the work that has been completed includes:

On October 16, 2018, the City Council authorized the City Manager to contract with a team of arborists to review and make recommendations on City regulations governing tree and vegetation removal, including Chapter 16.32 BIMC.

The City Manager negotiated and executed a contract with the team of arborists, and the team's recommendations were received in December 2018.

In October, 2019, the City hired a full-time arborist to perform a variety of work including reviewing various tree permits (4 total, including the Landmark Tree permit), to educate the public about best tree practices, and to participate in any tree preservation, protection, and retention ordinance regulations for the Department of Planning and Community Development.

February 2020, the Department had a discussion with the City Council on potential next steps and revisions to the municipal code regarding tree removal, forest stewardship and the vegetation maintenance permit (BIMC 16.18), landscaping and tree retention (BIMC 18.15.010) and landmark tree (BIMC 16.32) chapters.

ATTACHMENTS:

Memorandum

Date: August 7, 2020
To: Planning Commission
From: Nicholas Snyder, City Arborist - Planning
Subject: Updating Tree Regulations Workplan

I. Tree Regulation Update: Background and Council's Direction

In response to the passage of a Landmark Tree Ordinance passed in June 2018, the City hired a team of arborists to review current codes and suggest changes and updates. The team was invited to a City Council meeting to discuss their recommendations on May 7th, 2019. In addition to several common-sense updates and changes the arborists recommended a paradigm shift in the way we address tree retention and evaluation. This proposed change would have moved us away from a Tree Unit based approach to a Canopy Area based approach. This suggested shift would require a rewriting and reintegration of all our tree regulations, and reeducation of the citizenry on the new code requirements and language, all without any indication that better outcomes would be achieved. In other words, the consultants' proposal, while intriguing, would require significant time and resource inputs to implement but it is unclear if a canopy area model would lead to improved conditions in our community forest.

City Staff generated a response to the arborists report which outlined the arborists proposal, examined the implications and concerns for the City, and made limited suggestions for a path forward. This staff report was distributed to Council along with the consultants' report prior to the May 7th meeting. Based on the arborists report, the staff response, and the discussion at this meeting, the City Council directed City Staff to move forward with three action items found at the end of the Staff Report. These items are listed below:

- Have a single point of contact for tree-related issues.
- Develop a new ordinance to revise Chapters 16.18 and 18.15 BIMC and the Landmark Tree Ordinance (16.32 BIMC);
- Develop permit assistance materials and educational resources

II. Progress on Council's Direction

As of October 2019, with the hiring of a staff arborist, the City now has a single point of contact for tree-related issues. I, Nick Snyder, have been a practicing arborist for 9 years, and ISA certified for 7 years. I also have a degree in forest resources from the University of Washington and a strong dedication to stewarding our urban forest.

Since my hire, permit review times for clearing permits, including those for hazard trees, has been reduced and there has been an improved ability to respond to community issues. Now, as the City's arborist, I am taking up the second action item endorsed by the City Council in 2019; develop a new ordinance to revise Chapters 16.18 (Tree Removal, Forest Stewardship, and Vegetation Maintenance), 16.32 (Protection of Landmark Trees), and 18.15 (Development Standards and Guidelines)

This proposal was discussed and presented to Council to address their request, it includes: revising the chapters indicated, with a focus on updating the language to include and improve relevance in outdated sections, as well as adding new language to better address the need to protect the communities tree resources.

III. New Tree Ordinance: Proposed Workplan

The proposed outline of a work plan comes after closely reviewing the consulting arborists report, the associated staff report, the Community Forest Management Plan (CFMP), city codes and the Comprehensive Plan. The work plan is focused on the following list of goals:

- Improve readability and accessibility of code language by integrating sections, and possibly chapters, into one comprehensive set of tree regulations where possible.
- Update and codify the Landmark Tree Ordinance (BIMC 16.32) by refining the qualifying species list and adding some additional qualifying characteristics not found in the LTO. Extend to all zoning districts except R-0.4, R-1, R-2.
- Better address retention and allocation of trees that provide tree units (TUs) to multiple properties
- Remove TRACE references where appropriate, replace with or include ISA or TRAQ where appropriate
- Include or improve definitions for “dead tree”, “hazard tree”, and “arborist report”
- Consider adding exceptions or incentives for restoration work
- Add common sense language surrounding dead and dying trees or tree parts and their removal in the Mixed-Use Town Center
- Create a Land Stewardship Permit to allow for novel restoration projects or long-range planning for forests and vegetation management (including a wildfire preparedness component). This will allow mitigation strategies to incorporate new science and add flexibility for restoration projects.
- Update or remove tree valuation requirements found in BIMC 18.15.010. The City should consider implementing a mitigation value that applies flat amounts of required replanting per inch of DBH to trees in different categories. This will simplify the valuation process and generate more useful and enforceable valuations.
- Update Tree Protection Zone (TPZ) language and match with BMP Manual
- Address protection of habitat snags that are retained as part of mitigation
- To better align with the Critical Areas Ordinance (BIMC 16.20) and Stormwater Review (SAR) process we will reincorporate language surrounding vegetation maintenance and clearing into the ordinance with 2,500 and 7,000 square foot thresholds.

- Adopt and incorporate references and information from the Best Management Practices (BMPs) Manual developed for the City as part of the Community Forest Management Plan (CFMP) (adopted 2017)
- Remove or update outdated terminology, definitions, and practices.

IV. Timeline

Currently our goal is to have an adopted ordinance to Council before the expiration of the Landmark Tree Ordinance on November 26, 2020. A draft ordinance will be brought to the Planning Commission for discussion in September 2020.



CITY OF
BAINBRIDGE ISLAND

Planning Commission Regular Meeting Agenda Bill

MEETING DATE: August 13, 2020

ESTIMATED TIME: 10 Minutes

AGENDA ITEM: (8:10 pm) Planning Commission Representation at Council Meeting to Discuss Review and Recommendation on Legislative Amendment for property commonly referred to as the "Triangle".

SUMMARY: The City Council makes the final decision on legislative code amendment requests. The Council decision options include: approving an ordinance amending the BIMC, rejecting the proposal, or remanding the proposal to the appropriate body for further consideration (see Suggested Action). If Council is considering approving a code amendment, then staff will return to Council with a draft ordinance at the public hearing.

The City Council will have their first meeting to discuss the proposal on September 1, 2020.

AGENDA CATEGORY: Discussion

PROPOSED BY: Planning & Community Development

RECOMMENDED MOTION: Planning Commissioners choose a Commissioner to share the findings and recommendation of the Planning Commission to the City Council.

STRATEGIC PRIORITY: Green, Well-Planned Community

FISCAL IMPACT:

| | |
|------------------------------------|--|
| Amount: | |
| Ongoing Cost: | |
| One-Time Cost: | |
| Included in Current Budget? | |

BACKGROUND: See Attachment A, PC Review Summary and Memorandum and Attachment B, Recorded Motion.

ATTACHMENTS:

[Attachment A PC Review Summary and Memorandums](#)

[Attachment B PC Recorded Motion](#)

FISCAL DETAILS:

Fund Name(s):

Coding:

PLANNING COMMISSION REVIEW & RECOMMENDATION

September 12, 2019 Study Session

The [September 12, 2019 Memorandum](#):

- Introduces the code amendment request
- Provides an analysis of the code amendment request with respect to the Comprehensive Plan and the BIMC
- Includes a table (pg. 12) that summarizes various ways the code could be amended to achieve the applicant's intent, including alternative options

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| Action | The Planning Commission requested a second study session. The Planning Commission posed several questions/topics for staff to respond to at that meeting. |
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September 26, 2019 Study Session

The [September 26, 2019 Memorandum](#) responds to the items raised by the Planning Commission at the previous meeting, including:

- The feasibility of other locations
- How to address concerns about traffic and landscaping
- The reason for the 500' setback to waste-transfer facilities

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| Action | The Planning Commission formed a subcommittee to further discuss the code amendment and to bring a recommendation to the larger group. |
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October 1, 2019 Subcommittee Meeting

The [October 1, 2019 Memorandum](#):

- Provides a specific example of how the use-specific standards for waste-transfer facilities in BIMC 18.09.030.G.3 could be amended to achieve the applicant's request
- Provides examples of parcel- and use-specific regulations in the BIMC, that may serve as precedent for the applicant's request

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| Action | The subcommittee recommended that the full Planning Commission first respond to the applicant's request for a parcel-specific code amendment. If that request could not be supported, then the subcommittee requested consideration of a broader amendment to BIMC 18.09.030.G(3) (Industrial Uses, Waste Transfer Facility). |
|--------|---|

December 12, 2019 Study Session

The [December 12, 2019 Memorandum](#):

- Presents the subcommittee's findings and recommendation to the larger Planning Commission, including the request to consider a broader code amendment if the applicant's parcel-specific request could not be supported
- Provides two staff-recommended alternatives to the subcommittee's proposed language, to achieve a similar outcome

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| Action | The Planning Commission made a motion to deny the proposal, including the alternative approach set forth by the subcommittee. |
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January 23, 2020 Public Hearing

The [January 23, 2020 Memorandum](#):

- Provides a brief background and summarizes the Planning Commission's role in the public hearing

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| Action | After public comment was received, the Planning Commission recommended denial of the proposal. |
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PLANNING COMMISSION RECORDED MOTION

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|--|--|
| Planning Commission Meeting Date: | January 23, 2020 |
| Project Proposal Name and Number: | Aveterra Code Amendment Request- PLN51245 LDR |
| Documents available at: | Online Permit Portal |
| Public Hearing Date: | January 23, 2020 |
| Decision Maker: | City Council |

Purpose: The purpose of the Planning Commission’s review and recommendation is to determine if a proposed project is consistent with the comprehensive plan and applicable design guidelines, BIMC Titles 17 and 18.

Consideration: The Planning Commission shall consider the project application at a public meeting where public comment will be taken. The Planning Commission shall recommend approval, approval with conditions, or denial of the proposed project.

The Planning Commission will adopt written findings of facts and conclusions and determine if the project is consistent with Bainbridge Island Municipal Code and the comprehensive plan. This motion will be included in the staff report transmitted to the reviewing bodies and decision maker.

Findings of Fact and Reasons for Action

The Planning Commission finds that a Composting Facility may be a valid use of some sites in the R-0.4 zone, but at the present time such a use is not adequately supported and regulated by provisions in the Bainbridge Island Municipal Code. Therefore, we did not want to make a code amendment for a project on a parcel by parcel basis.

Recommendation:

The Planning Commission recommends the City Council:

- X Deny the proposal for the following reasons:
 - a. A composting facility at this site is not a suitable use for this property. We were not provided with sufficient information to support the lot coverage increase or the reduction of the setbacks.



CITY OF
BAINBRIDGE ISLAND

Planning Commission Recorded Motion

Recorded motion on January 23, 2020:

I move to deny the "Aveterra Code Amendment Request" as presented to us by staff, finding that valid objections have been raised by Planning Commissioners and the public to this site-specific approach to permitting a use of residentially zoned property.

Planning Commission Record of Vote:

| <u>Commissioner</u> | <u>Support</u> | <u>Oppose</u> | <u>Absent</u> | <u>Abstain</u> |
|---------------------|----------------|---------------|---------------|----------------|
| Chester | X | | | |
| McCormick Osmond | | | X | |
| Pearl | | | X | |
| Quitslund | X | | | |
| Macchio | X | | | |
| Doman | X | | | |
| Paar | X | | | |
| Total | | | | |

CITY OF BAINBRIDGE ISLAND PLANNING COMMISSION


WILLIAM J. CHESTER
Chair

Date: 1/23/2020


Jane M. Rasely
Administrative Specialist, Planning and Community Development

Date: 1-23-2020