CITY OF
BAINBRIDGE ISLAND

PLANNING COMMISSION SPECIAL MEETING
THURSDAY, APRIL 28, 2022

THE PLANNING COMMISSION WILL HOLD THIS MEETING USING A VIRTUAL ZOOM WEBINAR PLATFORM. MEMBERS OF THE PUBLIC WHO DO NOT WISH TO VIEW THE MEETING VIA THE CITY'S WEBSITE STREAMING WILL BE ABLE TO CALL IN TO THE ZOOM MEETING.

HTTPS://BAINBRIDGEWA.ZOOM.US/J/97340072620
OR ONE TAP MOBILE :
US: +12532158782,,97340072620# OR +13462487799,,97340072620#
OR TELEPHONE:
DIAL(FOR HIGHER QUALITY, DIAL A NUMBER BASED ON YOUR CURRENT LOCATION):
US: +1 253 215 8782 OR +1 346 248 7799 OR +1 669 900 9128 OR +1 646 558 8656 OR +1 301 715 8592
OR +1 312 626 6799
WEBINAR ID: 973 4007 2620

AGENDA

1. **CALL TO ORDER/LAND ACKNOWLEDGMENT/AGENDA REVIEW/CONFLICT DISCLOSURE - 6:00 PM**
We would like to begin by acknowledging that the land on which we gather is within the ancestral territory of the Suquamish, "People of Clear Salt Water." Expert fishermen, canoe builders and basket weavers, the Suquamish live in harmony with the lands and waterways along Washington's Central Salish Sea as they have for thousands of years. Here, the Suquamish live and protect the land and waters of their ancestors for future generations as promised by the Point Elliot Treaty of 1855.

2. **PUBLIC COMMENT - 6:05 PM**
You will be given 3 minutes to provide your comment unless otherwise advised by the Chair.

2.a **Public Comment** 10 Minutes
Instructions_for_Providing_Public_Comment_at_Remote_Meetings__PlanningCommission.pdf

3. **NEW BUSINESS - 6:10 PM**

3.a **(6:10PM) Planning Commission Consideration of Public Comments, Deliberation & Recommendation on Wyatt & Madison Apartments Site Plan Review (City File No. PLN51796 SPR)**
60 Minutes
Wyatt & Madison Staff Report to Planning Commission.pdf
Applicant Narrative submitted 17NOV2021.pdf

Applicant Decision Criteria Evaluation submitted 17NOV2021.pdf
Plan Set submitted 27JUL2021.pdf
Revised plan sheets 14, 15, 16 submittted 07FEB2022.pdf
Revised plan sheets 2, 5, 6, 7, 8.3, 9.3, 10, 11.2, 12, 13 submitted 24FEB2022.pdf
Revised Tree Retention Analysis and Plan (sheet L200) submitted 19APR2022.pdf
Planting Plan submitted 17NOV2021.pdf
Plant Schedule submitted 17NOV2021.pdf
Arborist Report submitted 17NOV2021.pdf
Revised Supplemental Landscape Plan Information submitted 17NOV2021.pdf
Civil Plans submitted 17NOV2021.pdf
Civil Engineer memo submitted 17NOV2021.pdf
Traffic Impact Analysis submitted 27JUL2021.pdf
Draft Park Easement submitted 17NOV2021.pdf
Public Comment 51796 SPR Harmeling 120621.pdf
Public Comment 51796 SPR Albert 120721.pdf
Public Comment 51796 SPR Houck 120721.pdf
Public Comment 51796 SPR Harmeling 121621.pdf
Public Comment 51796 SPR Hotchkin 12172021.pdf
Public Comment 51796 SPR Smith 121821.pdf
Public Comment 51796 SPR Parsons 121921.pdf

4. UNFINISHED BUSINESS - 7:10 PM

4.a **(7:10PM) Discuss Ordinance No. 2022-01 (formerly Ordinance No. 2021-35) relating to revising the Housing Design Demonstration Project Program - Planning,** 45 Minutes
HDDP Program Summary Presentation.pptx
Staff Memo.docx
Draft Ordinance No. 2022-01 formerly No. 2021-35_ Revising HDDP Program.docx
Exhibit A to BIMC 2.16.020.S. HDDP.docx
Feb 8 2022 Council Mtg Minutes.pdf

5. PLANNING DIRECTOR'S REPORT - 7:50 PM

6. FOR THE GOOD OF THE ORDER - 7:55 PM

7. ADJOURNMENT - 8:00 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 Special Meeting Agenda Bill

MEETING DATE: April 28, 2022 **ESTIMATED TIME:** 10 Minutes

AGENDA ITEM: Public Comment

SUMMARY: Anyone is welcome to provide public comment at this time.

AGENDA CATEGORY: Discussion **PROPOSED BY:** Planning & Community Development

RECOMMENDED MOTION: This is an opportunity for you to provide public comment for a subject matter not on the current agenda. You will be given the opportunity to provide public comment for specific agenda topics later in the meeting. Please review the attached guidelines if this is your first time providing a public comment.

STRATEGIC PRIORITY:

FISCAL IMPACT:

Amount:	
Ongoing Cost:	
One-Time Cost:	
Included in Current Budget?	

BACKGROUND:

ATTACHMENTS:

Instructions for Providing Public Comment at Remote Meetings _PlanningCommission.pdf

FISCAL DETAILS:

Fund Name(s):

Coding:

CITY OF
BAINBRIDGE ISLAND

Members of the public are encouraged to submit written public comment to the **Planning Commission** at any time by emailing **PCD@bainbridgewa.gov**. Members of the public who wish to provide public comment may participate remotely by following the instructions outlined below. Commissioners and staff are panelists, and members of the public are attendees. Webinar attendees do not interact with one another; they join in listen-only mode. Guidelines for public comment are also attached.

INSTRUCTIONS FOR PROVIDING PUBLIC COMMENT REMOTELY

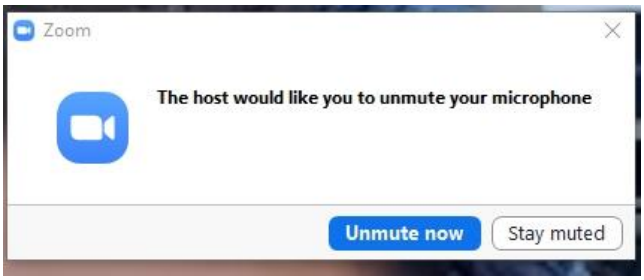
1. Join the Zoom webinar by following the link posted on the agenda and on the City calendar.

2. Sign in to Zoom with your first and last name in full.

3. The Chair will indicate when it is time for public comment.

4. Attendee indicates desire to speak by clicking on "Raise Hand" option at the bottom of the screen.

5. Attendee clicks button "Unmute now" after they are called to speak by the Chair.



6. Attendee will appear on screen with other panelists, but without video, just name.

IMPORTANT NOTE: If you do not have the latest version of Zoom, the meeting facilitator will promote you to panelist. You will then appear with video enabled. Look for the video icon in the bottom left-hand corner of the screen to turn off your video.

7. Attendee provides their comment.

8. Unless indicated otherwise by the Chairperson, the timer on the screen will track your time.

9. Stop speaking when the timer reaches the 3-minute mark.

10. Attendee is returned to attendee group, and microphone is muted.

11. Public comment is received by the Planning Commission, with no response given.

CITY OF BAINBRIDGE ISLAND

Planning Commission Special Meeting Agenda Bill

MEETING DATE: April 28, 2022 **ESTIMATED TIME:** 60 Minutes

AGENDA ITEM: (6:10PM) Planning Commission Consideration of Public Comments, Deliberation & Recommendation on Wyatt & Madison Apartments Site Plan Review (City File No. PLN51796 SPR)

AGENDA CATEGORY: Review and Recommendation **PROPOSED BY:** Kelly Tayara

PREVIOUS PLANNING COMMISSION REVIEW DATE(S): March 25, 2021 Public Participation meeting held

PREVIOUS COUCIL REVIEW DATE(S): N/A

RECOMMENDED MOTION:
Accept public comment, deliberate and make a recommendation to the Director of Planning and Community Development.

SUMMARY:
Planning Commission review of the consolidated land use application is required prior to decision by the Director of Planning and Community Development.

BACKGROUND: Planning Commission Review and Recommendation for the proposed Wyatt & Madison Apartments project. The project requires Site Plan and Design Review permit (major) to construct a multi-family development of 80 apartments, including three townhomes, along with a clubhouse which serves the development. 13 new affordable units replace the 13 affordable housing units which were formerly located on the site.

The Staff Report, exhibits in this packet, and additional submitted documents can be found by copying the below link into a search engine and scrolling down to the Notes section:
https://ci-bainbridgeisland-wa.smartgovcommunity.com/ApplicationPublic/ApplicationSearch?query=pln51796+spr&__submitFormValidator__=a165033psu1043000u&_conv=1

ATTACHMENTS:

CITY OF BAINBRIDGE ISLAND

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

STAFF REPORT

Date: April 19, 2022

To: Planning Commission

From: Kelly Tayara, Senior Planner

Project: Wyatt & Madison Apartments

File Number: PLN51796 SPR

Summary of Request

The applicant requests approval of Site Plan and Design Review permit (major) to construct a multi-family development of 80 apartments, including three townhomes, along with a clubhouse which serves the development. 13 new affordable units replace the 13 affordable housing units which were formerly located on the site.

Background:

The applicant proposes redevelopment of a site which is comprised of three adjoining tax lots totaling 2.51 acres in size. Two of the subject properties received land use approvals for multi-family development in 2016 and 2018 as Wyatt Cottages and Wyatt Apartments, respectively, but these projects were not pursued (City File No. PLN50165 SPR / PLN50165B SPR).

Staff Recommendation

Approval of the request as conditioned

Part I: Land Use Process / Application History

Date:	Action:
August 17, 2020	Design Review Board Conceptual Review meeting held
October 19, 2020	Design Review Board Design Guidance meeting held
February 23, 2021	Preapplication conference held
March 15, 2021	Design Review Board Design Guidance meeting held
March 25, 2021	Public Participation meeting held
April 5 & 19, 2021	Design Review Board Design Guidance meetings held
July 27, 2021	Application submitted
August 18, 2021	Notice of Incomplete Application issued
Sept. – Nov. 2021	Additional / revised application materials submitted
November 16, 2021	Notice of Complete Application (NOA) issued
November 26, 2021	NOA / SEPA Comment Period published
December 3, 2021	NOA / SEPA Comment republished (posting error on original notice)
February 7, 2022	Design Review Board Final Review / Recommendation meeting held

Part II: General Information and Site Characteristics

Assessor's Record Information:	
Tax lot numbers	262502-2-129-2007; 262502-2-036-2009; 262502-2-104-2006
Owner of record	Wyatt & Madison LLC
Site size	109,336 square feet (2.51 acres)

Use:

At time of application, the lot at 550 Madison Avenue was developed with a 13-unit affordable housing building which has since been demolished. Prior to sale to the applicant, Housing Kitsap owned the building. At that time, the units the units were income-restricted by Kitsap County's HOME Investment Partnerships Program, which is federal block grant program through the Department of Housing and Urban Development. The applicant was not under obligation to maintain affordable units on the property subsequent to the sale.

The remaining lots are undeveloped.

Zoning and Comprehensive Plan Designation:

Mixed Use Town Center / Madison Avenue Overlay District (MUTC / MAD)

Terrain:

The site slopes slightly (0 – 6%) down from northeast to southwest.

Soils:

Ragnar fine sandy loam with Kapowsin gravelly ashy loam and Kitsap silt loam

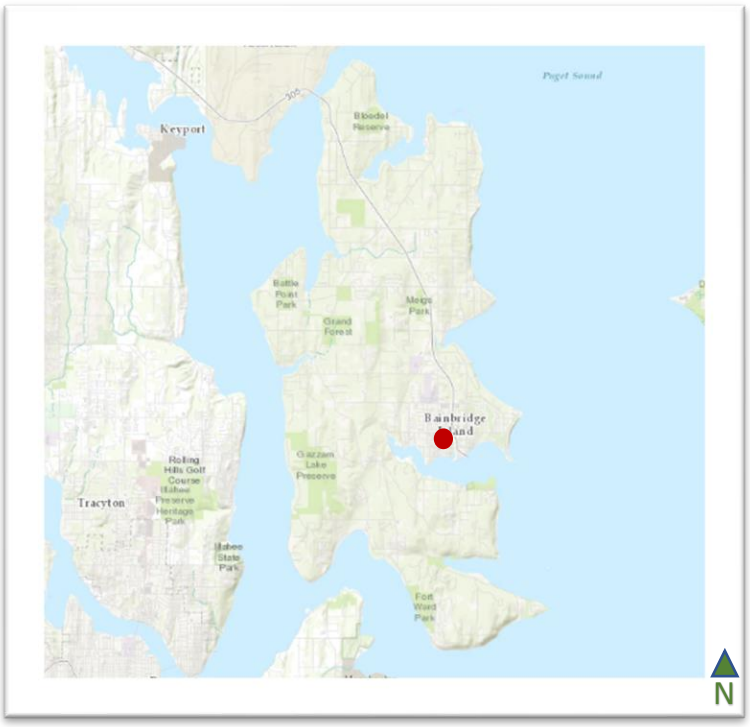
Access:

Access is provided from both Madison Avenue and Wyatt Way.

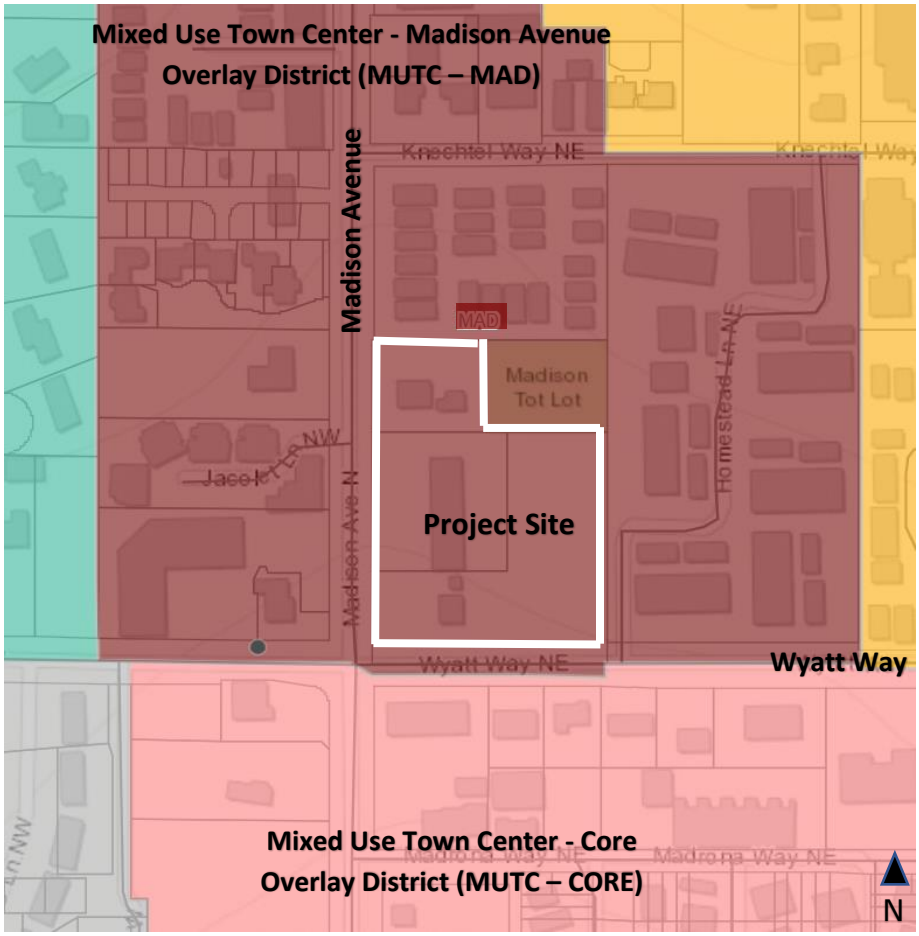
Public Services:	
Police	City of Bainbridge Island Police Department
Fire	Bainbridge Island Fire District
Schools	Bainbridge Island School District
Water	City of Bainbridge Island
Sewer	City of Bainbridge Island

Surrounding Properties - Use, Zoning, and Comprehensive Plan Designation:

	Use (clockwise from north)	**Zoning District**	**Comprehensive Plan Designation**
North	Multi-family, Public Park	MUTC – MAD	MUTC - MAD
East	Multi-family	MUTC - MAD	MUTC - MAD
South	Single-family, Personal Service, Mixed Use Professional Services & Multi-family	MUTC – CORE	MUTC - CORE
West	Automotive Repair / Car Wash, Mixed Personal & Professional Services, Group Care Facility, Multi-family, Professional Service, Single-family	MUTC - MAD	MUTC - MAD



Vicinity Map



Zoning District

Surrounding Development / Aerial Image

Part III: Public and Agency Comment

1. Agency Comment

   The Fire Marshal recommends approval subject to the following conditions:

   - Any future development shall comply with all applicable provisions of the adopted Fire Code.
   - Fire apparatus access roads shall not be less than 12 feet wide with 13.5 feet overhead clearance. Dead ends greater than 150 feet require approved turnarounds.
   - Fully automatic fire sprinkler systems designed, installed and tested in accordance with NFPA 13 are required for all apartment buildings and townhomes. A Level U licensed contractor shall install the underground portion of the fire sprinkler system.
   - A fire alarm system for occupant notification and to monitor the fire sprinkler system is required for all structures and may be required for the clubhouse.
   - For hydrants that supply fire flow for multi-family dwellings and commercial structures, the distance from a dwelling or structure to a hydrant shall be 400 feet; for dwellings or structures with an approved fire sprinkler system, the distance shall be 600 feet to a hydrant.

2. Public Comment
   Seven public comments were received. Commenters generally opposed the project, citing concerns about the general scale and design of the project, the inadequacy parking facilities and potential adverse impacts to parking on adjacent properties, adverse transportation facility impacts, tree removal and adverse impacts to vegetation screens of adjacent property, access to the Madison Avenue Tot Lot, and that project documents are disorganized in the City's permitting database and contain errors and inconsistencies.

   The City Development Engineer reviewed the Traffic Impact Analysis (TIA) prepared by Heath & Associates and found no deficiencies, finding that the TIA demonstrates the street network serving the project maintains a Level of Service standard which is in conformance with the Island Wide Transportation Plan.

Part IV: Comprehensive Plan Analysis

The Comprehensive Plan designation for the site is Mixed Use Town Center – Madison Avenue Overlay District (MUTC – MAD). The district is a "designated center" in the Comprehensive Plan and within an area commonly referred to as Winslow. The Comprehensive Plan guiding principles, goals, and policies, along with implementing regulations in the Municipal Code, are used to evaluate the proposal and weigh project impacts. While the Comprehensive Plan establishes the overall framework for the City, including Winslow, the Winslow Master Plan refines the goals and policies of the Comprehensive Plan as they relate to Winslow. The following guiding principles, goals and policies apply to the proposal:

1. Land Use Element

   A. Goal LU 5: Focus urban development in designated centers.

      1) Policy LU 5.1: Winslow is the urban core of the Island while neighborhood centers are smaller-scale mixed-use centers. In order to achieve the goals of the Growth Management Act this Plan:
         - Encourages development in areas where public facilities and services exist or can be provided in an efficient and effective manner
         - Provides a vibrant, pedestrian-oriented core
         - Reduces sprawl
         - Provides choice of housing location and lifestyle
         - Maintains and protects environmentally sensitive and resource lands
         - Encourages the retention of open space
         - Maintains and enhances fish and wildlife habitat

      2) 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

      3) Policy LU 5.4: Sustainable development and redevelopment will be focused in the designated centers through a combination of intergovernmental and public-private partnerships, affordable housing programs, "green" capital projects and low impact development standards.

      4) Policy LU 5.7: Encourage the design of buildings in designated centers for a long life and adaptability to successive uses over time.

   B. 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.

1) Policy LU 6.2: Promote dense residential and commercial development and encourage human activity within Winslow, the heart of Bainbridge Island. In order to create a vibrant City center direct growth where infrastructure exists, reduce reliance on the automobile, provide opportunities for affordable housing and absorb growth that would otherwise be scatted in outlying areas. Plan for adequate parking in Winslow to accommodate residents and visitors who drive downtown for shopping, participation in local government, attendance at cultural events and centers, and to use other resources in Winslow.

C. Goal LU-7: The Winslow mixed use and commercial districts are designed to strengthen the vitality of downtown Winslow as a place for people to live, shop and work. The Winslow Mixed Use Town Center (MUTC) is intended to have a strong residential component to encourage a lively community during the day and at night. The high residential density of Winslow requires the Central Core Overlay District to provide services and products that meet the needs of residents as well as visitors.

1) Policy LU 7.1 The Island's major center for new commercial development is the MUTC and the other commercial districts in Winslow. Development within the MUTC and High School Road Districts shall be consistent with the Winslow Master Plan. The level of development is determined using Floor Area Ratio (FAR) rather than dwelling units per acre. The use of FAR may result in an increase in the base level of development (density) over the existing zoning, but will provide greater flexibility in type and size of housing units that will further the goals of this Plan.

2) Policy LU 7.5: The purpose of this (Madison) 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.

2. Housing Element

A. Goal HO-3: Promote and maintain a variety of housing types to meet the needs of present and future Bainbridge Island residents at all economic segments in a way that is compatible with the character of the Island and encourages more socio-economic diversity. Partner with community non-profit organizations and local and regional private and public entities in carrying out the following policies.

1) Policy HO 3.1: Encourage innovative zoning regulations that increase the variety of housing types and choices suitable to a range of household sizes and incomes in a way that is compatible with the character of existing neighborhoods. Examples of innovative approaches are cottage housing development, conservation villages, stacked or common-wall housing, tiny houses and accessory dwelling units.

2) Policy HO 3.4: Partner with non-profit housing organizations, churches, the development community, local lending institutions, elected officials and the community at large to assist in meeting affordable housing goals and implementing strategies.

3) Policy HO 3.5: Support the efforts of community non-profit housing organizations and local and regional public and private entities in developing and managing affordable housing on Bainbridge Island.

B. Goal HO-6: Facilitate the provision of a diverse affordable housing stock in all geographic areas of the community.

1) Maintain an innovative housing program and clarify or adopt new flexible permit processes in all designated centers to promote an increase in the supply, diversity and access to housing including affordable housing.

Comprehensive Plan Consistency Analysis

The development is within an area served by public facilities and services and is within walking distance to public amenities including a park, library and schools, as well as banks, grocery stores, restaurants and personal and professional services. The project provides internal sidewalks and is served by a public sidewalk which connects users to Madison Avenue and Wyatt Way sidewalks and crosswalks. The addition of a transit stop on Madison Avenue is a recommended condition. Via sidewalk or public trail, the property is also short walk to the ferry terminal.

The project increases the variety of available housing and incorporates affordable housing, utilizing a partnership between the developer and a community non-profit organization. The location reduces the conversion of undeveloped land into sprawling development and addresses underutilized development of an existing site.

The Comprehensive Plan promotes dense residential and commercial development for the area, and mixed residential and commercial development in a pedestrian-friendly retail area in order to offer a variety of housing types and sizes. This project provides growth where infrastructure exists, reduces reliance on automobiles due to proximity to surrounding commercial development and public transit including buses and the ferry, provides affordable housing, and provides for growth that would otherwise be scattered in outlying areas.

The project meets the goals and policies of the Comprehensive Plan.

Part V: Land Use Code Analysis

The following Bainbridge Island Municipal Code (BIMC) regulations apply to the proposal:

1. BIMC 16.20 Critical Areas

Standard	Requirement	Compliance Annotation
Aquifer Recharge Area BIMC 16.20.100	Preserve recharge volume and protect from groundwater contamination	The City Development Engineer finds that as conditioned, the site plan conforms to regulations concerning drainage in BIMC 15.20 and 15.21. Residential use is not identified as a use that has the potential to generate a pollutant identified as a potential source of drinking water contamination (BIMC 16.20.100.B.3.b). The project meets critical area regulations.

2. BIMC Title 18 Zoning

A. BIMC 18.09.020 Permitted Uses

Multi-family development is a permitted use in the Mixed Use Town Center district.

B. BIMC Table 18.12.020-3 Standard Lot Dimensional Standards for the Mixed Use Town Center

Standard	Requirement	Compliance Annotation
Base Floor Area Ratio	Maximum .4 (40 % of lot area)	The base FAR is 40%, or 42,734 square feet, in compliance with this standard (109,336 x .4 = 43,734).
Floor Area Bonus BIMC 18.12.030.E	Maximum .6 (60 % of lot area)	The total proposed FAR is 58,760 square feet and bonus FAR is 16,026 square feet (58,760 – 42,734 = 16,026). Proposed bonus FAR of 16,026 square feet is 14.7% of the total FAR (16,026 / 109,336 = .1465756). The total base plus bonus FAR of 54.7% complies with this standard (.40 + .147 = .547).
Lot Coverage	35 % maximum	Proposed lot coverage (the area covered by buildings) is 37,133 square feet which is 33.9% in compliance with this standard (37,133 / 109,336 = .339).
Setback - Front Lot Line	10 feet minimum 20 feet maximum	A front setback extends from a building or structure to right-of-way which provides the principal means of access to abutting properties. The proposed development provides a ten foot setback from both Madison Avenue and Wyatt Way. Permitted setback modifications are found in BIMC 18.12.040: At or near-grade structures which are less than four inches in height are permitted in setbacks. The project complies with this standard.
Setback - Side Lot Line	0 feet minimum	For properties with multiple front lot lines, the remaining setbacks are side setbacks in accordance with BIMC 18.12.050. As proposed, the project complies with this standard.
Building Height Table 18.12.020-3	25 feet (35 feet with under-building parking)	The townhomes have under-building parking and are 35 feet in height. The remainder of the buildings are 25 feet in height or less. Proposed building heights comply with this standard, and compliance is ensured during building permit review.

Additional Dimensional Provisions: Bonus Density in the Winslow Mixed Use Districts BIMC 18.12.030.E	Bonus density must be dedicated to affordable housing	Proposed bonus Floor Area Ratio (FAR) is 16,026 square feet, 6,964 square feet in FAR bonus from providing new affordable housing, and 9,062 square feet from the preservation of the Islander Mobile Home Park. All bonus FAR is dedicated to affordable housing in compliance with this provision.
Optional Affordable Housing Bonus Summary BIMC Table 18.12.030	Residential development more than 10,000 square feet but less than 60,000 square feet Serve groups at the following ratios: • 100 % of bonus to moderate income **or** • 0.2 for extremely low, very low or low income; • 0.5 for moderate income • 0.3 for middle income	Project conditions ensure that new affordable housing serves the required income group(s). As provided in BIMC 18.21.020: Where the Code limits benefits to households whose incomes are at or below a specified income, the purpose is to include all categories of income. Housing Resources Bainbridge (HRB) is proposed to own and manage the 13 new one-bedroom affordable housing units. HRB proposes to serve residents who are at or below 80% Adjusted Median Income (AMI). HRB plans to purchase the units from the applicant with Kitsap County HOME Investment Partnerships Program (HOME) and City of Bainbridge Island American Rescue Plan Act (ARPA) funds.
Perimeter Landscape Buffer BIMC 18.15.010.D	N/A	Ordinance 2019-03 amended BIMC Table 18.15.010-3 to require a 50-foot width full screen buffer between any lot in the Mixed Use Town Center and any abutting non-Business/Industrial zoned property. Previous to ordinance adoption, a 20-foot width screen was required from single-family districts. The purpose of the ordinance was to adopt new subdivision standards (BIMC Title 17) and to update Title 18 as needed, not to make substantive changes to Title 18. The codified requirement for a 50-foot width buffer is an error, and because the property does not abut a single-family district, no buffer is required.
Parking Lot Landscaping BIMC 18.15.010.F.2.d	One tree for every eight parking stalls, evergreen ground cover and/or shrubs and landscape areas at the end of aisles.	The submitted landscape and planting plan depicts parking lot landscaping which includes trees, shrubs, groundcover and landscape areas at the end of aisles. Ten trees are required to meet parking lot landscaping requirements (83 on-site spaces / 8 = 10.3). The proposed planting plan meets this requirement.

Total Site Tree Unit Requirements BIMC 18.15.010.G	40 tree units per acre or the same number pre- and post-development, at the applicant's option. Each new tree is equivalent to one tree unit.	The applicant opts to provide 40 tree units per acre (2.51 x 40 = 100.4). Altogether, 111 tree units are required to meet tree unit and parking landscaping requirements (10.3 + 100.4 = 110.7). 97 on-site trees are proposed, in addition to seven new trees within the Wyatt Way and 11 new trees within the Madison Avenue rights-of-way. A total of 115 new trees are proposed (97 + 7 + 11 = 115). Trees within rights-of-way are not typically included in the tree unit calculation. However, staff recommends that these be included in the calculation, as the intent of total site tree requirements is to provide tree coverage, and the canopies will extend onto the subject property as well as providing a pleasing aesthetic along the public sidewalks.
Parking Spaces BIMC Table 18.15.020	One space per studio or one-bedroom unit, two spaces for all other units. This requirement may be reduced by 25 % for units located within one-half mile of the ferry terminal and shall not be reduced below one per unit. Adjacent on-street parking may be included in the space calculation upon approval of the Director.	The minimum required parking to serve the development is 74 spaces, as provided through the ferry terminal proximity reduction. 61 one-bedroom units and 19 two-bedroom units are proposed. The standard parking space requirement is 99 spaces [(61 x 1) + (19 x 2)] = 99 Proximity to the ferry terminal provides for reduction to 74 spaces (99 x .75 = 74.25 The project provides a total of 89 spaces, 83 on-site spaces and six on-street spaces in the adjacent Wyatt Way right-of-way. The project is in compliance with this standard, as modified by the parking space reduction provision for proximity to the ferry terminal.
Circulation / Walkways	Driveways shall provide well-defined, safe and efficient circulation for motor vehicles, bicycles and pedestrians. Entrances and the	The City Development Engineer finds that as conditioned, the site plan conforms to the City of Bainbridge Island Design and Construction Standards and Specifications. The project is conditioned to submit final civil plans with construction permit application. As conditioned, circulation and walkways meet this standard.

	circulation pattern shall be defined by landscaped areas. Walkways shall meet accessibility requirements.	
Bicycle Facilities BIMC 18.15.030.B	All parking facilities shall contain bicycle parking facilities that allow secure locking of both the frame and wheels. One bike space shall be provided for every five parking spaces with a minimum of four spaces per lot.	The minimum required bicycle parking is 18 spaces (89 / 5 = 17.8). The project provides 25 spaces and exceeds the standard.
Design Standards BIMC 18.18 / "Design for Bainbridge"	In event of a conflict between design standards and regulations, the design review regulations, "Design for Bainbridge," apply.	The Design Review Board reviewed the project for compliance with the design standards and unanimously recommends approval of the project as proposed.

3. Land Use Permit Decision Criteria

A. Planning Commission Review

The purpose of a Planning Commission review and recommendation meeting is to review a proposed project for consistency with applicable design guidelines and the Comprehensive Plan. The Commission shall consider the application at a public meeting where public comments will be taken. The Commission shall recommend approval, approval with conditions or denial of an application. In making a recommendation, the Commission shall consider the applicable decision criteria, applicable law, and the recommendation of the Design Review Board (DRB). If the criteria are not met, the Commission shall recommend the proposal be modified or denied.

The DRB recommendation shall hold substantial weight in the Planning Commission's consideration. Any deviation from the recommendation shall be documented in its written findings of facts and conclusions. The Planning Commission will forward its written findings of facts and conclusions, its determination of the project's consistency with the Comprehensive Plan, and its recommendation, including any conditions attached by the Planning Commission and DRB, to the staff planner for inclusion in the staff report transmitted to the Director of Planning and Community Development. The Planning Commission's recommendation shall be given substantial weight by the Director in making a decision.

B. BIMC 2.16.040 Site Plan and Design Review Decision Criteria

The Director and Planning Commission shall base their respective recommendations or decisions on site plan and design review applications on the following criteria:

1) The site plan and design is consistent with all applicable provisions of the BIMC; and

Consistency with zoning standards, including dimensional standards, design standards, landscaping and parking requirements, is discussed above. Compliance with standards and project conditions is ensured at time of building permit review. As conditioned, the development is consistent with all provisions of the Municipal Code.

2) The locations of the buildings and structures, open spaces, and landscaping result in a context-sensitive design; and

Site redevelopment was discussed during the six public meetings with the Design Review Board (DRB). The DRB reviewed the project for compliance with the City's design standards and recommends approval of the project as proposed.

Redevelopment provides consistency with the character and quality of development in the vicinity and sensitivity to the physical characteristics of the subject property, including public pedestrian and vehicular access to the Madison Avenue Tot Lot.

3) The Kitsap public health district has determined that the proposal conforms to current standards regarding domestic water supply and sewage disposal; and

The project relies on City water and sewer facilities. After reviewing the preliminary utility plan, the City Development Engineer finds that there is adequate capacity in the water and sewer system, and that those services can be made available at the site as conditioned in the binding water/sewer limited commitment letter issued on November 15, 2021 (City File No. PW21 0028).

The Kitsap Public Health District verifies compliance with water and sewage disposal at the building permit stage of the project.

4) The streets and nonmotorized facilities, as proposed, are adequate to accommodate anticipated traffic; and

The City Development Engineer finds that, as modified by recommended conditions, the streets and pedestrian ways as conditioned are adequate to accommodate anticipated traffic.

5) The City Engineer determined that the site plan and design meets the following criteria:

a. The site plan and design conforms to regulations concerning drainage in Chapters 15.20 and 15.21 BIMC; and

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

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

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

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

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; and

The City Development Engineer makes the following findings:

- The preliminary site plan, as conditioned, conforms to regulations concerning drainage in BIMC 15.19, 15.20, and 15.21.
- The preliminary site plan will not cause an undue burden on the drainage basin or water quality and will not unreasonably interfere with the use and enjoyment of properties downstream.
- The streets and pedestrian ways, as conditioned, are adequate to accommodate anticipated traffic.
- The site will rely on City water and sewer services. A preliminary utility plan was provided for review. There is adequate capacity in the water and sewer system and those services can be made available at the site as conditioned by the binding water/sewer limited commitment letter issued 15 November 2021 under file number PW21 0028.
- The preliminary site plan conforms to the City of Bainbridge Island Design and Construction Standards and Specifications as conditioned, and any proposed deviation from the standards shall be approved by City Development Engineering prior to construction.
- The preliminary site plan and the associated design, as conditioned, is in conformance with the applicable portions of the Comprehensive Plan pertaining to streets, roads, and utilities.
- The Traffic Impact Analysis (TIA) prepared by Heath & Associates, Inc, dated July 2021, has been reviewed and no deficiencies have been noted. The TIA demonstrates the street network serving the proposed project will remain within the allowable Level of Service (LOS) Standards as defined in the Island Wide Transportation Plan Chapter 3 – Operations and Mobility.
- The preliminary site plan encourages pedestrian traffic by providing multiple (four along Madison Avenue N and two along Wyatt Way NE) points of connection to the existing and proposed sidewalk network. Bicycle access is provided via the two vehicular access points off Madison Avenue N and Wyatt Way NE.

6) The site plan and design is consistent with applicable design guidelines in BIMC Title 18; and

The Design Review Board reviewed the project for compliance with the City's design standards and recommends approval of the project as proposed.

7) No harmful or unhealthful conditions are likely to result from the proposed site plan; and

Staff recommends conditions to provide for public health, safety and welfare, and public use and interest. Staff recommends conditions to provide adequately for transportation and access, including pedestrian and emergency services access, in addition to water, sanitation, and stormwater facilities.

8) The site plan and design is consistent with the Comprehensive Plan and other applicable adopted community plans; and

The development is within an area served by public facilities and services and is within walking distance to public amenities and businesses. The project is served by public sidewalks and transit.

The project increases the variety of available housing and incorporates affordable housing, utilizing a partnership between the developer and a community non-profit organization.

This project reduces reliance on automobiles due to proximity to surrounding commercial development and public transit including buses and the ferry, provides affordable housing, and provides for growth that would otherwise be scattered in outlying areas.

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; and

The City of Bainbridge Island is a designated Aquifer Recharge Protection Area. The City Development Engineer finds that residential use is not identified as a use that has the potential to generate a pollutant identified as a potential source of drinking water contamination (BIMC 16.20.100.B.3.b). The project conforms to critical area regulations.

10) The Bainbridge Island fire department (District) has reviewed the application and determined that the site plan has been properly designed to ensure fire protection; and

The Fire Marshal recommends approval subject to the conditions listed on page four of this report (agency comment).

11) The site plan and design has been prepared consistent with the purpose and review procedures of this chapter.

The purpose of this Code section is to establish a comprehensive site plan and design review process that ensures compliance with the adopted plans, policies, and ordinances of the City. The overall goal of this chapter is to minimize land alteration, provide greater site development flexibility and consequently provide more creative and imaginative design than generally is possible under conventional zoning regulations. It is further intended to provide for the review of development proposals with respect to overall site design and to provide a means for guiding development in a logical, safe, attractive, and expedient manner, while also allowing property to be developed in phases. An additional purpose is to promote those specific purposes for each zoning district.

The proposal followed the preapplication review process identified in BIMC 2.16.040.D and thus far the application process in accordance with the provisions of BIMC 2.16.040.E.

Part VI – CONCLUSIONS

In making this recommendation, City Staff considered public and agency comment, the character of the area in which the property is located, the applicable decision criteria of the Municipal Code and all other applicable law, the Comprehensive Plan, and the necessary documents and approvals.

The application is properly before the Planning Commission for review and recommendation. A Planning Commission recommendation is not a final decision and therefore there is no appeal of the recommendation.

Staff recommends approval subject to the following conditions:

Project Conditions

1. The authorization for construction activities automatically expires and is void if the applicant fails to file for construction permit or other necessary development permit within three years of the effective date of this Site Plan and Design Review permit.
2. Plans submitted for construction shall substantially comply with the plans approved through this land use permit.
3. Prior to any construction, the applicant shall obtain the appropriate permits from the City of Bainbridge Island, including but not limited to clearing, grading, and/or building permits.
4. If any historical or archaeological artifacts are uncovered during excavation or construction, work shall immediately stop and the Department of Planning and Community Development and the Washington State Office of Archaeology and Historic Preservation shall be immediately notified. Construction shall only continue thereafter in compliance with the applicable provisions of law.
5. Prior to site redevelopment, the applicant must submit complete application for Boundary Line Adjustment (BLA) to reconfigure and/or aggregate the subject properties and obtain BLA approval from the Department of Planning and Community Development.
6. Floor Area Ratio bonus density shall comply with the bonus density provisions of BIMC 18.12.030.E, and general provisions for optional affordable housing in BIMC 18.21.020.

    A. Prior to issuance of any building construction permit, the applicant for construction shall submit with for approval a phasing schedule which provides for construction and certificate of occupancy for affordable housing units in rough proportion to market rate units.

    B. Affordable housing must comply with the following ratios: 100 % of bonus to moderate income households or 20 % of bonus to extremely low, very low or low income, 50% to moderate income and 30% to middle income households. As provided in BIMC 18.21.020: Where the Code limits benefits to households whose incomes are at or below a specified income, the purpose is to include all categories of income.

    C. Affordable housing must comply with preservation of affordability for the following time periods:

    - Affordable rental housing units created as a result of the provisions of BIMC 18.21 shall remain affordable for a period of at least 50 years from the time of first occupancy and shall be secured by a recorded agreement and covenant in accordance with BIMC 18.21.020.C.*
    - Affordable home ownership units created as a result of the provisions BIMC 18.21 shall be sold to income-qualified households and shall remain affordable for a period of 99 years from the time of first occupancy. The affordable housing unit(s) shall be secured by a recorded agreement and covenant in accordance with BIMC 18.21.020.C.*

      *A unit that is owned or sponsored by a public or private nonprofit agency that already restricts benefit and resale is exempt from these requirements.

    D. If the applicant sells individual lots created as a result of the Municipal Code affordable housing provisions, it is the responsibility of the applicant to arrange for the affordable units to be built.

7. The planting plan (Sheet L101) shall be modified as follows: New trees shall be a minimum of two inches in caliper if deciduous or six feet in height if evergreen.
8. All required plantings shall be installed or installation financially assured in accordance with BIMC 18.15.010.H. prior to occupancy of any of the new buildings. After installation approval by the Department, maintenance financial assurance shall be required in accordance with BIMC 18.15.010.H.
9. Bicycle parking facilities shall allow secure locking of both the frame and wheels.
10. The project shall comply with the following conditions to the satisfaction of the Fire Marshal:
    A. Any future development shall comply with all applicable provisions of the adopted Fire Code.
    B. Fire apparatus access roads shall not be less than 12 feet wide with 13.5 feet overhead clearance. Dead ends greater than 150 feet require approved turnarounds.
    C. Fully automatic fire sprinkler systems designed, installed and tested in accordance with NFPA 13 are required for all apartment buildings and townhomes. A Level U licensed contractor shall install the underground portion of the fire sprinkler system.
    D. A fire alarm system for occupant notification and to monitor the fire sprinkler system is required for all structures and may be required for the clubhouse.
    E. For hydrants that supply fire flow for multi-family dwellings and commercial structures, the distance from a dwelling or structure to a hydrant shall be 400 feet; for dwellings or structures with an approved fire sprinkler system, the distance shall be 600 feet to a hydrant.
11. All activities shall comply with Puget Sound Clean Air Agency (PSCAA) regulations.
12. Prior to any site activity, the applicant shall submit to the City for approval a dust control plan which is in conformance with PSCAA regulations Article 9 Emission Standards Regulation I-9 and Department of Ecology guidelines Dust Control Methods Publication 96-433.
13. The project shall comply with the following conditions to the satisfaction of the City Engineer:
    A. Final 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, right-of-way, etc.) to the City for review and approval to construct all necessary infrastructure and utilities serving the site. No certificate of occupancy will be issued for any building until all civil improvements have been completed and accepted through the final inspection process.
    B. 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 City Engineer.
    C. A Developer Extension Agreement (DEA) shall be executed at the site utilities construction permitting application phase for the construction of utilities to be inspected and accepted by the City.
    D. A ROW construction permit shall be required prior to any construction activities within the ROW in addition to completing the DEA and obtaining other necessary construction permits. The ROW permit shall be subject to separate conditions, fees, and bonding requirements.
    E. ROW dedication along Madison Avenue N and Wyatt Way NE shall be completed prior to issuance of any building permits associated with this project per BIMC 12.30.010.
        1) Wyatt Way NE is classified as an urban collector roadway with a minimum ROW width of 50-feet as required by the Standards. The existing development to the east previously

dedicated 30-feet of ROW along its southern lot line. To match the existing ROW width to the east and to align with the existing sidewalk and utilities, a ROW dedication of 30 feet along the southern lot line of the development is required (30 feet from the described centerline).

2) Madison Avenue N is classified as an urban secondary arterial roadway with an existing ROW width of 55 feet. The minimum ROW width required by the Standards is 60 feet. A ROW dedication of five feet along the western lot line of the development is required.

F. Minimum spacing for commercial access points per the Standards is not met with the proposed location of the access point off Wyatt Way NE and the existing access point for the development to the east. Approval of this deviation shall require consideration of a shared access point with the development to the east and relocation of the access point to meet the Standards. Use of a shared access shall require sidewalk replacement across the existing access point for the development to the east. Sidewalks across access points shall remain elevated as shown for Type 3 Driveway Entrances in WSDOT Standard Plan F-80.10-04.

G. ROW improvements along Wyatt Way NE shall conform to the Standards for an urban collector roadway.

1) A 10-foot travel lane and a 3-foot paved shoulder clear of the parallel parking stalls is required. Parallel parking stall width shall comply with the minimums stated in BIMC 18.15.

2) Sidewalk widths along the project frontage shall match the existing 5.5-feet wide sidewalk that was installed with the mini roundabout improvements.

H. ROW improvements along Madison Avenue N shall conform to the Standards for an urban secondary arterial roadway.

1) Sidewalk widths along the project frontage shall match the existing 5.5-feet wide sidewalk that was installed with the mini roundabout improvements.

2) A covered bus stop for Kitsap Transit shall be installed along the projects Madison Avenue N frontage, unless otherwise agreed to by Kitsap Transit. If required, the bus stop shall be located a sufficient distance away from the mini roundabout. Coordination with Kitsap Transit and the City shall be required for location and specifications.

I. Street grind and overlay shall be required where two or more pavement cuts are made within 300 feet of each other. Street grind and overlay shall be required between pavement cuts and shall extend a minimum of 10 feet beyond each cut or to the nearest existing pavement seam, as determined by the City Engineer. If pavement cuts extend beyond the street centerline, full street width grind and overlay shall be required.

J. Public Works has determined that removal of the retaining wall along the east side of Madison Avenue N north of Wyatt Way NE may be permitted. If Public Works determines that any of the adjacent sidewalk panels are damaged or the structural integrity is reduced by removal of the wall, they shall be replaced by the developer to the satisfaction of the City Engineer. It is anticipated that the existing sidewalk along the retaining wall will require replacement to the nearest full panel if the wall is removed.

K. Parking stalls within the ROW or areas conditioned to be dedicated as ROW shall be for public use.

L. Access to the site shall be provided as modeled in the traffic impact analysis with two disconnected points of ingress and egress; one off Madison Avenue N and another off Wyatt Way NE.

M. The site contains existing easements across parcel 26502-2-104-2006 providing access to the Madison Tot Lot Park located northeast of the site. A minimum five foot wide path within a minimum 10-feet wide easement shall be required to be provided for public pedestrian access to the park. Provided pedestrian access shall be Americans with Disabilities Act (ADA) compliant unless an alternative ADA compliant route accessible to the public is provided elsewhere on the site. Any required vehicular access and parking for park visitors shall be located within an easement dedicated to the public. Easements shall be recorded prior to issuance of any certificate of occupancy. The pedestrian path, vehicular access, and parking stalls shall remain privately owned and maintained for public use.

N. Project is subject to Transportation Impact Fees per BIMC 15.30. A completed Transportation Impact Fee worksheet shall be due at the time of construction permit submittal and required fees (if any) shall be paid in full prior to construction permit issuance.

O. A final stormwater report shall be submitted with the construction permit detailing compliance with all applicable minimum requirements (MR) as required by BIMC 15.20. Review of the preliminary stormwater report indicated additional information will be required to demonstrate compliance with the following minimum requirements.

   1) MR #5 – Reassessment of on-site stormwater BMPs or demonstration that the project meets the LID performance standard shall be provided in the final stormwater report. A soils report infiltration in accordance with BMP T5.10A shall be provided in the final stormwater report to determine if on-site soils are suitable for infiltration.

   2) MR #7 – The project is claiming exemption from flow control requirements under the direct discharge exemption. A capacity analysis of the stormwater conveyance system between the project site and the exempt receiving water, demonstrating the system has sufficient hydraulic capacity, shall be provided with the final stormwater report.

   3) The preliminary grading plan did not provide proposed elevation information to thoroughly review the proposed site drainage. Proposed grading elevations shall be provided with the construction permit submittal and additional requirements may result.

P. Additional existing collection and conveyance systems comprising the man-made conveyance from the site to the local receiving water (Puget Sound) used to satisfy MR #7 (Flow control exemption) shall be free of debris and in good working order prior to final construction inspections.

Q. New and replaced pollution generating hard surfaces associated with frontage improvements, including on-street parallel parking stall construction, shall be subject to water quality stormwater requirements per BIMC 15.20. Treatment shall be provided for these surfaces where they contribute to exceeding regulatory triggering thresholds.

R. The proposed action(s), phased or concurrent, in their totality will result in more than one acre of earth disturbance on the site. Construction Stormwater General Permit coverage shall be obtained from the Washington State Department of Ecology (DOE) and the site shall be monitored for discharge of pollutants and sediment offsite for the duration of the project. No land clearing or construction permits shall be issued prior to obtaining the State permit.

S. A construction Stormwater Pollution Prevention Plan (SWPPP) using the DOE template prepared by a civil engineer licensed in the State of Washington is a required submittal for permitting any construction activities including clearing or grading or other civil improvements for all phases of the project.

T. Prior to construction permit issuance, the applicant shall submit an operation and maintenance manual for the on-going maintenance of the storm drainage system.

U. 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 certificate of occupancy is issued unless otherwise waived by the City Engineer. The approved language for the Declaration of Covenant is found in BIMC Chapter 15.21.080.

V. Stormwater facilities used to provide treatment of on-site areas shall remain privately owned and maintained on the subject site outside of the ROW. The bioretention cell labeled "East Rain Garden" on sheet C3 (Browne Wheeler Engineers, Inc., dated 7/30/2021) shall remain outside of the Wyatt Way NE ROW as it is shown to be treating stormwater runoff generated from onsite parking areas.

W. Proposed water main extensions from Madison Avenue N and Wyatt Way NE shall be interconnected creating a looped water main through the site, unless otherwise waived by the City Engineer. Water main extensions, including appurtenances, shall be constructed per the Standards and be located within the ROW or an easement dedicated to the City. Service lines beyond water meters shall be privately owned and maintained. Required easements for the proposed water main extensions shall be recorded prior to issuance of any certificate of occupancy.

X. Compliance with BIMC 13.20 *Backflow Prevention* shall be demonstrated at both construction permit issuance and prior to issuance of any certificate of occupancy.

Y. Sanitary sewer main extensions and appurtenances shall be constructed per the Standards and be located within the ROW or an easement dedicated to the City. Side sewer service lines shall be privately owned and maintained. Required easements for the proposed sanitary sewer main extensions shall be recorded prior to issuance of any certificate of occupancy.

Z. Trenching and excavation work performed within the dripline or critical root zone of significant trees to be retained shall be monitored by a certified arborist.

Wyatt & Madison Apartments Narrative

A mixed-income multifamily community of approximately 80 apartments in multiple buildings, including 3 townhouses with associated parking, pedestrian circulation, and landscaping. Project is a combination of affordable housing to be owned/managed by HRB, thirteen dwellings, and the balance market rate dwellings of a variety of sizes.

Included in the project is a clubhouse for apartment residences.

Project will be built in one phase, upon issuance of all permits.

Land ownership will be divided between two entities, the HRB owning their building, and the project's developer/owner owning the balance of the project.

The project as submitted and reviewed in the pre-application process by the Design Review Board and a meeting with the planning commission, meets all the decision criteria in BIMC 2.16.040 E and we anticipate the approvals noted in that section of the municipal code.

Wyatt & Madison Apartments – Decision Criteria Submittal – 10/24/21

Cutler Anderson Architects

2.16.040 F. Decision Criteria. The director and planning commission shall base their respective recommendations or decisions on site plan and design review applications on the following criteria:

1. The site plan and design is consistent with all applicable provisions of the BIMC, design guidelines, the comprehensive plan, and applicable subarea and master plans; and

Project fully complies with all applicable land use and engineering standards. Requires no variances and the Design Review Board found the design complies without exception all the applicable design guidelines.

2. The locations of the buildings and structures, open spaces, and landscaping result in a context-sensitive design; and

Project creates a strong residential frontage along both public streets, scaled to the existing surrounding context. Open space and landscaping give scale to the overall site design and provide connections to the adjacent public park.

3. The Kitsap public health district has determined that the site plan and design meets the following decision criteria:

Public works has made this determination.

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; and

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; and

c. If the health district recommends disapproval of the application, it shall provide a written explanation to the director; and

4. The streets and nonmotorized facilities, as proposed, are adequate to accommodate anticipated traffic; and

Traffic study provided as part of project application materials shows the existing street system has sufficient capacity to serve the project (taking into account other proposed projects). Pedestrian facilities are existing surrounding the project, except along the frontage at Wyatt, which will be improved with new curb, landscape and sidewalks when the project is built.

5. The city engineer has determined that the site plan and design meets the following decision criteria:

This determination is made by City Engineer.

a. The site plan and design conforms to regulations concerning drainage in Chapters 15.20 and 15.21 BIMC; and

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

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

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

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

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; and

6. No harmful or unhealthful conditions are likely to result from the proposed site plan; and

The project is consistent with all applicable requirements defined in the municipal code, and consistent with the Comprehensive Plan. No harmful or unhealthful conditions are either proposed or identified.

7. 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; and

No critical areas or buffers are located either on site or nearby.

8. 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; and

Project is not within the shoreline jurisdiction.

9. 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; and

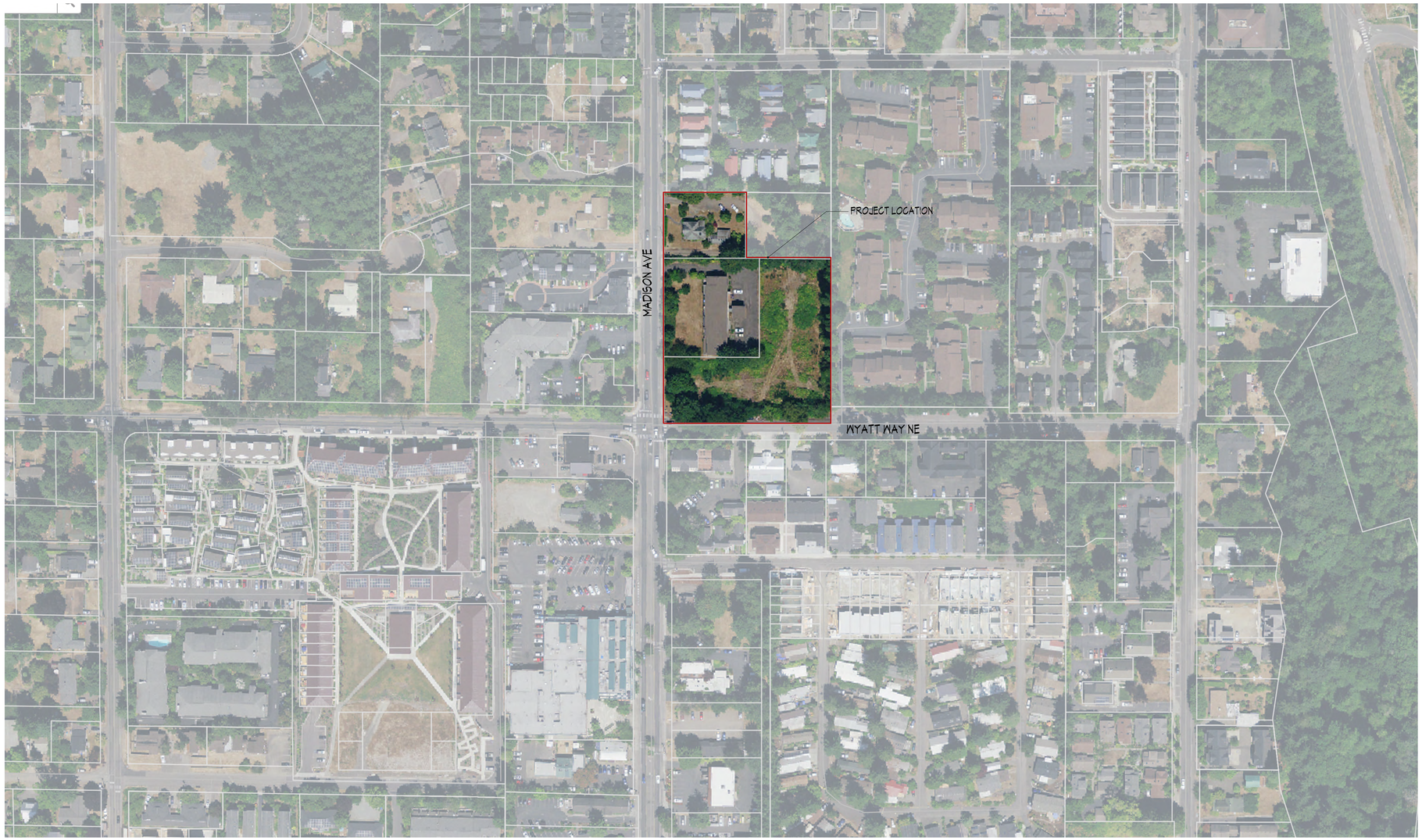
The project as designed, to provide exterior active open space and strong pedestrian connections to the adjacent public park. Additionally the project is providing to residents a clubhouse suitable for a variety of indoor activities.

10. The Bainbridge Island fire department has reviewed the application and determined that the site plan has been properly designed to ensure fire protection; and

BIFD makes this determination.

11. The site plan and design has been prepared consistent with the purpose and review procedures of this chapter.

See submittal documents for review.



VICINITY MAP
SCALE: 1" = 100'

NE CORNER OF WYATT AND MADISON

LOOKING SOUTH ON MADISON

LOOKING EAST ON WYATT

PROJECT INFORMATION

APPLICANT: MIKE BURNS
10575 DARDEN LANE
BAINBRIDGE ISLAND, WA 98110

ADDRESS: 138 WYATT WAY NE
550 MADISON AVE
624 MADISON AVE
BAINBRIDGE ISLAND, WA 98110

ZONING: MADISON AVENUE DISTRICT

PARKING:
79 SPACES
6 ON STREET/GUEST SPACE
4 ACCESSIBLE SPACES

89 TOTAL + 2 SPACES FOR TOT LOT

BIKE PARKING: 2 BIKE RACK LOCATIONS
& AT SPECIFIC BUILDINGS

LOT AREA: 109,336 SF
APT. BLDG FOOT PRINT: 32,455 SF
CLUBHOUSE FOOT PRINT: 1,758
CARPORTS: 4,136 SF
LOT COVERAGE: 32%
GROSS SQ FT FOR FAR: 33,552 SF
CURRENT FAR: .537
MAX FAR w/ BONUS: .6

DRAWING INDEX:

1 COVER SHEET
2 SITE PLAN
3 STREET ELEVATIONS & SECTION
4 EXTERIOR LIGHTING PLAN
5 BUILDING 1 PLANS AND ELEVATIONS
6 BUILDING 2 PLANS AND ELEVATIONS
7 BUILDING 3 PLANS AND ELEVATIONS
8.1 BUILDING 4 FIRST FLOOR PLAN
8.2 BUILDING 4 SECOND FLOOR PLAN
8.3 BUILDING 4 ELEVATIONS
9.1 BUILDING 5 FIRST FLOOR PLAN
9.2 BUILDING 5 SECOND FLOOR PLAN
9.3 BUILDING 5 ELEVATIONS
10 BUILDING 6 PLANS AND ELEVATIONS
11.1 BUILDING 7 PLANS
11.2 BUILDING 7 ELEVATIONS
12 BUILDING 8 PLANS AND ELEVATIONS
13 BUILDING 9 PLANS AND ELEVATIONS

NOTE: Do not scale drawings

7/27/21

REVISIONS
MK DATE DESCRIPTION

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135 Parfitt Way SW. Bainbridge Island, WA 98110
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Email: contact@cutler-anderson.com

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138 Wyatt Way NE
Bainbridge Island, WA 98110

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VICINITY MAP, NOTES, PHOTOS, DRAWING INDEX

1

BIMcloud: BIMServer2.local - BIMcloud Basic for ARCHICAD 24/Wyatt & Madison/W&M_AC24_ Printed: 7/27/21, 8:55 AM

SITE PLAN
SCALE: 1" = 20'

NOTE: Do not scale drawings

7/27/21

REVISIONS		
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SITE PLAN

2

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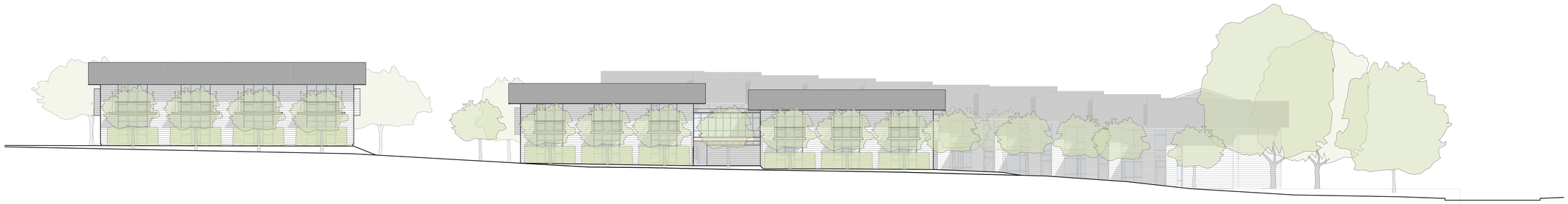
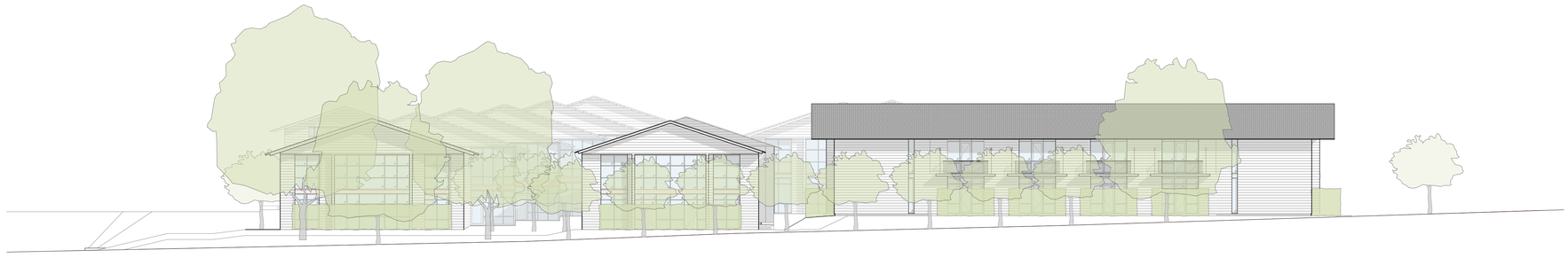


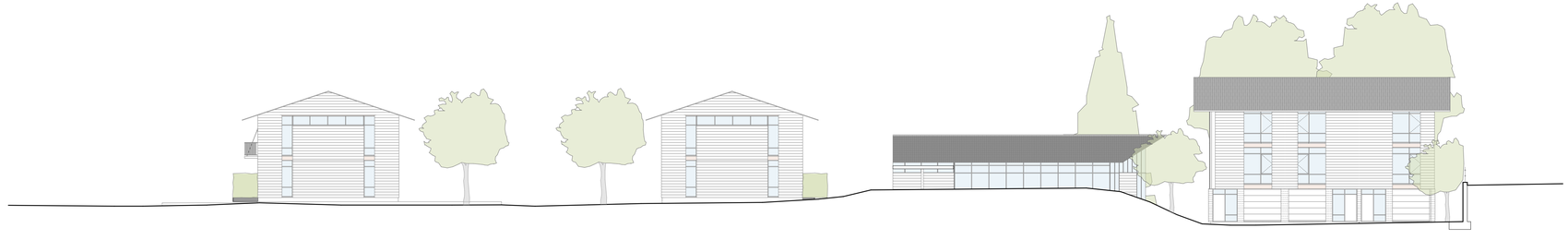
MADISON STREET ELEVATION

SCALE: 1/16" = 1'-0"



WYATT STREET ELEVATION

SCALE: 1/16" = 1'-0"



E/W SITE SECTION

SCALE: 1/16" = 1'-0"

NOTE: Do not scale drawings

7/27/21

REVISIONS		
MK	DATE	DESCRIPTION

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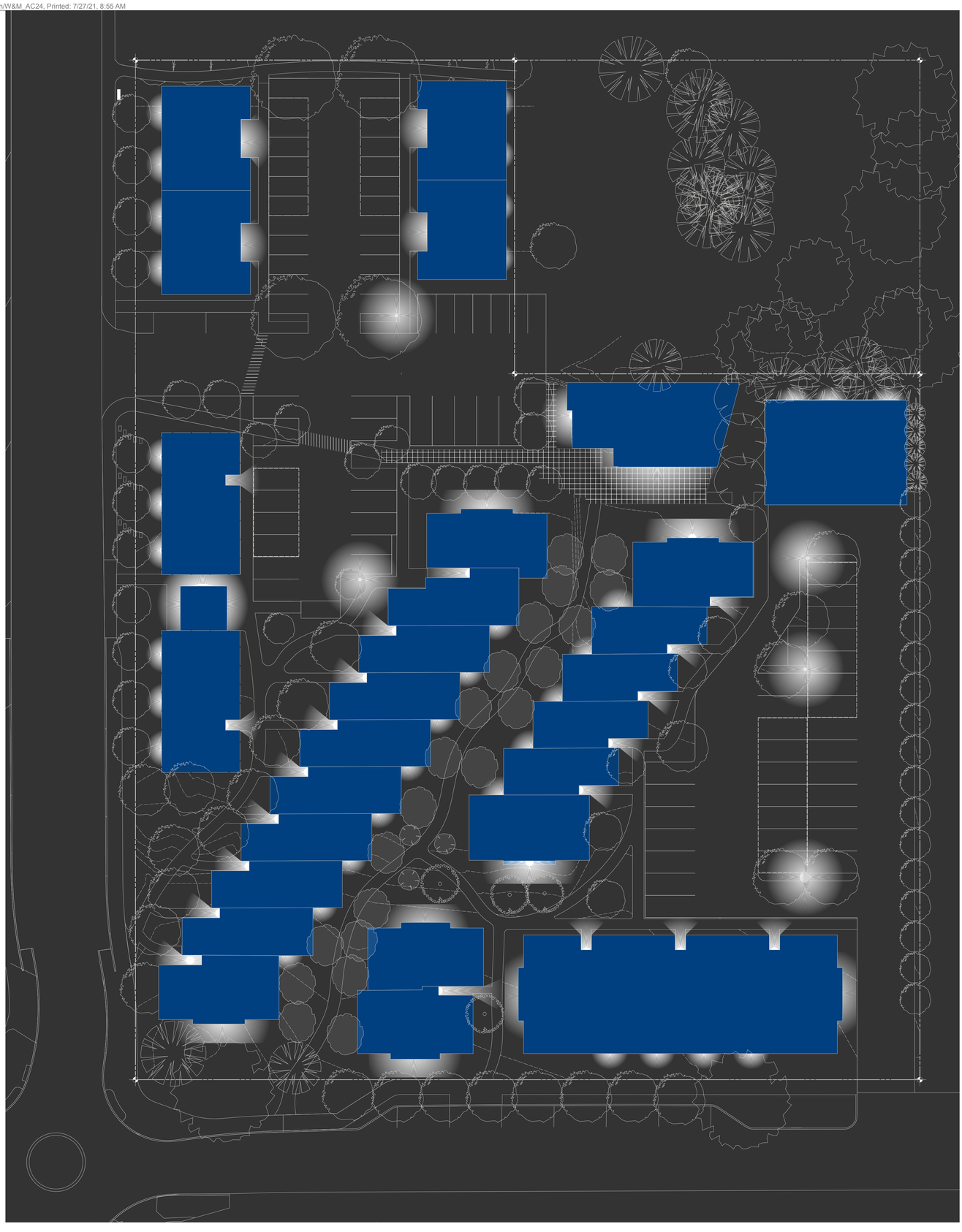
STREET ELEVATIONS & SECTION

3

BIMcloud: BIMServer2.local - BIMcloud Basic for ARCHICAD 24\Wyatt & Madison\W&M_AC24_Printed: 7/27/21, 8:55 AM



N

EXTERIOR LIGHTING PLAN
SCALE: 1" = 20'

LIGHTING LEGEND

- OVERHEAD PARKING LIGHT
- ENTRY DOWN LIGHT

NOTE: Do not scale drawings

4

EXTERIOR LIGHTING PLAN

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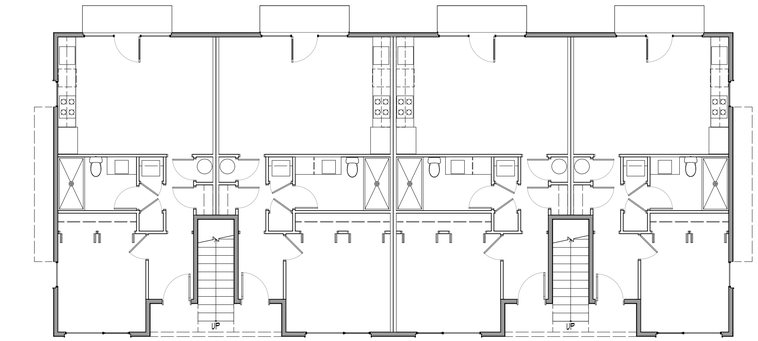

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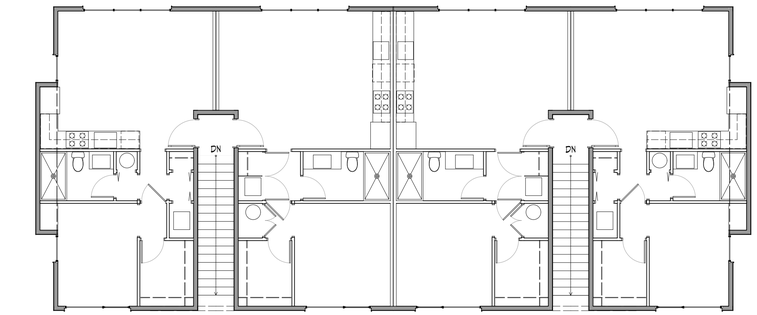
BUILDING 1 - FIRST FLOOR 1

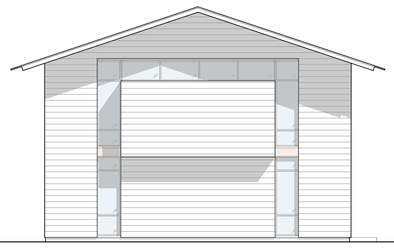
SCALE: 1/8" = 1'-0"



N

BUILDING 1 - SECOND FLOOR 2

SCALE: 1/8" = 1'-0"



BUILDING 1 - SOUTH ELEVATION 4

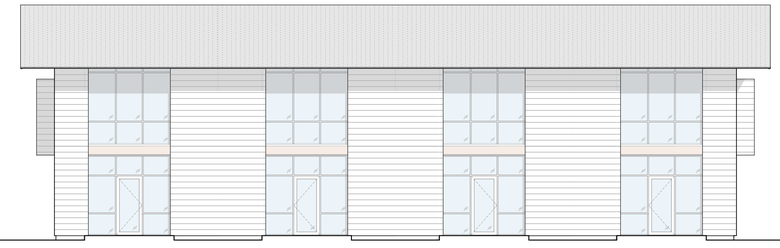
SCALE: 1/8" = 1'-0"

BUILDING 1 - WEST ELEVATION 3

SCALE: 1/8" = 1'-0"

BUILDING 1 - NORTH ELEVATION 6

SCALE: 1/8" = 1'-0"



BUILDING 1 - EAST ELEVATION 5

SCALE: 1/8" = 1'-0"

NOTE: Do not scale drawings

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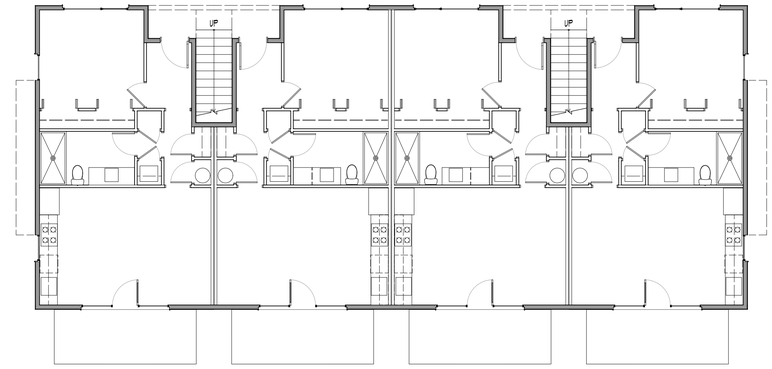
PLANS AND ELEVATIONS

5

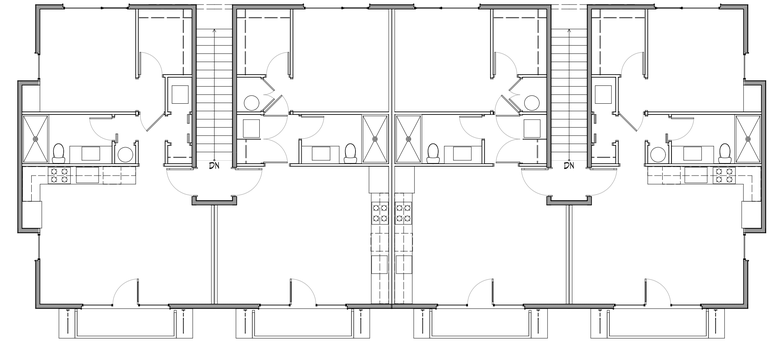
BIMcloud: BIMServer2.local - BIMcloud Basic for ARCHICAD 24\Wyatt & Madison\W&M_BLDG1, Printed: 7/26/21, 4:13 PM



N

BUILDING 2 - FIRST FLOOR PLAN 1

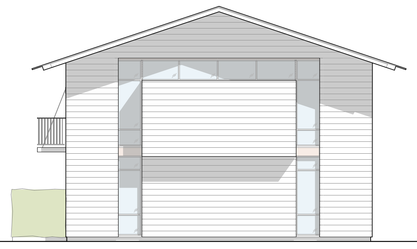
SCALE: 1/8" = 1'-0"



N

BUILDING 2 - SECOND FLOOR PLAN 2

SCALE: 1/8" = 1'-0"

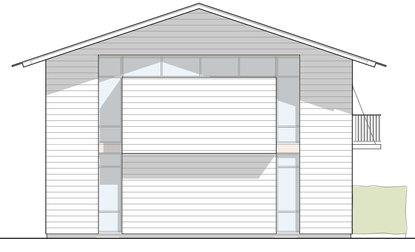


BUILDING 2 - SOUTH ELEVATION 4

SCALE: 1/8" = 1'-0"

BUILDING 2 - WEST ELEVATION 3

SCALE: 1/8" = 1'-0"



BUILDING 2 - NORTH ELEVATION 6

SCALE: 1/8" = 1'-0"

BUILDING 2 - EAST ELEVATION 5

SCALE: 1/8" = 1'-0"

NOTE: Do not scale drawings

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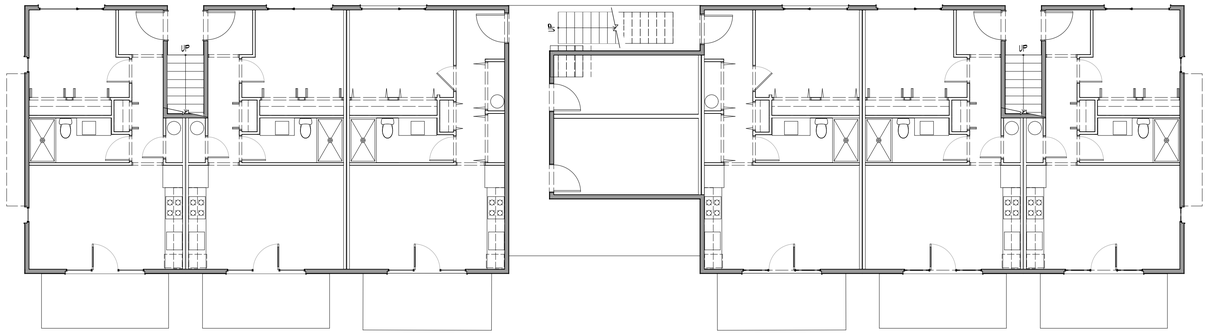
PLANS AND ELEVATIONS

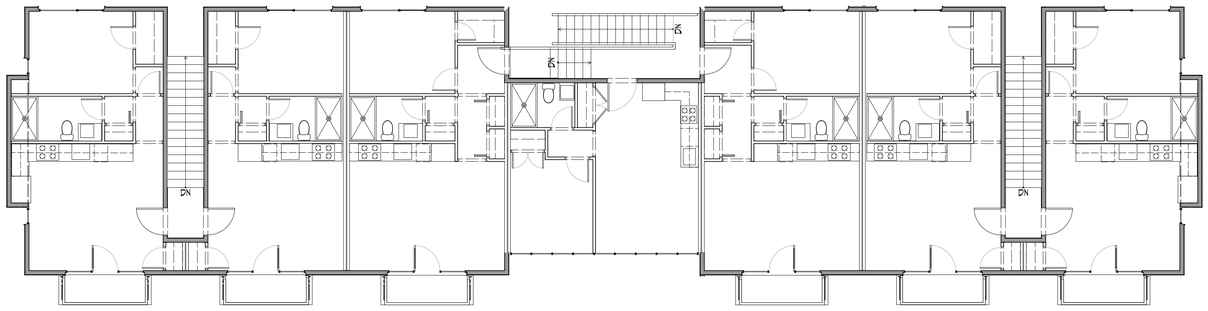
6

BIMcloud: BIMServer2.local - BIMcloud Basic for ARCHICAD 24\Wyatt & Madison\W&M_BLDG2, Printed: 7/26/21, 3:58 PM



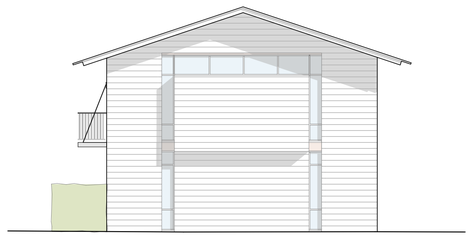
BUILDING 3 (HRB) - FIRST FLOOR 1

SCALE: 1/8" = 1'-0"



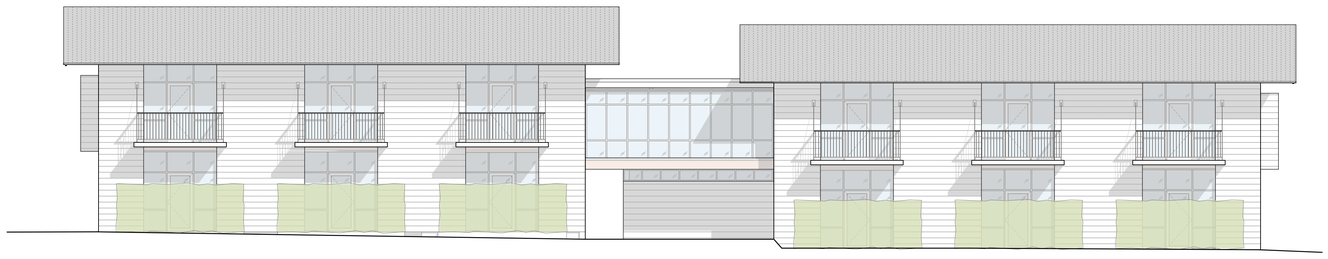
BUILDING 3 (HRB) - SECOND FLOOR 2

SCALE: 1/8" = 1'-0"



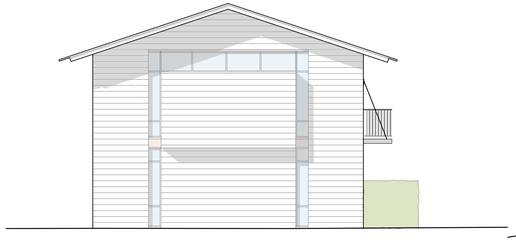
BUILDING 3 (HRB) - SOUTH ELEVATION 4

SCALE: 1/8" = 1'-0"



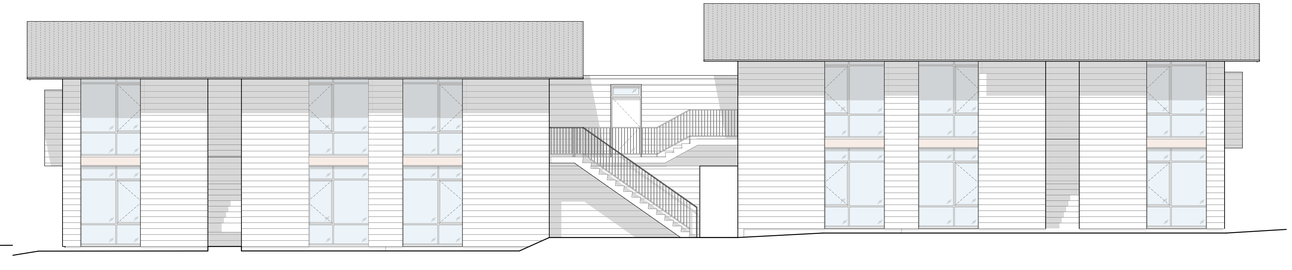
BUILDING 3 (HRB) - WEST ELEVATION 3

SCALE: 1/8" = 1'-0"



BUILDING 3 (HRB) - NORTH ELEVATION 6

SCALE: 1/8" = 1'-0"



BUILDING 3 (HRB) - EAST ELEVATION 5

SCALE: 1/8" = 1'-0"

PROGRESS: NOT FOR CONSTRUCTION

NOTE: Do not scale drawings

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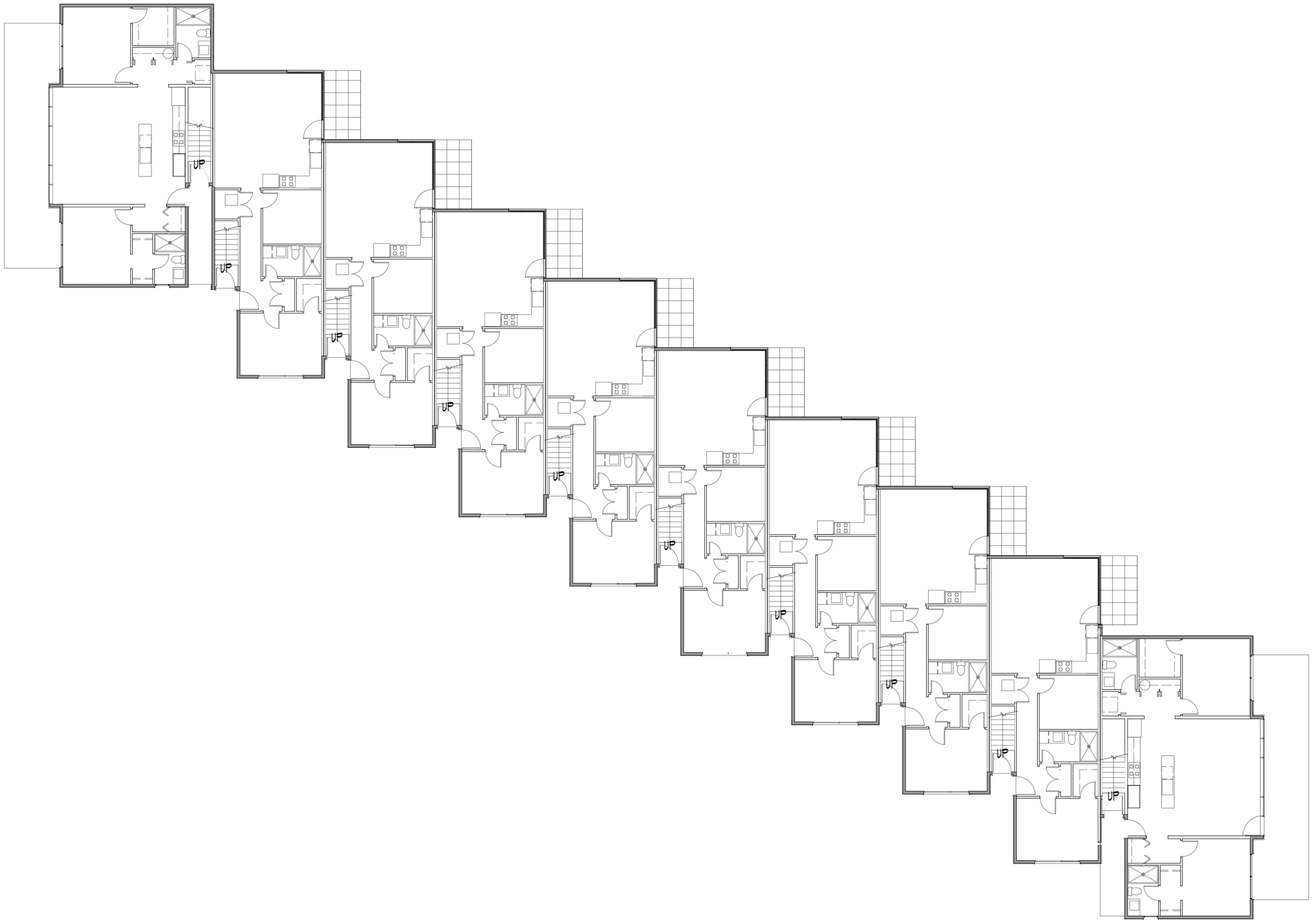
PLANS AND ELEVATIONS

7

BIMcloud: BIMServer2.local - BIMcloud Basic for ARCHICAD 24\Wyatt & Madison\W&M_BLDG3, Printed: 7/26/21, 3:47 PM



N

BUILDING 4 - FIRST FLOOR 1

SCALE 1/8" = 1'-0"

NOTE: Do not scale drawings

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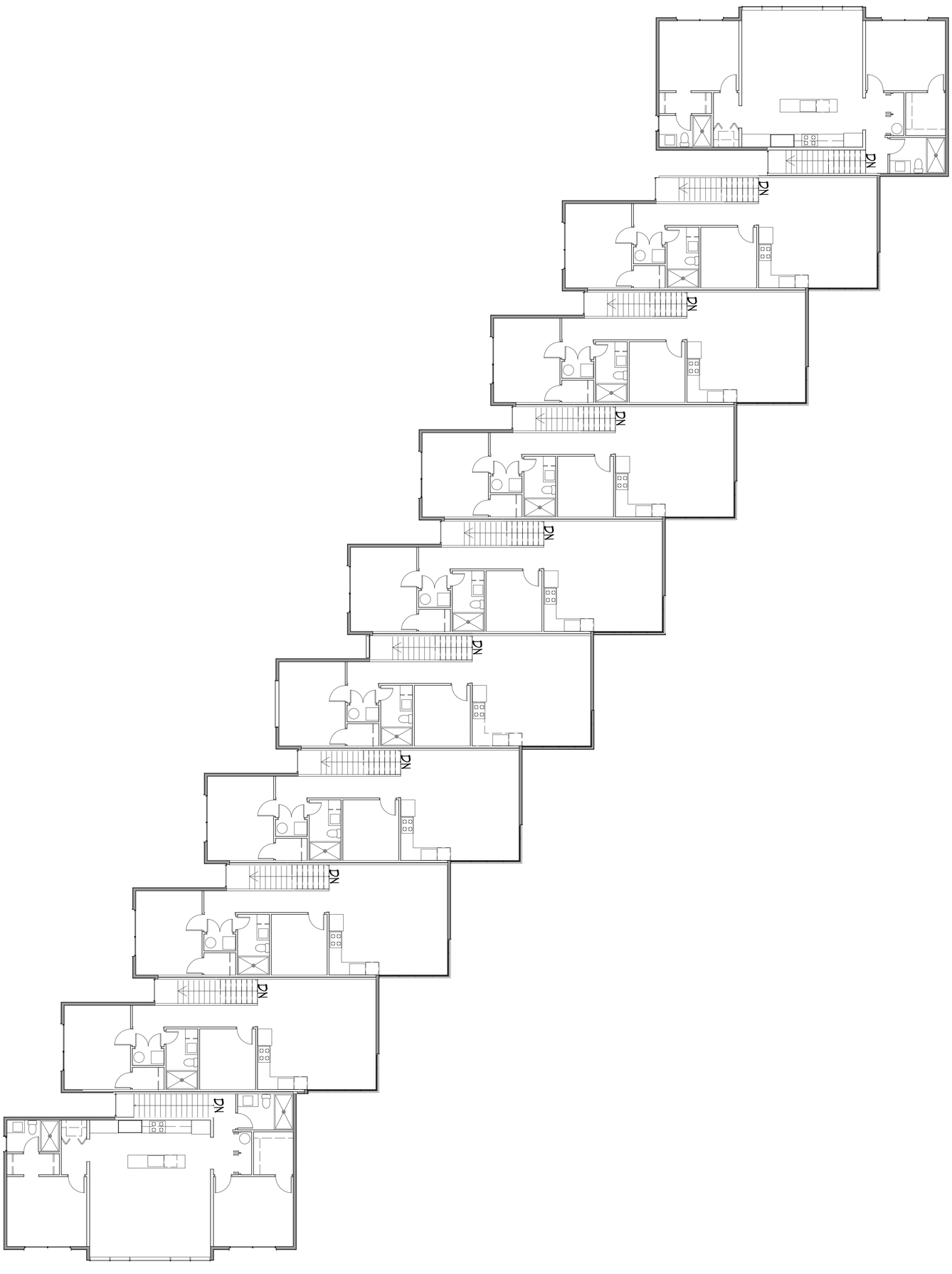
FIRST FLOOR PLAN

8.1

BIM360ud, BIMServer2.local - BIM360ud Basic for ARCHICAD 24\Wyatt & Madison\W&M_BLDG4, Printed: 7/28/21, 5:20 PM



N

BUILDING 4 - SECOND FLOOR 1

SCALE: 1/8" = 1'-0"

NOTE: Do not scale drawings

8.2

SECOND FLOOR PLAN

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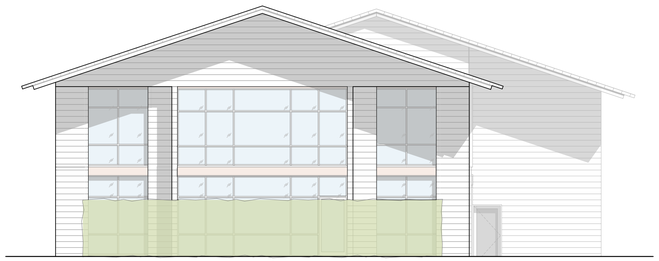
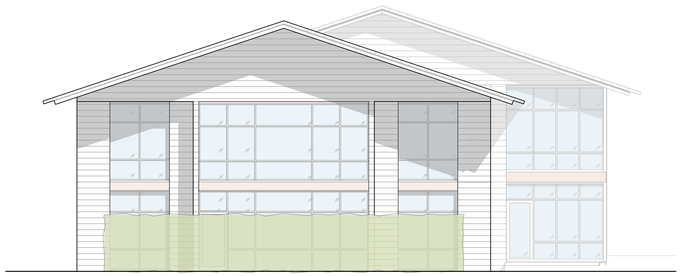


BUILDING 4 - NORTH ELEVATION 2

SCALE: 1/8" = 1'-0"



BUILDING 4 - SOUTH ELEVATION 1

SCALE: 1/8" = 1'-0"

BUILDING 4 - WEST ELEVATION 3

SCALE: 1/8" = 1'-0"

BUILDING 4 - EAST ELEVATION 4

SCALE: 1/8" = 1'-0"

NOTE: Do not scale drawings

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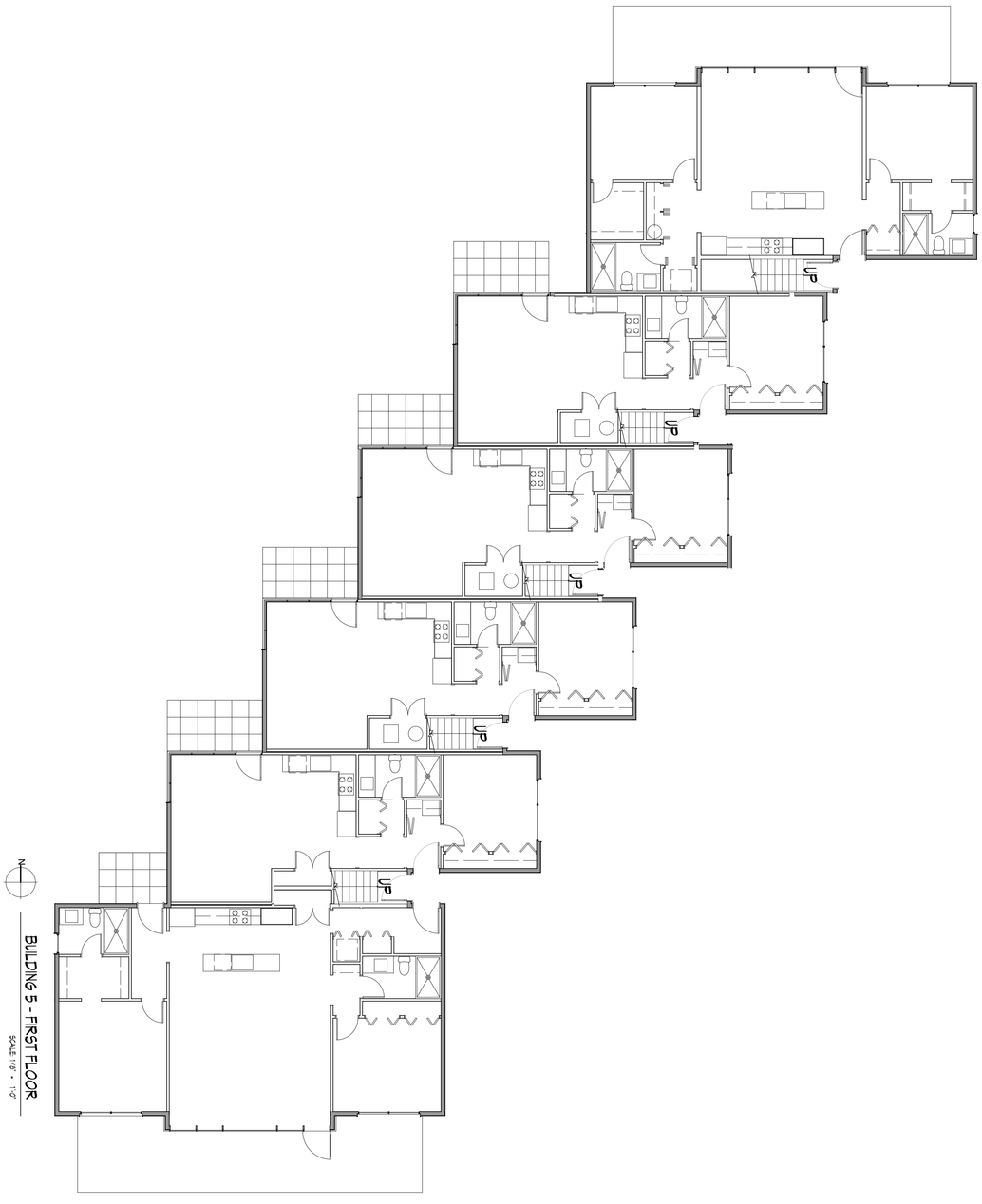
ELEVATIONS

8.3

BIMcloud: BIMServer2.local - BIMcloud Basic for ARCHICAD 24\Wyatt & Madison\W&M_BLDG4, Printed: 7/26/21, 5:20 PM



NOTE: Do not scale drawings

9.1

FIRST FLOOR PLAN

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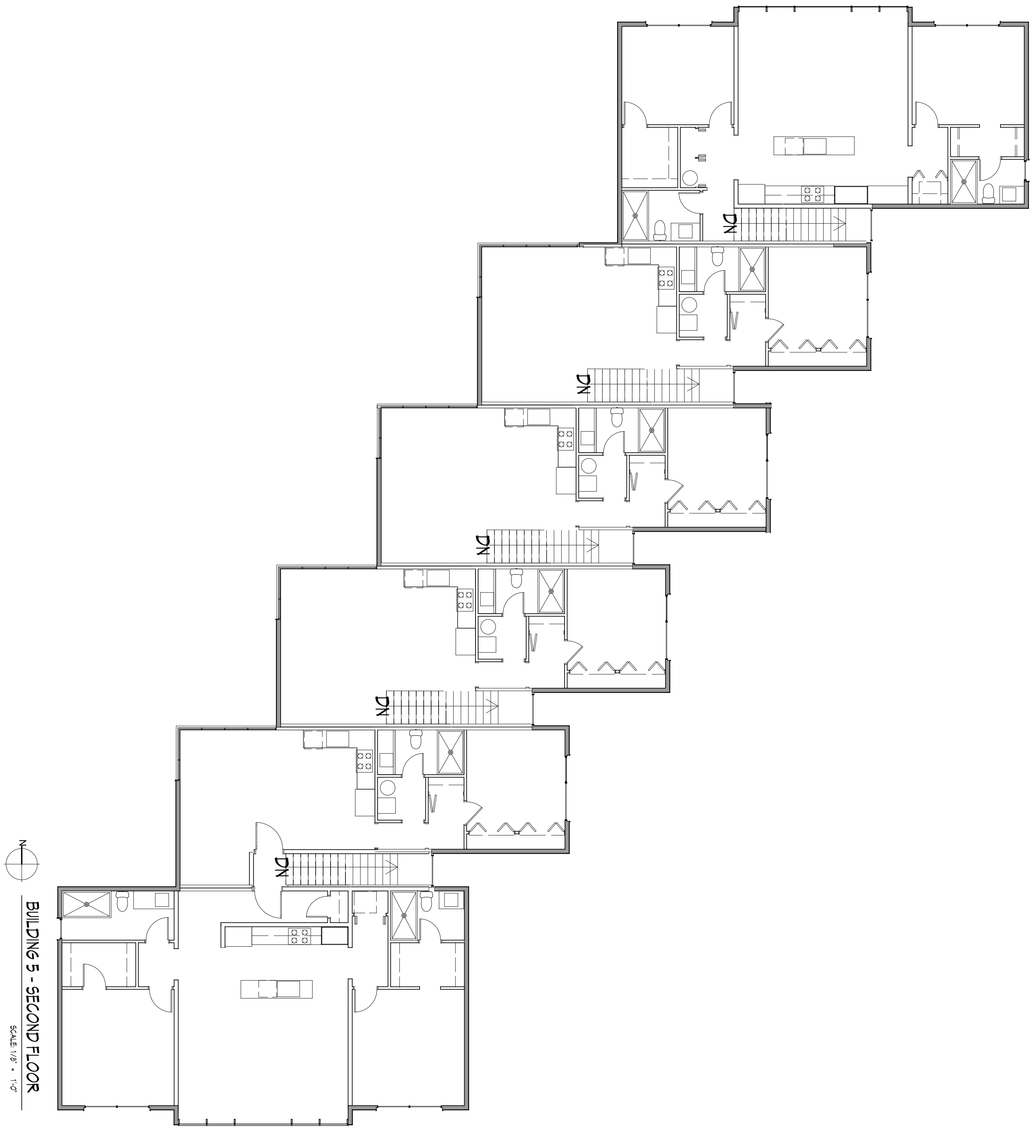

BUILDING 5 - SECOND FLOOR

SCALE: 1/8" = 1'-0"

NOTE: Do not scale drawings

9.2

SECOND FLOOR PLAN

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BUILDING 5 - NORTH ELEVATION

SCALE: 1/8" = 1'-0"

BUILDING 5 -WEST ELEVATION

SCALE: 1/8" = 1'-0"

BUILDING 5 - SOUTH ELEVATION

SCALE: 1/8" = 1'-0"

BUILDING 5 - EAST ELEVATION

SCALE: 1/8" = 1'-0"

NOTE: Do not scale drawings

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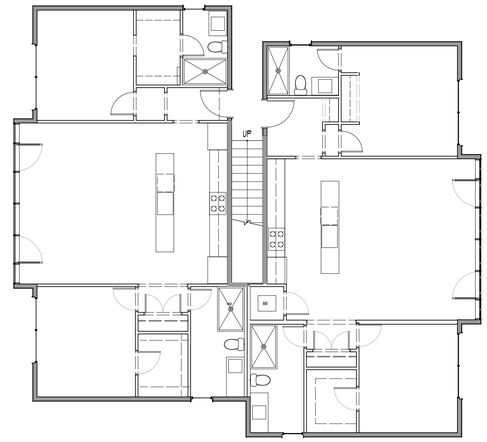
ELEVATIONS

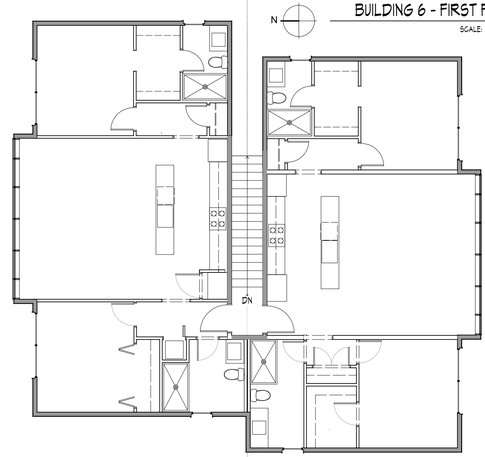
9.3

BIMcloud: BIMServer2.local - BIMcloud Basic for ARCHICAD 24\Wyatt & Madison\W&M_BLDG5, Printed: 7/26/21, 5:27 PM



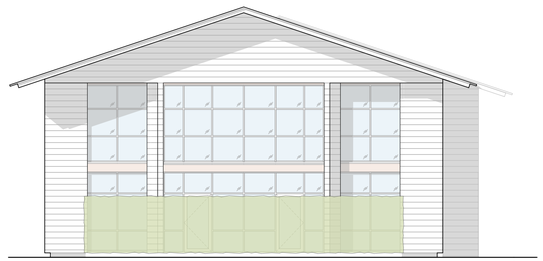
BUILDING 6 - FIRST FLOOR

SCALE: 1/8" = 1'-0"



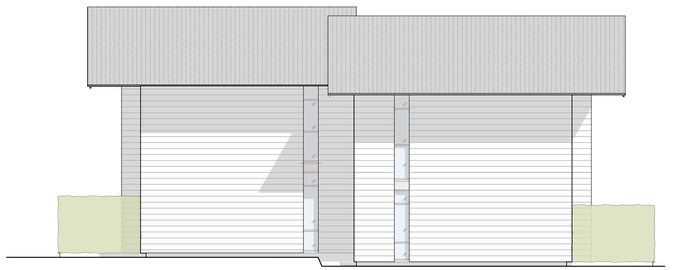
BUILDING 6 - SECOND FLOOR

SCALE: 1/8" = 1'-0"



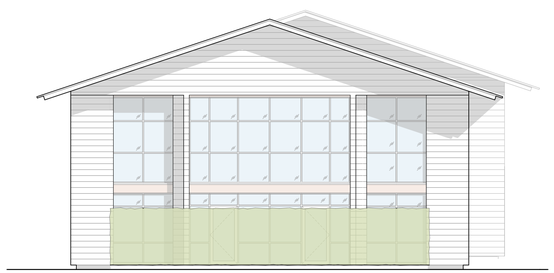
BUILDING 6 - NORTH ELEVATION

SCALE: 1/8" = 1'-0"



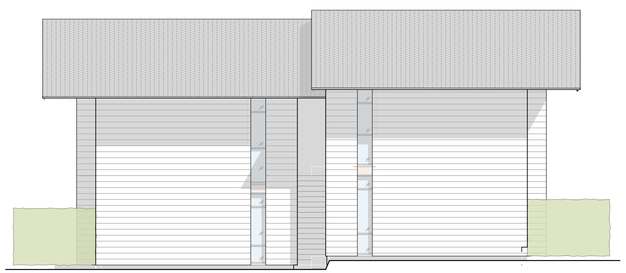
BUILDING 6 -WEST ELEVATION

SCALE: 1/8" = 1'-0"



BUILDING 6 - SOUTH ELEVATION

SCALE: 1/8" = 1'-0"



BUILDING 6 - EAST ELEVATION

SCALE: 1/8" = 1'-0"

NOTE: Do not scale drawings

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PLANS AND ELEVATIONS

10

BIM360ud, BIMServer2.local - BIM360ud Basic for ARCHICAD 24\Wyatt & Madison\W&M_BLDG6, Printed: 7/27/21, 8:50 AM

BUILDING 7 - FIRST FLOOR 1

SCALE: 1/8" = 1'-0"

BUILDING 7 - SECOND FLOOR 2

SCALE: 1/8" = 1'-0"

NOTE: Do not scale drawings

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FIRST AND SECOND FLOOR PLAN

11.1

BIMcloud: BIMServer2.local - BIMcloud Basic for ARCHICAD 24\Wyatt & Madison\W&M_BLDG7, Printed: 7/26/21, 2:58 PM

BUILDING 7 -WEST ELEVATION 2

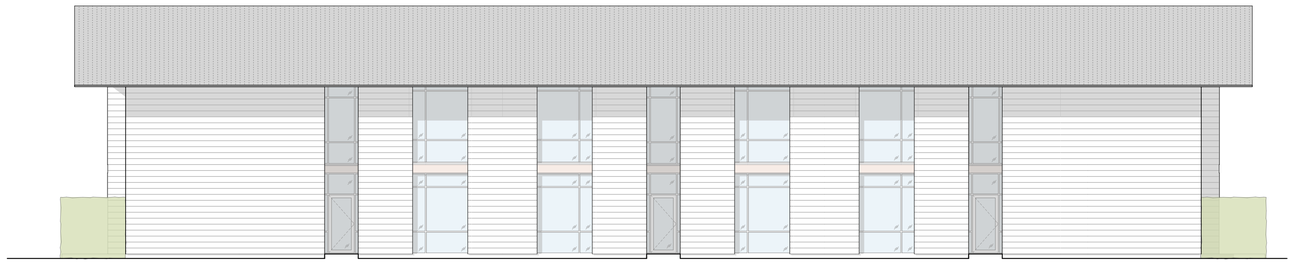
SCALE: 1/8" = 1'-0"

BUILDING 7 - SOUTH ELEVATION 1

SCALE: 1/8" = 1'-0"

BUILDING 7 - EAST ELEVATION 4

SCALE: 1/8" = 1'-0"



BUILDING 7 - NORTH ELEVATION 3

SCALE: 1/8" = 1'-0"

NOTE: Do not scale drawings

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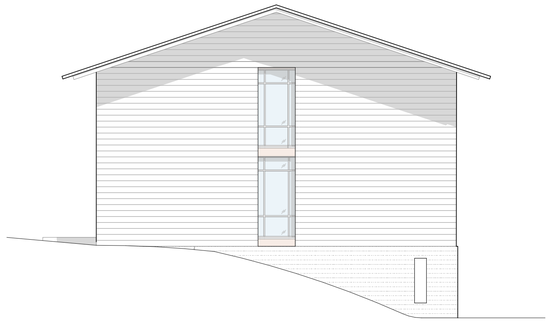
ELEVATIONS

11.2

BIMcloud: BIMServer2.local - BIMcloud Basic for ARCHICAD 24\Wyatt & Madison\W&M_BLDG7, Printed: 7/26/21, 2:56 PM

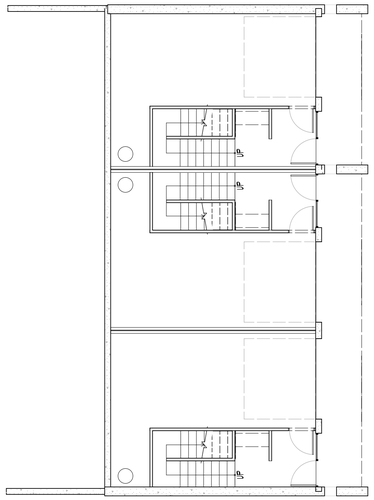
BUILDING 8 -SOUTH ELEVATION 3

SCALE: 1/8" = 1'-0"



BUILDING 8 - WEST ELEVATION 2

SCALE: 1/8" = 1'-0"



BUILDING 8 - FIRST FLOOR 1

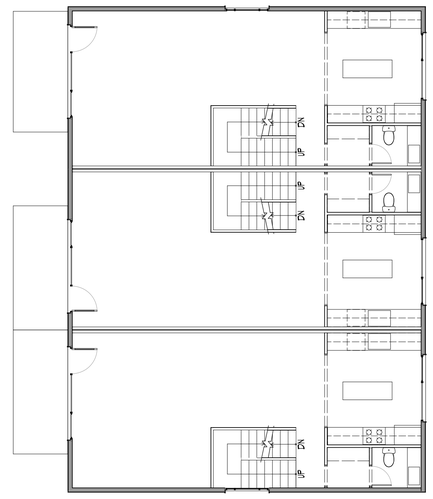
SCALE: 1/8" = 1'-0"

BUILDING 8 - NORTH ELEVATION 6

SCALE: 1/8" = 1'-0"

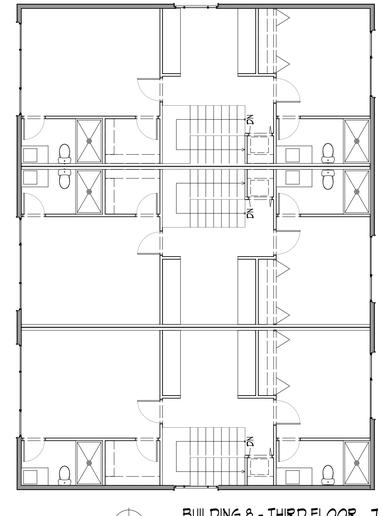
BUILDING 8 - EAST ELEVATION 5

SCALE: 1/8" = 1'-0"



BUILDING 8 - SECOND FLOOR 4

SCALE: 1/8" = 1'-0"



BUILDING 8 - THIRD FLOOR 7

SCALE: 1/8" = 1'-0"

NOTE: Do not scale drawings

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PLANS AND ELEVATIONS

12

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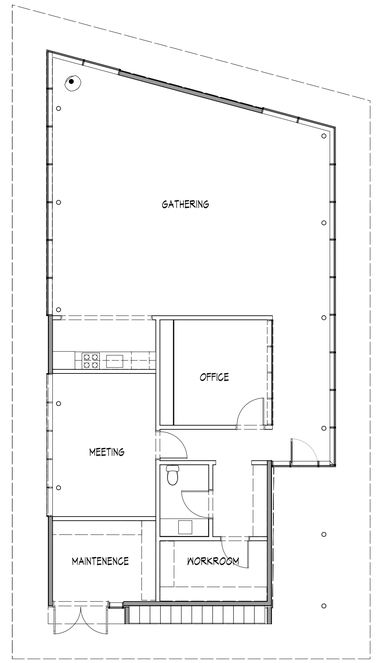
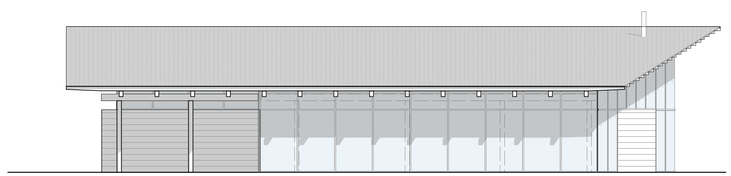


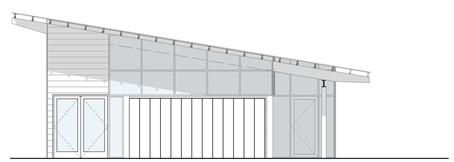
BUILDING 9 - FIRST FLOOR 1

SCALE: 1/8" = 1'-0"



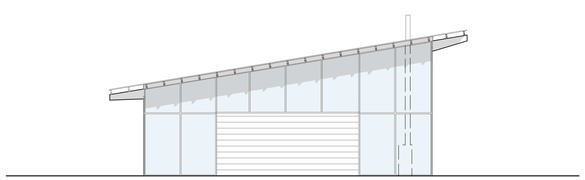
BUILDING 9 - SOUTH ELEVATION 4

SCALE: 1/8" = 1'-0"



BUILDING 9 - WEST ELEVATION 3

SCALE: 1/8" = 1'-0"



BUILDING 9 - EAST ELEVATION 5

SCALE: 1/8" = 1'-0"

NOTE: Do not scale drawings

7/27/21

REVISIONS		
MK	DATE	DESCRIPTION

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PLANS AND ELEVATIONS

13

/Volumes/MacServerProdProjects/Wyatt Madison 2020/01 CADD/ArchiCAD/W&M_BLD09_UPDATE1.pln, Printed: 7/27/21, 9:03 AM

SITE PLAN - CARPORT TRASH ENCLOSURE

SCALE: 1" = 20'

NOTES:

SECTION TOWNSHIP RANGE:	SECTION 26, T.25N, R02E
ZONING:	MIXED USE TOWN CENTER MADISON AVE. DISTRICT
COMP. PLAN DESIGNATION:	MIXED USE TOWN CENTER MADISON AVE. DISTRICT
SETBACKS:	10' FRONT 0' SIDE 0' REAR

CONTOUR KEY:

XX EXISTING CONTOUR

XX REVISED CONTOUR

2/3/22

REVISIONS:		
MK	DATE:	DESCRIPTION:
	4/22/21	PLANNING SET

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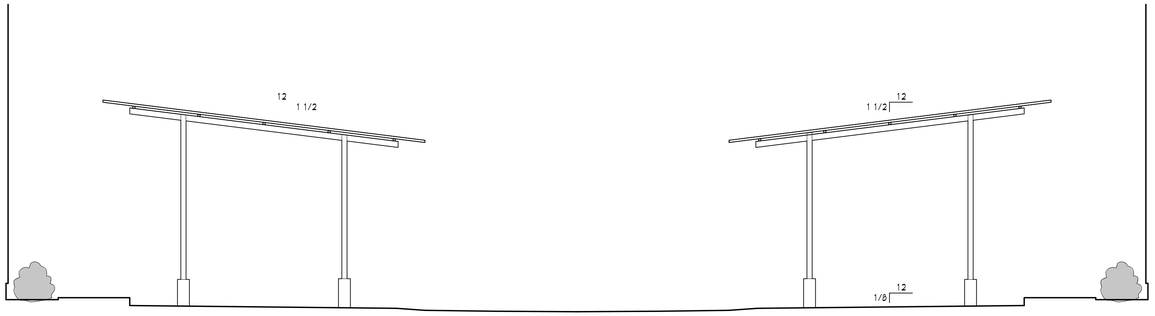
SITE PLAN - CARPORTS/ TRASH ENCLOSURE

14

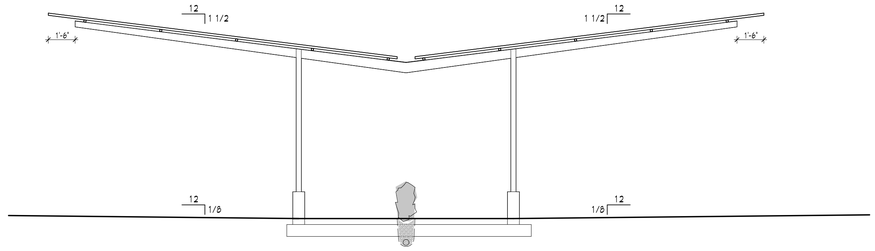
NOTE: Do not scale drawings

BIMcloud: BIMServer2.local - BIMcloud Basic for ARCHICAD 24 - Wyatt & MadisonW&M_AC24, Printed: 2/3/22, 9:27 AM



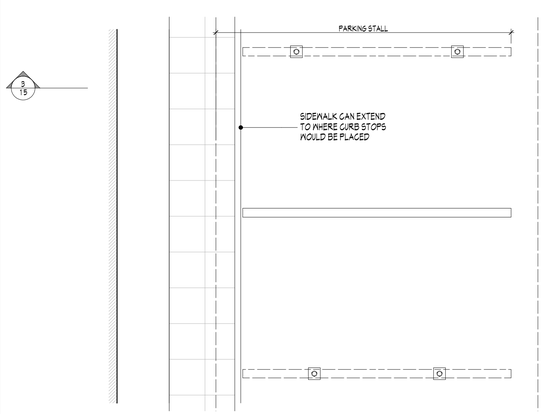
SITE PLAN 3

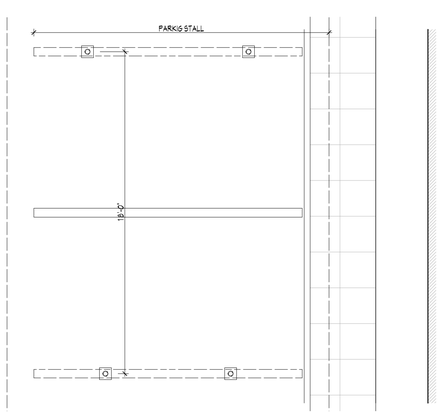
SCALE: 1/4" = 1'-0"



SECTION 1

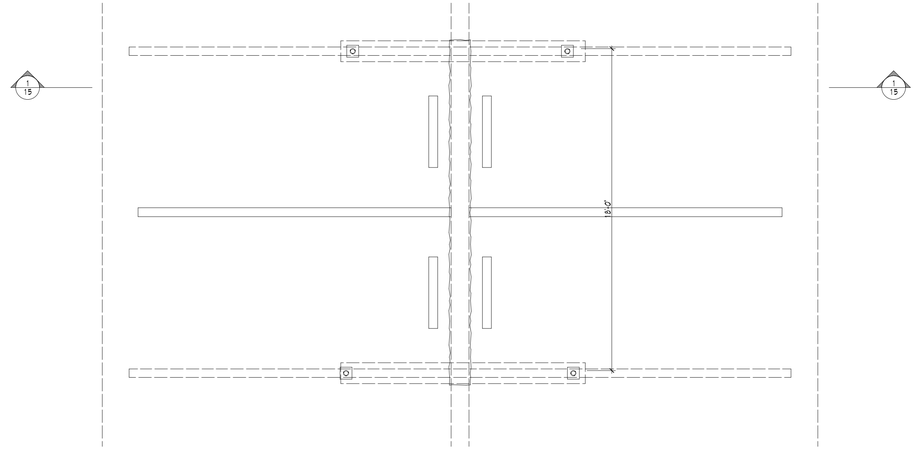
SCALE: 1/4" = 1'-0"





NORTH END PLAN 4

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



EAST PLAN 2

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

NOTE: Do not scale drawings

2/3/22

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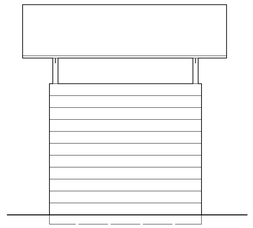
CARPORTS

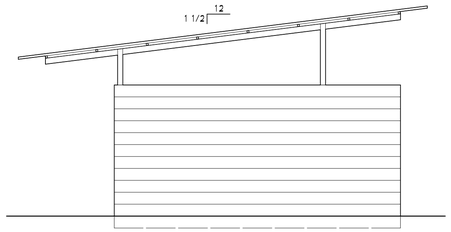
15

/Volumes/MacServerProd/Projects/Wyatt Madison 2020/01 CADD/ArchiCAD/W&M_CARPORT-1.pln, Printed: 2/3/22, 9:38 AM



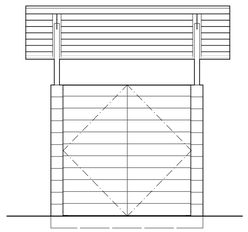
ELEVATION 9

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



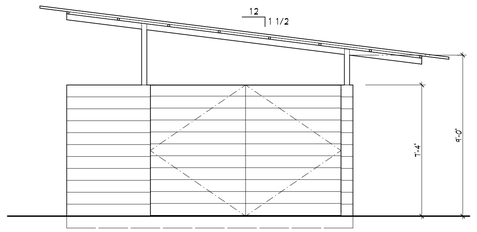
ELEVATION 7

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



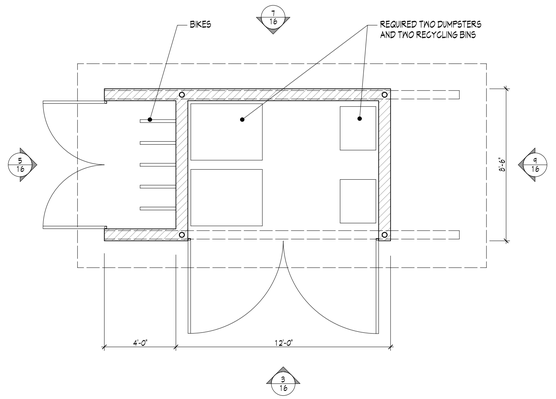
ELEVATION 5

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



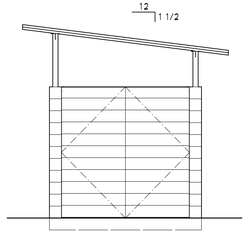
ELEVATION 3

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



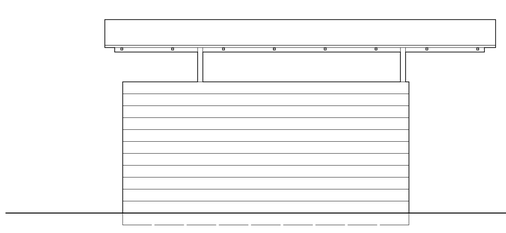
PLAN 1

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



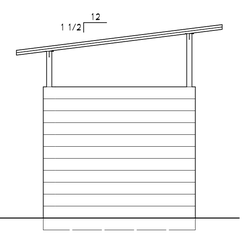
ELEVATION 10

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



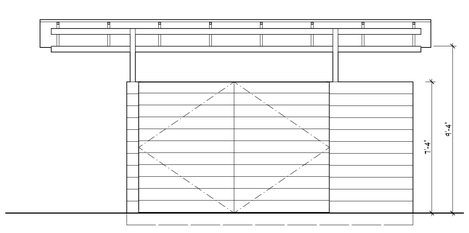
ELEVATION 8

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



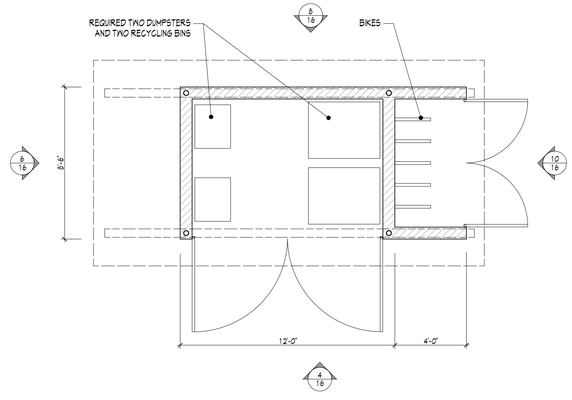
ELEVATION 6

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



ELEVATION 4

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



PLAN 2

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

NOTE: Do not scale drawings

2/3/22

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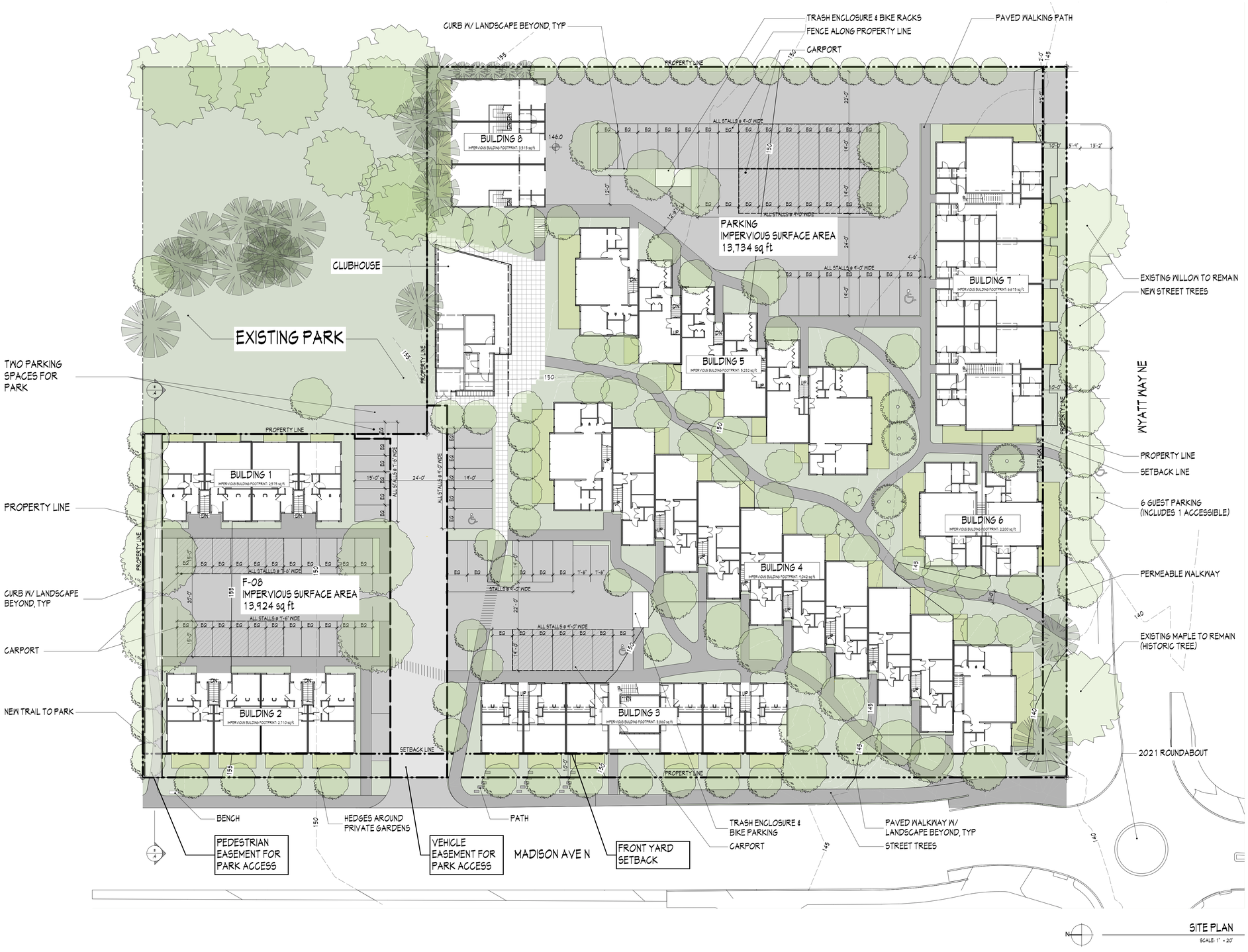
TRASH ENCLOSURE

16

/Volumes/MacServerProd/Projects/Wyatt Madison 2020/01 CADD/ArchiCAD/W&M_CARPORT-1.pln, Printed: 2/3/22, 4:27 PM



SITE PLAN
SCALE: 1" = 20'

NOTES:

SECTION TOWNSHIP RANGE:	SECTION 26, T.25N, R02E
ZONING:	MIXED USE TOWN CENTER MADISON AVE. DISTRICT
COMP. PLAN DESIGNATION:	MIXED USE TOWN CENTER MADISON AVE. DISTRICT
SETBACKS:	10' FRONT 0' SIDE 0' REAR

CONTOUR KEY:

XX EXISTING CONTOUR

XX REVISED CONTOUR

2/22/22

REVISIONS:		
MK	DATE	DESCRIPTION
1	1/27/22	DESIGN REVISION
2	2/22/22	REVISION

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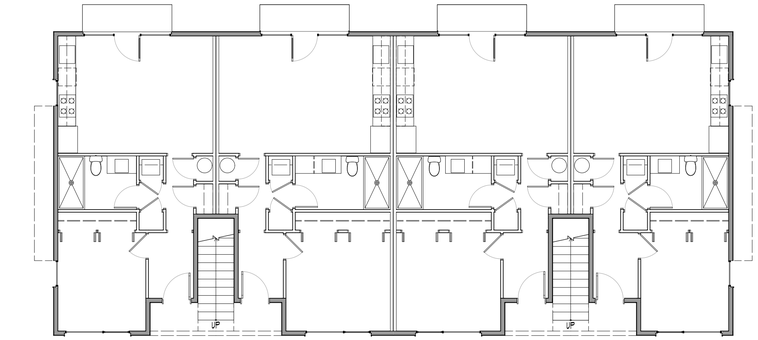
SITE PLAN

2

NOTE: Do not scale drawings

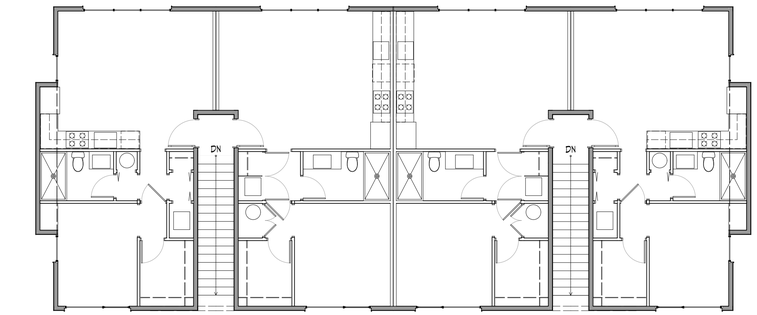
BIMcloud: BIMServer2.local - BIMcloud Basic for ARCHICAD 24\Wyatt & Madison\W&M_AC24, Printed: 2/22/22, 2:35 PM



N

BUILDING 1 - FIRST FLOOR 1

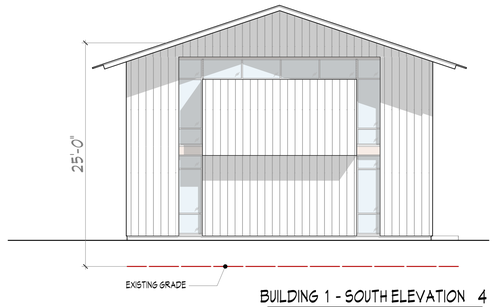
SCALE: 1/8" = 1'-0"



N

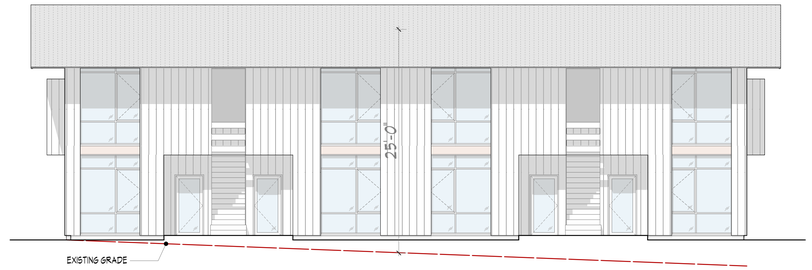
BUILDING 1 - SECOND FLOOR 2

SCALE: 1/8" = 1'-0"



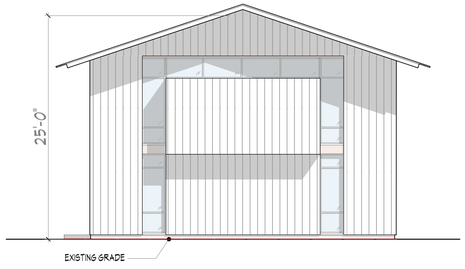
BUILDING 1 - SOUTH ELEVATION 4

SCALE: 1/8" = 1'-0"



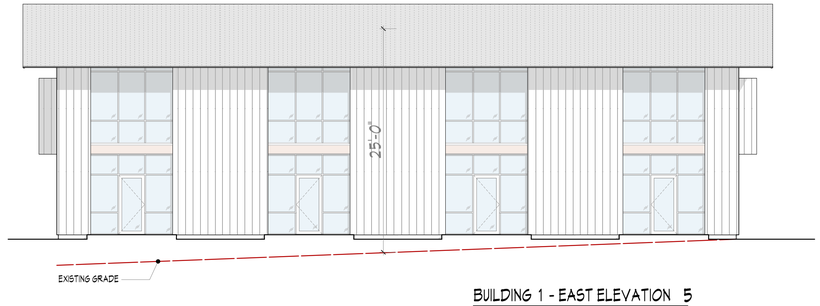
BUILDING 1 - WEST ELEVATION 3

SCALE: 1/8" = 1'-0"



BUILDING 1 - NORTH ELEVATION 6

SCALE: 1/8" = 1'-0"



BUILDING 1 - EAST ELEVATION 5

SCALE: 1/8" = 1'-0"

NOTE: Do not scale drawings

2/22/22

REVISIONS		
MK	DATE	DESCRIPTION
	2/2022	REVISION

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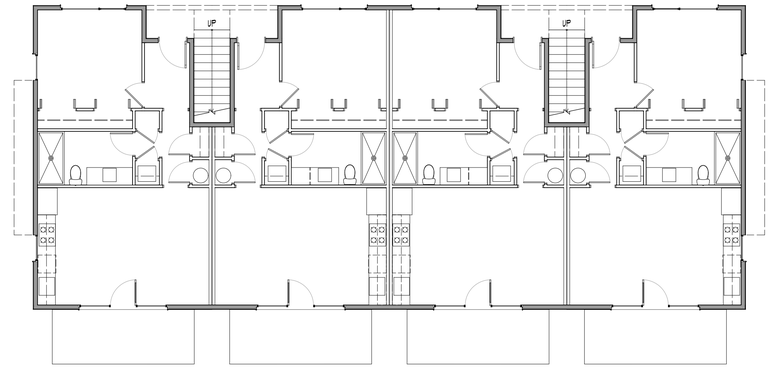
PLANS AND ELEVATIONS

5

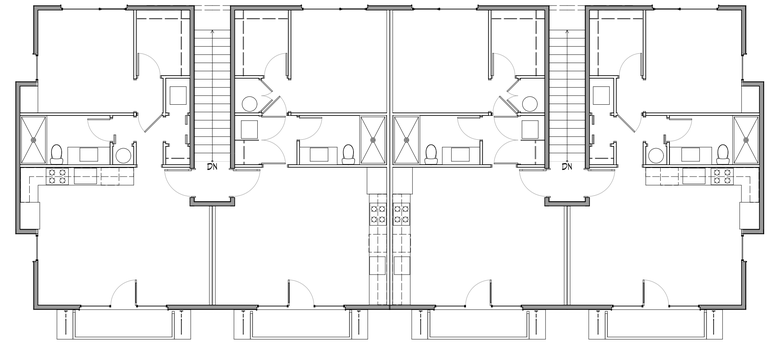
BIMcloud: BIMServer2.local - BIMcloud Basic for ARCHICAD 24/Wyatt & Madison/W&M_BLDG1 , Printed: 2/22/22, 2:59 PM



N

BUILDING 2 - FIRST FLOOR PLAN 1

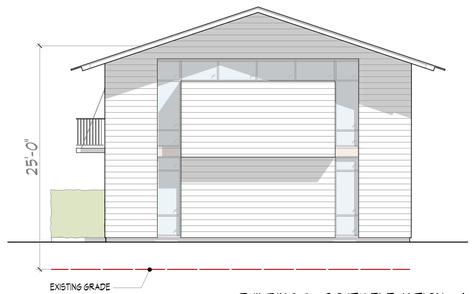
SCALE: 1/8" = 1'-0"



N

BUILDING 2 - SECOND FLOOR PLAN 2

SCALE: 1/8" = 1'-0"

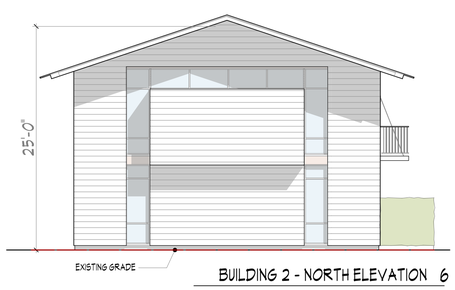


BUILDING 2 - SOUTH ELEVATION 4

SCALE: 1/8" = 1'-0"

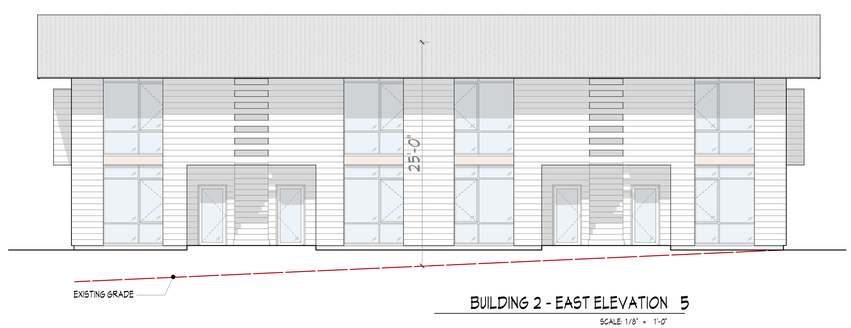
BUILDING 2 - WEST ELEVATION 3

SCALE: 1/8" = 1'-0"



BUILDING 2 - NORTH ELEVATION 6

SCALE: 1/8" = 1'-0"



BUILDING 2 - EAST ELEVATION 5

SCALE: 1/8" = 1'-0"

NOTE: Do not scale drawings

BIMcloud: BIMServer2.local - BIMcloud Basic for ARCHICAD 24\Wyatt & Madison\W&M_BLDG2, Printed: 2/22/22, 2:56 PM

2/22/22

REVISIONS		
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	2/22/22	REVISION

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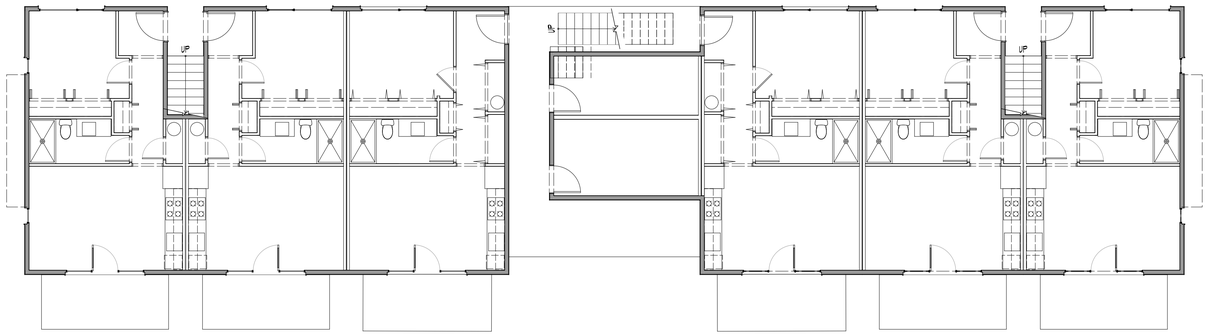
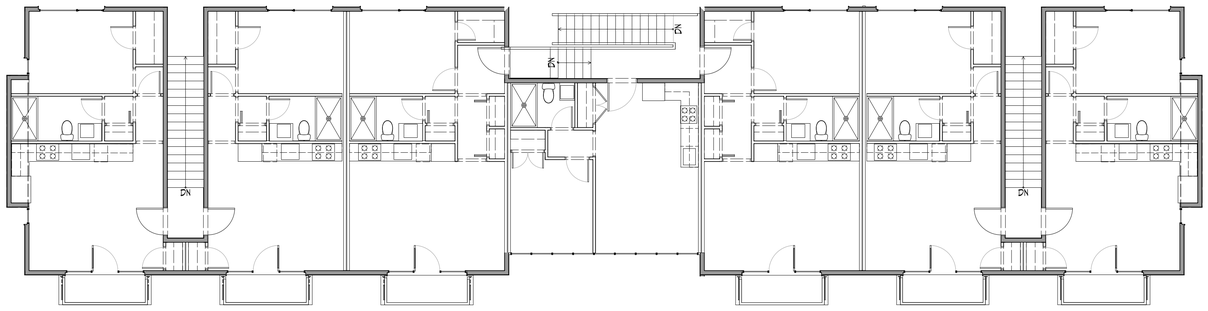
PLANS AND ELEVATIONS

6



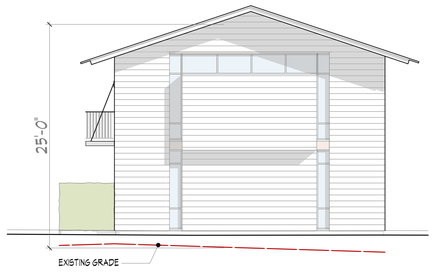
BUILDING 3 (HRB) - FIRST FLOOR 1

SCALE: 1/8" = 1'-0"



BUILDING 3 (HRB) - SECOND FLOOR 2

SCALE: 1/8" = 1'-0"

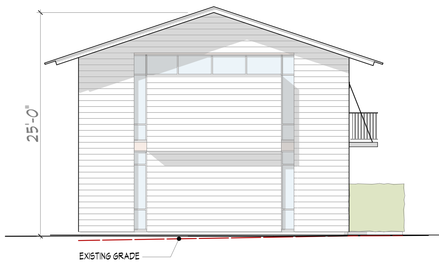


BUILDING 3 (HRB) - SOUTH ELEVATION 4

SCALE: 1/8" = 1'-0"

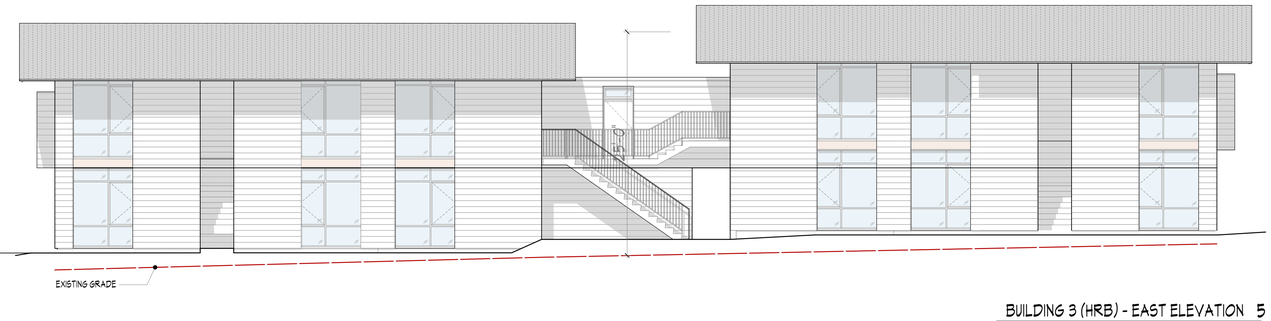
BUILDING 3 (HRB) - WEST ELEVATION 3

SCALE: 1/8" = 1'-0"



BUILDING 3 (HRB) - NORTH ELEVATION 6

SCALE: 1/8" = 1'-0"



BUILDING 3 (HRB) - EAST ELEVATION 5

SCALE: 1/8" = 1'-0"

PROGRESS: NOT FOR CONSTRUCTION

NOTE: Do not scale drawings

2/22/22

REVISIONS		
MK	DATE	DESCRIPTION
	2/2022	REVISION

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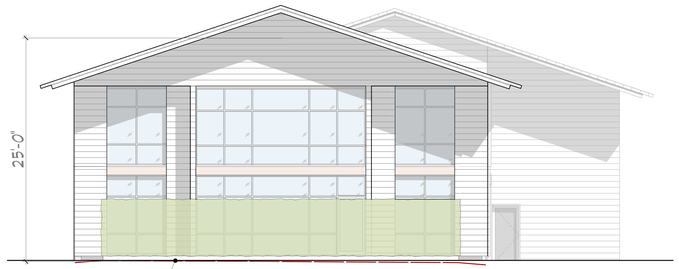
PLANS AND ELEVATIONS

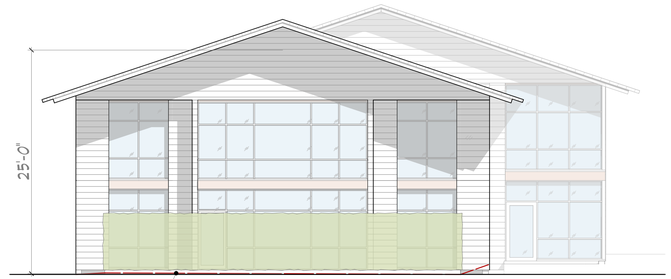
7

BIMcloud: BIMServer2.local - BIMcloud Basic for ARCHICAD 24\Wyatt & Madison\W&M_BLDG3, Printed: 2/22/22, 3:19 PM



BUILDING 4 - NORTH ELEVATION 2

SCALE: 1/8" = 1'-0"



BUILDING 4 - SOUTH ELEVATION 1

SCALE: 1/8" = 1'-0"

BUILDING 4 - WEST ELEVATION 3

SCALE: 1/8" = 1'-0"

BUILDING 4 - EAST ELEVATION 4

SCALE: 1/8" = 1'-0"

NOTE: Do not scale drawings

2/22/22

REVISIONS		
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	2/2022	REVISION

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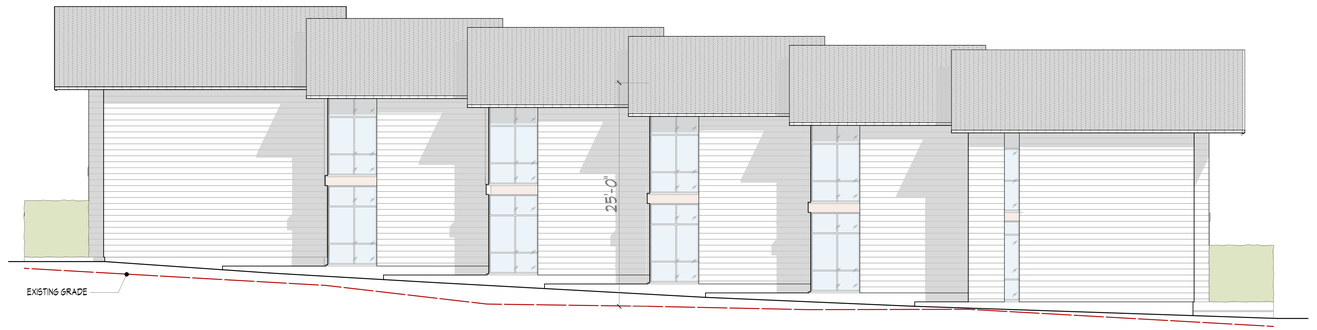
ELEVATIONS

8.3

BIM360ud: BIMServer2.local - BIM360ud Basic for ARCHICAD 24\Wyatt & Madison\W&M_BLDG4, Printed: 2/22/22, 3:14 PM

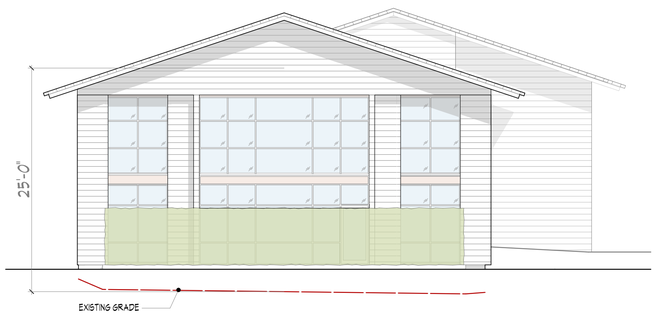
BUILDING 5 - NORTH ELEVATION

SCALE: 1/8" = 1'-0"



BUILDING 5 -WEST ELEVATION

SCALE: 1/8" = 1'-0"



BUILDING 5 - SOUTH ELEVATION

SCALE: 1/8" = 1'-0"

BUILDING 5 - EAST ELEVATION

SCALE: 1/8" = 1'-0"

NOTE: Do not scale drawings

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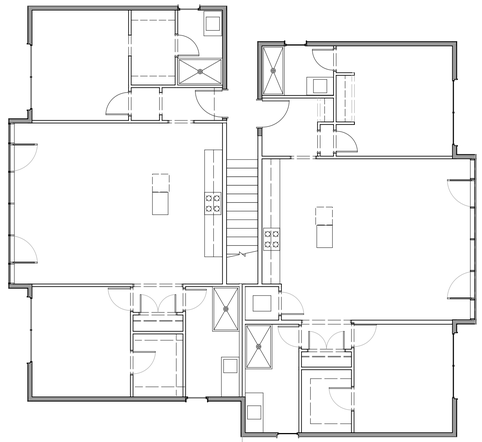
ELEVATIONS

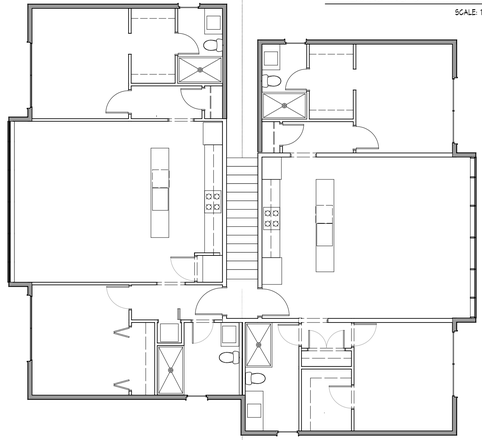
9.3

BIMcloud: BIMServer2.local - BIMcloud Basic for ARCHICAD 24\Wyatt & Madison\W&M_BLDG5, Printed: 2/22/22, 2:53 PM



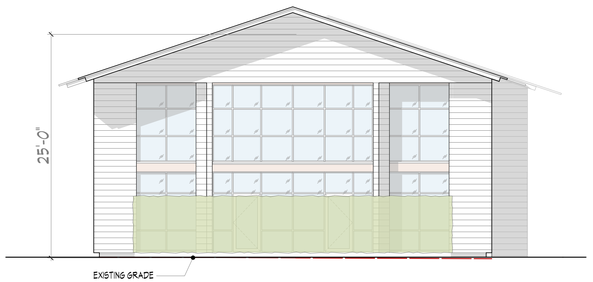
BUILDING 6 - FIRST FLOOR

SCALE: 1/8" = 1'-0"



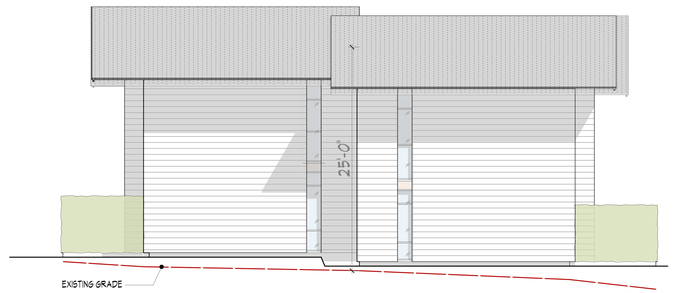
BUILDING 6 - SECOND FLOOR

SCALE: 1/8" = 1'-0"



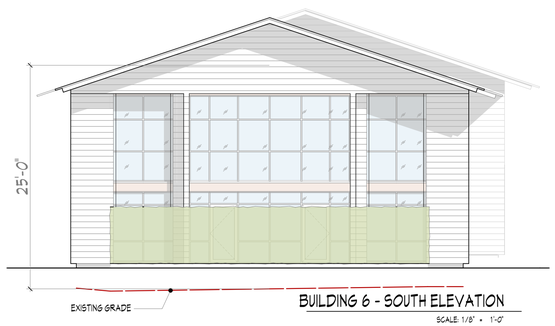
BUILDING 6 - NORTH ELEVATION

SCALE: 1/8" = 1'-0"



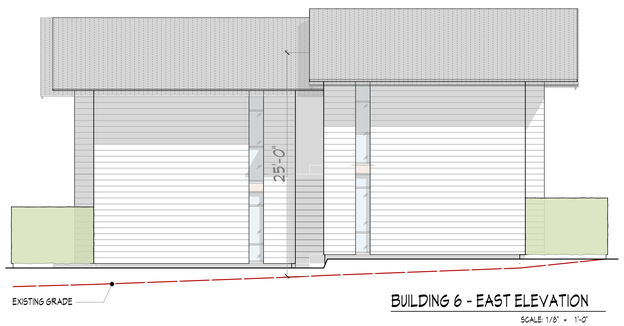
BUILDING 6 -WEST ELEVATION

SCALE: 1/8" = 1'-0"



BUILDING 6 - SOUTH ELEVATION

SCALE: 1/8" = 1'-0"



BUILDING 6 - EAST ELEVATION

SCALE: 1/8" = 1'-0"

NOTE: Do not scale drawings

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REVISIONS

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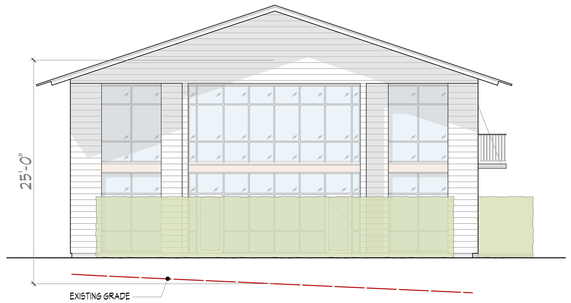
PLANS AND ELEVATIONS

6

/Volumes/MacServerProd/Projects/Wyatt Madison 2020/01 CADD/ArchiCAD/W&M_BLDG6.pln, Printed: 2/22/22, 3:23 PM

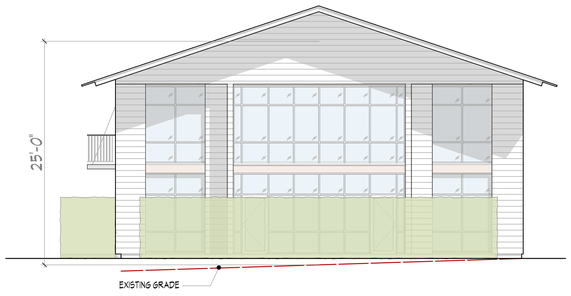


BUILDING 7 -WEST ELEVATION 2

SCALE: 1/8" = 1'-0"

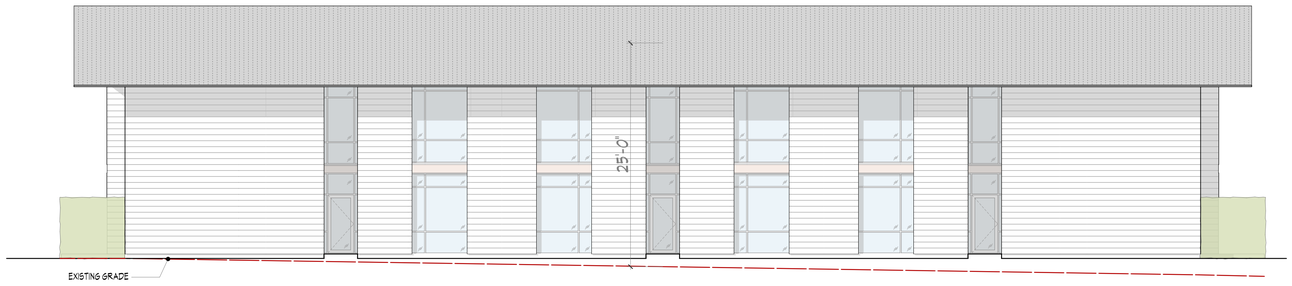
BUILDING 7 - SOUTH ELEVATION 1

SCALE: 1/8" = 1'-0"



BUILDING 7 - EAST ELEVATION 4

SCALE: 1/8" = 1'-0"



BUILDING 7 - NORTH ELEVATION 3

SCALE: 1/8" = 1'-0"

NOTE: Do not scale drawings

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REVISIONS

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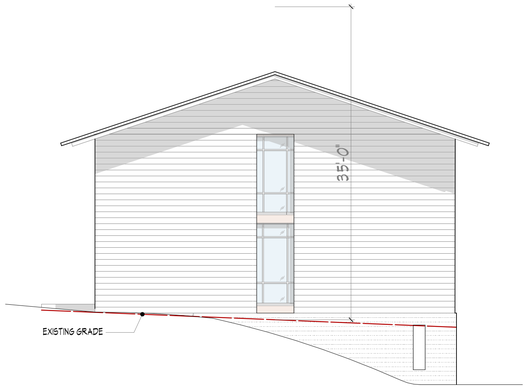
ELEVATIONS

11.2

BIMcloud: BIMServer2.local - BIMcloud Basic for ARCHICAD 24\Wyatt & Madison\W&M_BLDG7, Printed: 2/22/22, 3:27 PM

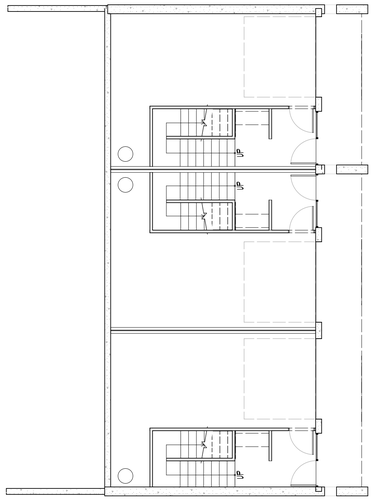
BUILDING 8 -SOUTH ELEVATION 3

SCALE: 1/8" = 1'-0"



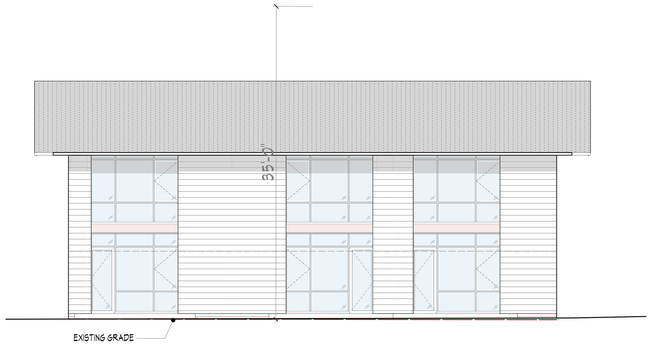
BUILDING 8 - WEST ELEVATION 2

SCALE: 1/8" = 1'-0"



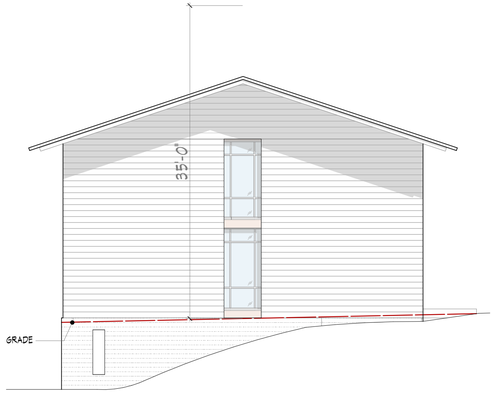
BUILDING 8 - FIRST FLOOR 1

SCALE: 1/8" = 1'-0"



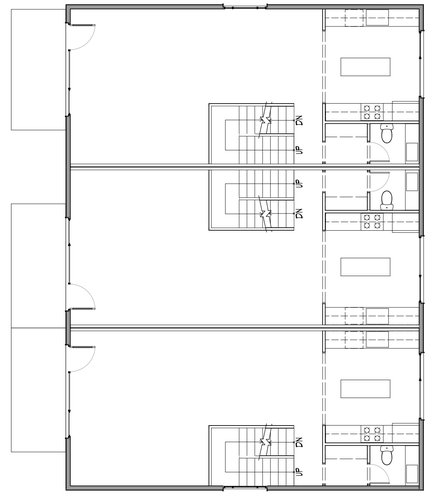
BUILDING 8 - NORTH ELEVATION 6

SCALE: 1/8" = 1'-0"



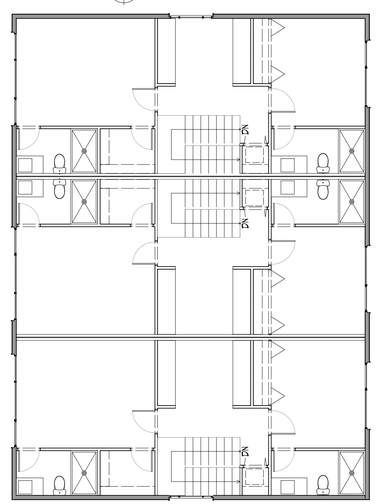
BUILDING 8 - EAST ELEVATION 5

SCALE: 1/8" = 1'-0"



BUILDING 8 - SECOND FLOOR 4

SCALE: 1/8" = 1'-0"



BUILDING 8 - THIRD FLOOR 7

SCALE: 1/8" = 1'-0"

NOTE: Do not scale drawings

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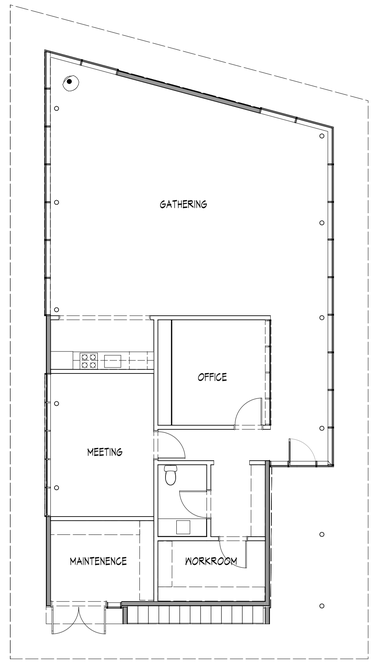
PLANS AND ELEVATIONS

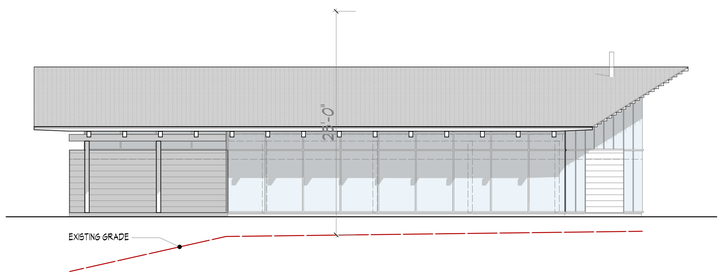
12

BIMcloud: BIMServer2.local - BIMcloud Basic for ARCHICAD 24\Wyatt & Madison\W&M_BLDG8, Printed: 2/22/22, 3:07 PM



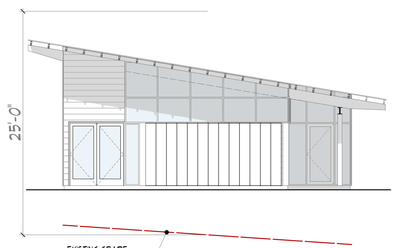
BUILDING 9 - FIRST FLOOR 1

SCALE: 1/8" = 1'-0"



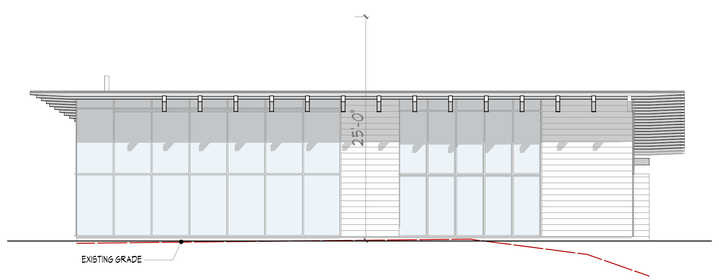
BUILDING 9 - SOUTH ELEVATION 4

SCALE: 1/8" = 1'-0"



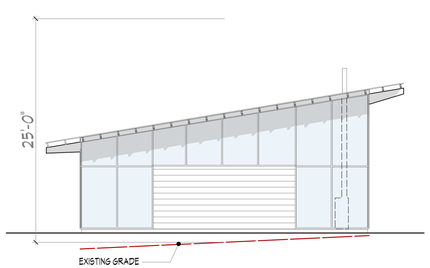
BUILDING 9 - WEST ELEVATION 3

SCALE: 1/8" = 1'-0"



BUILDING 9 - NORTH ELEVATION 4

SCALE: 1/8" = 1'-0"



BUILDING 9 - EAST ELEVATION 5

SCALE: 1/8" = 1'-0"

NOTE: Do not scale drawings

2/22/22

REVISIONS		
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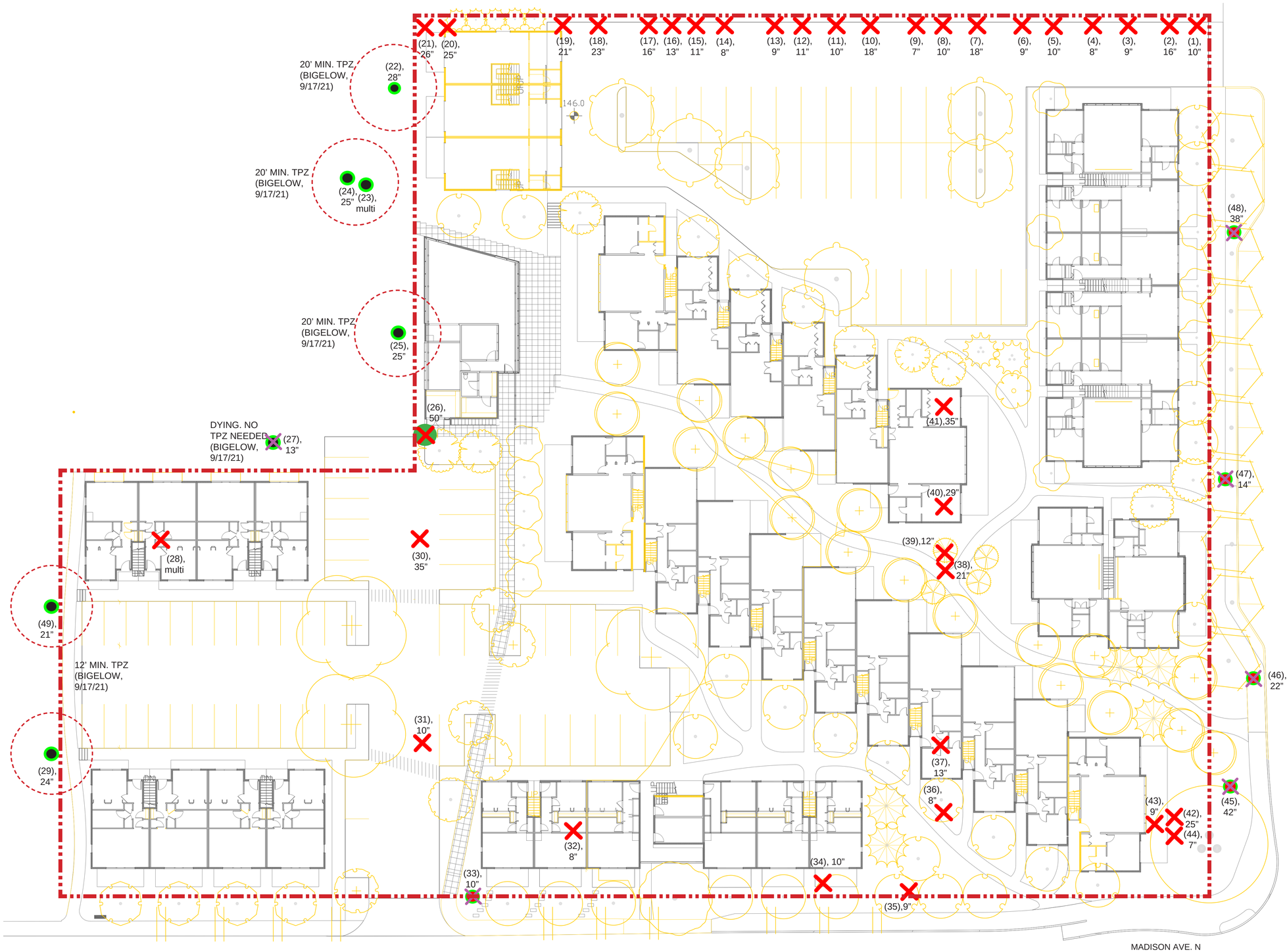
PLANS AND ELEVATIONS

13

BIMcloud: BIMServer2.local - BIMcloud Basic for ARCHICAD 24\Wyatt & Madison\W&M_BLDG9, Printed: 2/22/22, 3:03 PM



GENERAL NOTES:

THE TREE RETENTION PLAN IS BASED ON KATY BIGELOW, ARBORIST REPORT DATED 9/17/2021 TREE RETENTION PER COBI 18.15.010.G.4.a.ii

LEGEND

- PROJECT BOUNDARY
- TREE TO BE REMOVED
- LANDMARK TREE TO BE REMOVED
- ASSESSED TREE ON ADJACENT PROPERTY (ARBORIST KATY BIGELOW, 9/17/21)
- TREE ON ADJACENT PROPERTY RECOMMENDED FOR REMOVAL DUE TO POOR HEALTH (KATY BIGELOW, ARBORIST, 9/17/21)
- TREE PROTECTION ZONE (TPZ), (ARBORIST KATY BIGELOW, 9/17/21)
- ALL TREE SYMBOLS SHOWN ARE PROPOSED NEW TREES

(N),N" TREE NUMBER AND CORRESPONDING DBH FOR EXISTING TREES (REFERENCE ATTACHED REPORT FOR SPECIES AND TREE UNIT CALCULATIONS)

CALCULATIONS

SITE AREA = 2.51 ACRES

CURRENT TREE UNITS ON SITE = 114.6

TREE UNITS REQUIRED = 100.4
PER COBI 18.15.010.G.4.a.ii (AT LEAST 40 TREE UNITS PER ACRE FOLLOWING DEVELOPMENT)

PARKING LOT TREES REQUIRED = 10
PER COBI 18.15.010.G.2.d. i (1 per 8 stalls)

NEW LANDSCAPE TREES PROPOSED=101
NEW PARKING LOT TREES PROPOSED=14
TOTAL NEW TREES PROPOSED=115

NOTES:

1. TREES SURVEYED OUTSIDE OF PROJECT BOUNDARY ARE NOT INCLUDED AS EXISTING TREE UNITS. PROPOSED TREES OUTSIDE OF THE PROPERTY BOUNDARY IN THE STREETSCAPE ARE INCLUDED AS NEW TREE UNITS.
2. REFER TO ATTACHED TABLE FOR LIST OF CALCULATIONS.

Scale
0' 16' 32'
1"=16' on 24" x 36" sheet
NTS on 11" x 17" sheet

N

WYATT & MADISON APARTMENTS - TREE RETENTION PLAN

L200

BAINBRIDGE ISLAND, WASHINGTON APRIL, 2022 SITE PLAN REVIEW

FISCHER·BOUMA PARTNERSHIP

Tree Retention Analysis

Wyatt & Madison Apartments
4/18/2022

TREE UNITS REQUIRED, REMOVED, RETAINED

TOTAL AREA:	2.51	
MINIM h D TREE UNITS REQUIRED:	100.4	per 18.15.010.G.4.a.ii (40 TU'S per acre post-development min.)
TOTAL TREE UNITS CURRENTLY ON SITE:	114.6	
TREE UNITS TO BE REMOVED:	114.6	Refer to Tree Retention Plan for locations of trees removed
ADDITIONAL TREE UNITS NEEDED:	100.4	

TREE UNIT DESIGNATIONS PER CODE

Table 18.15.010-7: Tree Unit Conversion Table for Preserved Trees

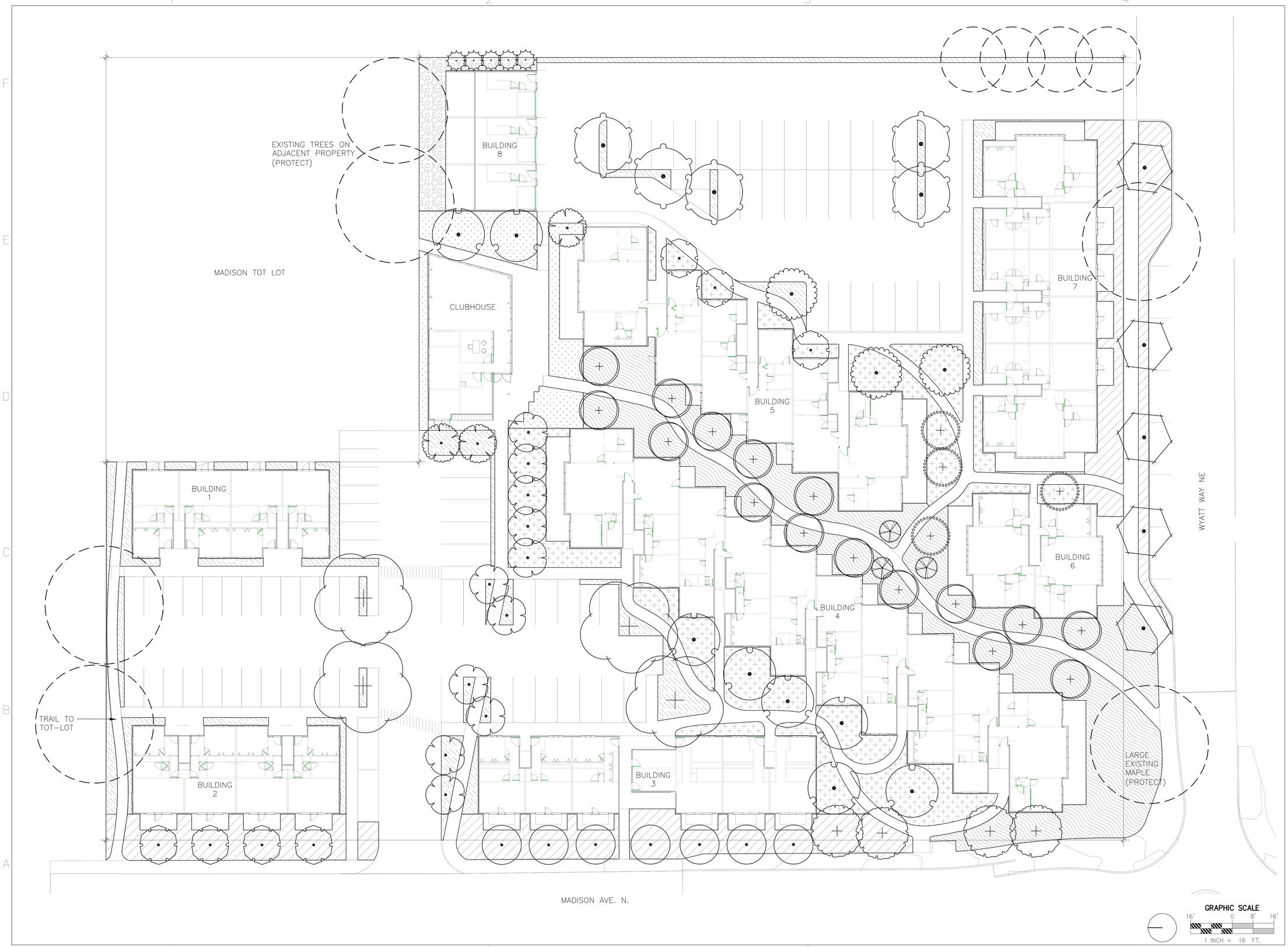
DBH	Tree Unit	DBH	Tree Units
<3	0	30-31	8.4
3-5	1	32-33	9
6-10	1.2	34-36	9.6
11-12	1.4	37-38	10.2
13-15	2	39-40	10.8
16-18	3.2	41-42	11.4
19-20	3.8	43-44	12
21-23	4.6	45-46	12.6
24-26	6.2	47-48	13.2
27-28	7	>49	13.8
29-30	7.8		

DATA

Tree No.	Species	Size (DBH)	Total Tree Units	Tree Units Retained	Tree Units Removed	Drip Line Radius (feet)
1	Cedar	10	1.2	0	1.2	10
2	Willow	16	3.2	0	3.2	10
3	Cedar	8.5	1.2	0	1.2	10
4	Cedar	8	1.2	0	1.2	10
5	Willow	10	1.2	0	1.2	10
6	Cedar	8.5	1.2	0	1.2	10
7	Willow	18	3.2	0	3.2	10
8	Poplar	10	1.2	0	1.2	10
9	Poplar	7	1.2	0	1.2	10
10	Poplar	18	3.2	0	3.2	10
11	Willow	10	1.2	0	1.2	10
12	Poplar	11	1.4	0	1.4	10
13	Willow	9	1.2	0	1.2	10
14	Poplar	8	1.2	0	1.2	10
15	Poplar	11	1.4	0	1.4	10

6	Cedar	8.5	1.2	0	1.2	10
16	Willow	13	2	0	2	10
17	Poplar	16	3.2	0	3.2	10
18	Poplar	23	4.6	0	4.6	15
19	Poplar	21	4.6	0	4.6	15
20	Poplar	25	6.2	0	6.2	15
21	Poplar	26	6.2	0	6.2	15
22	Doug Fir	28		0	off property	20
23	Maple	0		0	off property	20
24	Madrone	25		0	off property	
25	Doug Fir	25		0	off property	20
26	Maple	50	13.8	0	13.8	
27	Cherry	13		0	off property	
28	Holly	0		0	0	
29	Chestnut	24		0	off property	12
30	Maple	35	9.6	0	9.6	
31	Apple	10	1.2	0	1.2	10
32	Pine	8	1.2	0	1.2	
33	Pear	10		0	off property	10
34	Apple	10	1.2	0	1.2	12
35	Cherry	9	1.2	0	1.2	
36	Cherry	8	1.2	0	1.2	
37	Pear	13	2	0	2	15
38	Maple	21	4.6	0	4.6	
39	Maple	12	1.4	0	1.4	
40	Maple	29	7.8	0	7.8	
41	Maple	35	9.6	0	9.6	
42	Maple	25	6.2	0	6.2	
43	Locust	9	1.2	0	1.2	
44	Pear	7	1.2	0	1.2	
45	Maple	42		0	off property	
46	Locust	22		0	off property	
47	Locust	14		0	off property	
48	Willow	38		0	off property	
49	Maple	21		0	off property	20

TU REMOVED (CONSTRUCTION)
114.6



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Landscape Architecture + Community Planning
310 Madison Ave South, Suite A
Bainbridge Island, WA 98110
(206) 780.5651
www.fbpartnership.com

PROJECT:
WYATT & MADISON APARTMENTS
BAINBRIDGE ISLAND, WA

PROJECT NUMBER:
2020-035

SUBMITTAL:
SITE PLAN REVIEW

REVISIONS:

NO.	DATE	DESCRIPTION

STAMP:

STATE OF WASHINGTON
JEFFREY K. BOUMA
NO. 947 EXP. 06/07/2021
LICENSED LANDSCAPE ARCHITECT

PRINCIPAL IN CHARGE:
DRAWN BY: JP DATE: 06/24/2021
REVIEWED BY: JB DATE: 06/24/2021

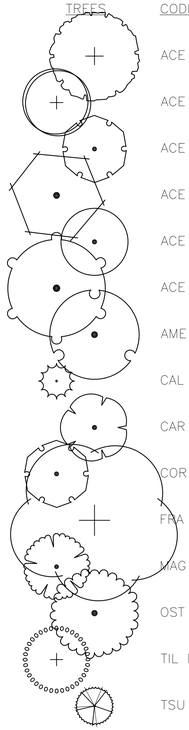
SHEET TITLE:
PLANTING PLAN

SCALE:
1"=16'

SHEET NUMBER:
L100

PLANT SCHEDULE

TREES



CODE	QTY	BOTANICAL / COMMON NAME	CONT	CAL	SIZE
ACE BUE	4	ACER BUERGERIANUM / TRIDENT MAPLE	B & B	2.5" CAL.	
ACE CIR	16	ACER CIRCINATUM / VINE MAPLE	B & B	2" CAL	
ACE BOW	3	ACER RUBRUM 'BOWHALL' / BOWHALL MAPLE	B & B	2.5" CAL.	
ACE KAR	5	ACER RUBRUM 'KARPICK' / KARPICK MAPLE	B & B	2.5" CAL.	
ACE JFS	7	ACER TATARICUM 'JFS-KW2' / RUGGED CHARM MAPLE	B & B	2.5" CAL.	
ACE PAC	5	ACER TRUNCATUM 'PACIFIC SUNSET' / PACIFIC SUNSET MAPLE	B & B	2.5" CAL.	
AME AUT	8	AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE' / 'AUTUMN BRILLIANCE' SERVICEBERRY	B & B	2" CAL	
CAL DEC	5	CALOCEDRUS DECURRENS / INCENSE CEDAR	B & B	NA	6' HT.
CAR FRA	11	CARPINUS BETULUS 'FRANS FONTAINE' / FRANS FONTAINE HORNBEAM	B & B	2" CAL	
COR KN3	4	CORNUS X 'KN 30-8' / VENUS DOGWOOD	B & B	2.5" CAL.	
FRA AUT	4	FRAXINUS AMERICANA 'AUTUMN PURPLE' / AUTUMN PURPLE ASH	B & B	2.5" CAL.	
MAG JIM	3	MAGNOLIA VIRGINIANA 'JIM WILSON' / JIM WILSON SWEET BAY MAGNOLIA	B & B	2" CAL	
OST JFS	3	OSTRYA VIRGINIANA 'JFS-KW5' / AUTUMN TREASURE HOPHORNBEAM	B & B	2"CAL	
TIL HAL	4	TILIA CORDATA 'HALKA' / SUMMER SPRITE LITTLELEAF LINDEN	B & B	2" CAL	
TSU MER	3	TSUGA MERTENSIANA / MOUNTAIN HEMLOCK	B & B	NA	6' HT.

STREETSCAPE PLANTING
ARCTOSTAPHYLOS X MEDIA 'MARTHA EWAN' / MARTHA EWAN HYBRID MANZANITA
ESCALLONIA X 'NEWPORT DWARF' / NEWPORT DWARF ESCALLONIA
FESTUCA ROEMERI / ROEMERS FESCUE
PHYSOCARPUS OPULIFOLIUS 'SMPOTW' TM / TINY WINE NINEBARK

WOODLAND EDGE PLANTING
ACER CIRCINATUM 'PACIFIC FIRE' / PACIFIC FIRE VINE MAPLE
AMELANCHIER ALNIFOLIA 'REGENT' / REGENT SERVICEBERRY
CLETHRA ALNIFOLIA 'HUMMINGBIRD' / HUMMINGBIRD SUMMERSWEET
CORNUS SERICEA / RED TWIG DOGWOOD
DAPHNE X TRANSATLANTICA 'BLAFRA' / ETERNAL FRAGRANCE DAPHNE
GAULTHERIA SHALLON / SALAL
HAMAMELIS X INTERMEDIA 'JELENA' / JELENA WITCH HAZEL
PAEONIA SUFFRUTICOSA / TREE PEONY
SAMBUCUS RACEMOSA / RED ELDERBERRY
VACCINIUM CORYMBOSUM 'NORTHLAND' / NORTHLAND HIGHLAND BLUEBERRY

NATIVE PLANTING
ACTAEA RUBRA / RED BANEBERRY
ADIANTUM PEDATUM / NORTHERN MAIDENHAIR FERN
BLECHNUM SPICANT / DEER FERN
GAULTHERIA SHALLON / SALAL
PETASITES FRIGIDUS / COLTSFOOT
POLYSTICHUM MUNITUM / WESTERN SWORD FERN
RHODODENDRON OCCIDENTALE / WESTERN AZALEA
RIBES SANGUINEUM / RED FLOWERING CURRANT
VACCINIUM OVATUM / EVERGREEN HUCKLEBERRY
VANCOUVERIA HEXANDRA / WHITE INSIDEOUT FLOWER

CLUBHOUSE GARDEN PLANTING
ACHILLEA MILLEFOLIUM / COMMON YARROW
ARCTOSTAPHYLOS X MEDIA 'MARTHA EWAN' / MARTHA EWAN HYBRID MANZANITA
CAMASSIA QUAMASH / SMALL CAMAS
DESCHAMPSIA CESPITOSA / TUFTED HAIR GRASS
DIGITALIS PURPUREA / FOXGLOVE
FESTUCA IDAHOENSIS / IDAHO FESCUE
IRIS DOUGLASIANA / DOUGLAS IRIS
SEDUM SPATHULIFOLIUM 'CAPE BLANCO' / CAPE BLANCO STONECROP

EVERGREEN SCREEN PLANTING
ARBUTUS UNEDO / STRAWBERRY TREE SHRUB
ARCTOSTAPHYLOS X 'AUSTIN GRIFFITHS' / AUSTIN GRIFFITHS MANZANITA
GARRYA ELLIPTICA / COAST SILKTASSEL
MAHONIA AQUIFOLIUM / OREGON GRAPE
MYRICA CALIFORNICA / PACIFIC WAX MYRTLE

PARKING LOT PLANTING
ARCTOSTAPHYLOS X MEDIA 'MARTHA EWAN' / MARTHA EWAN HYBRID MANZANITA
CAREX DIVULSA / EUROPEAN GREY SEDGE
ELYMUS MOLLIS / AMERICAN DUNEGRASS
GAULTHERIA SHALLON / SALAL
IRIS DOUGLASIANA / DOUGLAS IRIS
JUNCUS EFFUSUS / SOFT RUSH
LONICERA PILEATA / PRIVET HONEYSUCKLE

FISCHER·BOUMA PARTNERSHIP
Landscape Architecture + Community Planning
310 Madison Ave South, Suite A
Bainbridge Island, WA 98110
(206) 780.5651
www.fbpartnership.com

PROJECT: WYATT & MADISON APARTMENTS BAINBRIDGE ISLAND, WA
PROJECT NUMBER: 2020-035
SUBMITTAL: SITE PLAN REVIEW

REVISIONS:

NO.	DATE	DESCRIPTION

STAMP:

PRINCIPAL IN CHARGE:
DRAWN BY: JP DATE: 06/24/2021
REVIEWED BY: JB DATE: 06/24/2021

SHEET TITLE: PLANT SCHEDULE

SCALE: N/A

SHEET NUMBER: L101

Katy Bigelow
206.351.1375
arboristkaty@gmail.com

September 17, 2021

Attn: Greg Van Patten
Wyatt & Madison LLC

Re: Arborist Services at Wyatt & Madison Apartments

Dear Mr. Patten:

Thank you for the opportunity to provide consulting arborist services at the Wyatt & Madison Apartment development site.

The Scope of Work for this project included the following tasks documented in a follow-up memo:

- Assess the long term health of trees to be retained both within the site, along the property line(s) and in the Right of Way (ROW), based on the current site plan.
- Discuss protection strategies for trees to be retained during construction.
- Identify landmark trees on site, if any, and their health.

On September 9 and September 13, 2021 I completed site visits to locate and identify trees on site. During these site visits I assessed trees for health and evaluated their qualities allowing them or not to be good candidates for retention (overall and in relation to this project).

The survey I was provided did not locate several trees on the east property line. To the best of my ability I located those trees on the accompanying map cut-outs below.

The ROW's were not clearly marked in the field so the accompanying Table of Trees may not accurately reflect those I marked as "off property" or in the ROW's.

Trees in the Table of Trees (TOT) marked as not good candidates for retention are based on either having poor structures, poor vigor or both.

Off property trees (ROW, otherwise)
Several trees stand on the east property line and in the ROW on the south property line.

- East property line trees are mainly younger trees or tree species with small area critical root zones, even if mature. Trees recommended for retention along this entire property line can be easily protected by erecting a tree protection fence 10 feet west of the property line extending and continuously running from north to south from both N/S property lines. See further recommendations below.
- A few trees stand in the ROW on the south property line shown on Map 3. None of

these are good candidates for retention based on their poor structures and previous tree part failures. This includes Tree 45 discussed in the following section.

Landmark trees

- Tree 26 Bigleaf maple - This tree is perched on an old rockery with one side of its root zone approximately four feet higher than its other half. Its trunks are the product of a tree being cut down and then regrowing. Although a significant amount of its trunks were covered in English ivy, some rot at the base of each trunk was observed through the ivy. It can be assumed there is more rot than was able to be observed.

  There is a very small chance this tree would survive improvements around its base, nor would remain stable even if the rockery and asphalt on both sides of the tree were hand removed. In fact removal of the rockery and asphalt would destabilize the tree. While it poses a low risk in its current condition and location since the site is not occupied, it becomes a high risk when the site becomes occupied.
    - It is my strong recommendation that this tree be removed.

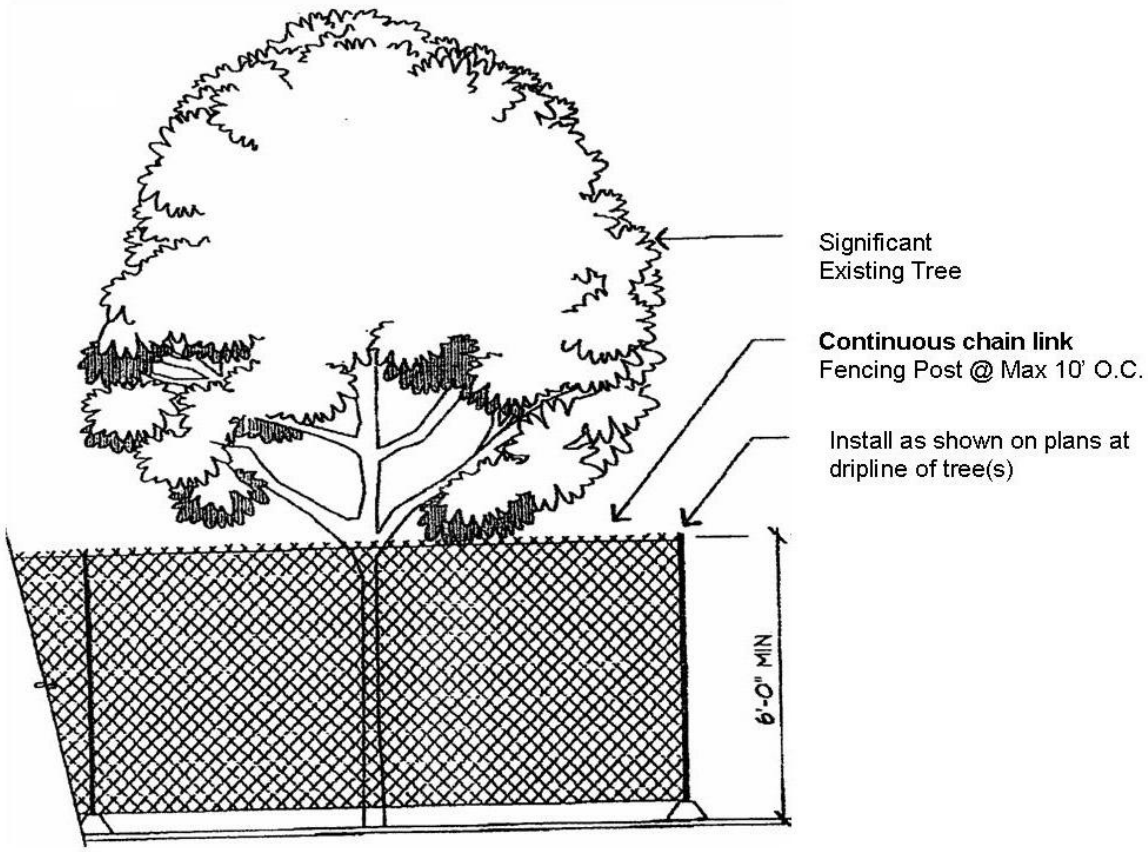
- Tree 45 Bigleaf maple (in ROW) - This tree has significant lower trunk rot based on sounding. It's critical root zone was significantly damaged and roots removed during recent construction for the nearby roundabout. Leaves are sparse and small with the canopy being overall thin. It is my opinion this tree is in rapid decline. Even if no disturbance occurred, even best soil reparations would not bring this tree back to good structure or good vigor.
    - It is my strong recommendation that this tree be removed.

Construction protection

There is currently no code regulating protection of off property trees during development in the City of Bainbridge. That said, the trees that overhang this property are mainly in good condition with canopies and roots infiltrating and hanging over the site. On the north side in particular these trees are worth protecting, at least to their drip lines. This may mean that clearing and grading stays out of their drip line areas during site work. If clearing and grading activities can not stay out of their drip lines all of the trees will be negatively impacted in both stability and future vigor.

- No work shall occur on site until tree protection fencing has been erected.
- Single or areas of trees to be protected SHALL be protected according to the Tree Protection Fencing detail image below.
    - Orange plastic fencing can be used as a replacement for chain link fences.
- Arborist chips (the product of chipping up felled trees) is preferred over bark chips or hog fuel to install in the tree protection areas.
- Tree specific tree protection can be provided as this project solidifies its scope.

Tree Protection Fencing detail



Six-foot high temporary chain link fence shall be placed as shown on plans. Fence shall completely encircle tree(s). Install fence posts using pier blocks only. Avoid driving posts or stakes into major roots.

Make a clean straight cut to remove damaged portion of root for all roots over 1" in diameter damaged during construction. ***All*** exposed roots shall be temporarily covered with damp burlap and covered with soils the same day, if possible, to prevent drying. If not possible, burlap must be kept moist at all times.

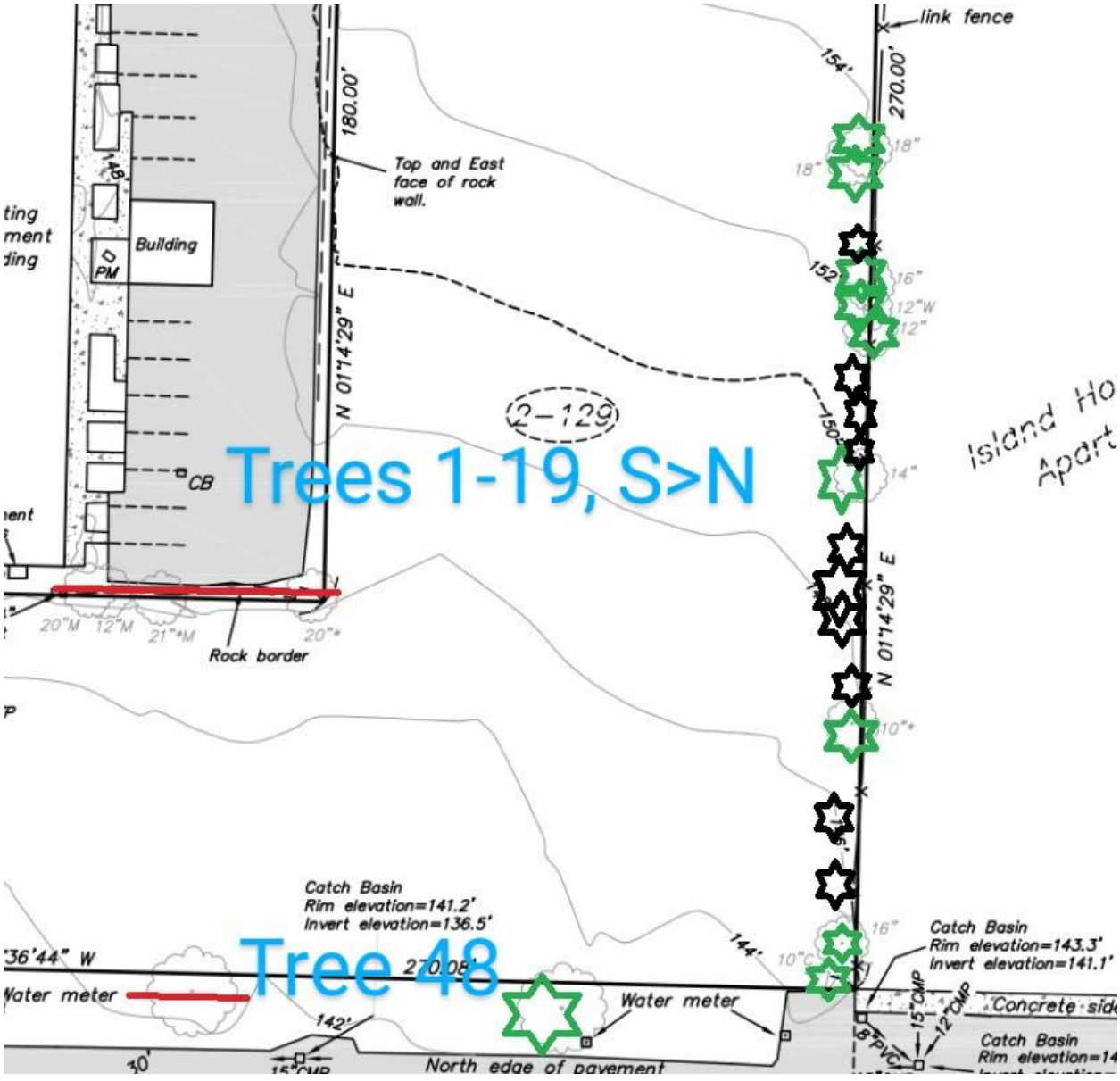
Work with the protection fencing shall be done manually. No stockpiling of materials, soil, debris, vehicle traffic, or storage of equipment or machinery shall be allowed within the limit of the fencing.

Cement trucks must not be allowed to deposit waste or wash out materials from their trucks within the Tree Protection Fences.

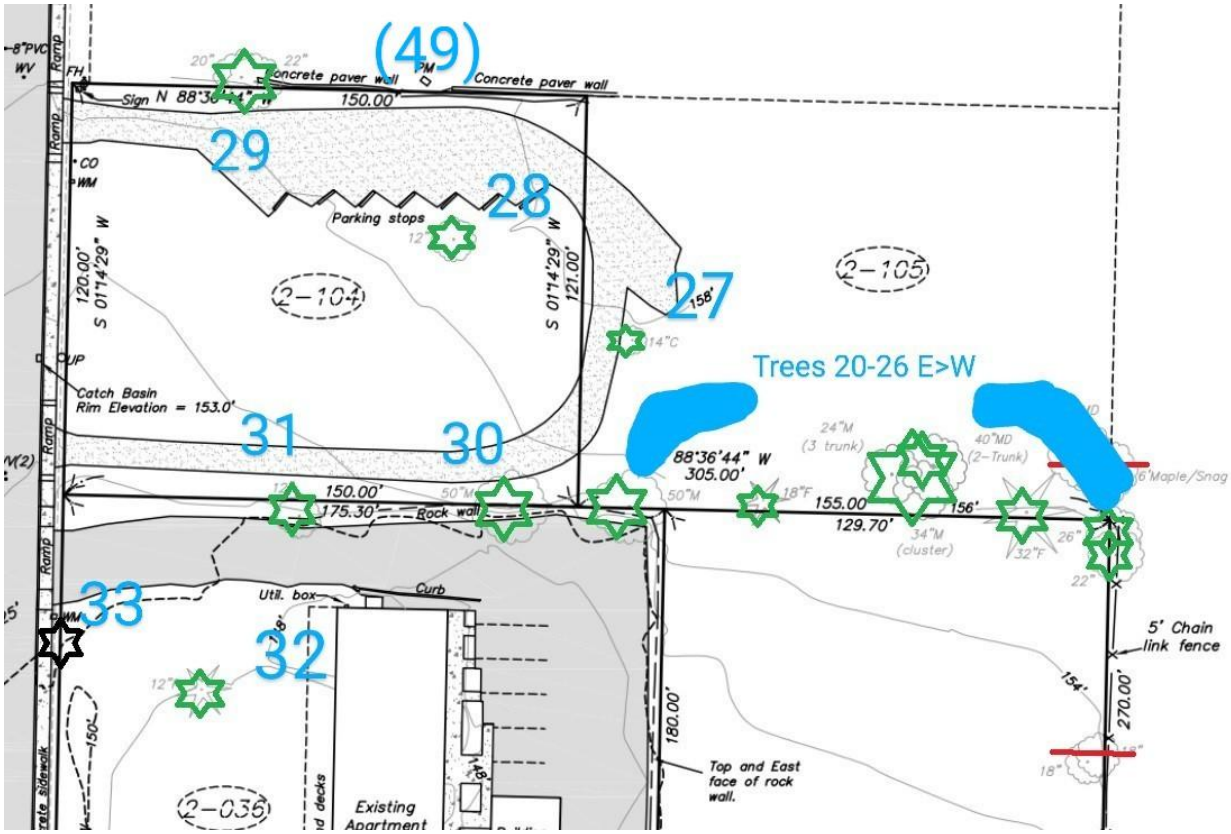
The area within the Tree Protection Fencing must be covered with wood chips, hog fuel, or similar materials to a depth of 8 to 10 inches. The materials should be placed prior to beginning construction and remain until the Tree Protection Fencing is taken down.

Maps

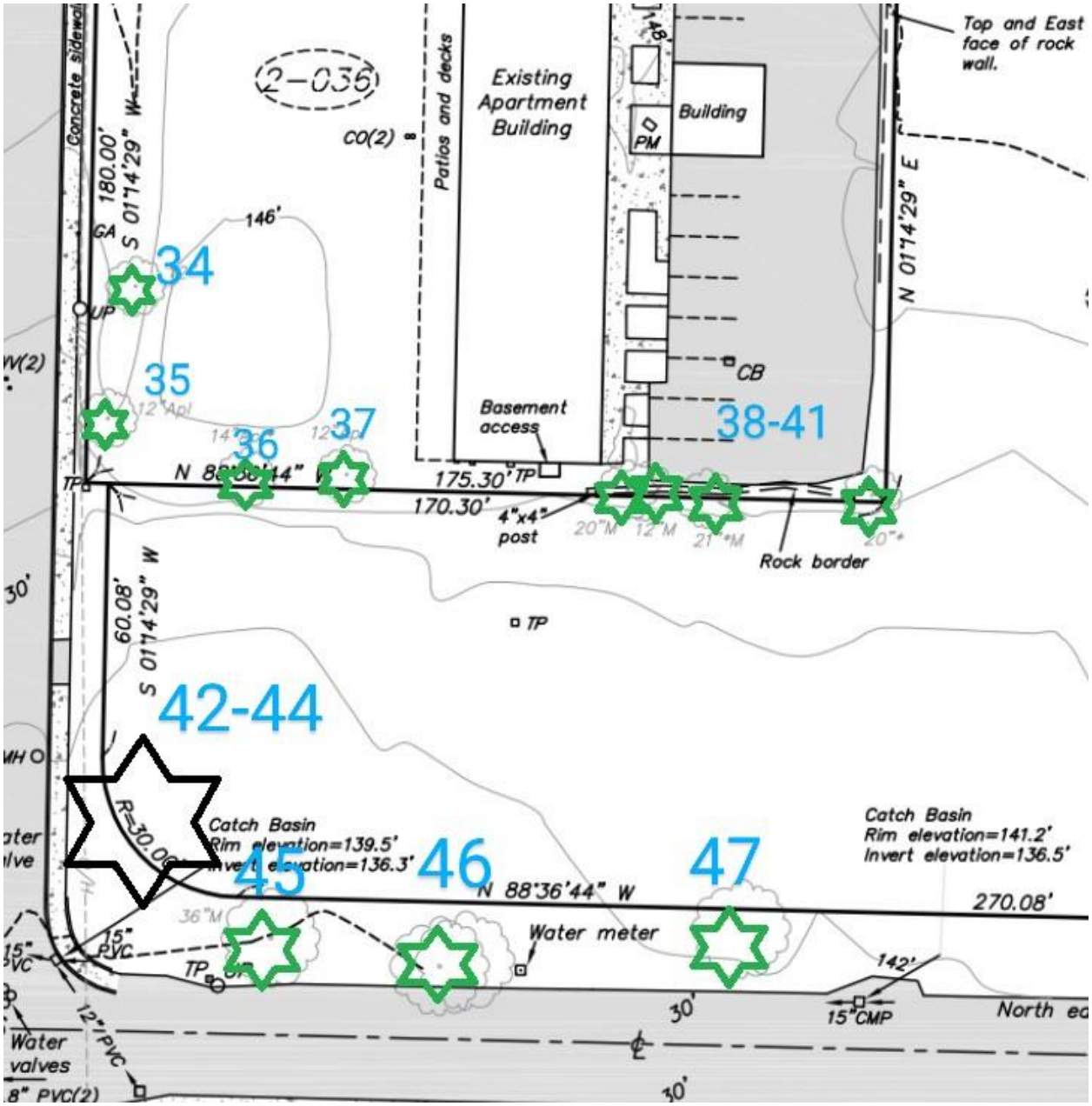
Red lines on each cut out means the trees are numbered on a different cut out.
Green stars are surveyed trees. Black stars are trees I picked up.



Map 1


(49)
Concrete paver wall
Concrete paver wall
150.00'
29
28
27
Parking stops
120.00'
S 01°14'29" W
121.00'
(2-104)
(2-105)
Trees 20-26 E>W
Catch Basin
Rim Elevation = 153.0'
31
30
88°36'44" W
305.00'
150.00'
175.30'
Rock wall
155.00'
129.70'
33
32
Util. box
Curb
5' Chain
link fence
180.00'
270.00'
Top and East
face of rock
wall.
(2-036)
Existing
Apartment

Map 2


Top and East face of rock wall.
Existing Apartment Building
Building
Patios and decks
CO(2)
Concrete sidewalk
S 01°14'29" W
180.00'
N 01°14'29" E
146'
34
35
36
37
38-41
42-44
45
46
47
CB
PM
Basement access
175.30'
170.30'
4"x4" post
Rock border
60.08'
S 01°14'29" W
Catch Basin
Rim elevation=139.5'
Catch Basin
Rim elevation=141.2'
Invert elevation=136.5'
N 88°36'44" W
270.08'
Water meter
15" PVC
12" PVC
Water valves
15" CMP
30'

Map 3

	Table of Trees	*Key: Black = trees not surveyed, green = trees surveyed				
MAP 1						
Tree # (KB)	X if growing off property	Species	DBH (inches)	Condition	Drip Lines in feet (all directions or extending into subject property)	Good candidate for retention?
1		Western red cedar/ *Thuja plicata*	10	Fair	10	Yes
2		Scouler's willow/ *Salix scouleriana*	16	Poor	10 (mainly off property)	No
3		Western red cedar/ *Thuja plicata*	8.5	Fair	10	Yes
4		Western red cedar/ *Thuja plicata*	8	Fair	10	Yes
5		Weeping willow / *Salix babylonica*	10	Fair	10	No
6		Western red cedar/ *Thuja plicata*	8.5	Fair	10	Yes
7		Scouler's willow/ *Salix scouleriana*	~18 avg	Fair	10	No
8		Italian poplar / *Populus nigra* 'Italica'	10	Fair	10	Yes
9		Italian poplar / *Populus nigra* 'Italica'	7	Fair	10	Yes
10		Italian poplar / *Populus nigra* 'Italica'	18	Fair	10	Yes
11		weeping willow / *Salix babylonica*	~10 avg	Fair	15	No

12		Italian poplar / *Populus nigra* 'Italica'	11	Fair	10	No
13		Scouler's willow/ *Salix scouleriana*	~9 avg	Fair	10	No
14		Italian poplar / *Populus nigra* 'Italica'	8	Fair	10	Yes
15		Italian poplar / *Populus nigra* 'Italica'	11	Fair	10	Yes
16		Intertwined scouler and weeping willow stems	~13" avg	Fair	10	No
17		Italian poplar / *Populus nigra* 'Italica'	16	Fair	10	Yes
18		Italian poplar / *Populus nigra* 'Italica'	23	Fair	15	Yes
19		Italian poplar / *Populus nigra* 'Italica'	21	Fair	15	Yes
MAP 2						
20		Italian poplar / *Populus nigra* 'Italica'	25	Fair	15	Yes
21		Italian poplar / *Populus nigra* 'Italica'	26	Fair	15	Yes
22	x	Douglas-fir / *Pseudotsuga menziesii*	28	Good	20	(Off property)
23	x	Bigleaf maple / *Acer macrophyllum*	multi	Fair	20	(Off property)
24	x	Pacific madrone / *Arbutus menziesii*	~ 25	Fair	NA (encompassed by #23 drip line protection)	(Off property)

25	x	Douglas-fir / *Pseudotsuga menziesii*	25	Good	20	(Off property)
26		Bigleaf maple / *Acer macrophyllum*	~50	Fair but declining	NA	No - see report
27		Cherry / *Prunus sp.*	13	Dying	NA	No
28		Holly / *Ilex sp.*	(shrub) multi	Fair	NA	NA
29		Chestnut / *Aesculus hippocastanum*	~24", 24"	Good	12' to south of property line	(Off property)
30		Bigleaf maple / *Acer macrophyllum*	~35" avg.	Fair, declining	NA	No
31		Apple / *Malus sp.*	10"	Fair	10	No
32		Pine / *Pinus sp.*	8", 8"	Good	NA	No
33	x (ROW?)	Pear / *Pyrus sp.*	10	Fair	10	No
(49)	x	Bigleaf maple / *Acer macrophyllum*	~21	Fair	10 to south from property line	Yes
MAP 3						
34		Apple / *Malus sp.*	10	Fair	12	No
35		Cherry / *Prunus sp.*	9	Poor	-	No
36		Cherry / *Prunus sp.*	6, 9, 7, 7	Poor	-	No
37		Pear / *Pyrus sp.*	13	Fair	15	No
38		Bigleaf maple / *Acer macrophyllum*	21	Poor	-	No
39		Bigleaf maple / *Acer macrophyllum*	12	Poor	-	No
40		Bigleaf maple / *Acer macrophyllum*	29	Poor	-	No

41		Bigleaf maple / *Acer macrophyllum*	35	Poor	-	No
42		Bigleaf maple / *Acer macrophyllum*	sprouts avg 25"	Fair	-	No
43		Black locust (*Robinia pseudoacacia*)	9	Fair	-	No
44		Pear / *Pyrus sp.*	7	Dying	-	No
45	x (ROW?)	Bigleaf maple / *Acer macrophyllum*	42	Dying	-	No - see report
46	x (ROW?)	Black locust (*Robinia pseudoacacia*)	24, 20	Fair	-	No - see report
47	x (ROW?)	Black locust (*Robinia pseudoacacia*)	12, 15, 16	Partially failed, dying, fair	-	No - see report
48	x (ROW?)	Weeping willow / *Salix babylonica*	37.5	Living snag, hollow, fair	-	No - see report

FISCHER · BOUMA
PARTNERSHIP

Wyatt & Madison
June 30, 2021
Provided by Fischer Bouma Partnership

Site Plan Review Landscape Plan Supplemental Information

This document is intended to supplement the Landscape drawings (L-series) for Site Plan Review for items specifically required in the Bainbridge Island Administration Manual updated December 2019.

TREE & VEGETATION PROTECTION STRATEGIES

Trees to be retained as shown on Tree Retention Plan (L-05) will be protected as required using methods as described in BIMC 18.15.010 Section C.4 (below copied out of current code). These methods will also be provided in the project details on Civil Engineering construction documents (drawing sheets and specifications).

4. Protection during Construction and Development.

a. Intent. The intent of these regulations is to provide the best protection for existing vegetation, trees and tree stands, including protection for trees on adjacent properties, protection of LID BMPs during construction and development activities, and preservation of the ecological function of the landscaping area by protecting existing soil.

b. Requirements.

i. No cutting of trees shall be allowed on a site until the tree retention and planting plans have been approved by the director and a clearing, grading, or building permit issued.

ii. In order to preserve future ecological function, the applicant shall identify areas of prohibited disturbance, generally corresponding to the dripline or critical root zone (as identified by a consulting arborist) of the existing vegetation, trees and/or tree canopy of tree stands to be retained, buffers, areas of existing vegetation to be maintained, future LID BMPs, and future planting areas larger than 400 square feet (i.e., landscape islands in parking lots). The prohibited disturbance areas shall be reviewed and approved by the director as part of the land use permit review process.

iii. A temporary five-foot-high chain link fence with tubular steel poles or "T" posts shall delineate the area of prohibited disturbance defined in subsection C.4.b.ii of this section, unless the director has approved the use of a four-foot-high plastic net fence as an alternative. The fence shall be erected and inspected by city staff before clearing, grading and/or construction permits are issued and shall remain in place until construction has been completed, and shall at all times have affixed to it a sign indicating the protected area.

iv. No impervious surfaces, fill, excavation, vehicle operations, compaction, removal of native soil or storage of construction materials shall be permitted within the area defined by the required construction fencing. If avoiding construction and compaction in future planting areas is unavoidable, the landscape plan for the project shall include methods for aerating and/or augmenting compacted soil to prepare for new planting, pursuant to subsection H.2 of this section.

v. A rock well shall be constructed if the grade level around the tree is to be raised more than one foot. The inside diameter of the well shall be equal to the diameter of the dripline or critical root zone (as identified by a consulting arborist) of the tree or tree canopy of tree stands.

vi. The grade level shall not be lowered within the larger of (A) the dripline or critical root zone (as identified by a consulting arborist) of the tree, or the tree canopy of tree stands, or (B) the area recommended by a consulting arborist.

vii. Alternative protection methods may be used if recommended by a consulting arborist and determined by the director to provide equal or greater tree protection.

viii. Wherever this subsection C.4 allows or requires the involvement of a consulting arborist, that individual shall be selected from the city's list of current arborists certified by the American Society of Consulting Arborists and his or her services shall be paid for by the applicant.

ix. Protect LID BMPs during construction and development activities in accordance with Chapter 15.20 BIMC.

VEGETATION CLEARING STRATEGIES

Clearing of vegetation will be controlled by the Site Clearing specification to be reviewed by us and provided by the Civil Engineer as part of the grading permit and construction document package.

Vegetation will be cleared by typical mechanical means in areas proposed for development. The contractor will be required to protect and preserve trees and vegetation which are outside the clearing limits or indicated to be protected as indicated on the plans. Trees, underbrush, and all vegetation indicated to be cleared will be done in a manner to protect adjacent property and items on-site to remain.

TOPSOIL PROTECTION & RE-USE STRATEGIES

Topsoil protection and re-use are controlled by the Site Clearing specification that will be provided by the Civil Engineer and Landscape Planting specification provided by the landscape architect when permit and construction documents are developed.

Topsoil to remain in place will be protected through vegetation protection strategies and temporary erosion control measures implemented during construction. Native topsoil in areas to be developed will be removed to its full depth and stockpiled on site. All stockpiled topsoil will be covered. Stockpiles will be constructed in accordance with FWRC and WAC requirements. Side slopes will be appropriate for the material to prevent

sloughing, erosion, or instability. Stockpiled soil should be screened so that it is free of clay clumps, rubble, cobbles, rubble or any other material that may limit plant growth. One hundred percent of the planting soil should pass through a ¾" sieve. See the following section for re-use strategies of amended (if necessary) native topsoil that has been stockpiled.

NATIVE SOIL AMMENDMENT STRATEGIES

Native soil amendment strategies will be controlled by Landscape Planting specification.

Native soil in areas to be developed will be stripped and stockpiled per the section above. On-site soils fall in two categories: 1) those stripped and stockpiled and 2) those that were undisturbed (where final grades match existing grades) and that will have enhancement plantings added to them. Both stockpiled and undisturbed native topsoil will then be tested to determine the necessary amendments. Based upon the test results, state recommendations for soil treatments and soil amendments are to be incorporated to produce satisfactory planting soils suitable for health, viable plants. Organic content for the soil shall also be tested and the soil amended so that it is 3-8% by weight per LOI.

Prior to placing a given depth of amended or new topsoil, the subgrade will be disturbed/loosened to a determined depth by scarification, discing, or ripping to enable a rototiller to fully incorporate a compost amendment. The amended topsoil will then be placed on the prepared subgrade to a depth determined by analysis of the existing soils on site. Due to the typical mineral composition of the glacial till soils in this region, excavated areas to be planted with trees will typically require a 12" to 18" depth of amended topsoil placed. Areas of shrub, groundcover, and turf planting will require less of a depth of amended topsoil placement. Areas that are not disturbed during construction, such as perimeter buffers, and where enhancement planting will take place will rely on "pit" planting. Instead of amending all the soil in these areas and risking disturbance to existing root systems, each new plant or tree will be planted in an adequate "pit," or hole, with amended planting soil per specifications.

PLANTING TIMES & PHYSICAL LIMITS OF CONSTRUCTION

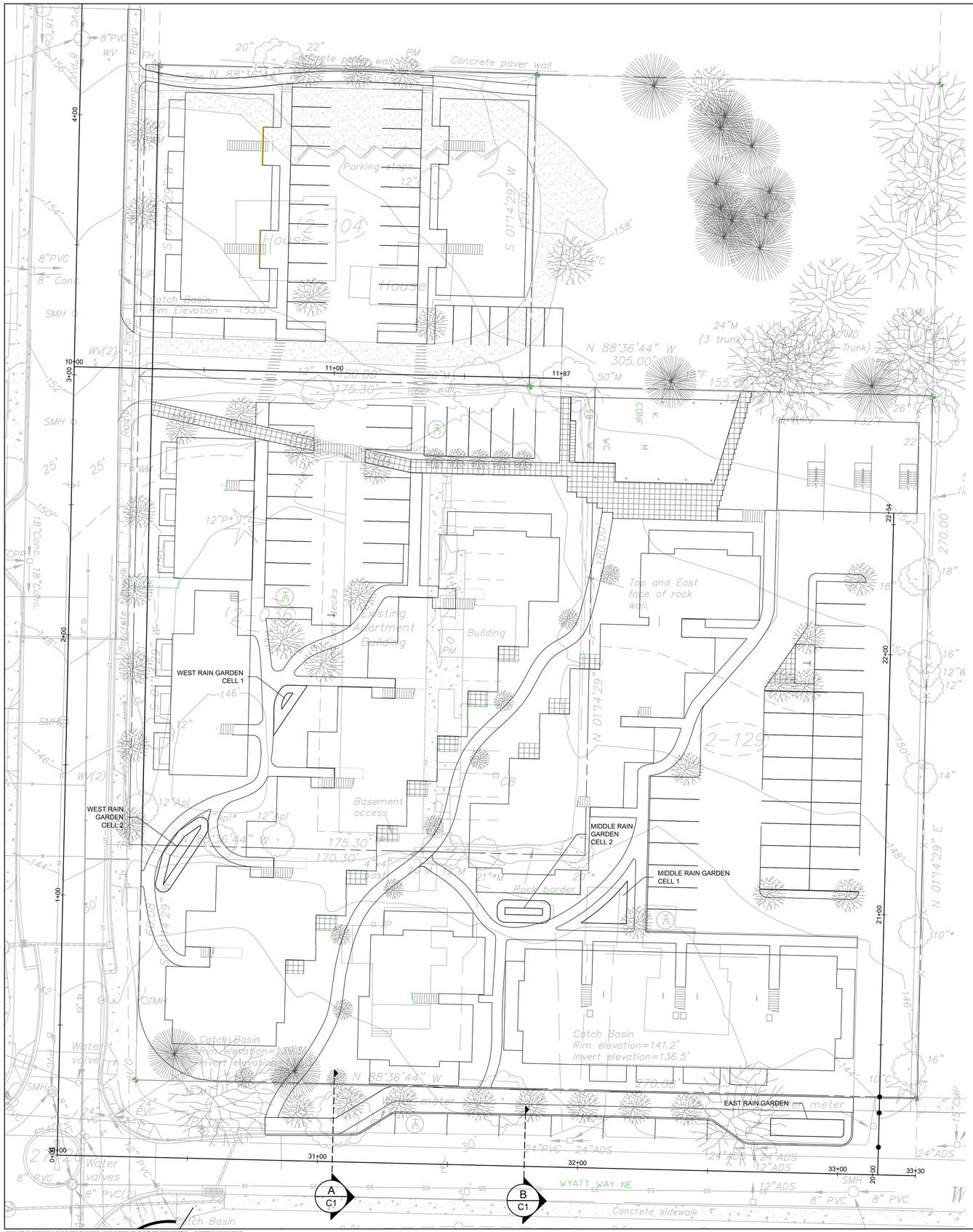
Planting time will be controlled by the Landscape Planting specification.

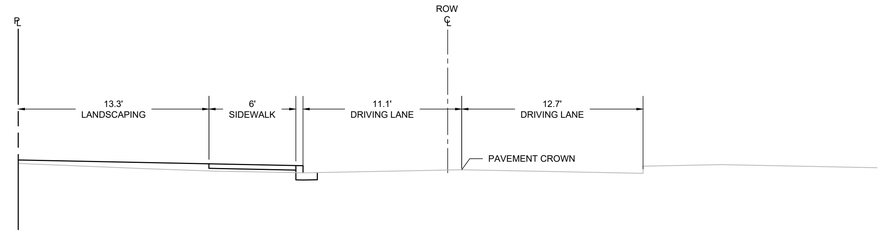
Planting should be performed between September 1 and May 31. Planting should not occur outside of this window or when the temperature is below 32 degrees F or above 80 degrees F. Planting should not occur when the soil is completely saturated or when the wind velocity is greater than 25 mph. Planting may occur between June 1 and September 30 at the discretion of the Landscape Architect if manual irrigation systems are in place and functional. Plants and trees should be delivered and planted in a timely manner per Landscape Architect and Owner review and approval, to reduce the amount of time plant material is under stress due to drought and heat.

IRRIGATION

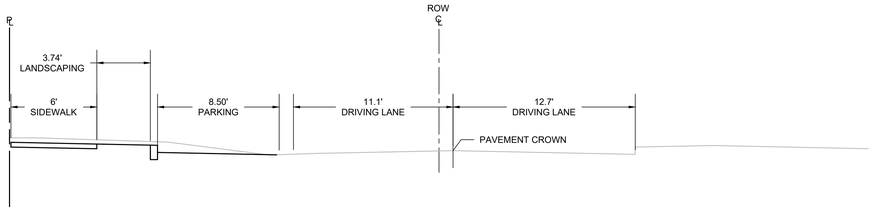
Irrigation will be controlled by the Landscape Irrigation specification.

New landscape will be irrigated temporarily for establishment or permanently depending on location and typology. Irrigation plans will be developed during construction documents.





A C1 WYATT WAY
NO SCALE



B C1 WYATT WAY WITH PARKING
NO SCALE

N

GRADING PLAN
SCALE: 1" = 20'
0 5 10 20 40

EXISTING CONDITIONS BASED ON AGO LAND SURVEY LLC DRAWING DATED 2/11/21. SITE PLAN BASED ON CUTLER ANDERSON ARCHITECTS DRAWING DATED 6/22/21.
DATUM: NAVD88

PRELIMINARY
NOT FOR CONSTRUCTION
7/30/21

ADAM E. WHEELER — STATE OF WASHINGTON — 40430 — REGISTERED PROFESSIONAL ENGINEER

GRADING PLAN
WYATT / MADISON APARTMENTS
SITE PLAN REVIEW

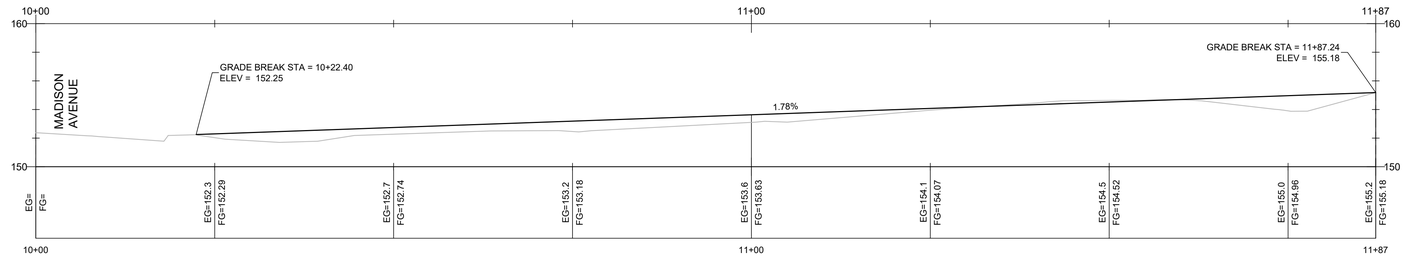
BROWNE • WHEELER
ENGINEERS, INC
241 ERICKSEN AVENUE NE
BAINBRIDGE ISLAND, WA 98110
P 206.842.0605 INFO@BrowneWheeler.COM

MADISON AVENUE
DEVELOPMENT, INC
2930 WESTLAKE AVENUE N
SEATTLE WA 98109

DATE 7/30/21
DESIGNED AEW
DRAWN NDW
CHECKED BKR
PROJECT # MA14-006

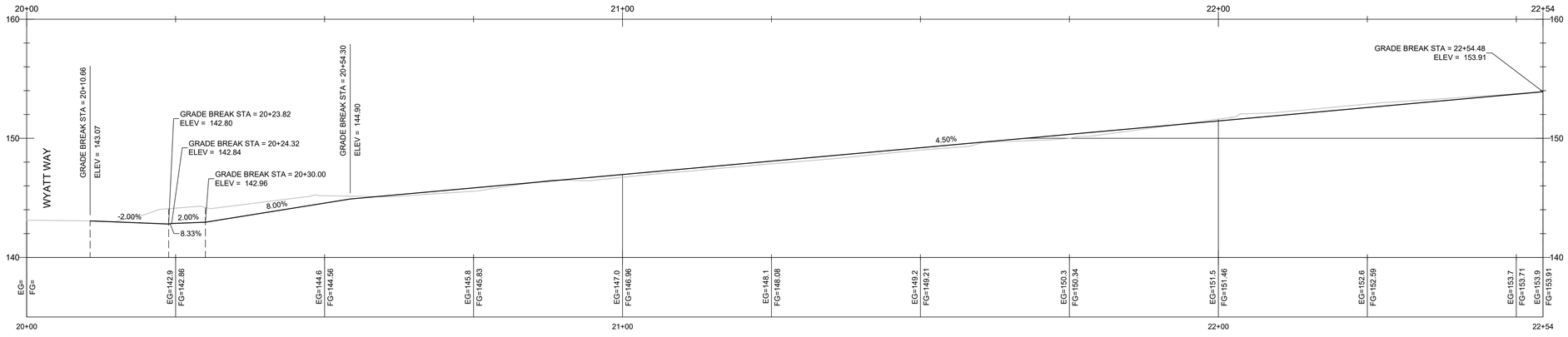
C1

FILE NAME: C1 GRADING PLAN.DWG PLOT DATE: 7/30/2021 4:36 PM PLOT DEVICE: DWG TO PDF.PC3 PAGE SETUP: — PLOTTED BY: NIKKI WHEELER



MADISON AVENUE ENTRANCE

SCALE: 1" = 10'H
1" = 5' V



WYATT WAY ENTRANCE

SCALE: 1" = 10'H
1" = 5' V

PRELIMINARY
NOT FOR CONSTRUCTION

7/30/21

ANDY E. WHEELER
STATE OF WASHINGTON
40430
REGISTERED
PROFESSIONAL ENGINEER

GRADING PROFILES
WYATT / MADISON APARTMENTS
SITE PLAN REVIEW

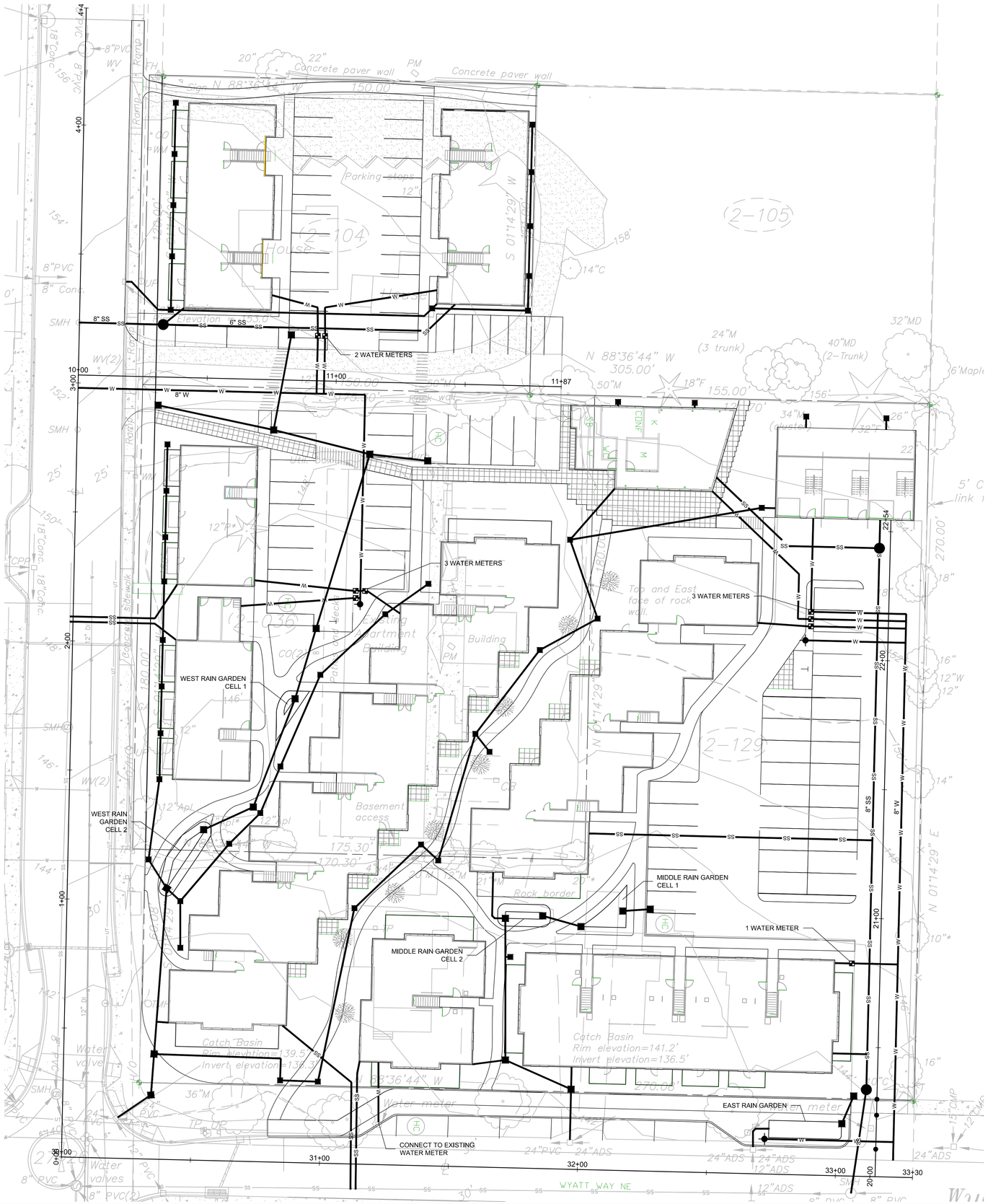
BROWNE • WHEELER
ENGINEERS, INC
241 ERICKSEN AVENUE NE
BAINBRIDGE ISLAND, WA 98110
P 206.842.0605 INFO@BrowneWheeler.COM

MADISON AVENUE
DEVELOPMENT, INC
2930 WESTLAKE AVENUE N
SEATTLE WA 98109

DATE 7/30/21
DESIGNED AEW
DRAWN NDW
CHECKED BKR
PROJECT # MA14-006

C2

FILE NAME: C2 GRADING PROFILES.DWG PLOT DATE: 7/30/2021 4:39 PM PLOT DEVICE: DWG TO PDF.PC3 PAGE SETUP: --- PLOTTED BY: NIKKI WHEELER



LEGEND

- SD — PROPOSED STORM DRAIN
- W — PROPOSED WATER LINE
- SS — PROPOSED SANITARY SEWER
- PROPOSED AREA
- PROPOSED CATCH BASIN
- PROPOSED SANITARY SEWER MANHOLE
- PROPOSED FIRE HYDRANT

N

UTILITY PLAN

SCALE: 1" = 20'

0 5 10 20

EXISTING CONDITIONS BASED ON AGO LAND SURVEY LLC DRAWING DATED 2/11/21. SITE PLAN BASED ON CUTLER ANDERSON ARCHITECTS DRAWING DATED 6/22/21.
DATUM: NAVD88

PRELIMINARY
NOT FOR CONSTRUCTION
7/30/21

STATE OF WASHINGTON
40430
REGISTERED
PROFESSIONAL ENGINEER

UTILITY PLAN
WYATT / MADISON APARTMENTS
SITE PLAN REVIEW

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MADISON AVENUE
DEVELOPMENT, INC
2930 WESTLAKE AVENUE N
SEATTLE WA 98109

DATE 7/30/21
DESIGNED AEW
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CHECKED BKR
PROJECT # MA14-006

C3

FILE NAME: C3 UTILITY PLAN.DWG PLOT DATE: 7/30/2021 4:44 PM PLOT DEVICE: DWG TO PDF.PC3 PAGE SETUP: — PLOTTED BY: NIKKI WHEELER

August 10, 2021

Greg Van Patten
Madison Avenue Development, Inc.
2930 Westlake Avenue N.
Seattle, WA 98109

Re: Wyatt & Madison Apartments
Site Plan and Design Review Submittal

Dear Greg,

This letter presents the access and utility design for inclusion in the Site Plan and Design Review submittal.

Project Description
The project site is located in the northeast quadrant of the intersection of Wyatt Way and Madison Avenue on Bainbridge Island. The project site consists of three parcels, Lot 2-104 (0.41 acres), Lot 2-036 (0.72 acres) and Lot 2-129 (1.38 acres). Each of the properties are developed. Lot 2-104 recently had its residence demolished. Lot 2-036 has a multifamily building that is being prepared for demolition. Lot 2-129 had two residences that were demolished om 2005. The project site has two existing access points on Wyatt Way and three access points on Madison Avenue.

The proposed project is to construction 9 multifamily buildings and one community center. To support this development parking facilities, water and sewer service, and stormwater mitigation will be constructed in accordance with City of Bainbridge Island requirements.

Storm Drainage
Existing Conditions
The site currently has multiple paved areas, gravel areas, a multifamily building, landscaping and scattered trees. The existing landcover areas on the site are as follows:

Building including demolished structures	10,682 square feet
Driveway/Parking area	22,263 square feet
Landscaping	72,265 square feet

The site slopes gently to the south-southwest toward Wyatt Way. There are grade changes along the north, east and south sides of Lot 2-036. Permeable soils on the site are approximately 2 feet thick and underlain with glacial till. The USDA maps the soils on the site as mostly Ragnar fine sandy loam with Kapowsin gravelly ashy loam in the northwest corner and Kitsap silt loam in the southeast corner. Based on our findings the soils on site do not meet the requirements for infiltration BMPs.

The site receives dispersed runoff from the property to the northeast (see Existing Areas). Runoff generated on the site currently sheet flows across the site following grade until it reaches Wyatt Way. At that point the water is collected by the City's drainage system along the north side of the road.

Downstream Description
The City's drainage system along the north side of Wyatt Way conveys the water to the west in a newly improved drainage system. The City upgraded the system to address capacity issues to 24 inch diameter piping. The Wyatt system discharges to the Madison Avenue drainage system. At the connection point the City's system heading south is 36 inch diameter. This system continues south through the Winslow Way intersection until reaching Bjune Drive SE. The system then flows to the southeast past 109 Bjune Drive. The system then heads directly south and discharges into Eagle Harbor.

Proposed Improvements

As discussed above the project will construct 9 multifamily buildings and a community building. The proposal also includes sidewalks, parking areas and landscaping to support the buildings. The proposed improvements include the following land cover areas (see Proposed Areas):

Buildings	35,935 square feet
Sidewalk	12,815 square feet
Parking	30,942 square feet
Landscaping	22,518 square feet

Stormwater Management

The proposed improvements were evaluated using the guidelines for redevelopment in the Washington State Department of Ecology *Stormwater Management Manual for Western Washington* 2012 edition. The Manual evaluates the required Minimum Requirements for the development based on new or replaced hard surfaces and/or converted native vegetation. The site has less than 35% of existing impervious coverage, so the project is new development. The proposed project will create a total of 76,020-square feet of new and replaced impervious area (see Threshold Areas). The proposed converted pervious areas is 1,066-square feet. The project will disturb 98,578-square feet of the site. The project will also remove 7,618 square feet of existing hard surface.

The project is required to meet Minimum Requirements 1-9 for the new and replaced hard surface. Table 1 illustrates how each of the minimum requirements are met.

To meet Minimum Requirement 5 Onsite Stormwater Management the project will implement the following BMPs:

- Landscape areas will meet BMP T5.13 Post-Construction Soil Quality and Depth
- Some trees will be retained or planted within the requirements of BMP T5.16 Tree Retention and Tree Planting.
- Most of the paths will be graded to sheet flow disperse in accordance with BMP T5.12 Sheet Flow Dispersion.
- Some of the building roofs will be routed to perforated stub-out connections in accordance with BMP T5.12C Perforated Stub-out Connections.

Because the pollution generating hard surface is more than 5,000-square feet, runoff treatment needs to be provided. We are proposing to divide the pollution generating surfaces into three basins; west, middle and east. The west basin will mitigate the runoff from the west parking areas in a series of under drained rain gardens. The rain gardens are under drained because the permeable soil on the site is too shallow to meet the required separations found in code. The under drained rain garden is designed to provide over 91% filtration of the modelled runoff that they receive. These rain gardens will discharge to a drainage system that will route the runoff to a connection to the City's drainage system in Wyatt Way.

The middle basin consists of a little more than half of the east parking lot. The mitigation for this basin will also be a series of rain garden. The rain gardens will be designed using the same criteria as the west basin. These rain gardens discharge to another drainage system that will route the runoff to a City catch basin along Wyatt Way in the approximate midpoint of the frontage.

The east basin consists of the remainder of the east parking area and the driveway approach to Wyatt Way. Because of the topography of the area a portion Wyatt Way will also be collected by the mitigation system. This runoff will be routed to an under drained rain garden located in the Wyatt Way right of way. This rain garden will also provide treatment of 91% of the modelled runoff. The treated runoff will discharge to City's Wyatt Way drainage system.

The project is proposing to construct parallel parking along a portion of the Wyatt Way frontage. The City has an existing water quality treatment system for this portion of Wyatt Way (see WQ Frontage Areas). The East Basin mitigation system collects a portion of the pavement that drains to the City's

treatment system. Based on trading these areas the City's existing treatment system has adequate capacity to mitigate the proposed frontage improvements.

In addition to the mitigation systems mentioned above, a clean water drainage system will be constructed to collect runoff from the rooftops and landscape areas. After the runoff from the parking areas is filtered, it will also discharge to this system. The drainage system will connect to the City's Wyatt Way system in three locations.

Erosion Control

The Contractor will be responsible for maintaining erosion control facilities on the site during construction and for ensuring that sediment does not leave the site. The general principles of construction pollution prevention are:

- Retain native vegetation
- Prevent erosion rather than treat sediment laden water
- Employ site specific best management practices (BMPs)
- Divert upslope runoff around disturbed areas
- Phase construction operations to reduce total amount of disturbance at one time
- Amend soils before seeding
- Minimize the slope length and steepness of disturbed areas
- Reduce runoff velocities
- Prevent the tracking of sediment off site
- Employ BMPs that address not only erosion but also other potential pollutants.

A detailed erosion control plan will be developed during the final design.

Operation and Maintenance

In order to maintain long-term effectiveness of the drainage system, maintenance of the system will be required. An Operation and Maintenance Manual will be prepared during final design.

Water

Existing

The City has a 12 inch water main along the Madison Avenue frontage and an 8 inch water main along the Wyatt Way frontage. There are multiple existing meters located on the site from the previous development. We are investigating if they can be reused.

Proposed

We are proposing to extend the water system into the project at the Madison Avenue entrance and at the Wyatt Way entrance. The two water mains will terminate at a fire hydrant. To keep the water fresh in the water mains new water meters will be installed at the end of the mains. Once we have more information regarding the existing water meters on site we will refine this design.

Sewer

Existing

8-inch sewer mains are along the Wyatt Way and Madison Avenue frontages. There are existing sewer stubs that service the existing structures.

Proposed

Because of the age of the previous development, we are not relying on the existing sewer stubs to provide service to the project. We are proposing to extend the sewer system into the project at multiple locations. A short 8 inch sewer main extension is proposed at the Madison Avenue entrance. This line will provide service to two buildings. Two new side sewers will be installed on Madison Avenue. On the Wyatt Way frontage two new side sewers will be installed on the west portion of the frontage. At the Wyatt Way entrance an 8 inch sewer main will be extended north into the project. This sewer main will terminate at a manhole. This line will provide service to four of the buildings on the site.

Site Access
Existing
The site is currently five access points, two on Wyatt Way and three on Madison Avenue.

Proposed
The proposed project will only have one entrance on Wyatt Way and one on Madison Avenue.

Frontage Improvements
Existing
An existing sidewalk is constructed along Madison Avenue that was recently extended along a portion of the Wyatt Way frontage.

Proposed
As part of the project a sidewalk and parallel parking will be constructed along the Wyatt Way frontage..

We will be pleased to provide any additional information to you or to the City.

Very truly yours
Browne Wheeler Engineers, Inc.

8/10/21

Table 1
Summary of Stormwater Minimum Requirements

Minimum Requirement	Comment
1. Stormwater site plan	A stormwater site plan is presented.
2. Construction stormwater pollution prevention	A detailed erosion and sedimentation control plan will be submitted with the utility construction plans.
3. Source control of pollutants	Not applicable.
4. Preservation of natural drainage systems and outfalls	All stormwater continues to discharge to the Wyatt Way drainage system.
5. On-site stormwater management	The runoff generated on the site will be retained to the maximum extent feasible. We will retain and replant native vegetation to reduce the amount of runoff generated on the project and improve the soil to increase the amount of water held by the soil on site. Because of existing shallow soils infiltration best management practices are not feasible. We are proposing to use multiple underdrained rain gardens on the site to give runoff an opportunity to infiltrate into the existing soil while protecting the proposed improvements.
6. Runoff treatment	The project is proposing to meet this requirement through the use of multiple rain gardens to filter the runoff generated from the pollution generating surfaces.
7. Flow control	The project is exempt from flow control since it discharges to a man made drainage system that discharges directly to the salt water.
8. Wetlands protection	The project does not discharge to a wetland. N/A.
9. Operation and Maintenance	An O&M manual will be submitted with the project record drawings.

ENGINEERING CALCULATIONS

Map Scale: 1:719 if printed on A portrait (8.5" x 11") sheet.

N

Meters: 0 10 20 40 60

Feet: 0 30 60 120 180

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 10N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Kitsap County Area, Washington
Survey Area Data: Version 16, Jun 4, 2020

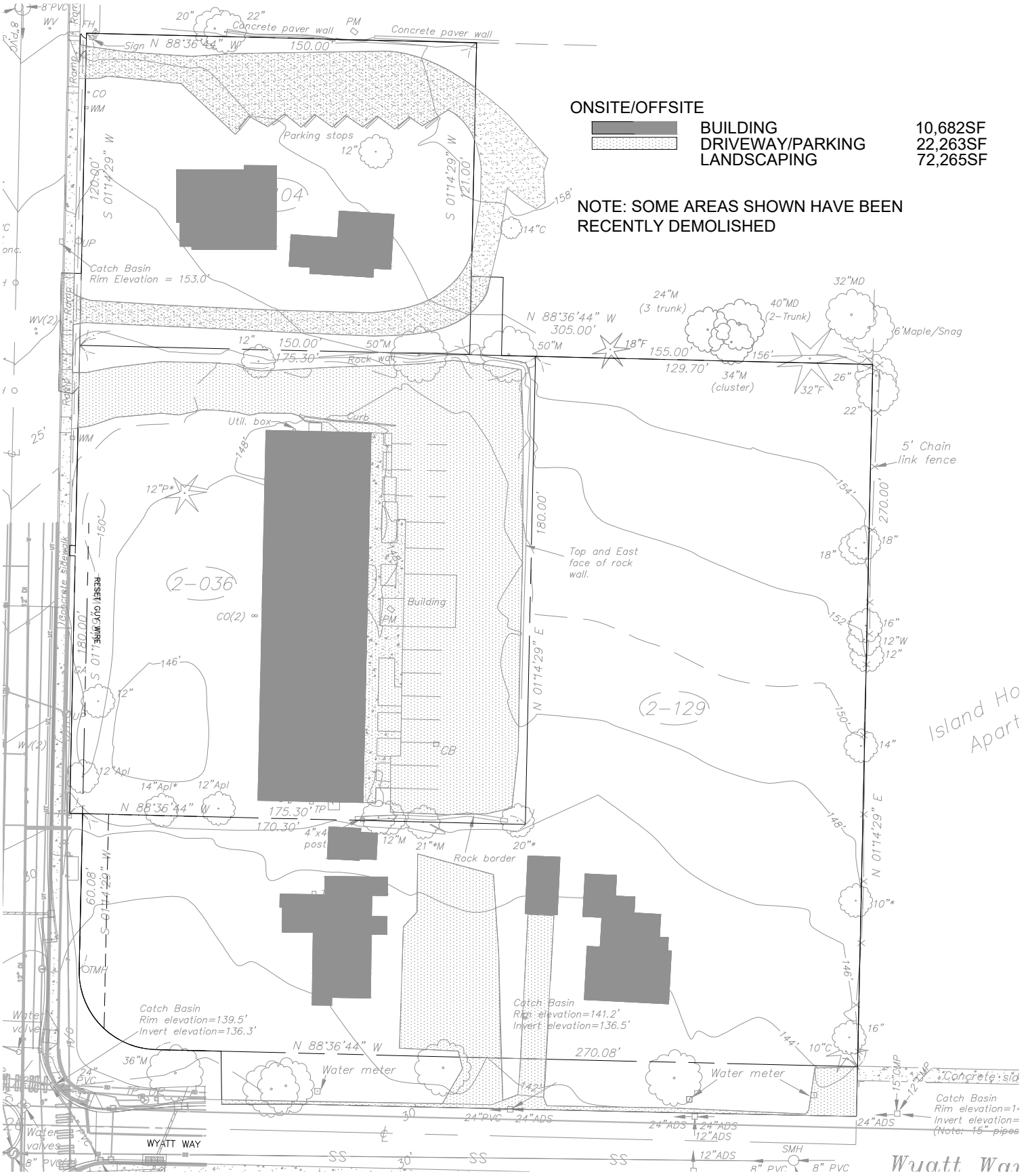
Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Aug 9, 2018—May 23, 2019

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
22	Kapowsin gravelly ashy loam, 0 to 6 percent slopes	0.2	6.7%
28	Kitsap silt loam, 2 to 8 percent slopes	0.1	6.3%
44	Ragnar fine sandy loam, 0 to 6 percent slopes	2.0	87.0%
Totals for Area of Interest		**2.3**	**100.0%**



EXISTING CONDITIONS

WYATT & MADISON APARTMENTS

SITE PLAN AND DESIGN REVIEW

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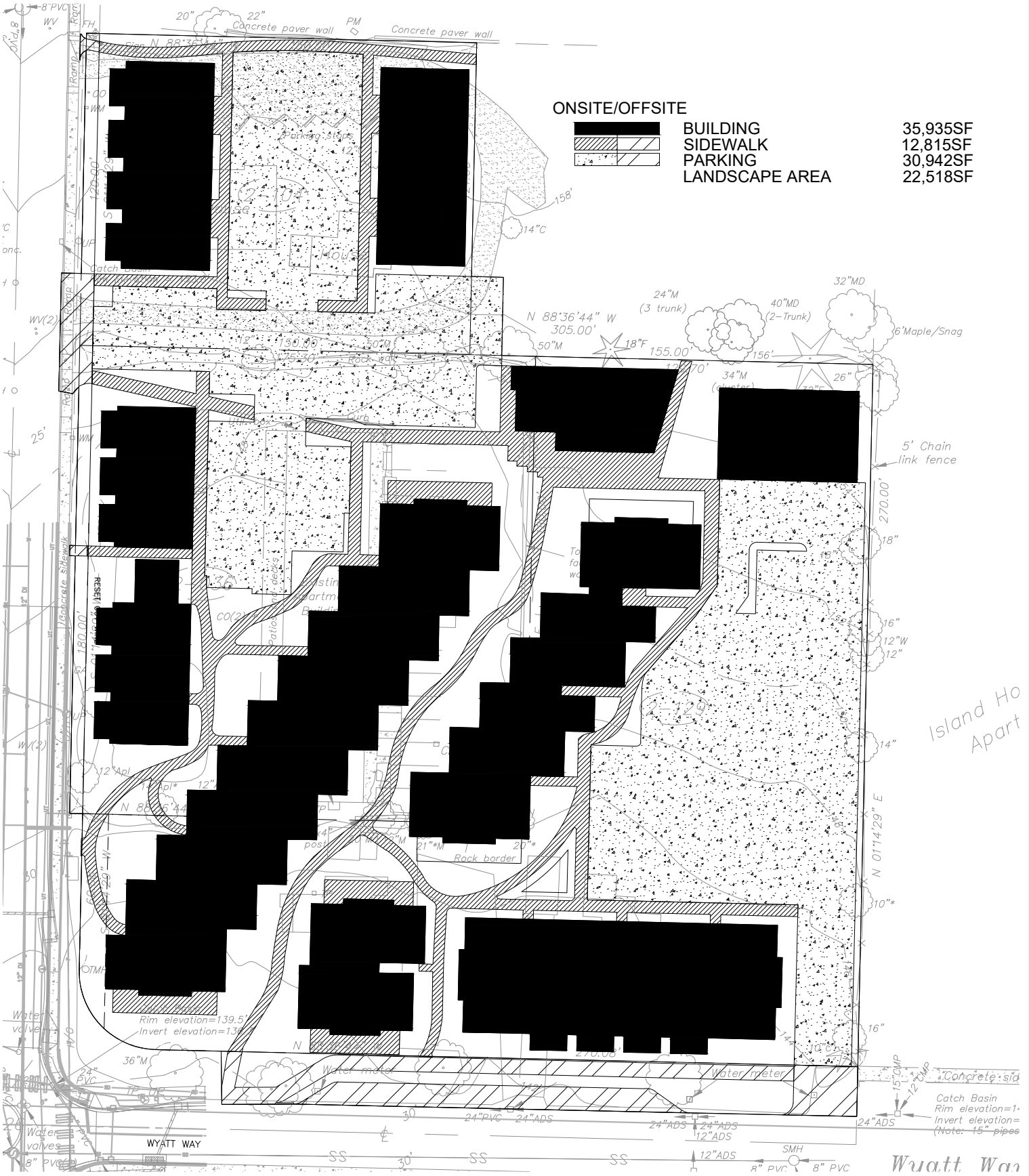

PROPOSED AREAS

WYATT & MADISON APARTMENTS

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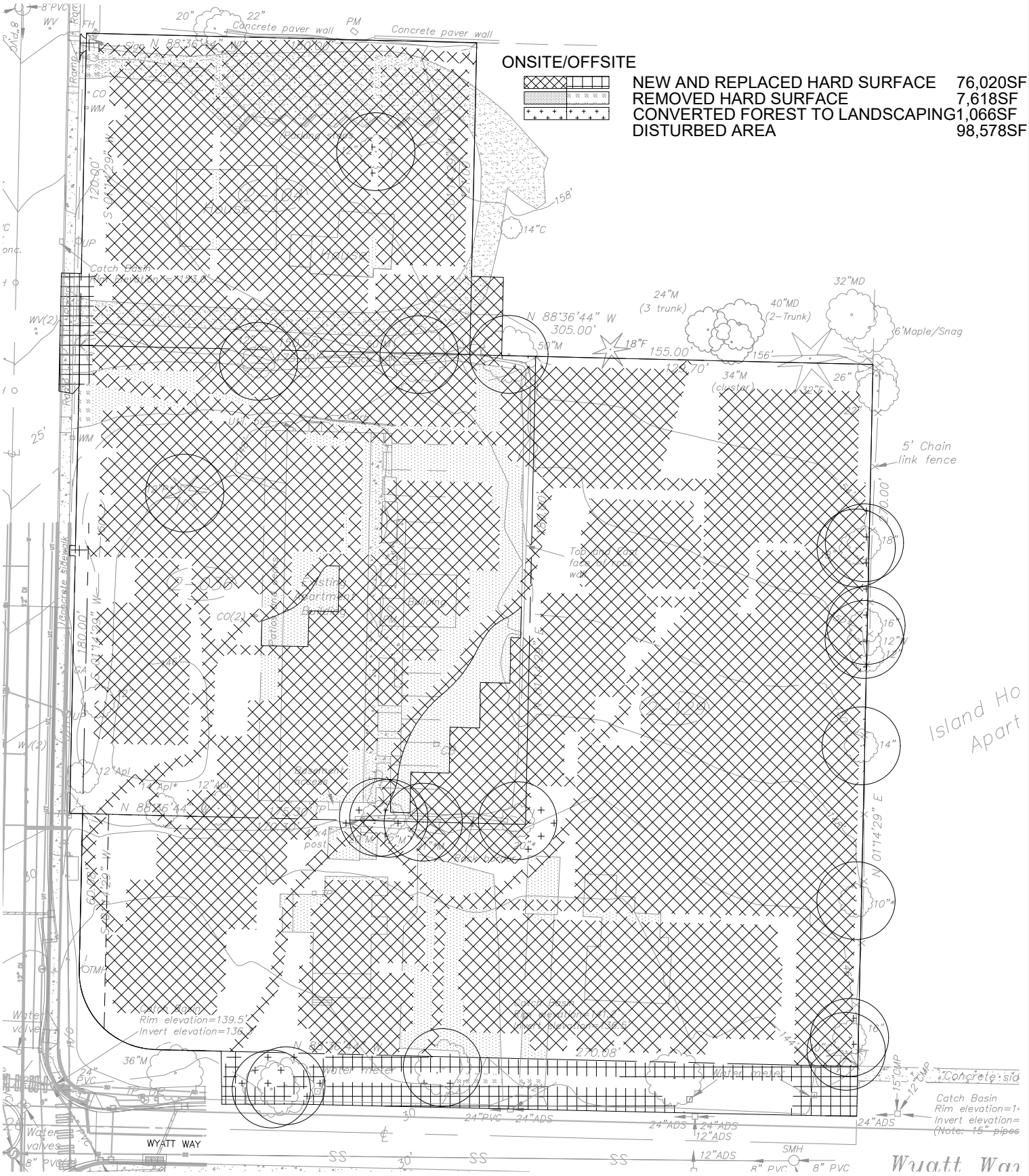

THRESHOLD AREAS

WYATT & MADISON APARTMENTS

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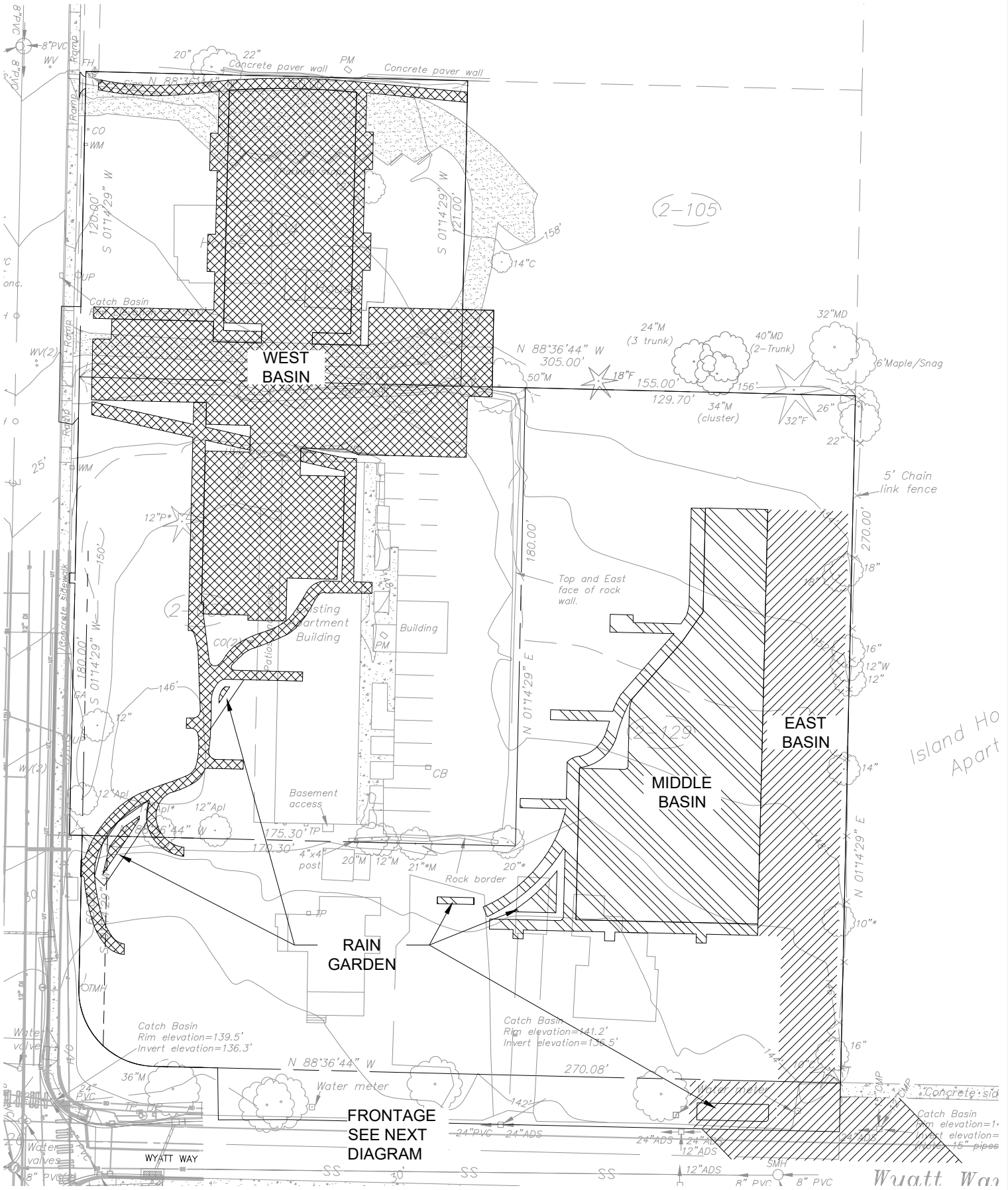
Wyatt & Madison Apartments
Drainage Areas

Total Project Site		105210 sf	2.415 ac
Proposed			
Onsite		98578 sf	2.263 ac
	Bldg	10682 sf	0.245 ac
	DW/Parking	20023 sf	0.460 ac
	Landscaping	67873 sf	1.558 ac
Offsite		6632 sf	0.152 ac
	Hardscape	2240 sf	0.051 ac
	Landscaping	4392 sf	0.101 ac
Proposed			
Onsite		98578 sf	2.263 ac
	Bldg	35935 sf	0.825 ac
	Sidewalk	11383 sf	0.261 ac
	DW/Parking	28702 sf	0.659 ac
	Landscaping	22558 sf	0.518 ac
Offsite		6632 sf	0.152 ac
	Parking	2240 sf	0.051 ac
	Sidewalk	1432 sf	0.033 ac
	Landscaping	2960 sf	0.068 ac

Threshold Areas	Onsite	Offsite
New and Replaced Hard Surface	76020 sf	3672 sf
Removed Hard Surface	7618 sf	257 sf
Disturbed Area	98578 sf	6632 sf
Converted Forest to Landscaping	1066 sf	454 sf
Pollution Generating Hard Surface	28702 sf	2240 sf



WATER QUALITY AREAS
WYATT & MADISON APARTMENTS
SITE PLAN AND DESIGN REVIEW

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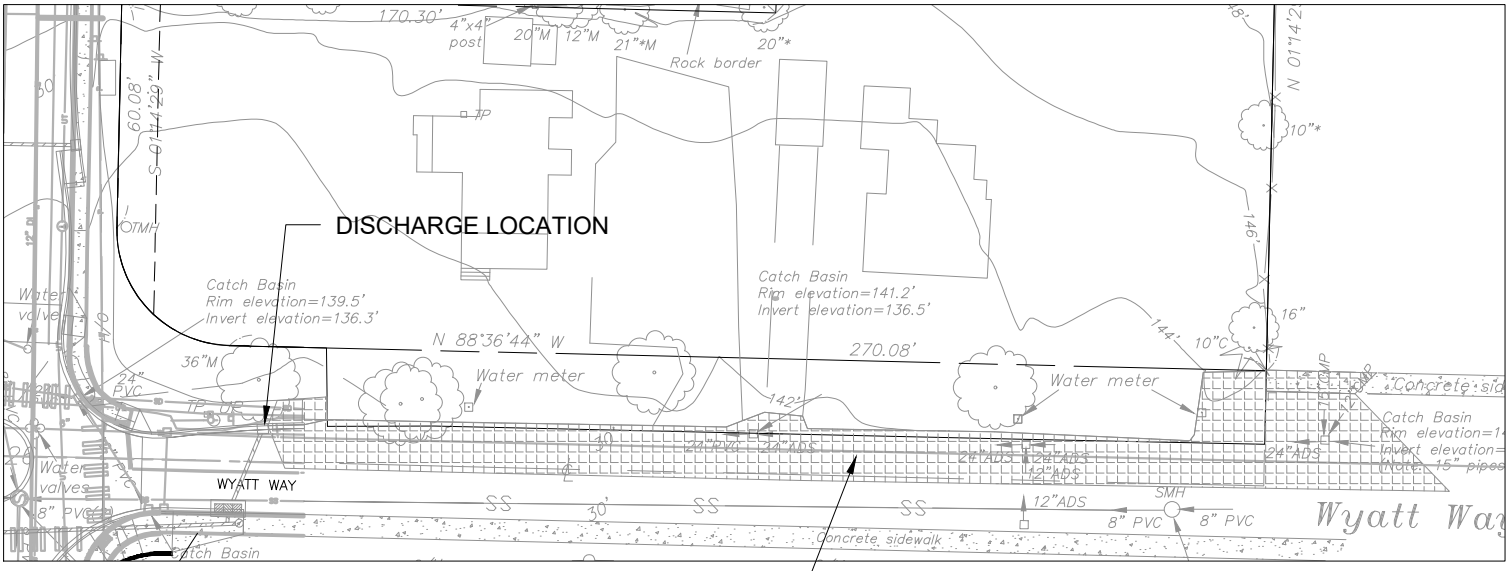
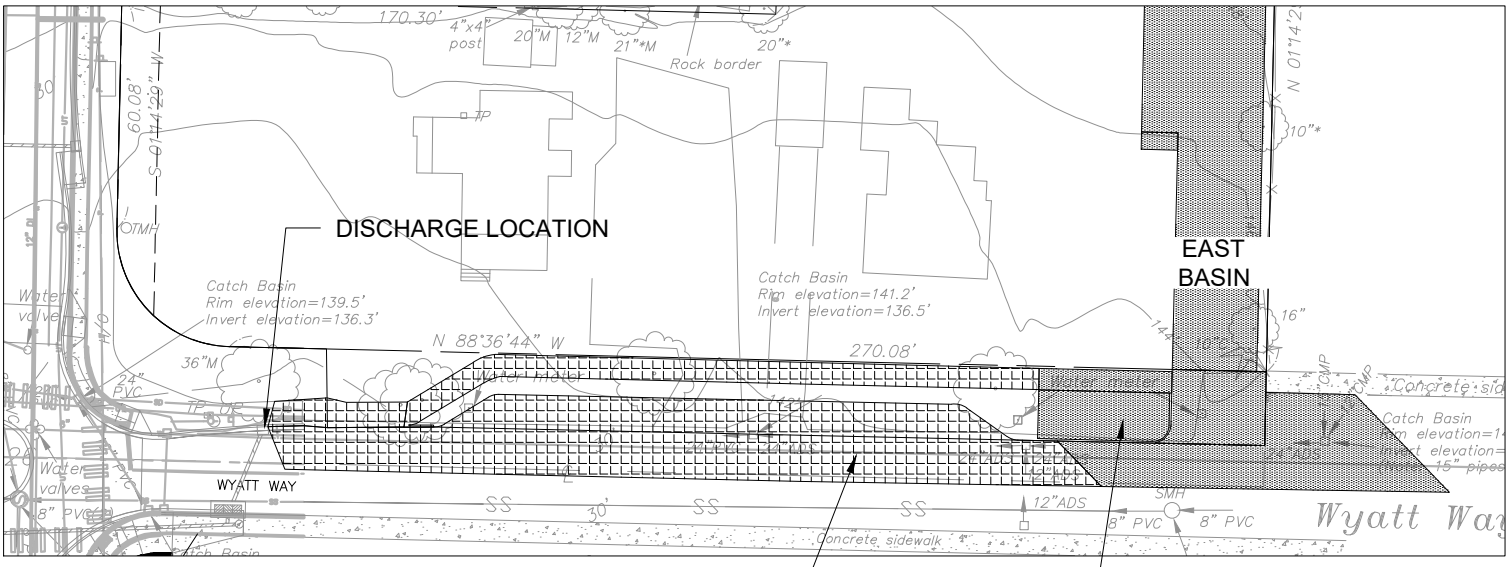


EXISTING HARD SURFACE DRAINING TO CITY SYSTEM
4,863 SF



PROPOSED HARD SURFACE DRAINING TO CITY SYSTEM
4,876 SF

EAST BASIN DRAINS TO EAST RAIN GARDEN

WQ FRONTAGE AREAS
WYATT & MADISON APARTMENTS
SITE PLAN AND DESIGN REVIEW

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Water Quality Areas

West RG

	Parking	14358 sf	0.330 ac
	Sidewalk	4262 sf	0.098 ac
		18620 sf	0.427 ac

	Bottom Area	Length
1	11	3.3 ft
2	81	9.0 ft

Middle RGs

	Parking	8010 sf	0.184 ac
	Sidewalk	1863 sf	0.043 ac
	Landscaping	152 sf	0.003 ac
		10025 sf	0.230 ac

	Bottom Area	Length
1	127	11.3 ft
2	38	6.2 ft

East RG

	Parking	6962 sf	0.160 ac
	Sidewalk	43 sf	0.001 ac
	Existing	1372 sf	0.031 ac
		8377 sf	0.192 ac

	Bottom Area	Length
1	188	13.7 ft

Frontage

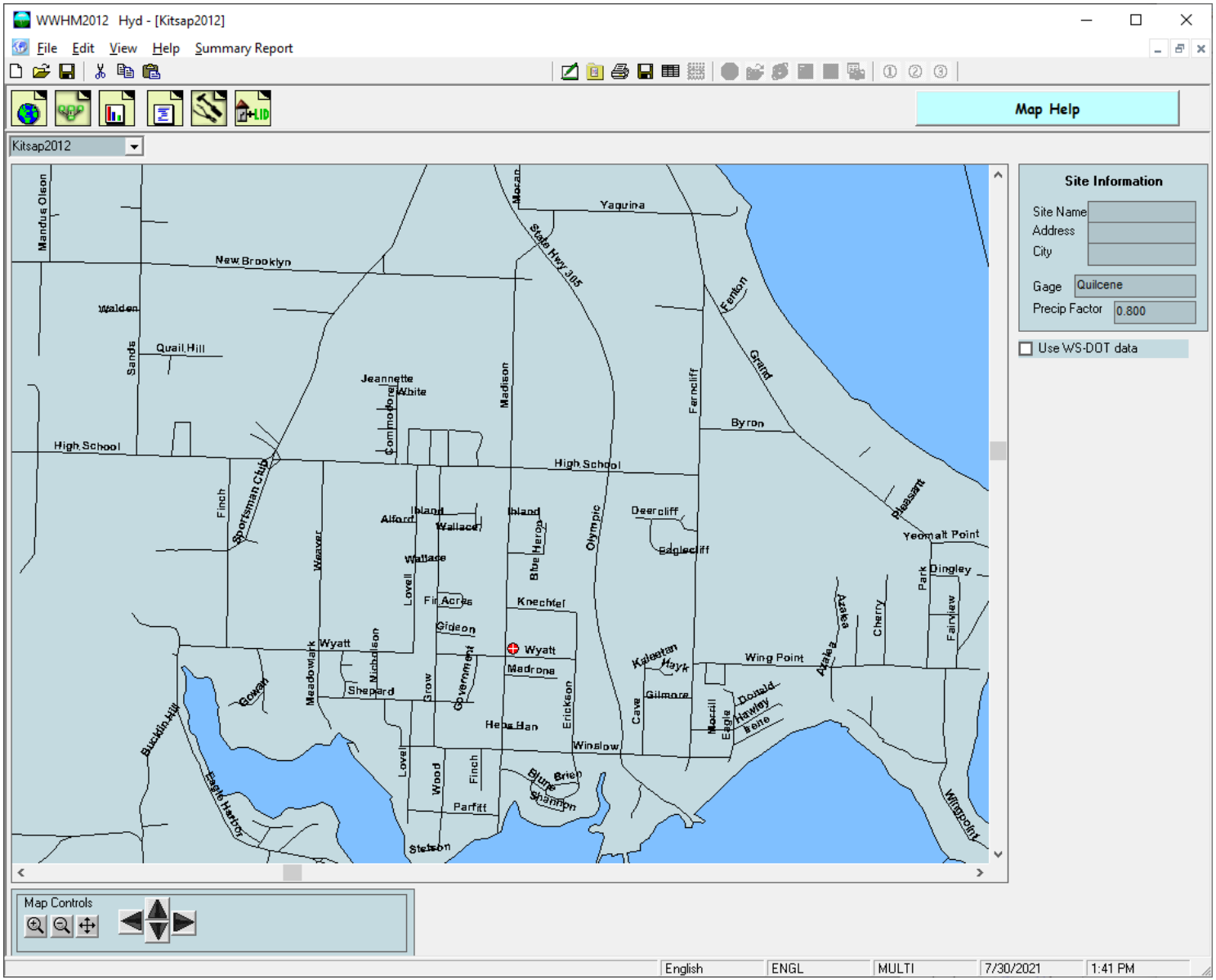
Existing

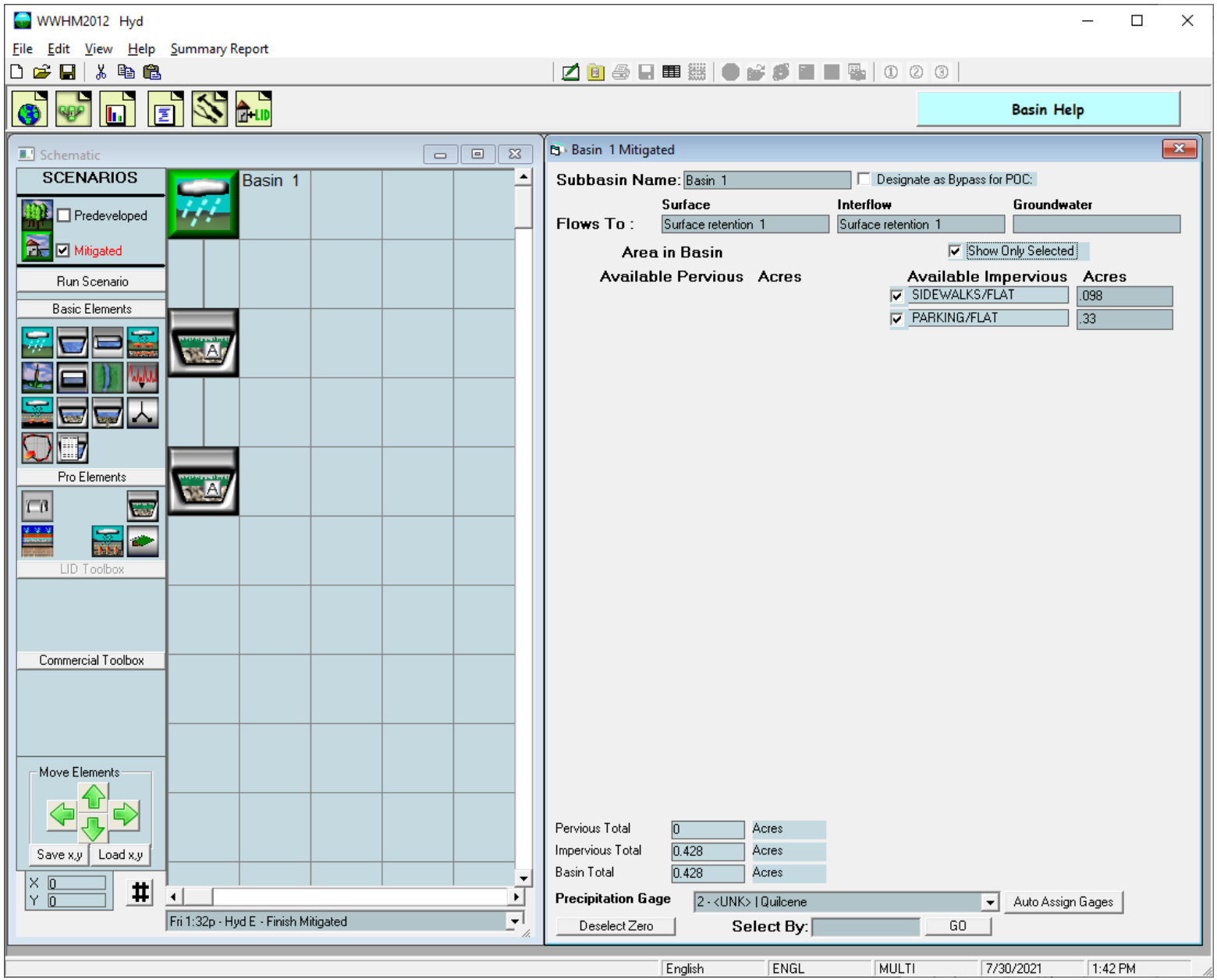
Paving	4627 sf	
Sidewalk	236 sf	
	4863 sf	

Proposed

Paving	3674 sf	
Sidewalk	1202 sf	
	4876 sf	

Project Location

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SCENARIOS
Predeveloped
Mitigated
Run Scenario
Basic Elements
Pro Elements
LID Toolbox
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X 0
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Basin 1 Mitigated
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Groundwater
Surface retention 1
Surface retention 1
Area in Basin
Available Pervious Acres
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PARKING/FLAT .33
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Impervious Total 0.428 Acres
Basin Total 0.428 Acres
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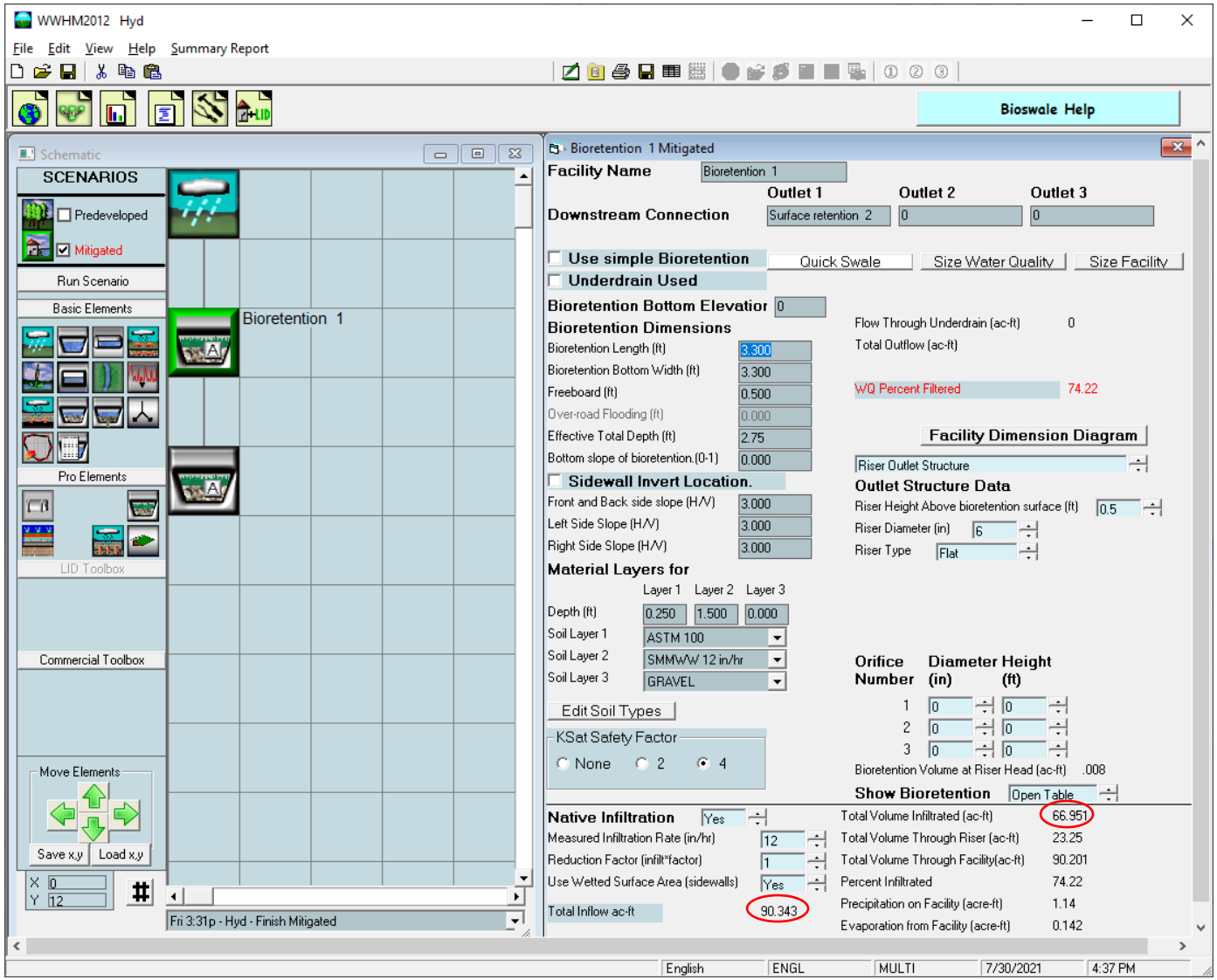
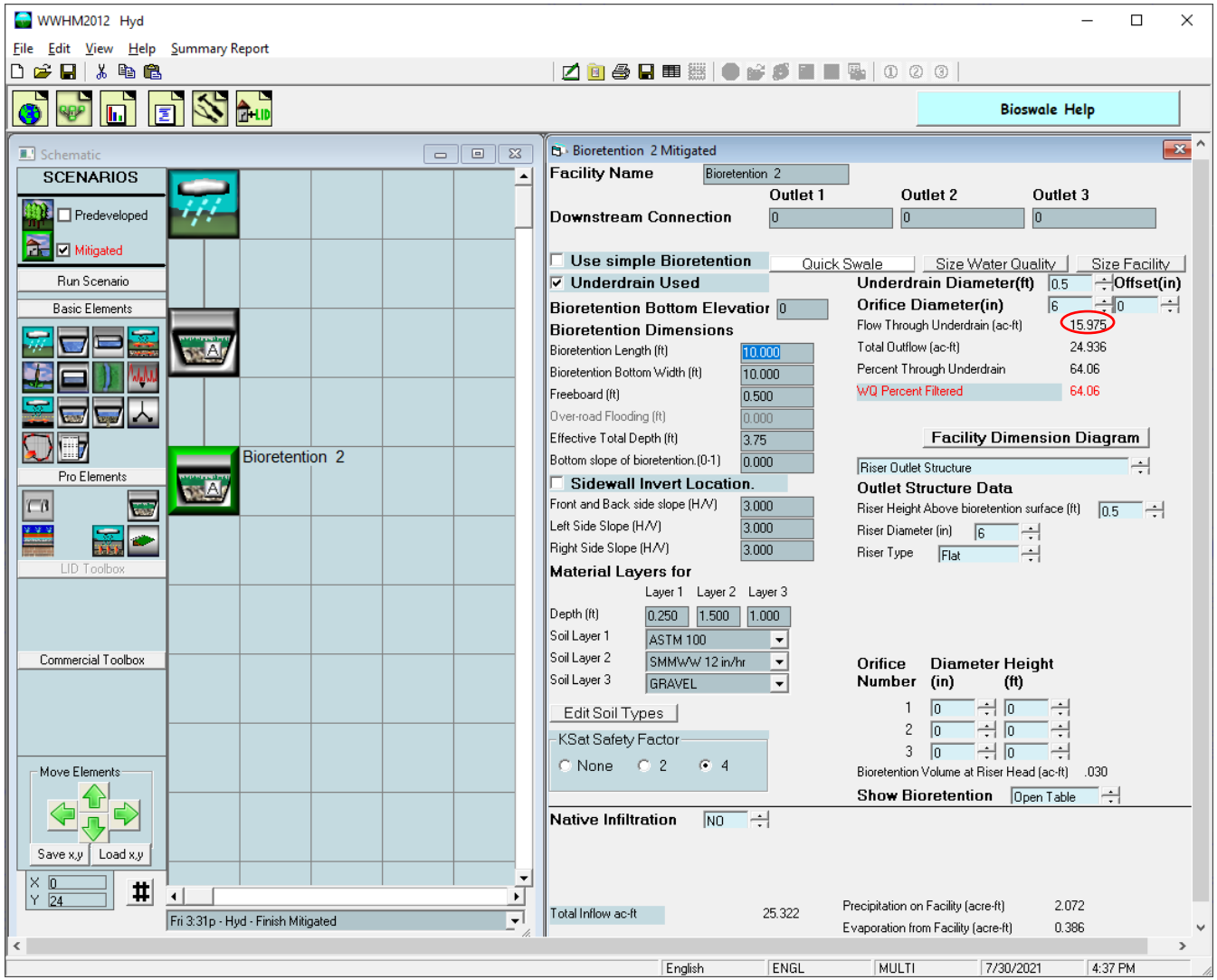
West Rain Garden Cell 1 Dimensions and Performance.

Note to separate treated water from untreated water in multi-cell under drained rain gardens we are employ the native infiltration function to mimic the collection of the water in the underdrain. The model then takes the overflow from the riser and routes it to the next rain garden cell.



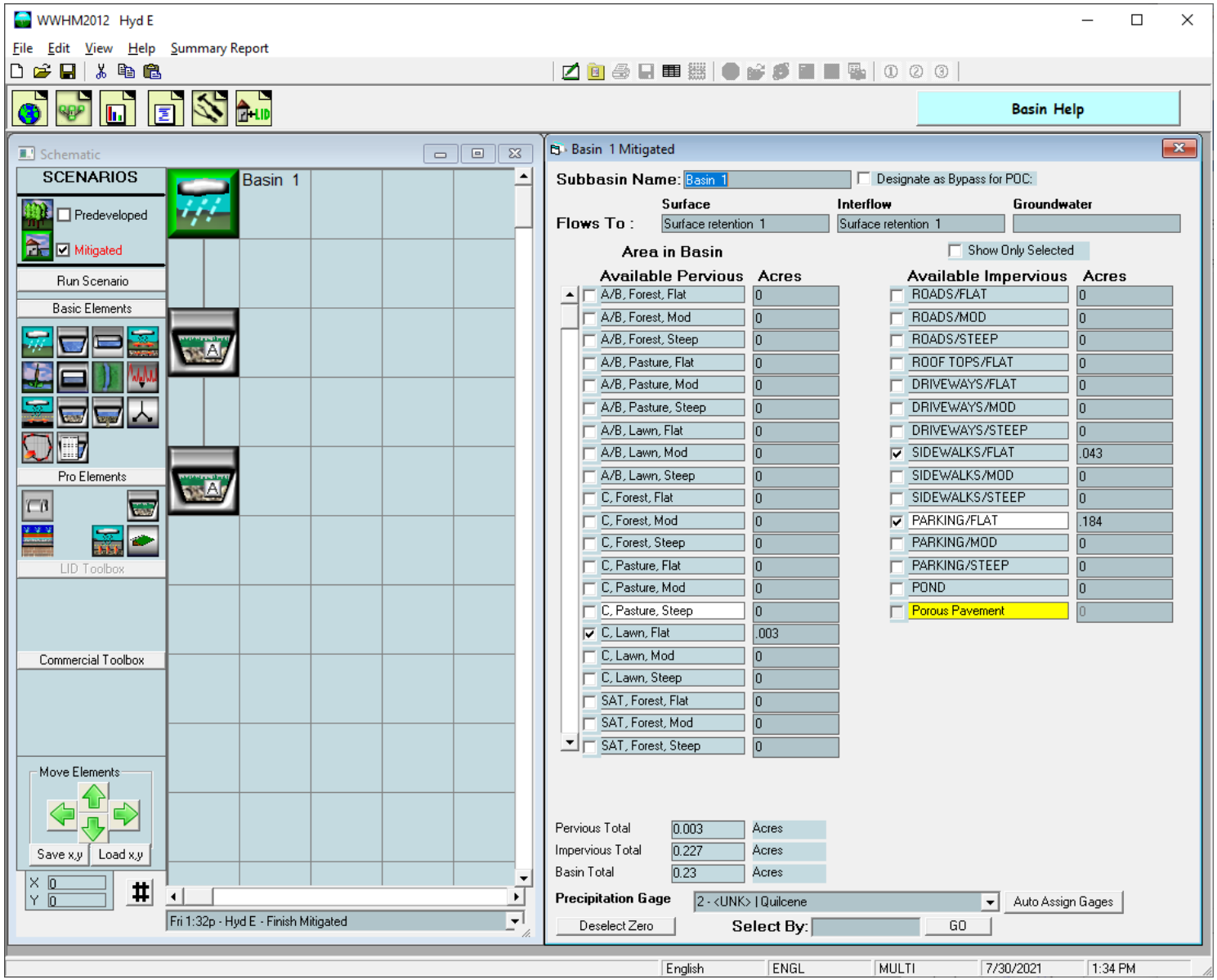
West Rain Garden Cell 2



Note: The filtration performance is equal to the total runoff infiltrated in Cell 1 and the total runoff collected by the under drain in Cell 2 divided by the incoming flow from the basin. This equals the following:

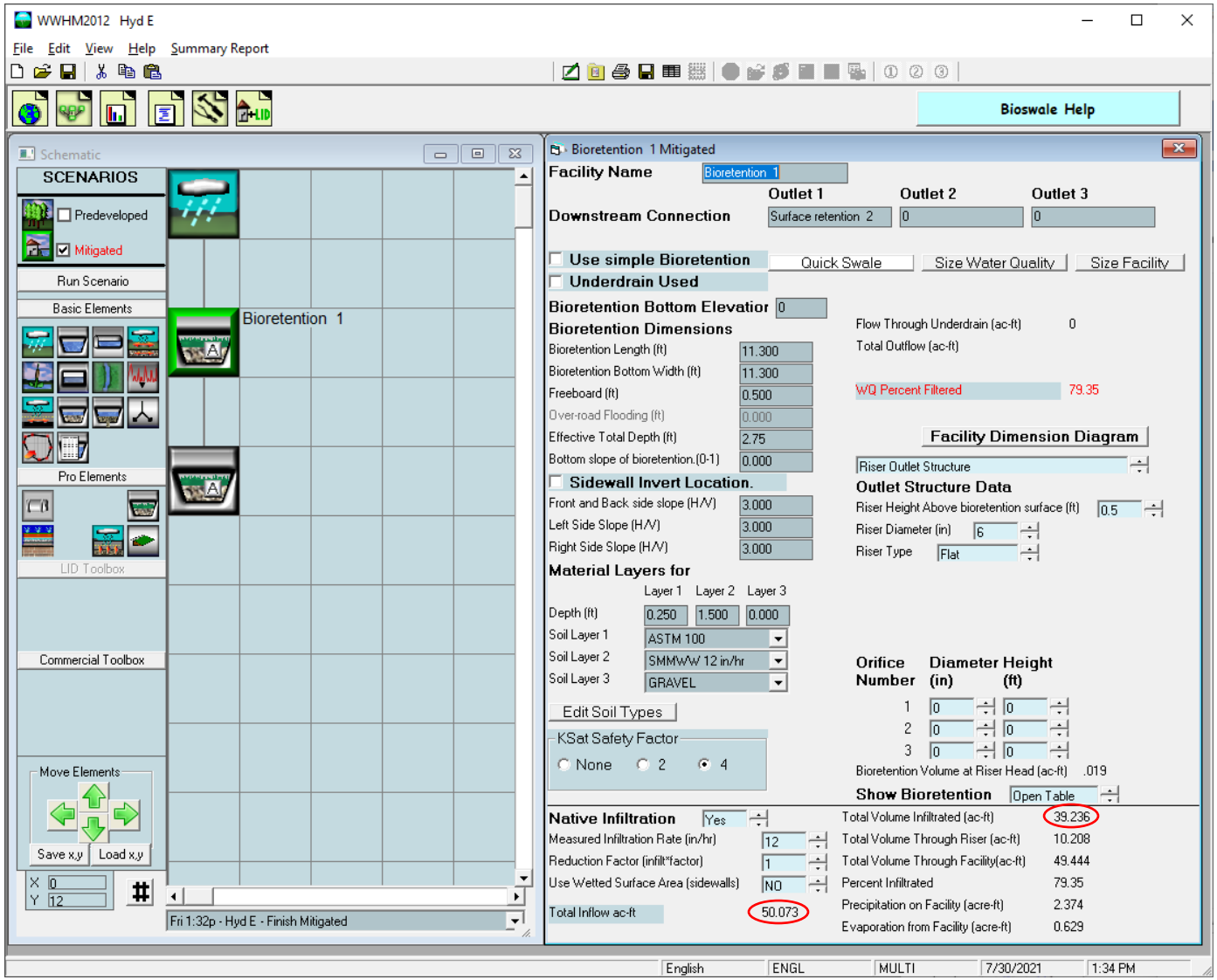
(66.951 ac-ft + 15.975 ac-ft) /90.343 ac-ft * 100 = 91%

Middle Basin Characteristics

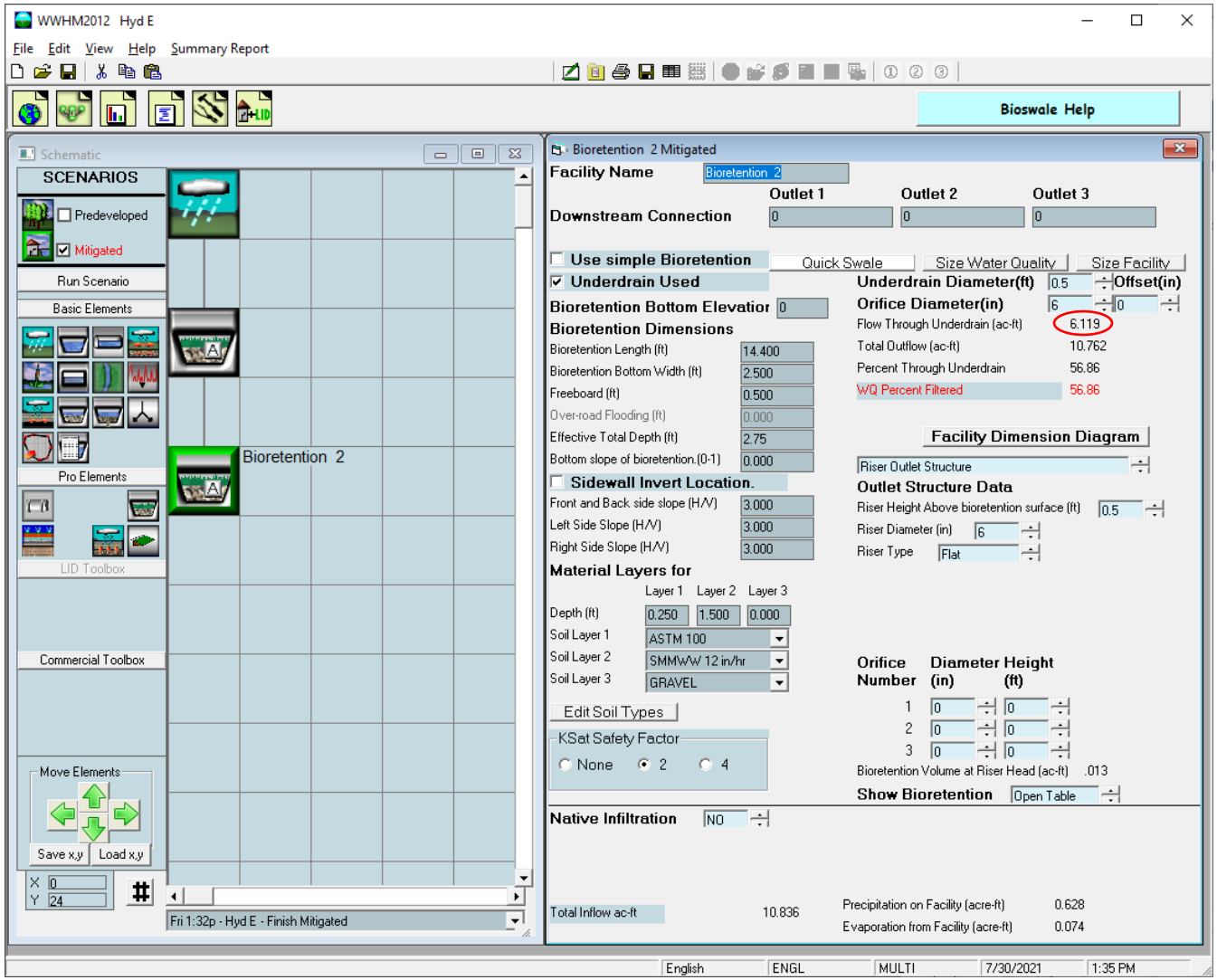


Middle Rain Garden Cell 1 Dimensions and Performance.

Note to separate treated water from untreated water in multi-cell under drained rain gardens we are employ the native infiltration function to mimic the collection of the water in the underdrain. The model then takes the overflow from the riser and routes it to the next rain garden cell.



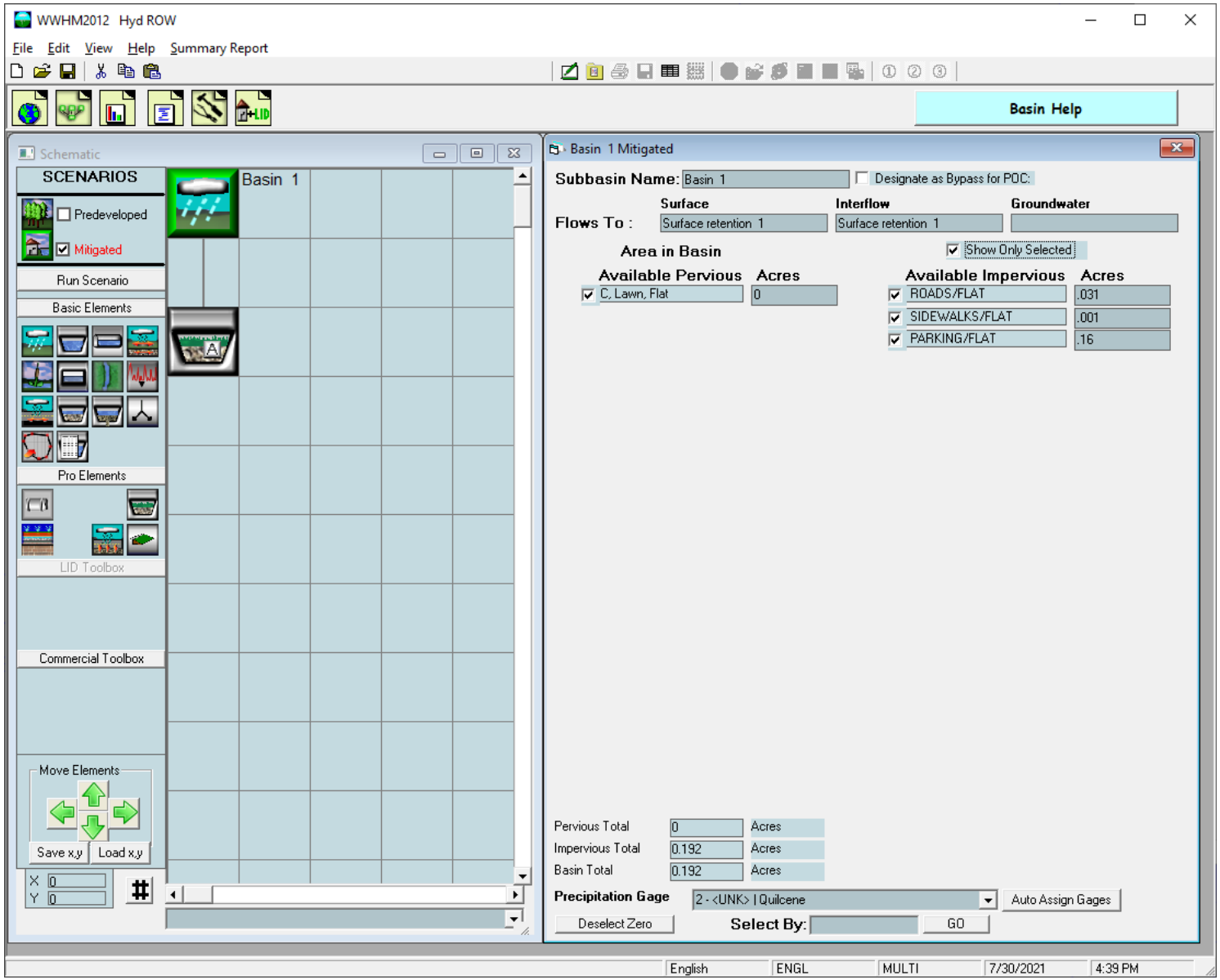
Middle Rain Garden Cell 2 Dimension and Performance



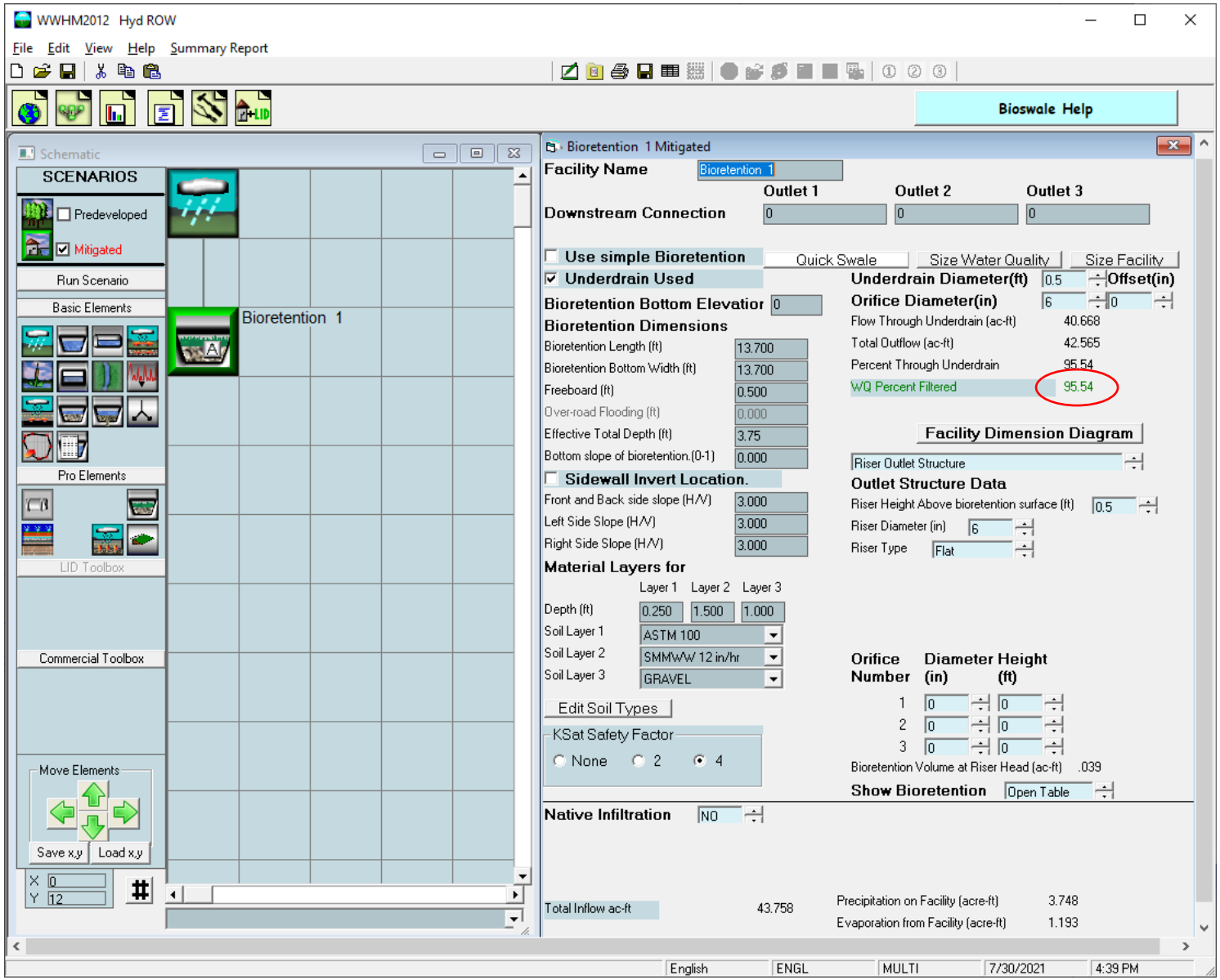
Note: The filtration performance is equal to the total runoff infiltrated in Cell 1 and the total runoff collected by the under drain in Cell 2 divided by the incoming flow from the basin. This equals the following:

(39.236 ac-ft + 6.119 ac-ft) /50.073 ac-ft * 100 = 91%

East Basin Characteristics



East Rain Garden Dimensions and Performance



MADISON AVENUE APARTMENTS
TRAFFIC IMPACT ANALYSIS

City of Bainbridge Island, WA

07/26/2021

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GVP Properties

July 2021

MADISON AVENUE APARTMENTS
TRAFFIC IMPACT ANALYSIS

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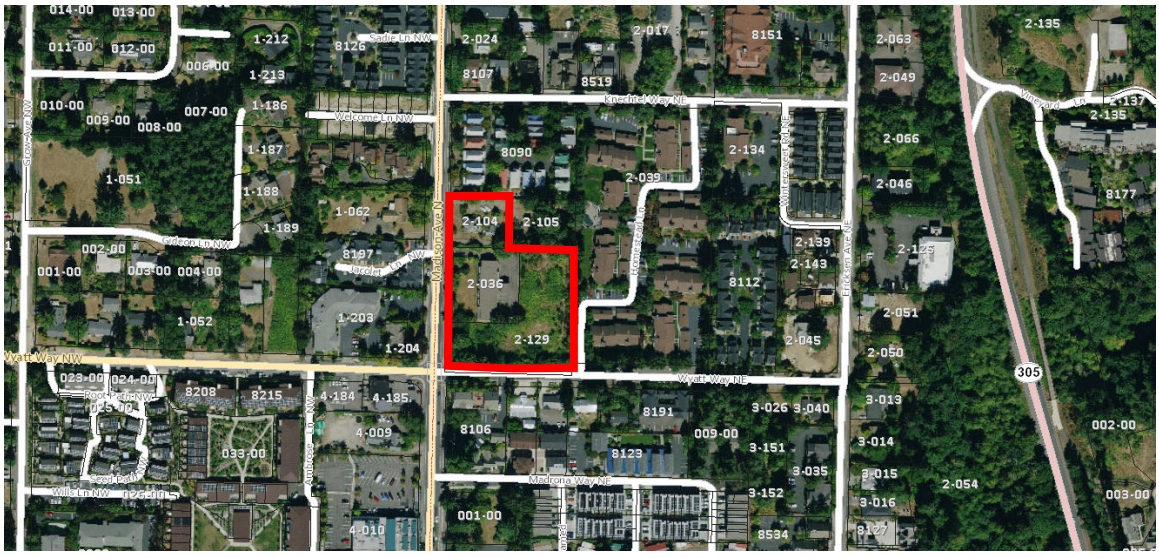
MADISON AVENUE APARTMENTS
TRAFFIC IMPACT ANALYSIS

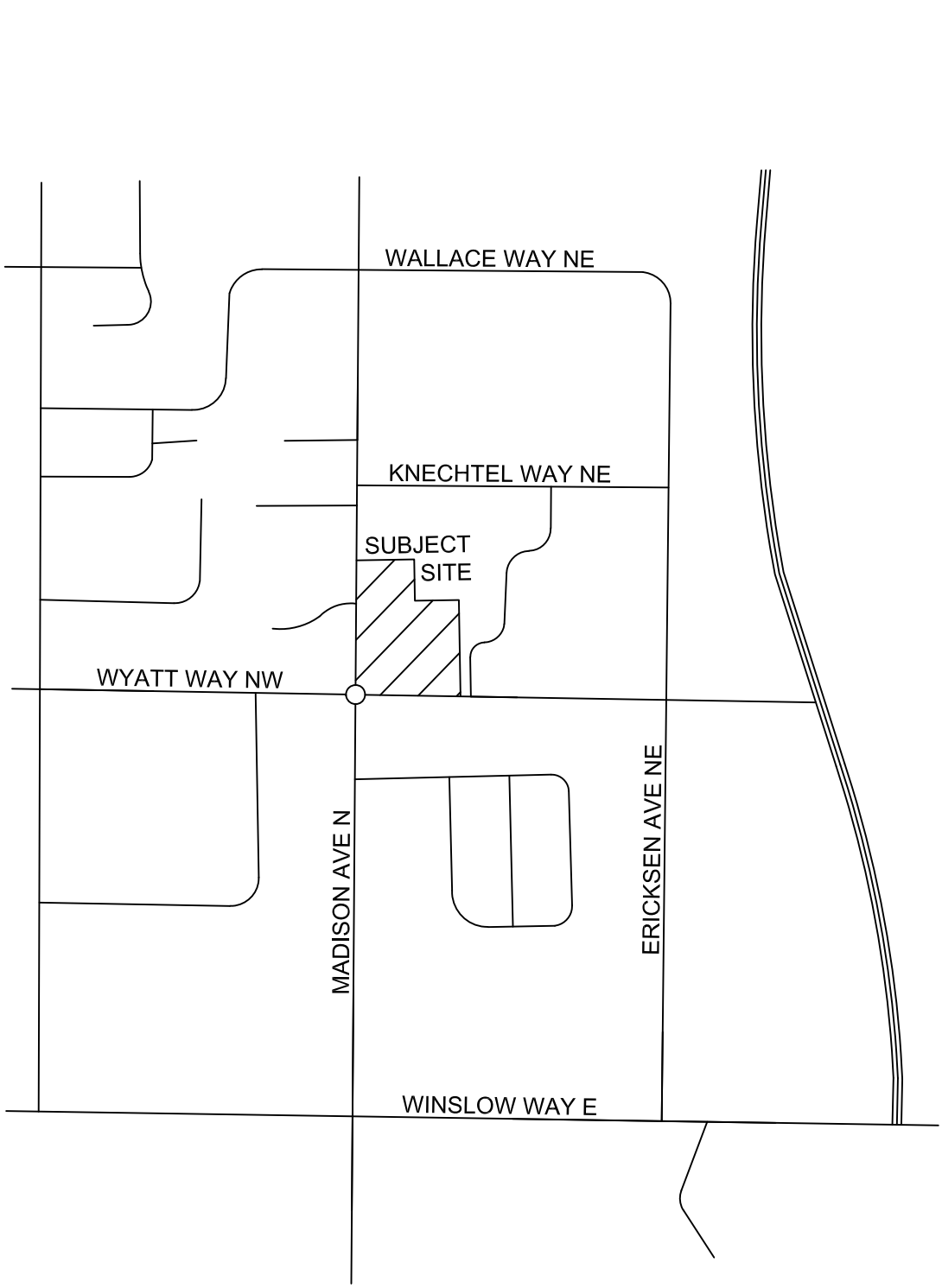
1. INTRODUCTION

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

Madison Avenue Apartments proposes for the construction of a multi-family development comprising 82 dwelling units in the city of Bainbridge Island. The subject site is bordered to the south by Wyatt Way NW and to the west by Madison Avenue N on a cumulative 2.51-acres within tax parcel #'s: 262502-2-129-2007; -036-2009; & -104-2006. A 1,821 square foot office structure and 13 affordable housing dwelling units currently exist on-site. While all existing on-site structures are to be demolished prior to new construction, 13 of the proposed dwelling units are to be affordable housing, replacing the existing on-site units. Approximately 49 of the proposed 82 dwelling units on-site are to access the site via the Madison Avenue N access. The remaining 33 dwelling units are to access via the Wyatt Way NE access. No internal connectivity is proposed between the two accesses. A vicinity map of the surrounding roadway network is illustrated in Figure 1. A conceptual design outlining the overall configuration of the project and access points is presented in Figure 2.





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VICINITY MAP & ROADWAY SYSTEM
FIGURE 1

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SITE PLAN
FIGURE 2

3. EXISTING CONDITIONS

3.1 Existing Roadway Characteristics

The street network serving the proposed project consists of a variety of roadways. The major roadways and arterials defined in the study area are listed and described below.

Table 1: Roadway Network

Functional Classification	Roadway	Speed Limit	Lanes	Street Parking	Sidewalk	Bike Facilities
Secondary Arterial	Madison Ave N	25 mph	2-3	No	Yes	Yes
Secondary Arterial/ Collector	Wyatt Way NE/NW	25 mph	2	Some	Yes – Discontinuous	No
	Winslow Way E/W	25 mph	2	Yes	Yes	No
Collector	Ericksen Ave NE	25 mph	2	Some	Yes	No

3.2 Transit Service

According to the Kitsap Transit regional bus schedule, Routes 97, 98 and 99 provide service within walking distance of the proposed Madison Apartments development. Service descriptions for each respective route are provided in Table 2 below.

Table 2: Bus Routes

Route	Description	Weekday Service	Saturday	Sunday	Nearest Stop
97	Crystal Springs: American Legion P&R to Bainbridge Ferry	4:35 AM – 7:10 PM (every ~60 minutes)	N/A	N/A	~1015’
98	Fort Ward: Fort Ward State Park Entrance to Bainbridge Island Ferry	5:10 AM – 7:10 PM (every ~45 minutes)	N/A	N/A	Project Frontage
99	Bill Point: Eagle Harbor & New Sweden to Bainbridge Island Ferry	4:29 AM – 7:10 PM (every ~45 minutes)	8:15 AM – 8:33 PM (every ~60 minutes)	9:35 AM – 7:28 PM (every ~120 minutes)	~670’

Moreover, the Bainbridge Island Ferry Terminal is located approximately 0.55 miles southeast of the project site. The Bainbridge Island Ferry provides service from 4:25 AM – 12:15 AM on the weekdays, and 5:20 AM – 12:45 AM on Saturdays, Sundays and holidays. Refer to the Kitsap Transit and WSDOT ferry service schedules for more detailed information.

3.3 Roadway Improvements

A review of the City of Bainbridge Island Capital Improvement Program (2021 – 2026) indicates improvement projects are planned in the vicinity:

Wyatt Way Reconstruction Phase 1 (Madison to Lovell): The scope of this project intends to reconstruct and improve the existing Wyatt Way corridor. Included are sidewalk and bicycle facilities on both sides of the street. The roundabout intersection improvement at Madison & Wyatt has currently been implemented. The total estimated cost is $4,518,000.

Madison Ave Reconstruction (High School to New Brooklyn): The scope of this project intends to reconstruct and improve the existing Wyatt Way corridor. The total estimated cost is $1,272,000.

Madison Ave Sidewalk Improvements (Wyatt to High School): The scope of this project includes sidewalk widening, landscape buffering and driveway upgrading. The total estimated cost is $2,085,000.

3.4 Non-Motorist Traffic

The city's downtown area offers a robust network of non-motorist facilities in the form of complete sidewalks, marked pedestrian crossings and bicycle lanes/sharrows. Existing non-motorist peak hour volumes at the study intersections are illustrated in Figures A and B, provided in the appendix. There is currently no sidewalk on the north side of Wyatt Way E east of Madison Avenue N along the project frontage. However, the proposal includes frontage improvements with new sidewalk extending through the property limits, or approximately 305 linear feet. The downtown nature of the area and proximity to local amenities is anticipated to encourage non-vehicular modes of transportation. Moreover, continuous sidewalk paths are provided between the subject site and nearby public transit including several bus stops and the Bainbridge Island Ferry Terminal.

Site development shall include the construction of pedestrian pathways and crosswalks internal the development to facilitate safe pedestrian travel within the subject site. Pedestrian access to the Madison Avenue Tot Lot shall be maintained via a trail extending easterly into the Park from Madison Avenue N. This pathway, depicted in Figure 2, is shown to jog along the northern edge of the subject site, separated from on-site parking provisions.

3.5 Existing Peak Hour Volumes

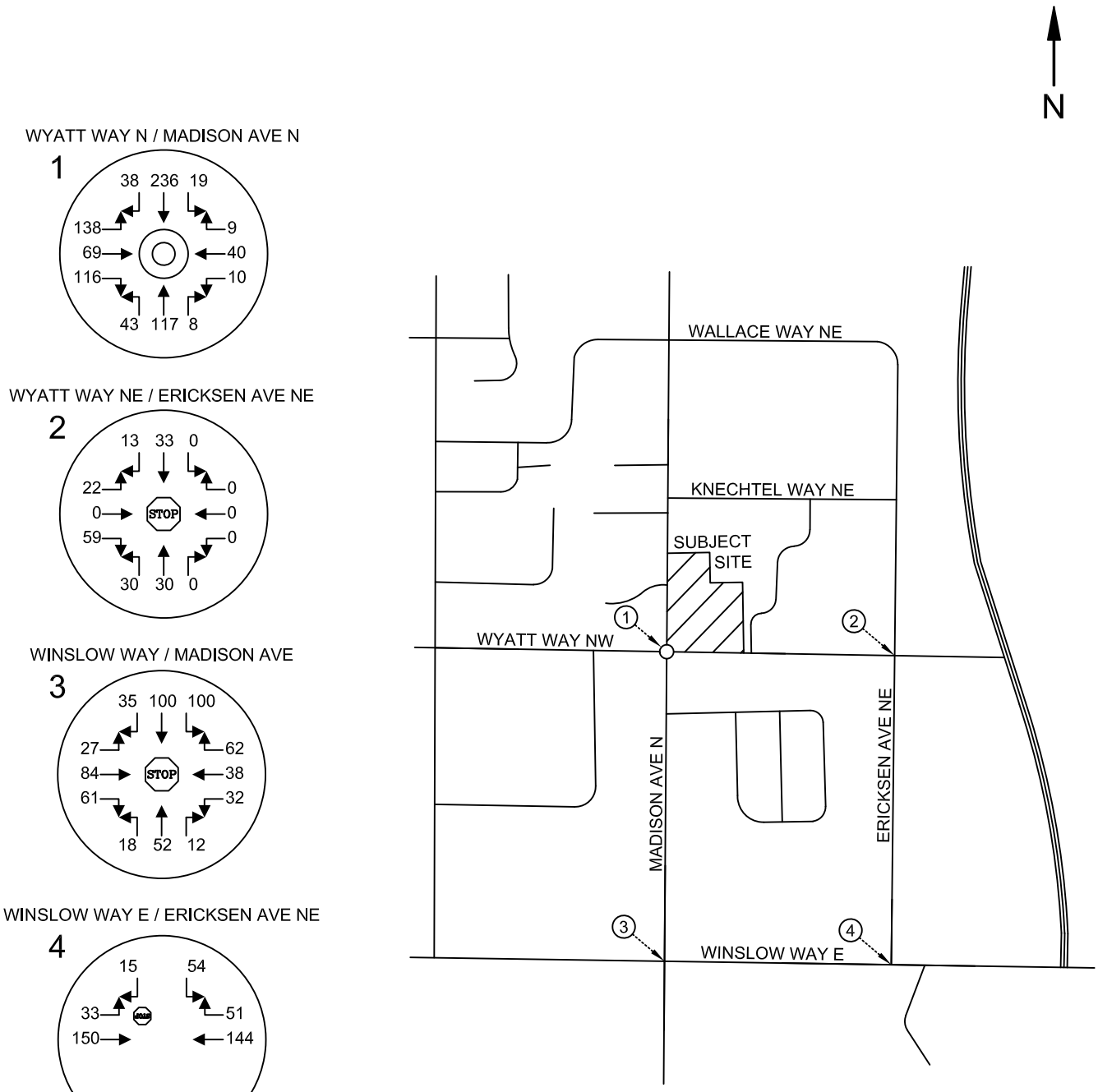
Due to the current environment with a nation-wide pandemic, current intersections volumes may not accurately reflect normal conditions. Counts were, however, administered in April of 2021 in order to assess volumes and compare to historic data. The study intersections for this project are:

1. Wyatt Way N / Madison Ave N
2. Wyatt Way NE / Ericksen Ave NE
3. Winslow Way / Madison Ave N
4. Winslow Way NE / Ericksen Ave NE

Provided in the appendix is a table comparing historic 2018 peak hour intersection volumes to the recently collected data for intersections 1-3. No historic data was available for intersection 4 comparison. Existing peak hour volumes at intersections 1-3 were shown to be operating below their receptive historic counterparts demonstrating the impact of COVID-19 as it relates to peak hour conditions. For this reasoning, historic 2018 counts conducted at intersections 1-3 were used to baseline conditions. To establish baseline 2021 conditions, an adjustment factor was applied to the 2018 volumes. This adjustment factor was derived via an additional historic count comparison. PM peak hour intersection volumes at Madison Avenue N & Wyatt Way N have shown to consistently increase by a compound annual growth rate of 1.3% between 2014 to 2017 and again from 2017 to 2018. For this reason, historic 2018 peak hour intersection volumes have been adjusted up via a compound annual growth rate of 1.5% to establish baseline 2021 peak hour volumes at study intersections 1-3, accounting for general background growth.

Concerning the intersection of Winslow Way NE & Ericksen Ave NE, no historic counts were available from our firm to conduct an adjustment comparison. For this reason, adjustment factors outlined in in the appendix were applied to the gathered 2021 counts.

Figures 3 and 4 on the following pages illustrate AM and PM peak hour volumes. Full-count sheets are provided in the appendix.



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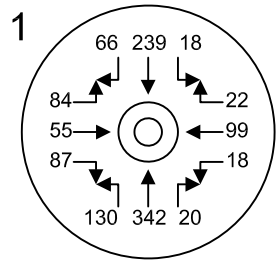
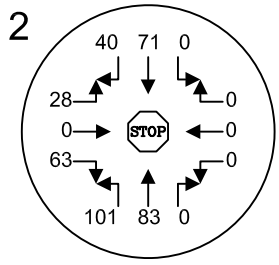
BASELINE 2021 AM PEAK HOUR VOLUMES
FIGURE 3

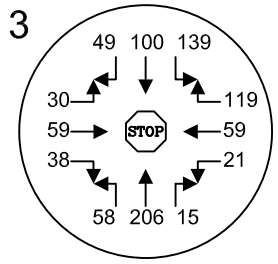
WYATT WAY N / MADISON AVE N



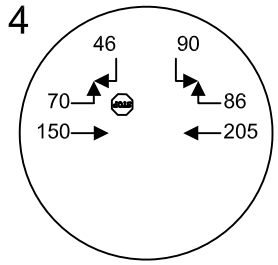
WYATT WAY NE / ERICKSEN AVE NE

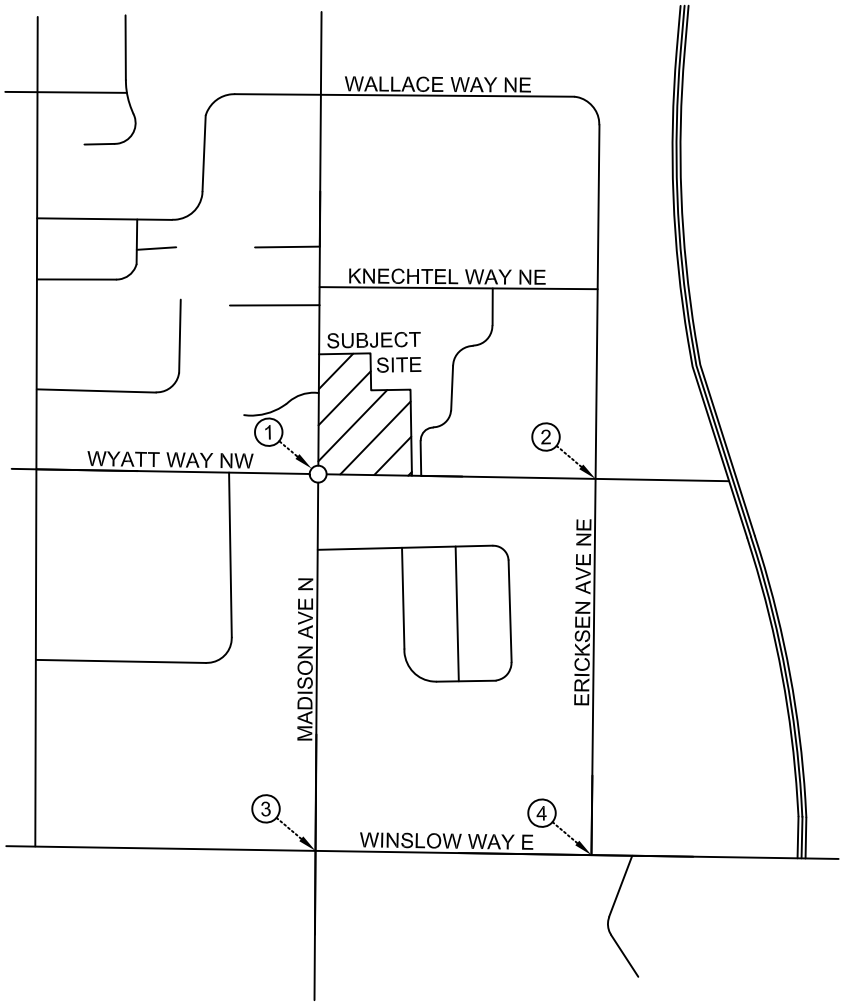


WINSLOW WAY / MADISON AVE



WINSLOW WAY E / ERICKSEN AVE NE





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BASELINE 2021 PM PEAK HOUR VOLUMES
FIGURE 4

3.6 Existing Level of Service

Existing 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 range[1] 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. Level of service calculations were made through the use of the *Synchro 10* analysis program. Delays presented represent overall weighted average delays for roundabout controls and all-way stop-controlled intersections. For unsignalized, side-street stop-controlled intersections, LOS is determined by the movement with the highest delay

Table 3: Baseline 2021 Weekday Peak Hour Level of Service

Delays Given in Seconds per Vehicle

			AM Peak Hour		*PM Peak Hour*	
Ref #	**Intersection**	**Control Type**	**LOS**	**Delay**	**LOS**	**Delay**
1	Wyatt Way N / Madison Ave N	RAB	A	6.0	A	7.1
2	Wyatt Way NE / Ericksen Ave NE	AWSC	A	7.3	A	8.7
3	Winslow Way / Madison Ave N	AWSC	B	10.9	B	12.0
4	Winslow Way NE / Ericksen Ave NE	TWSC	B	13.5	C	16.7

RAB: Roundabout; AWSC: All-Way Stop-Control; TWSC: Two-way Stop-Control

City Level of Service Standards[2]: The subject property is situated within the city's designated Winslow area with the following LOS criteria:

Secondary Arterial – LOS D; Collector – LOS D; Local Access – LOS C

Existing Weekday AM & PM Peak Hours: All study intersections meet the LOS standards during the weekday peak hours of travel with delays at LOS C or better.

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[1] *Signalized Intersections - Level of Service*

Level of Service	Control Delay per Vehicle (sec)
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

Level of Service	Control Delay per Vehicle (sec)
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] City of Bainbridge Island Comprehensive Plan, *Transportation Element*, (2017).

3.7 Accident History

A list of the recorded accident history from 2016 through 2020 for the study intersections was requested and obtained from WSDOT. A summary of the accident totals per year at each intersection is provided in Table 4 below.

Table 4: Accident History

	Location	2016	2017	2018	2019	2020	Avg/yr
Madison Ave N	at: Wyatt Way N	4	4	1	3	0	2.4
	at: Winslow Way	1	0	0	2	0	0.6
Ericksen Ave NE	at: Wyatt Way	0	0	0	1	0	0.2
	at: Winslow Way	1	1	2	0	0	0.8

A review of the crash data indicates the most common accident occurrences were in the form of: entering at angle (9), vehicle-to pedestrian/pedalcyclists (5) and from opposite direction – one left turn; one straight (3). Additional collision types include vehicle strikes object (2) and rear-end (1). Contributing collision circumstances included driver inattention/distraction for 9 collisions and 2 collisions were the result of a driver under the influence of alcohol. It should be noted that the majority of collisions occurred at Madison Avenue N and Wyatt Way N. This intersection has been recently been reconstructed to a roundabout, which is anticipated to decrease collision frequency and severity.

Two reported collisions involved a pedalcyclist striking a moving vehicle, 2 collisions involved vehicles going straight hitting pedestrians and one collision involved vehicle-pedalcyclist. All vehicle-to-pedestrian/cyclist collisions resulted in suspected minor injury to possible injury with no recorded fatalities. Two of the vehicle-pedalcyclist collisions involved the pedalcyclist operating defective equipment and the pedalcyclist disregarding a stop sign. Overall, no geometric or roadway deficiencies are identified at this time.

3.8 Access Driveway Safety

Access to the site is proposed via one entrance extending north from Wyatt Way NE and one driveway extending east from Madison Avenue N. Assessments of driveway sight distance are consistent with AASHTO's *Green Book* (2018) standards. Based on the 25-mph posted speed limit on the access roadways, approximately 280 feet of unobstructed view is needed for project traffic to safely enter the roadway. At the proposed Madison Avenue N access, sight lines are available to the roundabout looking south. Looking north, sight lines are available in excess of 350 feet. At the Wyatt Way NE access, sight lines are available to the roundabout looking west. Looking east, sight lines are available in excess of 400 feet. Based on preliminary measurements, no safety concerns are identified at the proposed project accesses.

4. FUTURE TRAFFIC CONDITIONS

4.1 Trip Generation

Trip generation is used to determine the magnitude of project impacts on the surrounding street system. This is denoted by the quantity or specific number of new trips that enter or exit a project during a designated time period, such as a specific peak hour or an entire day. Data presented in this report was taken from the Institute of Transportation Engineer's (ITE) publication *Trip Generation*, 10th Edition. It should be noted that the existing structure located on-site in parcel # 262502-2-104-2006 is currently utilized as an office. The corresponding Land Use Code (LUC) for this structure is defined as LUC 712 – Small Office. The size of this structure was obtained via Kitsap County parcel details.

Moreover, very little data is provided in the ITE Manual for the existing and proposed on-site affordable housing, which is classified under LUC 223 – Affordable Housing. Therefore, trips associated with both the existing and proposed affordable housing units on-site were derived via LUC 220 – Multi-Family Low-Rise. The proposed remaining multi-family dwelling units are also classified under LUC 220 – Multi-Family (Low-Rise). Table 5 below summarizes the estimated project trip generation for the proposed Madison Avenue Apartments development. Included are the average weekday daily traffic (AWDT) and the AM and PM peak hours. Refer to the appendix for trip generation output.

Table 5: Project Trip Generation

Land Use	Size	AWDT	AM Peak-Hour Trips			PM Peak-Hour Trips		
			In	Out	Total	In	Out	Total
Existing								
Small Office	1,821 sq. ft.	**-29**	-2	-1	**-3**	-1	-3	**-4**
Multi-Family (Low-Rise) – Affordable Housing	13 dwelling units	**-95**	-1	-5	**-6**	-4	-3	**-7**
Proposed								
Multi-Family (Low-Rise) – Affordable Housing	13 dwelling units	**95**	1	5	**6**	4	3	**7**
Multi-Family (Low-Rise)	69 dwelling units	**505**	7	25	**32**	24	15	**39**
Total Project Trips		**600**	8	30	**38**	28	18	**46**
Net New Trips		**476**	5	24	**29**	23	12	**35**

As shown in Table 5, the project is anticipated to generate a total of 600 site average weekday daily driveway trips with 38 trips (8 inbound / 30 outbound) occurring during the AM peak hour and 46 trips (28 inbound / 18 outbound) occurring during the PM peak hour.

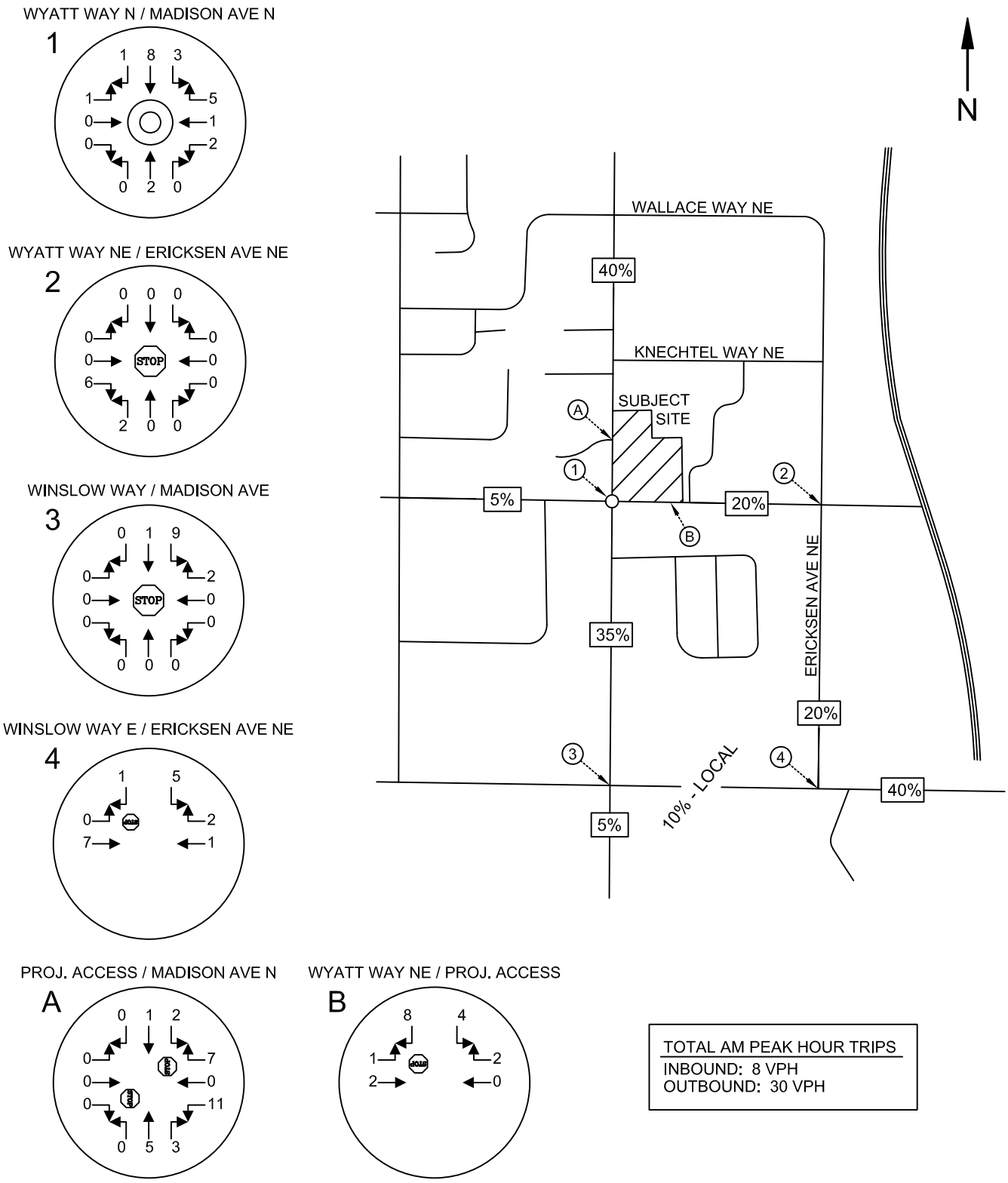
4.2 Distribution & Assignment

Trip distribution describes the anticipated travel routes for inbound and outbound project traffic during the peak hour study periods. Trip distribution percentages are based on the location of nearby major arterials and amenities. Total project trip generation for the 69 multi-family dwelling units and 13 affordable housing dwelling units was utilized for analysis. Approximately 49 of the proposed 82 dwelling units on-site are to access the site via the Madison Avenue N access. The remaining 33 dwelling units are to access via the Wyatt Way NE access. No internal connectivity is proposed between the two accesses. As such, approximately 60% of all site-generated trips were allocated to the Madison Avenue N access, with the remaining 40% allocated to the Wyatt Way NE access. Should internal connection be provided, no considerable trip distribution change and subsequent level of service impacts would be anticipated. Figures 5 & 6 illustrate destination and origin percentages for the respective AM and PM peak hours. Trip distributions are based on existing travel patterns and proximity to nearby arterials and have been approved during the scoping process with the City.

4.3 Future Peak Hour Volumes

A horizon year of 2024 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 annual compound growth rate to the existing intersection volumes. This growth rate has been determined appropriate for the study area and has been used in similar past projects. In addition, a number of nearby approved projects have been included as pipeline volumes. Projects include: CKCB, Madison Grove, Wallace Cottages, Madison Place, 275 Degrees (Madison Landing), Madrona Townhomes, Visconsi Master Plan, Hildebrand Apartments, Ericksen Apartments and the Winslow Hotel. While City scoping comments noted that Madison Grove is now fully built out, it was not at the time of the historic 2018 field counts used to derive baseline conditions. For this reason, it was retained in the pipeline summation. Pipeline volumes traveling through the study intersection are shown in Figures 7 & 8 for the AM and PM peak hours, respectively.

Forecast 2024 peak hour volumes without project are illustrated in Figures 9 & 10. Forecast 2024 peak hour volumes with project are illustrated in Figures 11 & 12. As illustrated in Figures 11 and 12, the Madison Avenue N access is located approximately opposite Jacolet Lane NW. Turning movements associated with the 12 townhomes served by Jacolet Lane NW, derived via ITE data, were added to the access intersection.



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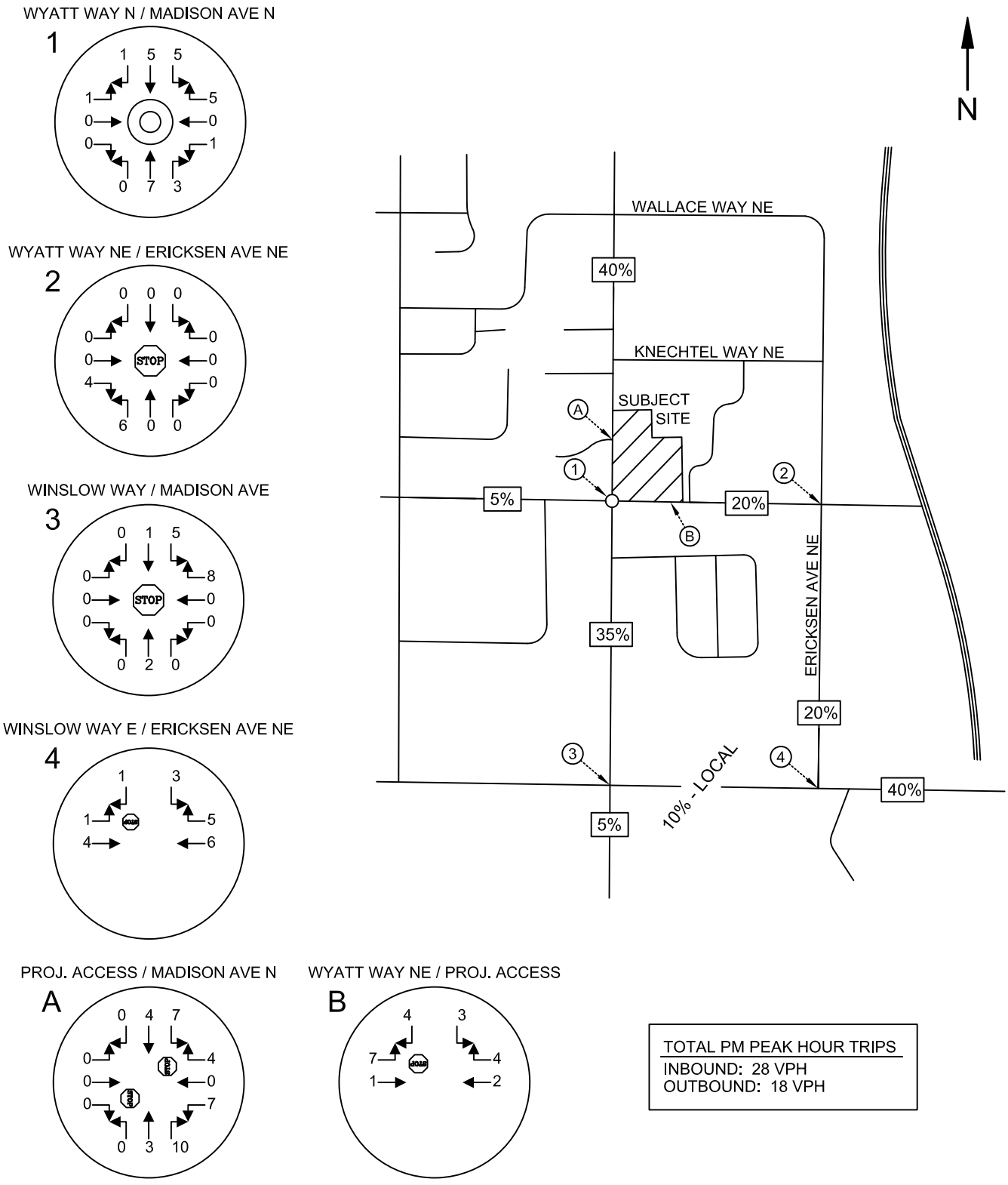
AM PEAK HOUR TRIP DISTRIBUTION & ASSIGNMENT

FIGURE 5



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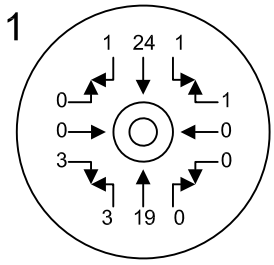
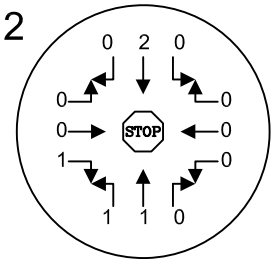
PM PEAK HOUR TRIP DISTRIBUTION & ASSIGNMENT

FIGURE 6

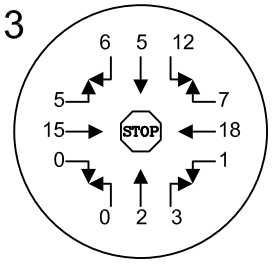
WYATT WAY N / MADISON AVE N



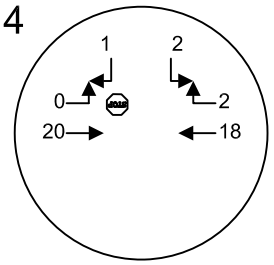
WYATT WAY NE / ERICKSEN AVE NE

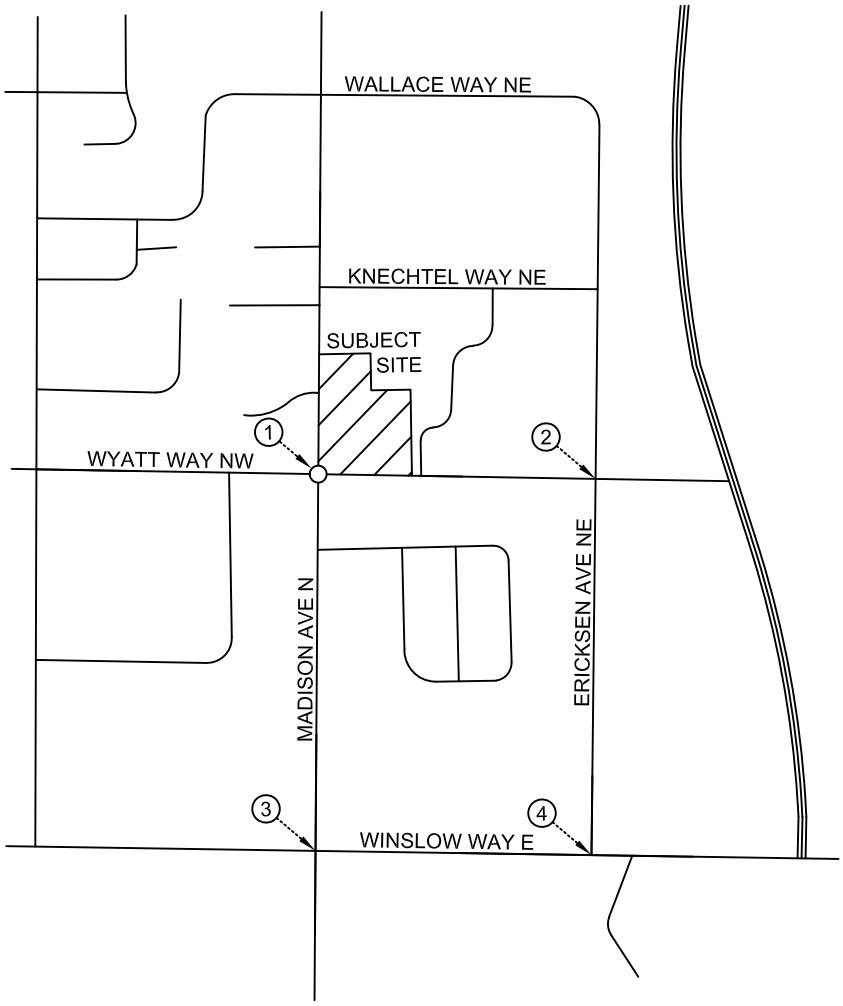


WINSLOW WAY / MADISON AVE



WINSLOW WAY E / ERICKSEN AVE NE





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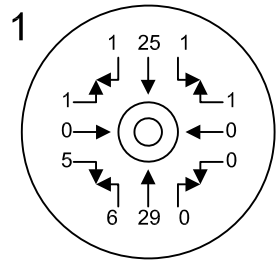
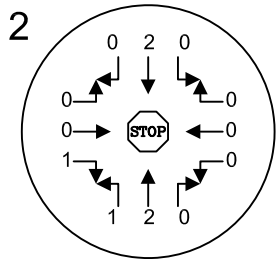
MADISON AVENUE APARTMENTS

AM PEAK HOUR PIPELINE VOLUMES
FIGURE 7

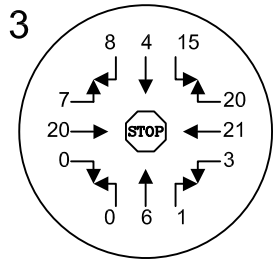
WYATT WAY N / MADISON AVE N



WYATT WAY NE / ERICKSEN AVE NE



WINSLOW WAY / MADISON AVE



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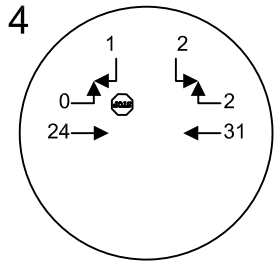

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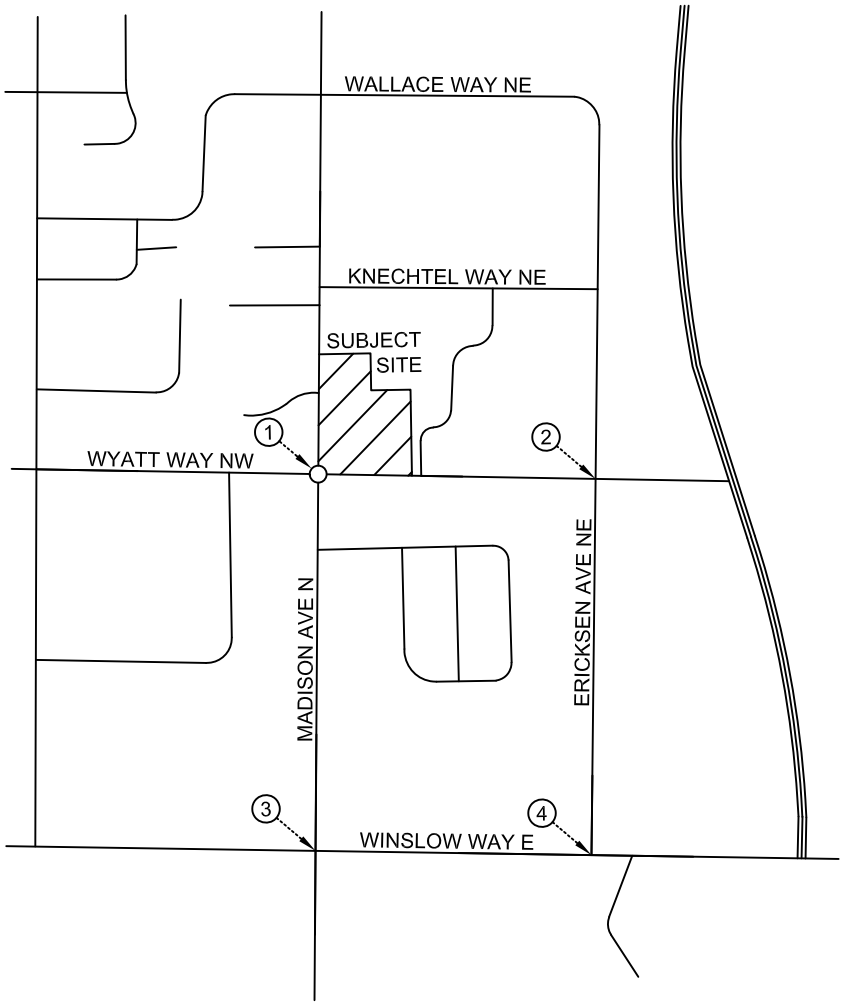

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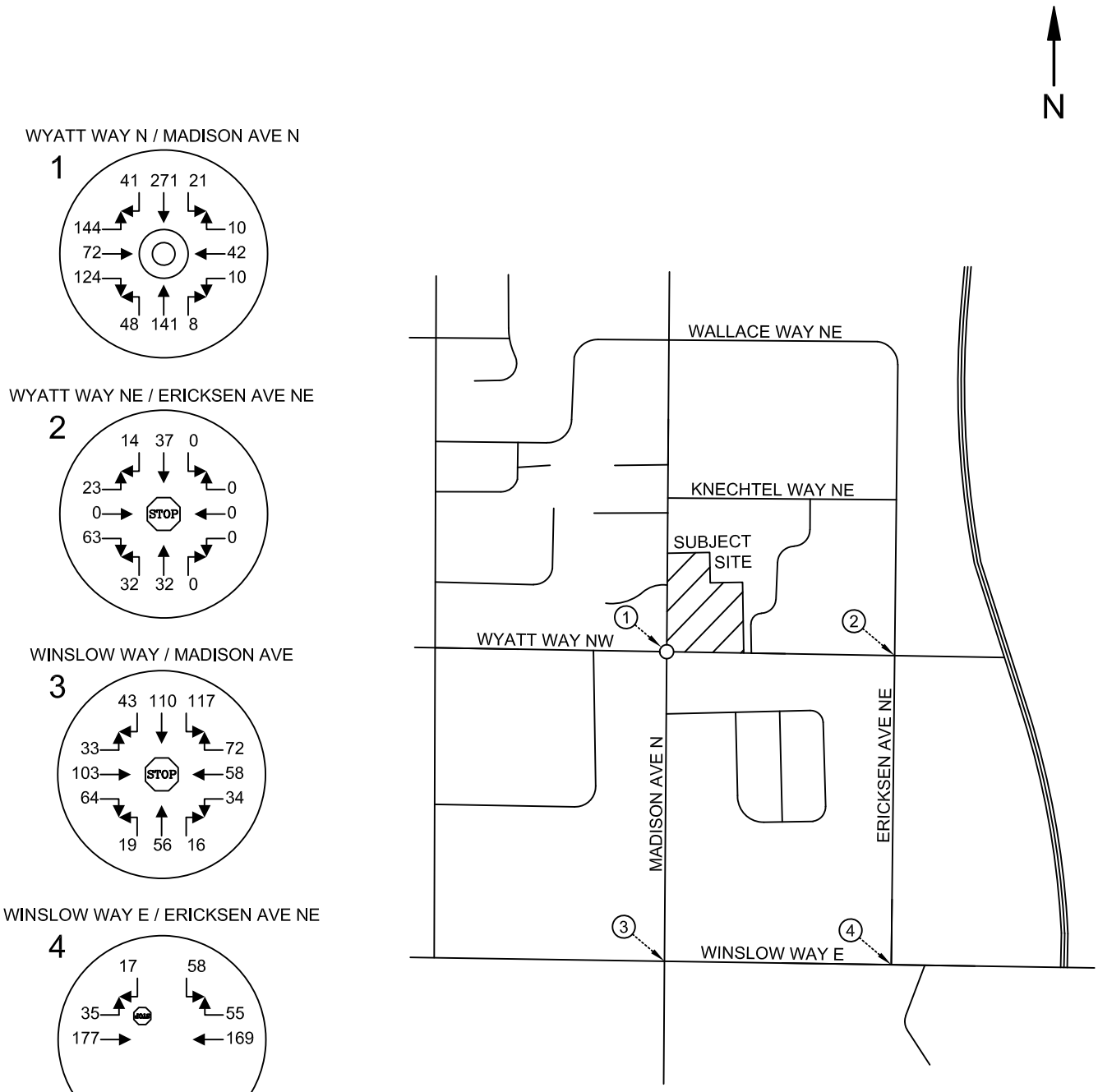
PM PEAK HOUR PIPELINE VOLUMES
FIGURE 8



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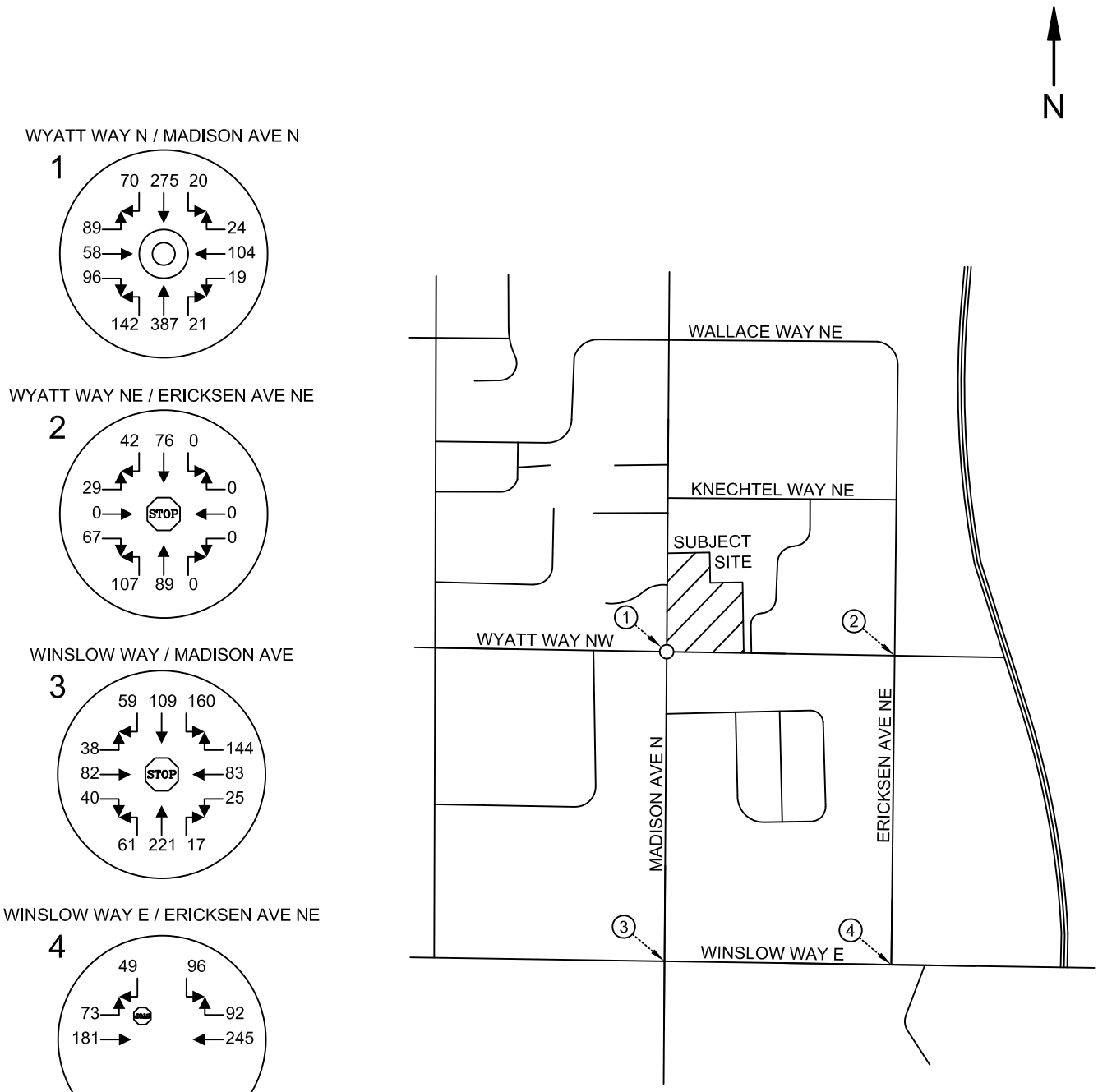
MADISON AVENUE APARTMENTS

FORECAST 2024 AM PEAK HOUR BACKGROUND VOLUMES
FIGURE 9



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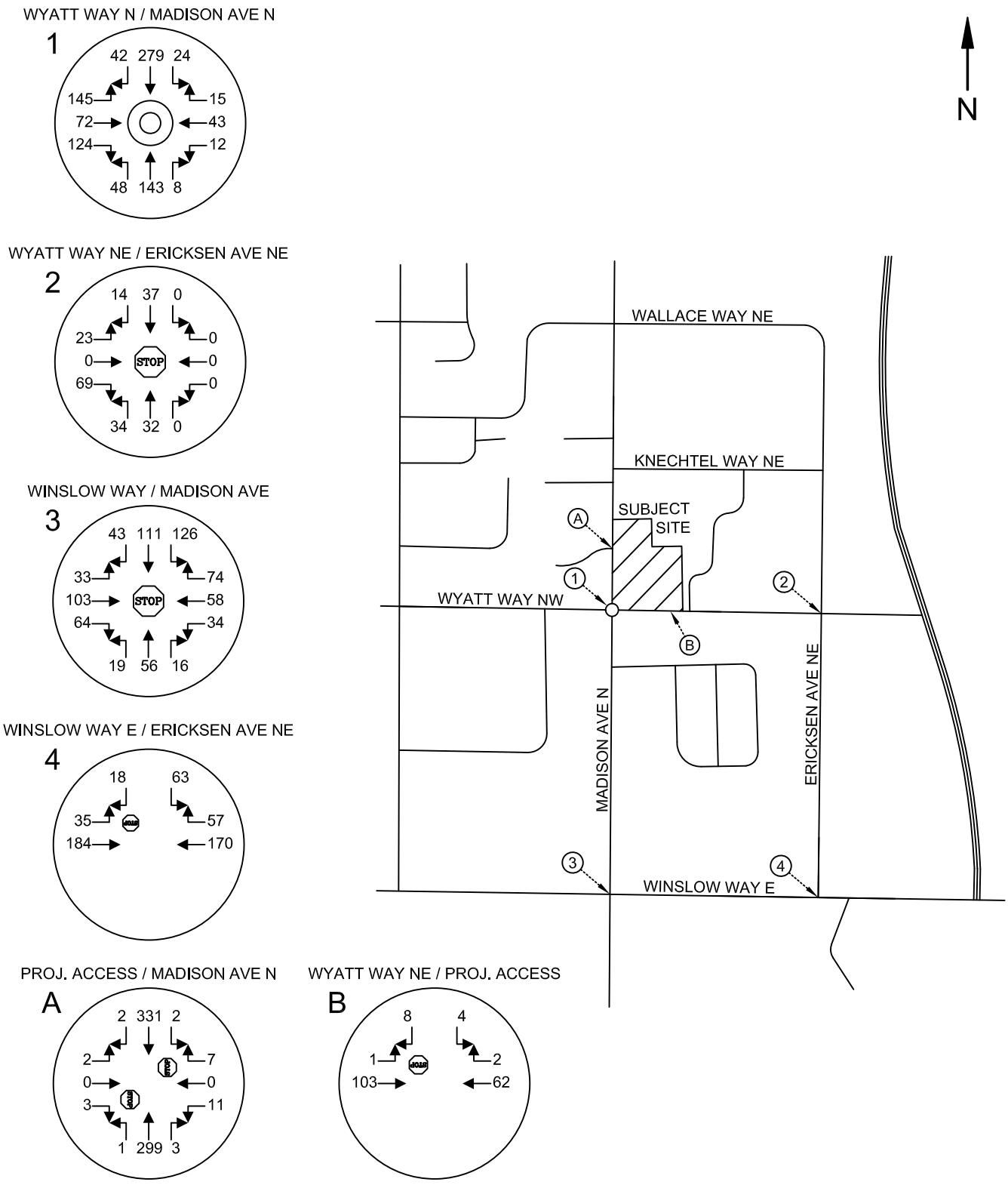
TRAFFIC AND CIVIL ENGINEERING

MADISON AVENUE APARTMENTS

FORECAST 2024 PM PEAK HOUR BACKGROUND VOLUMES
FIGURE 10



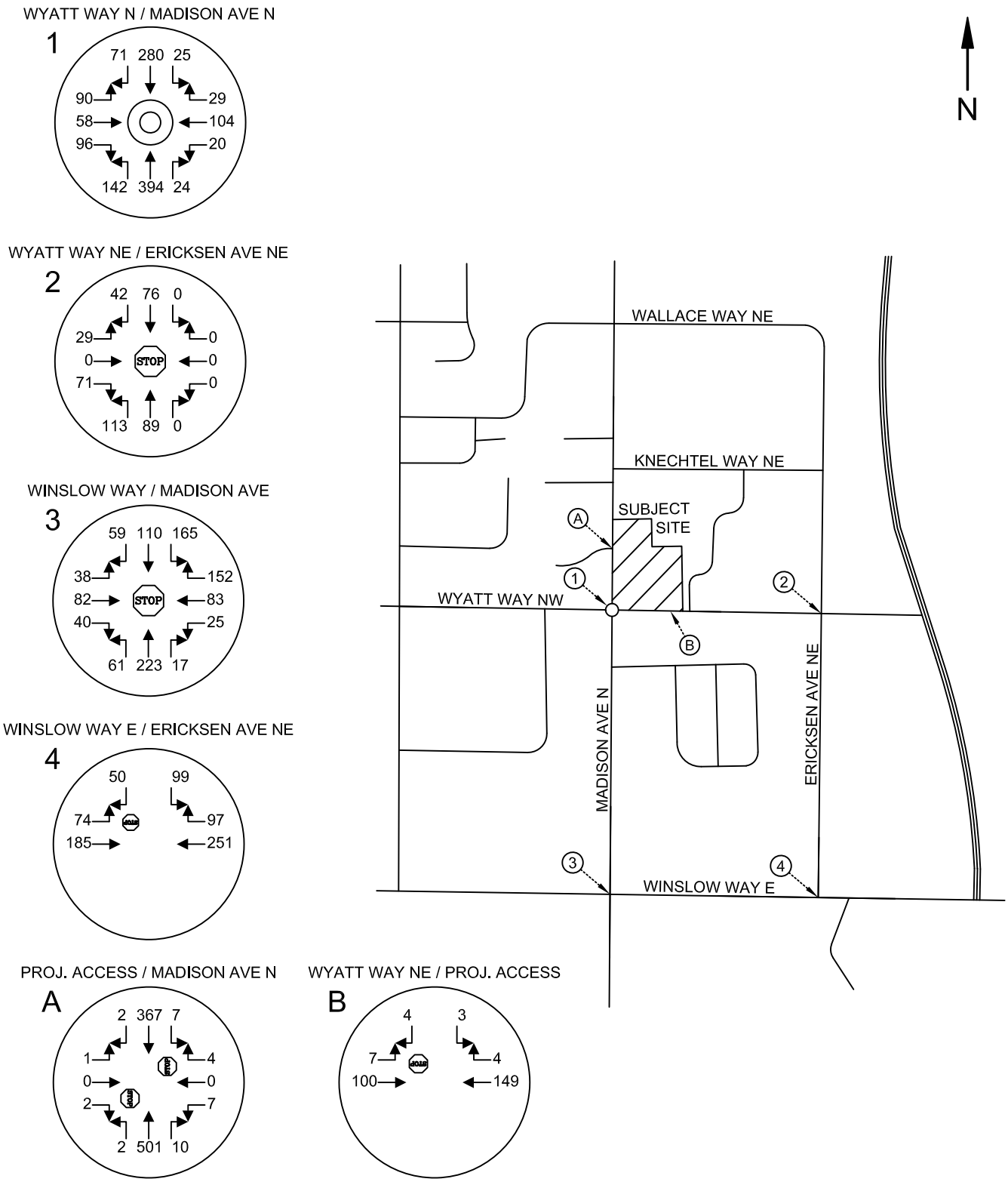
HEATH & ASSOCIATES

TRAFFIC AND CIVIL ENGINEERING

MADISON AVENUE APARTMENTS

FORECAST 2024 AM PEAK HOUR VOLUMES WITH PROJECT

FIGURE 11



HEATH & ASSOCIATES

TRAFFIC AND CIVIL ENGINEERING

MADISON AVENUE APARTMENTS

FORECAST 2024 PM PEAK HOUR VOLUMES WITH PROJECT

FIGURE 12

4.4 Future Level of Service

Level of service analyses were made of the forecast 2024 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 6: Forecast 2024 Weekday Peak Hour Level of Service

Delays given in seconds per vehicle

Ref #	Intersection	Control Type	Peak Hour	Without Project		With Project	
				LOS	Delay	LOS	Delay
1	Wyatt Way N / Madison Ave N	RAB	AM	A	6.5	A	6.7
			PM	A	7.9	A	8.1
2	Wyatt Way NE / Ericksen Ave NE	AWSC	AM	A	7.4	A	7.4
			PM	A	8.8	A	8.9
3	Winslow Way / Madison Ave N	AWSC	AM	B	12.1	B	12.3
			PM	B	13.6	B	13.7
4	Winslow Way NE / Ericksen Ave NE	TWSC	AM	B	14.8	C	15.3
			PM	C	20.0	C	20.9
A	Project Access / Madison Ave N	TWSC	AM	-	-	B	13.5
			PM	-	-	C	17.9
B	Wyatt Way NE / Project Access	TWSC	AM	-	-	A	9.0
			PM	-	-	A	9.6

All study intersections are shown to continue to meet City LOS standards without or with project traffic included at LOS C or better. The Madison Avenue Apartments project is not shown to significantly impact the study area and all intersections have sufficient capacity to support the additional volumes.

4.5 Left Turn Lane Warrant

Left turn lanes are a means of providing necessary storage space for left turning vehicles at intersections. Procedures prescribed by the WSDOT Design Manual Exhibit 1310-7a were used to ascertain storage requirements at the proposed access intersections on Madison Avenue N and Wyatt Way NE. Based on forecast 2024 AM and PM peak hour volumes with project traffic – a left turn lane *would not be warranted* at either access intersection under any peak hour scenario. Refer to the appendix for the warrant nomographs.

5. SUMMARY

The Madison Avenue Apartments project proposes for the construction of a residential development comprising 13 affordable housing dwelling units and 69 apartment dwelling units located in the Winslow area of Bainbridge Island. The subject property is located on the northeastern corner of the Madison Avenue N & Wyatt Way NE intersection on a cumulative 2.51-acres within tax parcel #'s: 262502-2-129-2007; -036-2009; & -104-2006. Existing on-site is a 1,821 square foot office structure and 13 affordable housing dwelling units which will all be removed prior to new construction. A conceptual site plan illustrating access to Madison Avenue N and Wyatt Way NE is presented in Figure 2.

Existing weekday peak hour delays within the study area are summarized in Table 3 and show all intersections currently meeting City Level of Service (LOS) standards. The proposed development is anticipated to generate approximately 600 average weekday daily trips with 38 AM (8 inbound / 30 outbound) and 46 PM (28 inbound / 18 outbound) peak hour trips. Forecast 2024 AM and PM peak hour delays are shown to remain meeting or exceeding City LOS standards, operating at LOS C or better. Based on future conditions at the project access, left turn storage is not needed at either proposed access on Madison Avenue N or Wyatt Way NE.

The project would be expected to pay city of Bainbridge Island traffic impact fees including receiving credit for the existing uses.

Based on the above analysis, no off-site mitigation is identified at this time.

MADISON AVENUE APARTMENTS
TRAFFIC IMPACT ANALYSIS

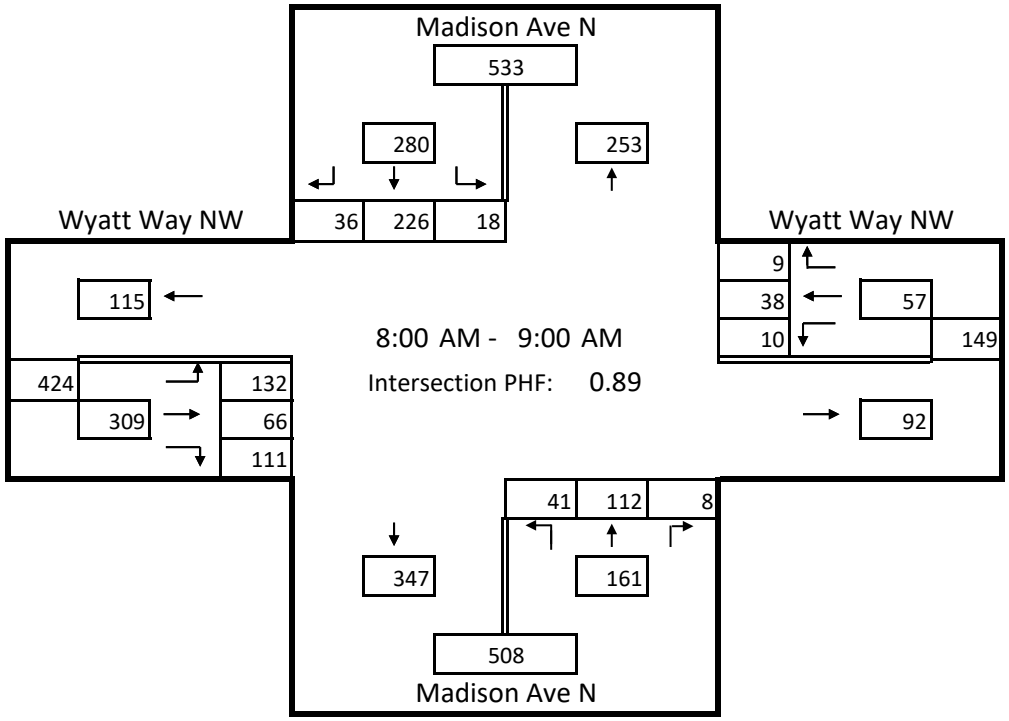
APPENDIX

HISTORIC INTERSECTION COUNT SHEETS

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

Project Name: **Winslow Hotel**
Intersection: Madison Ave N & Wyatt Way NW
Date of Count: 12/4/2018
Jurisdiction: City of Bainbridge
Project Number: 4218

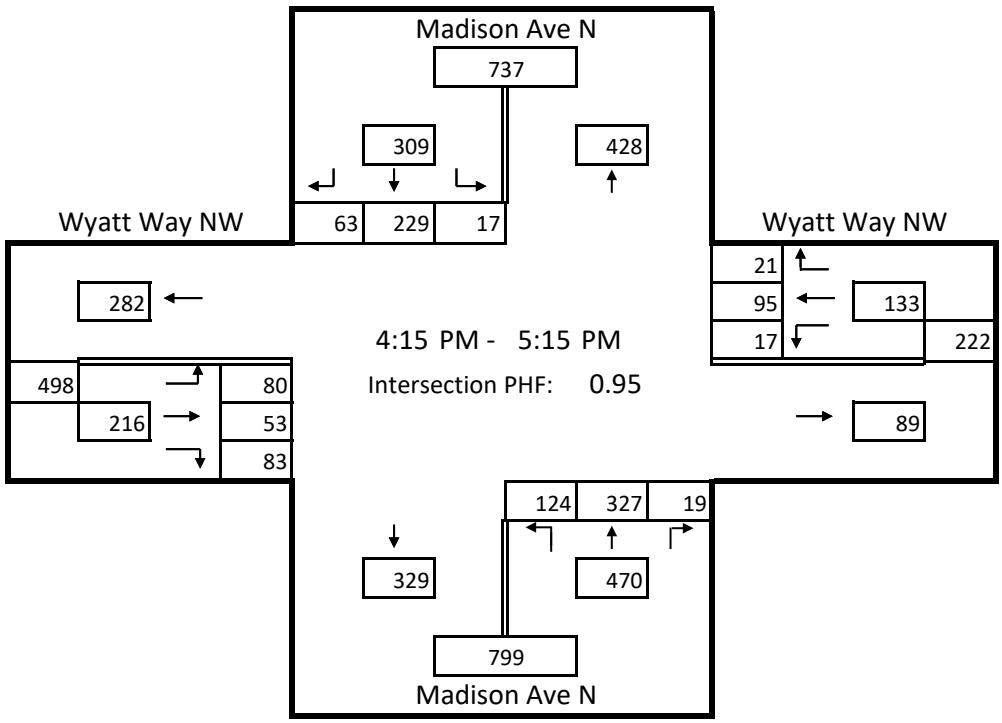
Time Period	Soutbound Madison Ave N				Westbound Wyatt Way NW				Northbound Madison Ave N				Eastbound Wyatt Way NW				
	HV	R	T	L	HV	R	T	L	HV	R	T	L	HV	R	T	L	Total
7:00 AM	0	0	29	3	0	1	6	1	3	0	10	14	0	14	5	5	91
7:15 AM	3	3	28	4	0	2	0	2	0	0	10	7	0	20	8	8	95
7:30 AM	0	3	32	1	1	2	3	1	0	1	18	12	2	39	22	19	156
7:45 AM	0	8	62	7	0	1	11	1	2	0	20	12	1	25	22	23	195
8:00 AM	1	6	52	5	0	0	6	0	1	1	23	11	2	22	16	23	169
8:15 AM	0	11	62	4	1	2	3	4	0	0	37	12	0	27	18	29	210
8:30 AM	0	7	47	4	0	5	16	2	1	4	33	12	0	31	19	48	229
8:45 AM	0	12	65	5	0	2	13	4	1	3	19	6	0	31	13	32	206
Total	4	50	377	33	2	15	58	15	8	9	170	86	5	209	123	187	1,351
Peak Hour	**8:00 AM to 9:00 AM**																Total
Peak Total	1	36	226	18	1	9	38	10	3	8	112	41	2	111	66	132	807
Heavy Veh.	0.9%				2.3%				3.0%				1.0%				
PHF	0.85				0.62				0.82				0.79				



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

Project Name: **Winslow Hotel**
Intersection: Madison Ave N & Wyatt Way NW
Date of Count: 12/4/2018
Jurisdiction: City of Bainbridge
Project Number: 4218

Time Period	Soutbound Madison Ave N				Westbound Wyatt Way NW				Northbound Madison Ave N				Eastbound Wyatt Way NW				
	HV	R	T	L	HV	R	T	L	HV	R	T	L	HV	R	T	L	Total
4:00 PM	1	17	59	6	1	5	14	4	0	1	71	28	4	21	10	24	266
4:15 PM	0	13	64	3	0	4	17	7	1	6	85	20	0	23	21	26	290
4:30 PM	0	19	51	1	1	6	37	2	1	4	69	40	0	19	10	12	272
4:45 PM	0	13	58	7	0	4	20	4	0	3	89	35	0	13	8	19	273
5:00 PM	0	18	56	6	0	7	21	4	0	6	84	29	3	28	14	23	299
5:15 PM	0	5	68	5	0	3	16	2	0	4	66	22	0	26	12	18	247
5:30 PM	1	10	47	2	2	11	58	2	1	3	62	40	0	14	3	12	268
5:45 PM	1	11	44	2	0	6	21	4	0	3	73	40	0	20	4	17	246
Total	3	106	447	32	4	46	204	29	0	30	599	254	7	164	82	151	2,158
Peak Hour	**4:15 PM to 5:15 PM**																Total
Peak Total	0	63	229	17	1	21	95	17	2	19	327	124	3	83	53	80	1,128
Heavy Veh.	0.5%				1.4%				0.0%				1.8%				
PHF	0.97				0.74				0.00				0.77				



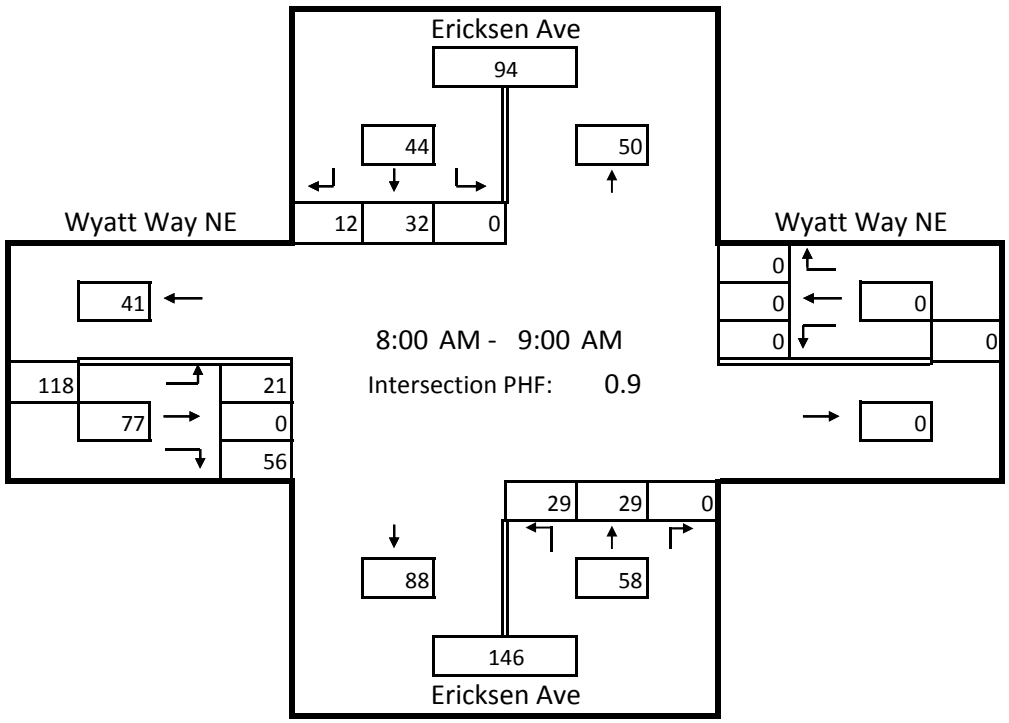
Heath & Associates, Inc.
2214 Tacoma Road
Puyallup, WA 98371

Project Name: Ericksen Townhomes

Intersection: Wyatt Way NE & Ericksen Ave — Date of Count: 8/8/2018

Jurisdiction: City of Bainbridge — Project Number: 4161

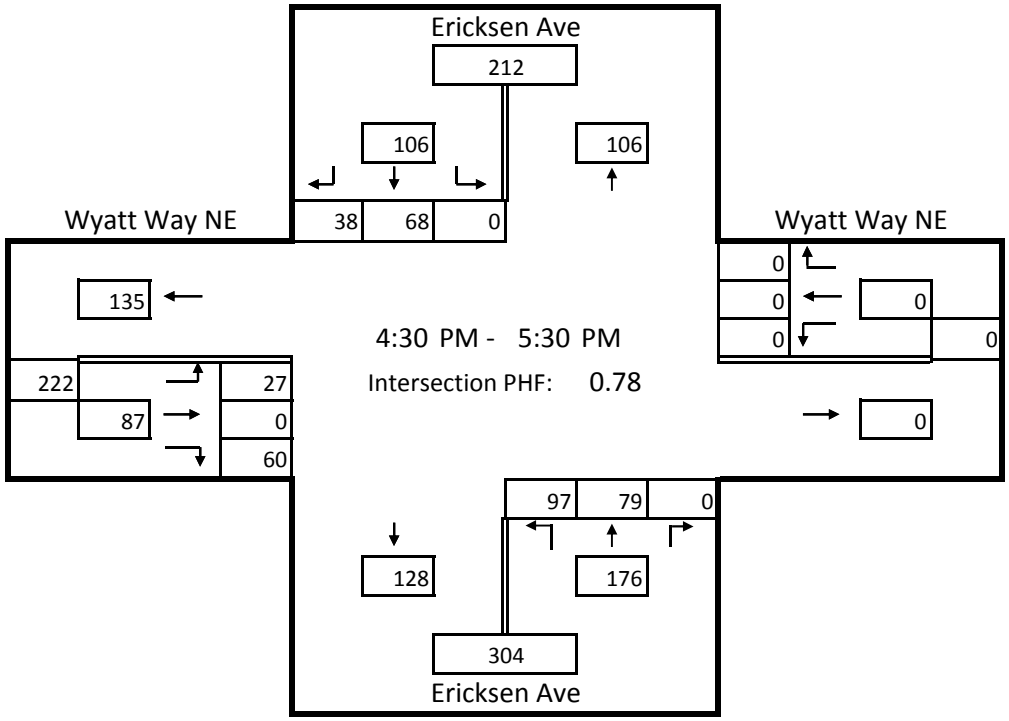
Time Period	Soutbound Ericksen Ave				Westbound Wyatt Way NE				Northbound Ericksen Ave				Eastbound Wyatt Way NE				
	HV	R	T	L	HV	R	T	L	HV	R	T	L	HV	R	T	L	Total
7:00 AM	0	1	3	0	0	0	0	0	0	0	3	5	0	7	0	2	21
7:15 AM	0	1	8	0	0	0	0	0	0	0	2	1	0	12	0	1	25
7:30 AM	0	2	7	0	0	0	0	0	0	0	3	5	0	27	0	2	46
7:45 AM	0	2	5	0	0	0	0	0	0	0	2	4	1	18	0	5	36
8:00 AM	0	2	9	0	0	0	0	0	0	0	6	5	0	7	0	6	35
8:15 AM	1	3	6	0	0	0	0	0	0	0	10	6	0	22	0	2	49
8:30 AM	0	5	4	0	0	0	0	0	0	0	5	12	0	21	0	3	50
8:45 AM	0	2	13	0	0	0	0	0	0	0	8	6	0	6	0	10	45
Total	1	18	55	0	0	0	0	0	0	0	39	44	1	120	0	31	307
Peak Hour	**8:00 AM to 9:00 AM**																Total
Peak Total	1	12	32	0	0	0	0	0	0	0	29	29	0	56	0	21	179
Heavy Veh.	1.4%				0.0%				0.0%				0.7%				
PHF	0.73				0.00				0.85				0.80				



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

Project Name: **Ericksen Townhomes**
Intersection: Wyatt Way NE & Ericksen Ave
Jurisdiction: City of Bainbridge
Date of Count: 8/7/2018
Project Number: 4161

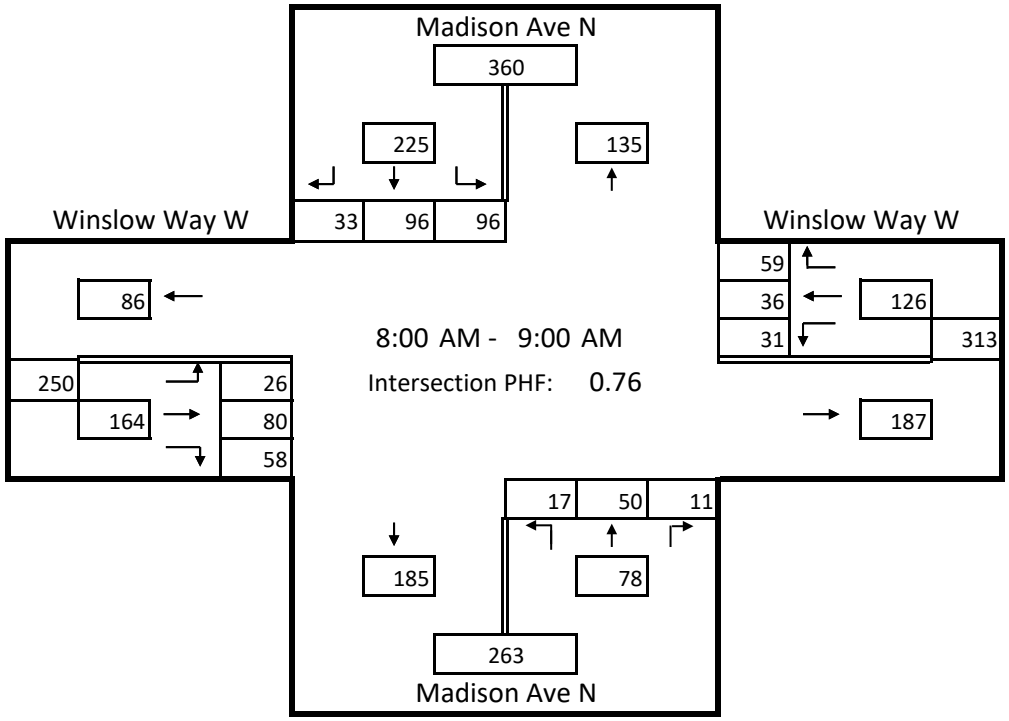
Time Period	Soutbound Ericksen Ave				Westbound Wyatt Way NE				Northbound Ericksen Ave				Eastbound Wyatt Way NE				
	HV	R	T	L	HV	R	T	L	HV	R	T	L	HV	R	T	L	Total
4:00 PM	0	4	13	0	0	0	0	0	0	0	15	9	0	7	0	8	56
4:15 PM	0	10	20	0	0	0	0	0	0	0	10	18	0	14	0	6	78
4:30 PM	0	13	13	0	0	0	0	0	0	0	29	42	0	15	0	7	119
4:45 PM	0	6	23	0	0	0	0	0	0	0	22	21	0	13	0	6	91
5:00 PM	0	10	18	0	0	0	0	0	0	0	15	14	1	11	0	9	78
5:15 PM	0	9	14	0	0	0	0	0	0	0	13	20	0	21	0	5	82
5:30 PM	0	8	12	0	0	0	0	0	1	0	21	40	0	7	0	1	90
5:45 PM	0	1	10	0	0	0	0	0	0	0	6	15	0	8	0	6	46
Total	0	61	123	0	0	0	0	0	1	0	131	179	1	96	0	48	638
Peak Hour	**4:30 PM to 5:30 PM**																Total
Peak Total	0	38	68	0	0	0	0	0	0	0	79	97	1	60	0	27	369
Heavy Veh.	0.0%				0.0%				0.3%				0.7%				
PHF	0.91				0.00				0.62				0.84				



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

Project Name: **Winslow Hotel**
Intersection: Madison Ave N & Winslow Way W
Date of Count: 12/4/2018
Jurisdiction: City of Bainbridge
Project Number: 4218

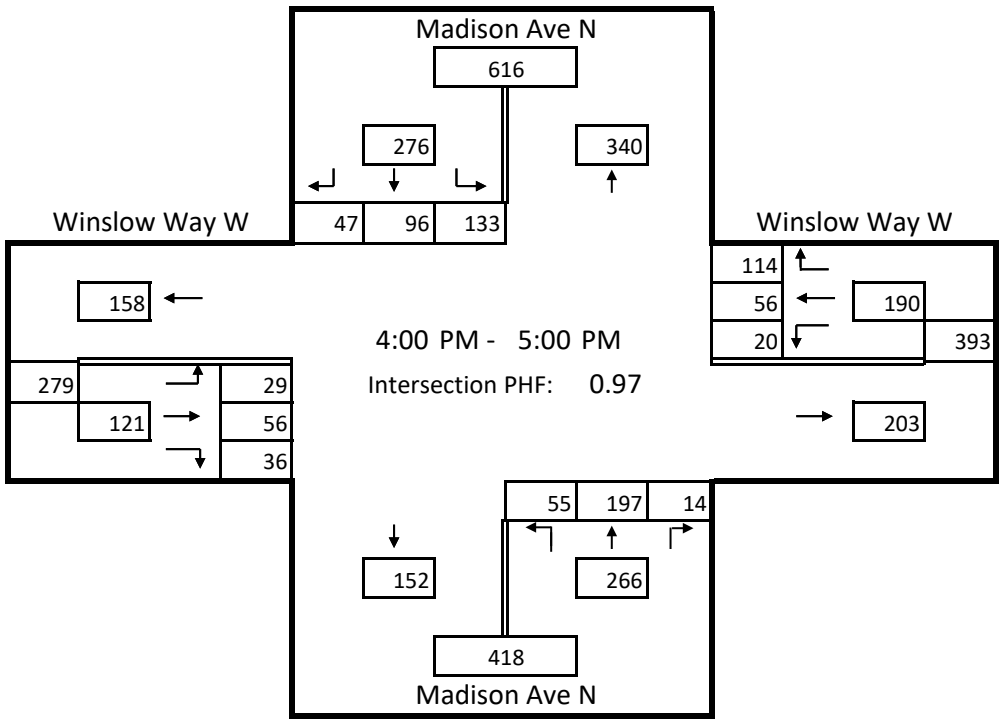
Time Period	Soutbound Madison Ave N				Westbound Winslow Way W				Northbound Madison Ave N				Eastbound Winslow Way W				
	HV	R	T	L	HV	R	T	L	HV	R	T	L	HV	R	T	L	Total
7:00 AM	1	4	14	13	4	15	5	4	0	0	5	1	0	0	5	0	71
7:15 AM	1	3	5	22	1	7	6	7	0	1	12	2	0	0	12	2	81
7:30 AM	3	1	15	48	0	12	3	3	0	2	13	2	1	2	20	3	128
7:45 AM	1	4	16	24	3	12	16	7	0	0	10	0	0	6	13	2	114
8:00 AM	1	5	26	20	0	13	4	8	1	3	10	6	0	7	15	3	122
8:15 AM	0	6	23	30	1	16	9	11	1	4	18	7	1	27	31	13	198
8:30 AM	1	10	20	24	0	17	15	6	3	2	8	2	0	12	19	7	146
8:45 AM	0	12	27	22	1	13	8	6	0	2	14	2	0	12	15	3	137
Total	8	45	146	203	10	105	66	52	5	14	90	22	2	66	130	33	997
Peak Hour	**8:00 AM to 9:00 AM**																Total
Peak Total	2	33	96	96	2	59	36	31	5	11	50	17	1	58	80	26	593
Heavy Veh.	2.0%				4.5%				4.0%				0.9%				
PHF	0.92				0.83				0.67				0.58				



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

Project Name: **Winslow Hotel**
Intersection: Madison Ave N & Winslow Way W
Date of Count: 12/4/2018
Jurisdiction: City of Bainbridge
Project Number: 4218

Time Period	Soutbound Madison Ave N				Westbound Winslow Way W				Northbound Madison Ave N				Eastbound Winslow Way W				
	HV	R	T	L	HV	R	T	L	HV	R	T	L	HV	R	T	L	Total
4:00 PM	3	7	25	45	1	20	12	3	0	6	41	13	0	13	12	3	204
4:15 PM	0	10	36	38	0	25	14	6	0	2	48	12	0	7	16	7	221
4:30 PM	0	16	17	27	1	36	22	8	0	2	47	10	0	9	14	11	220
4:45 PM	0	14	18	23	0	33	8	3	0	4	61	20	0	7	14	8	213
5:00 PM	2	4	24	39	0	19	7	5	0	5	46	8	0	2	19	10	190
5:15 PM	0	6	23	51	0	34	10	7	0	2	30	9	0	7	14	6	199
5:30 PM	1	5	23	32	2	46	55	8	0	1	33	7	0	7	11	5	236
5:45 PM	0	6	17	27	0	34	13	7	0	4	31	11	0	10	10	3	173
Total	6	68	183	282	4	247	141	47	0	26	337	90	0	62	110	53	1,656
Peak Hour	**4:00 PM to 5:00 PM**																Total
Peak Total	3	47	96	133	2	114	56	20	0	14	197	55	0	36	56	29	853
Heavy Veh.	1.1%				0.9%				0.0%				0.0%				
PHF	0.82				0.72				0.00				0.89				



APPENDIX

CURRENT INTERSECTION COUNT SHEETS

Heath & Associates

PO Box 397
Puyallup, WA 98371

File Name : 4604g
Site Code : 00004604
Start Date : 4/29/2021
Page No : 1

Groups Printed- Passenger + - Heavy

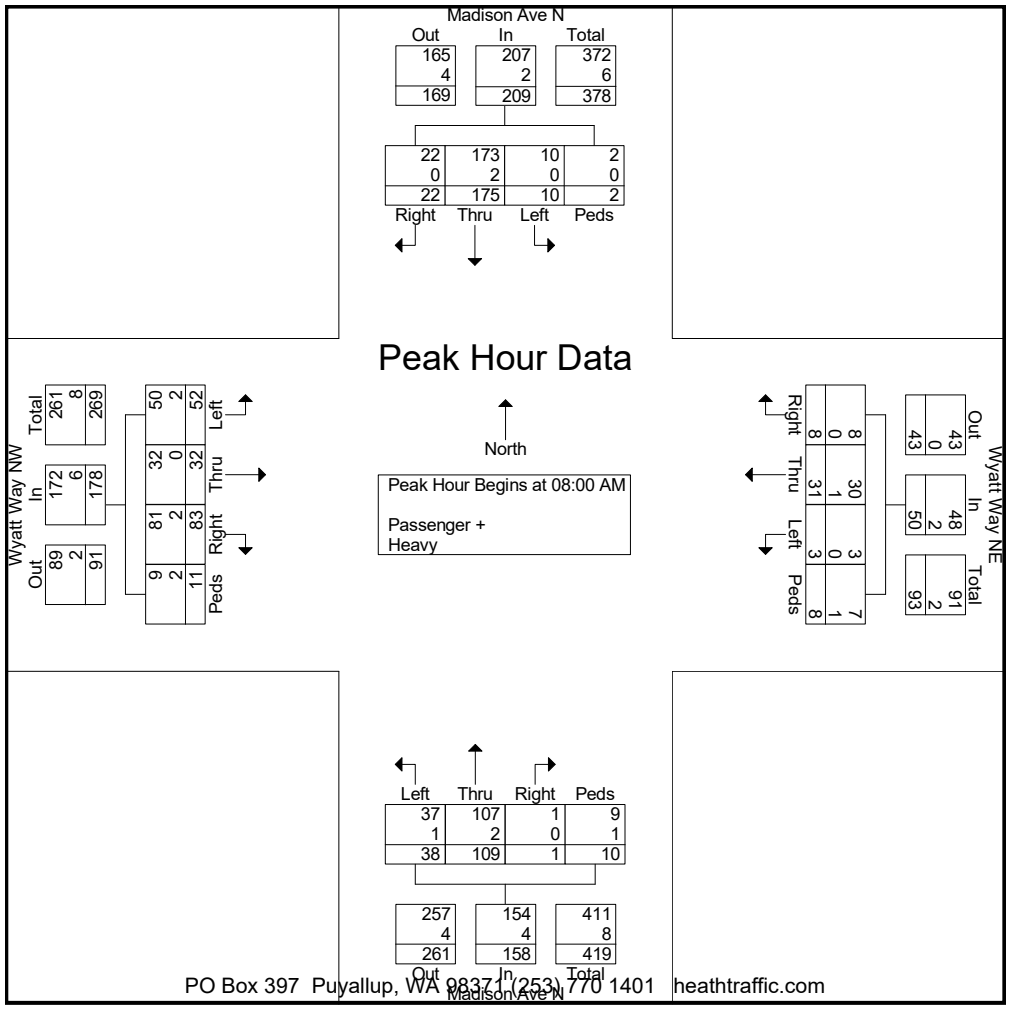
	Madison Ave N Southbound					Wyatt Way NE Westbound					Madison Ave N Northbound					Wyatt Way NW Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	3	20	3	0	26	1	0	1	1	3	0	5	10	0	15	2	2	7	1	12	56
07:15 AM	2	19	0	0	21	1	2	0	0	3	0	15	8	0	23	7	6	7	4	24	71
07:30 AM	3	28	1	1	33	0	1	1	3	5	0	11	2	0	13	15	14	12	1	42	93
07:45 AM	9	37	3	1	50	0	6	1	2	9	0	19	5	1	25	16	4	14	2	36	120
Total	17	104	7	2	130	2	9	3	6	20	0	50	25	1	76	40	26	40	8	114	340
08:00 AM	5	40	4	0	49	1	7	0	2	10	1	25	6	4	36	13	5	19	3	40	135
08:15 AM	6	39	2	0	47	1	9	1	2	13	0	15	13	1	29	23	11	13	0	47	136
08:30 AM	5	51	2	0	58	2	7	1	3	13	0	35	10	2	47	28	9	8	2	47	165
08:45 AM	6	45	2	2	55	4	8	1	1	14	0	34	9	3	46	19	7	12	6	44	159
Total	22	175	10	2	209	8	31	3	8	50	1	109	38	10	158	83	32	52	11	178	595
Grand Total	39	279	17	4	339	10	40	6	14	70	1	159	63	11	234	123	58	92	19	292	935
Apprch %	11.5	82.3	5	1.2		14.3	57.1	8.6	20		0.4	67.9	26.9	4.7		42.1	19.9	31.5	6.5		
Total %	4.2	29.8	1.8	0.4	36.3	1.1	4.3	0.6	1.5	7.5	0.1	17	6.7	1.2	25	13.2	6.2	9.8	2	31.2	
Passenger +	39	276	17	4	336	10	39	5	13	67	1	156	58	10	225	117	58	89	17	281	909
% Passenger +	100	98.9	100	100	99.1	100	97.5	83.3	92.9	95.7	100	98.1	92.1	90.9	96.2	95.1	100	96.7	89.5	96.2	97.2
Heavy	0	3	0	0	3	0	1	1	1	3	0	3	5	1	9	6	0	3	2	11	26
% Heavy	0	1.1	0	0	0.9	0	2.5	16.7	7.1	4.3	0	1.9	7.9	9.1	3.8	4.9	0	3.3	10.5	3.8	2.8

Heath & Associates

PO Box 397
Puyallup, WA 98371

File Name : 4604g
Site Code : 00004604
Start Date : 4/29/2021
Page No : 2

	Madison Ave N Southbound					Wyatt Way NE Westbound					Madison Ave N Northbound					Wyatt Way NW Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	5	40	**4**	0	49	1	7	0	2	10	**1**	25	6	**4**	36	13	5	**19**	3	40	135
08:15 AM	**6**	39	2	0	47	1	**9**	**1**	2	13	0	15	**13**	1	29	23	**11**	13	0	**47**	136
08:30 AM	5	**51**	2	0	**58**	2	7	1	**3**	13	0	**35**	10	2	**47**	**28**	9	8	2	47	**165**
08:45 AM	6	45	2	**2**	55	**4**	8	1	1	**14**	0	34	9	3	46	19	7	12	**6**	44	159
Total Volume	22	175	10	2	209	8	31	3	8	50	1	109	38	10	158	83	32	52	11	178	595
% App. Total	10.5	83.7	4.8	1		16	62	6	16		0.6	69	24.1	6.3		46.6	18	29.2	6.2		
PHF	.917	.858	.625	.250	.901	.500	.861	.750	.667	.893	.250	.779	.731	.625	.840	.741	.727	.684	.458	.947	.902
Passenger +	22	173	10	2	207	8	30	3	7	48	1	107	37	9	154	81	32	50	9	172	581
% Passenger +	100	98.9	100	100	99.0	100	96.8	100	87.5	96.0	100	98.2	97.4	90.0	97.5	97.6	100	96.2	81.8	96.6	97.6
Heavy	0	2	0	0	2	0	1	0	1	2	0	2	1	1	4	2	0	2	2	6	14
% Heavy	0	1.1	0	0	1.0	0	3.2	0	12.5	4.0	0	1.8	2.6	10.0	2.5	2.4	0	3.8	18.2	3.4	2.4



Heath & Associates

PO Box 397
Puyallup, WA 98371

File Name : Not Named 6
Site Code : 00004604
Start Date : 4/28/2021
Page No : 1

Groups Printed- Passenger + - Heavy

	Madison Ave N Southbound					Wyatt Way NE Westbound					Madison Ave N Northbound					Wyatt Way NW Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	18	40	3	0	61	7	13	2	1	23	4	50	21	0	75	22	9	11	7	49	208
04:15 PM	9	49	1	2	61	5	7	0	3	15	1	53	20	0	74	20	14	16	3	53	203
04:30 PM	7	45	1	0	53	5	18	0	3	26	1	58	24	3	86	15	10	12	3	40	205
04:45 PM	7	39	2	1	49	3	7	2	4	16	4	59	19	1	83	16	2	13	4	35	183
Total	41	173	7	3	224	20	45	4	11	80	10	220	84	4	318	73	35	52	17	177	799
05:00 PM	5	35	2	0	42	4	16	2	9	31	1	66	22	0	89	25	6	12	0	43	205
05:15 PM	13	42	0	1	56	6	27	2	1	36	2	72	35	1	110	19	9	12	2	42	244
05:30 PM	10	42	0	1	53	1	11	1	2	15	4	69	39	0	112	13	3	10	0	26	206
05:45 PM	7	46	2	1	56	2	9	2	3	16	2	49	12	1	64	17	1	7	5	30	166
Total	35	165	4	3	207	13	63	7	15	98	9	256	108	2	375	74	19	41	7	141	821
Grand Total	76	338	11	6	431	33	108	11	26	178	19	476	192	6	693	147	54	93	24	318	1620
Apprch %	17.6	78.4	2.6	1.4		18.5	60.7	6.2	14.6		2.7	68.7	27.7	0.9		46.2	17	29.2	7.5		
Total %	4.7	20.9	0.7	0.4	26.6	2	6.7	0.7	1.6	11	1.2	29.4	11.9	0.4	42.8	9.1	3.3	5.7	1.5	19.6	
Passenger +	74	337	11	6	428	32	107	11	22	172	18	475	189	5	687	137	54	92	22	305	1592
% Passenger +	97.4	99.7	100	100	99.3	97	99.1	100	84.6	96.6	94.7	99.8	98.4	83.3	99.1	93.2	100	98.9	91.7	95.9	98.3
Heavy	2	1	0	0	3	1	1	0	4	6	1	1	3	1	6	10	0	1	2	13	28
% Heavy	2.6	0.3	0	0	0.7	3	0.9	0	15.4	3.4	5.3	0.2	1.6	16.7	0.9	6.8	0	1.1	8.3	4.1	1.7

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File Name : Not Named 6
Site Code : 00004604
Start Date : 4/28/2021
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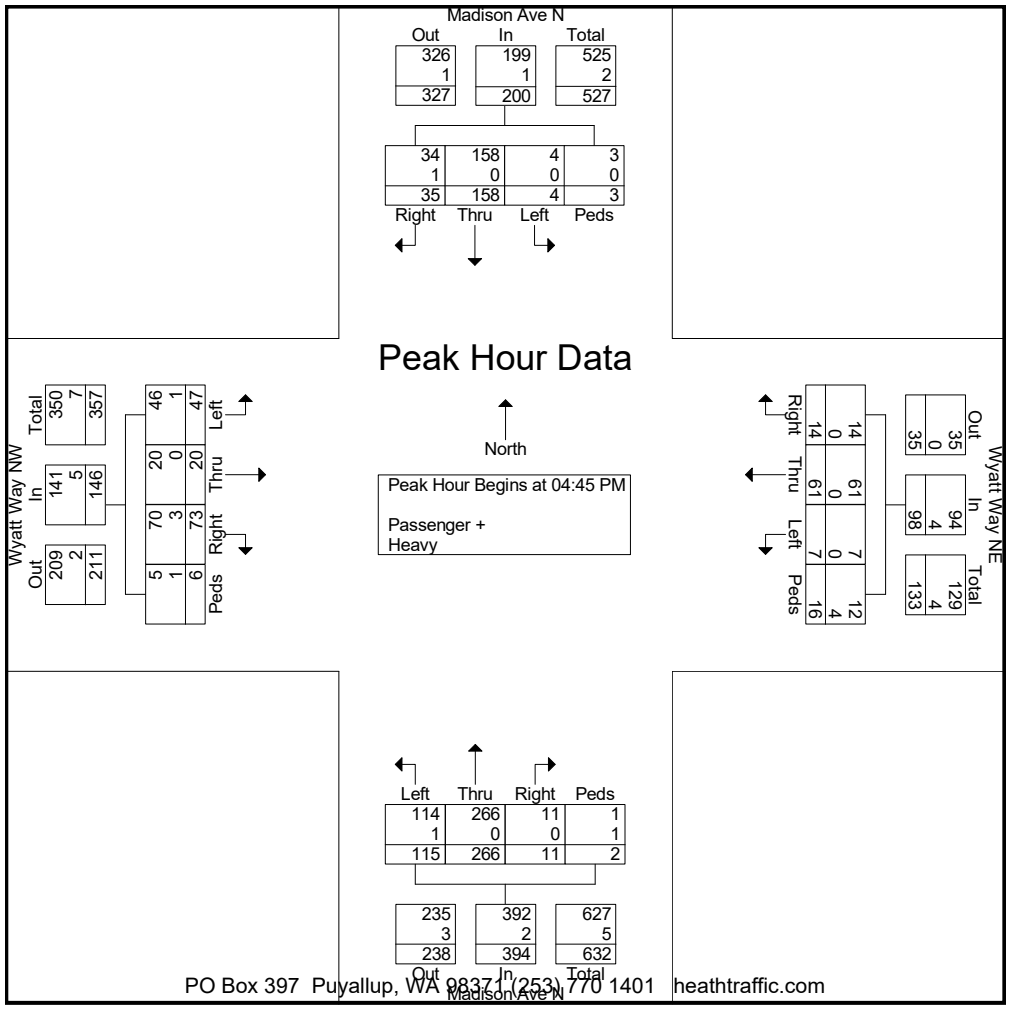
	Madison Ave N Southbound					Wyatt Way NE Westbound					Madison Ave N Northbound					Wyatt Way NW Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	7	39	**2**	**1**	49	3	7	**2**	4	16	**4**	59	19	**1**	83	16	2	**13**	**4**	35	183
05:00 PM	5	35	2	0	42	4	16	2	**9**	31	1	66	22	0	89	**25**	6	12	0	**43**	205
05:15 PM	**13**	**42**	0	1	**56**	**6**	**27**	2	1	**36**	2	**72**	35	1	110	19	**9**	12	2	42	**244**
05:30 PM	10	42	0	1	53	1	11	1	2	15	4	69	**39**	0	**112**	13	3	10	0	26	206
Total Volume	35	158	4	3	200	14	61	7	16	98	11	266	115	2	394	73	20	47	6	146	838
% App. Total	17.5	79	2	1.5		14.3	62.2	7.1	16.3		2.8	67.5	29.2	0.5		50	13.7	32.2	4.1		
PHF	.673	.940	.500	.750	.893	.583	.565	.875	.444	.681	.688	.924	.737	.500	.879	.730	.556	.904	.375	.849	.859
Passenger +	34	158	4	3	199	14	61	7	12	94	11	266	114	1	392	70	20	46	5	141	826
% Passenger +	97.1	100	100	100	99.5	100	100	100	75.0	95.9	100	100	99.1	50.0	99.5	95.9	100	97.9	83.3	96.6	98.6
Heavy	1	0	0	0	1	0	0	0	4	4	0	0	1	1	2	3	0	1	1	5	12
% Heavy	2.9	0	0	0	0.5	0	0	0	25.0	4.1	0	0	0.9	50.0	0.5	4.1	0	2.1	16.7	3.4	1.4



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PO Box 397
Puyallup, WA 98371

File Name : Not Named 1
Site Code : 00004604
Start Date : 4/29/2021
Page No : 1

Groups Printed- Passenger + - Heavy

	Ericksen Ave NE Southbound					Private Driveway Westbound					Ericksen Ave NE Northbound					Wyatt Way NE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	2	4	0	0	6	0	0	0	0	0	0	4	0	0	4	2	0	0	0	2	12
07:15 AM	1	5	0	0	6	0	1	0	3	4	0	3	1	0	4	6	0	0	3	9	23
07:30 AM	1	6	0	0	7	0	0	0	0	0	0	3	1	0	4	14	0	0	0	14	25
07:45 AM	1	5	0	0	6	0	0	0	2	2	0	4	6	0	10	4	0	3	2	9	27
Total	5	20	0	0	25	0	1	0	5	6	0	14	8	0	22	26	0	3	5	34	87
08:00 AM	5	4	0	0	9	0	0	0	0	0	0	2	3	0	5	6	0	2	3	11	25
08:15 AM	4	12	0	0	16	0	0	0	0	0	0	4	4	0	8	10	0	2	4	16	40
08:30 AM	3	8	0	0	11	0	0	0	0	0	0	7	3	0	10	7	0	2	2	11	32
08:45 AM	2	7	0	0	9	1	0	0	0	1	0	8	9	0	17	3	0	3	3	9	36
Total	14	31	0	0	45	1	0	0	0	1	0	21	19	0	40	26	0	9	12	47	133
Grand Total	19	51	0	0	70	1	1	0	5	7	0	35	27	0	62	52	0	12	17	81	220
Apprch %	27.1	72.9	0	0		14.3	14.3	0	71.4		0	56.5	43.5	0		64.2	0	14.8	21		
Total %	8.6	23.2	0	0	31.8	0.5	0.5	0	2.3	3.2	0	15.9	12.3	0	28.2	23.6	0	5.5	7.7	36.8	
Passenger +	18	46	0	0	64	1	1	0	5	7	0	35	26	0	61	52	0	12	17	81	213
% Passenger +	94.7	90.2	0	0	91.4	100	100	0	100	100	0	100	96.3	0	98.4	100	0	100	100	100	96.8
Heavy	1	5	0	0	6	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	7
% Heavy	5.3	9.8	0	0	8.6	0	0	0	0	0	0	0	3.7	0	1.6	0	0	0	0	0	3.2

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File Name : Not Named 1
Site Code : 00004604
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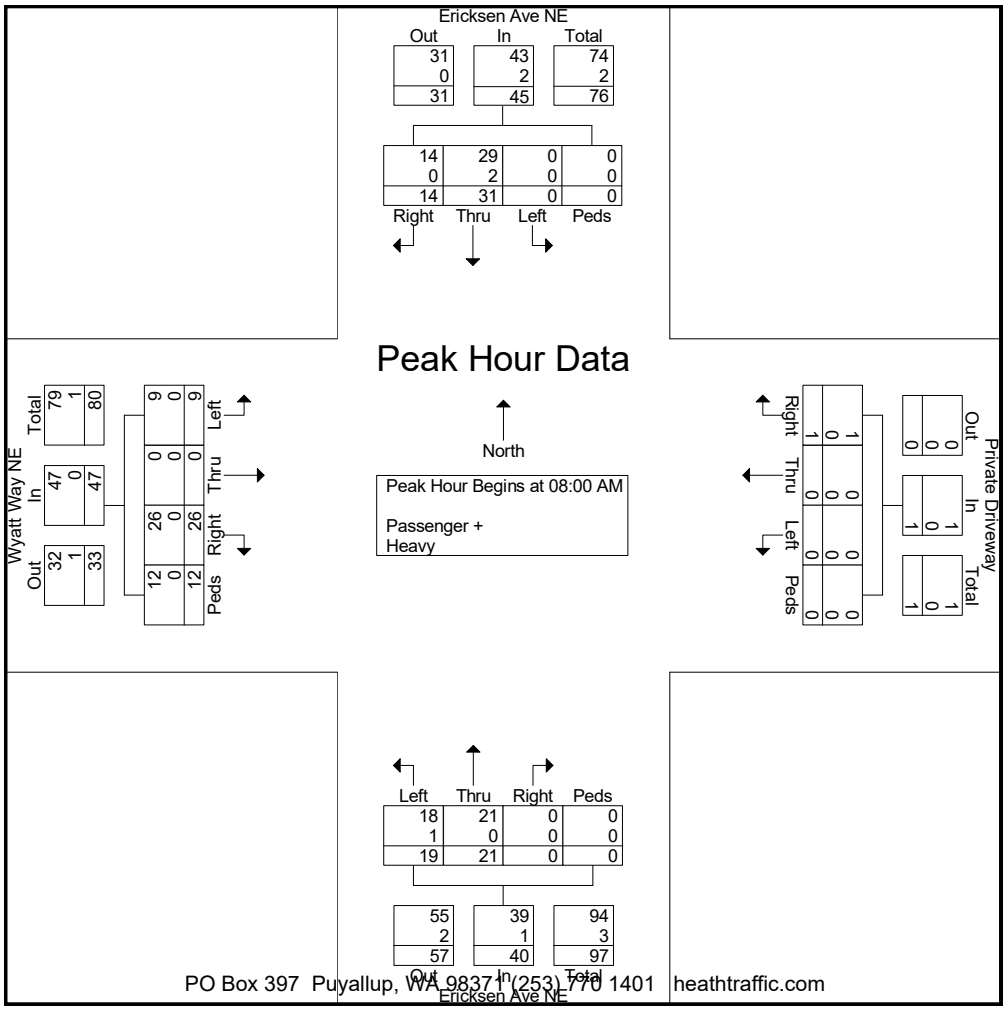
	Ericksen Ave NE Southbound					Private Driveway Westbound					Ericksen Ave NE Northbound					Wyatt Way NE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	**5**	4	0	0	9	0	0	0	0	0	0	2	3	0	5	6	0	2	3	11	25
08:15 AM	4	**12**	0	0	**16**	0	0	0	0	0	0	4	4	0	8	**10**	0	2	**4**	**16**	**40**
08:30 AM	3	8	0	0	11	0	0	0	0	0	0	7	3	0	10	7	0	2	2	11	32
08:45 AM	2	7	0	0	9	**1**	0	0	0	**1**	0	**8**	**9**	0	**17**	3	0	**3**	3	9	36
Total Volume	14	31	0	0	45	1	0	0	0	1	0	21	19	0	40	26	0	9	12	47	133
% App. Total	31.1	68.9	0	0		100	0	0	0		0	52.5	47.5	0		55.3	0	19.1	25.5		
PHF	.700	.646	.000	.000	.703	.250	.000	.000	.000	.250	.000	.656	.528	.000	.588	.650	.000	.750	.750	.734	.831
Passenger +	14	29	0	0	43	1	0	0	0	1	0	21	18	0	39	26	0	9	12	47	130
% Passenger +	100	93.5	0	0	95.6	100	0	0	0	100	0	100	94.7	0	97.5	100	0	100	100	100	97.7
Heavy	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3
% Heavy	0	6.5	0	0	4.4	0	0	0	0	0	0	0	5.3	0	2.5	0	0	0	0	0	2.3



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PO Box 397
Puyallup, WA 98371

File Name : 4604d
Site Code : 00004604
Start Date : 4/28/2021
Page No : 1

Groups Printed- Passenger + - Heavy

	Ericksen Ave NE Southbound					Private Driveway Westbound					Ericksen Ave NE Northbound					Wyatt Way NE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	3	16	0	0	19	0	0	0	1	1	0	14	10	0	24	10	0	7	6	23	67
04:15 PM	3	12	0	1	16	0	0	0	2	2	0	12	7	0	19	11	0	7	5	23	60
04:30 PM	3	15	0	1	19	0	0	0	3	3	0	18	14	1	33	6	0	3	2	11	66
04:45 PM	5	7	0	0	12	0	1	0	0	1	0	17	4	0	21	6	0	3	5	14	48
Total	14	50	0	2	66	0	1	0	6	7	0	61	35	1	97	33	0	20	18	71	241
05:00 PM	6	10	0	0	16	0	0	0	0	0	0	6	15	0	21	5	0	3	5	13	50
05:15 PM	3	10	0	0	13	0	0	0	8	8	0	12	30	0	42	11	0	5	1	17	80
05:30 PM	6	9	1	0	16	0	0	1	1	2	0	10	8	0	18	3	1	4	4	12	48
05:45 PM	4	3	0	0	7	0	0	0	1	1	0	6	6	0	12	1	0	3	4	8	28
Total	19	32	1	0	52	0	0	1	10	11	0	34	59	0	93	20	1	15	14	50	206
Grand Total	33	82	1	2	118	0	1	1	16	18	0	95	94	1	190	53	1	35	32	121	447
Apprch %	28	69.5	0.8	1.7		0	5.6	5.6	88.9		0	50	49.5	0.5		43.8	0.8	28.9	26.4		
Total %	7.4	18.3	0.2	0.4	26.4	0	0.2	0.2	3.6	4	0	21.3	21	0.2	42.5	11.9	0.2	7.8	7.2	27.1	
Passenger +	33	82	1	2	118	0	1	1	5	7	0	93	93	1	187	52	1	35	32	120	432
% Passenger +	100	100	100	100	100	0	100	100	31.2	38.9	0	97.9	98.9	100	98.4	98.1	100	100	100	99.2	96.6
Heavy	0	0	0	0	0	0	0	0	11	11	0	2	1	0	3	1	0	0	0	1	15
% Heavy	0	0	0	0	0	0	0	0	68.8	61.1	0	2.1	1.1	0	1.6	1.9	0	0	0	0.8	3.4

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File Name : 4604d
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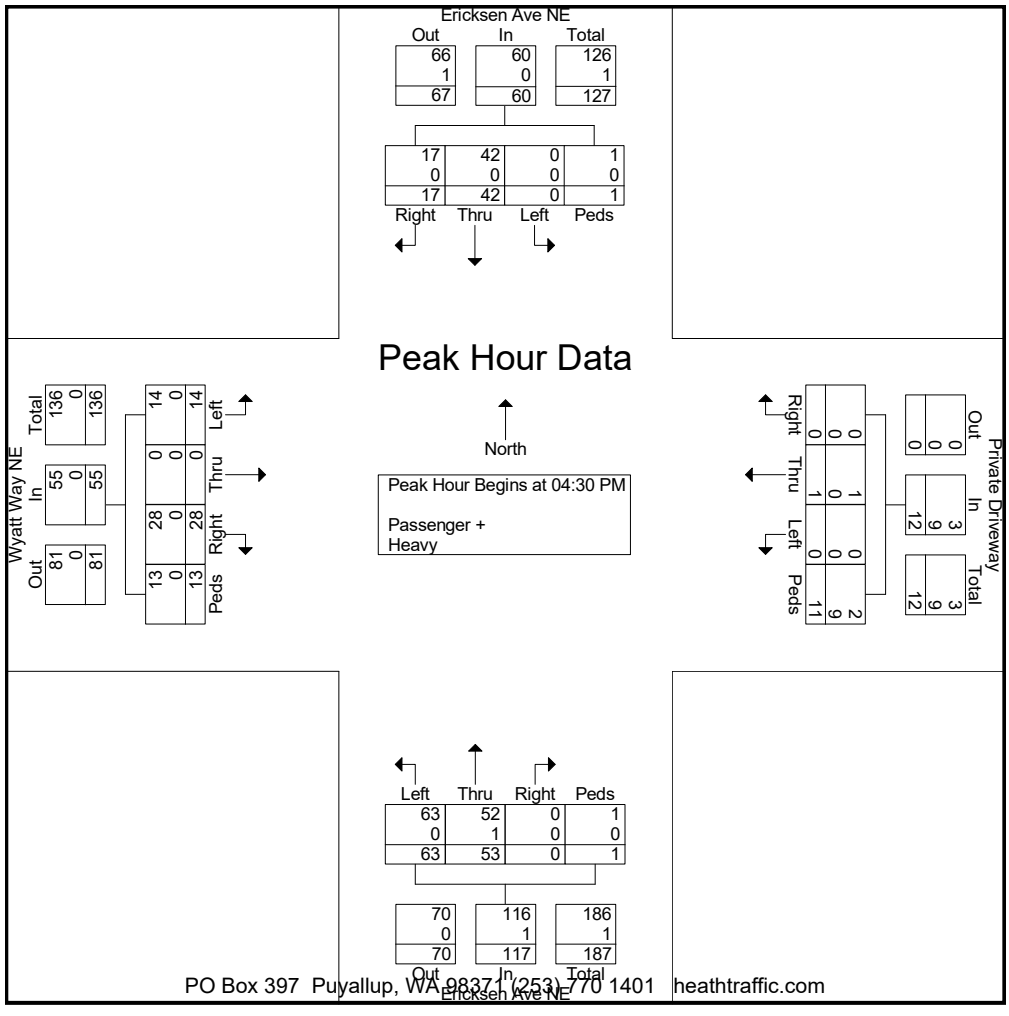
	Ericksen Ave NE Southbound					Private Driveway Westbound					Ericksen Ave NE Northbound					Wyatt Way NE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	3	**15**	0	**1**	**19**	0	0	0	3	3	0	**18**	14	**1**	33	6	0	3	2	11	66
04:45 PM	5	7	0	0	12	0	**1**	0	0	1	0	17	4	0	21	6	0	3	**5**	14	48
05:00 PM	**6**	10	0	0	16	0	0	0	0	0	0	6	15	0	21	5	0	3	5	13	50
05:15 PM	3	10	0	0	13	0	0	0	**8**	**8**	0	12	**30**	0	**42**	**11**	0	**5**	1	**17**	**80**
Total Volume	17	42	0	1	60	0	1	0	11	12	0	53	63	1	117	28	0	14	13	55	244
% App. Total	28.3	70	0	1.7		0	8.3	0	91.7		0	45.3	53.8	0.9		50.9	0	25.5	23.6		
PHF	.708	.700	.000	.250	.789	.000	.250	.000	.344	.375	.000	.736	.525	.250	.696	.636	.000	.700	.650	.809	.763
Passenger +	17	42	0	1	60	0	1	0	2	3	0	52	63	1	116	28	0	14	13	55	234
% Passenger +	100	100	0	100	100	0	100	0	18.2	25.0	0	98.1	100	100	99.1	100	0	100	100	100	95.9
Heavy	0	0	0	0	0	0	0	0	9	9	0	1	0	0	1	0	0	0	0	0	10
% Heavy	0	0	0	0	0	0	0	0	81.8	75.0	0	1.9	0	0	0.9	0	0	0	0	0	4.1



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File Name : 4604a
Site Code : 00004604
Start Date : 4/29/2021
Page No : 1

Groups Printed- Passenger + - Heavy

	Madison Ave N Southbound					Winslow Way W Westbound					Madison Ave N Northbound					Winslow Way W Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	3	7	4	3	17	7	4	2	2	15	2	0	4	2	8	0	1	1	0	2	42
07:15 AM	0	11	7	2	20	6	3	3	0	12	3	10	1	3	17	2	6	2	2	12	61
07:30 AM	6	8	23	4	41	3	9	3	1	16	1	3	1	1	6	0	10	0	1	11	74
07:45 AM	4	14	15	2	35	7	17	10	6	40	1	12	0	2	15	5	19	2	2	28	118
Total	13	40	49	11	113	23	33	18	9	83	7	25	6	8	46	7	36	5	5	53	295
08:00 AM	5	11	19	2	37	6	10	9	3	28	3	9	2	1	15	5	11	3	4	23	103
08:15 AM	8	11	28	2	49	8	11	10	1	30	3	11	0	3	17	6	20	1	0	27	123
08:30 AM	5	25	29	3	62	15	19	10	1	45	2	8	4	3	17	14	16	5	4	39	163
08:45 AM	7	20	20	6	53	14	11	7	3	35	6	17	3	3	29	16	13	5	4	38	155
Total	25	67	96	13	201	43	51	36	8	138	14	45	9	10	78	41	60	14	12	127	544
Grand Total	38	107	145	24	314	66	84	54	17	221	21	70	15	18	124	48	96	19	17	180	839
Apprch %	12.1	34.1	46.2	7.6		29.9	38	24.4	7.7		16.9	56.5	12.1	14.5		26.7	53.3	10.6	9.4		
Total %	4.5	12.8	17.3	2.9	37.4	7.9	10	6.4	2	26.3	2.5	8.3	1.8	2.1	14.8	5.7	11.4	2.3	2	21.5	
Passenger +	36	104	139	23	302	64	80	49	16	209	21	66	15	18	120	48	94	19	15	176	807
% Passenger +	94.7	97.2	95.9	95.8	96.2	97	95.2	90.7	94.1	94.6	100	94.3	100	100	96.8	100	97.9	100	88.2	97.8	96.2
Heavy	2	3	6	1	12	2	4	5	1	12	0	4	0	0	4	0	2	0	2	4	32
% Heavy	5.3	2.8	4.1	4.2	3.8	3	4.8	9.3	5.9	5.4	0	5.7	0	0	3.2	0	2.1	0	11.8	2.2	3.8

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File Name : 4604a
Site Code : 00004604
Start Date : 4/29/2021
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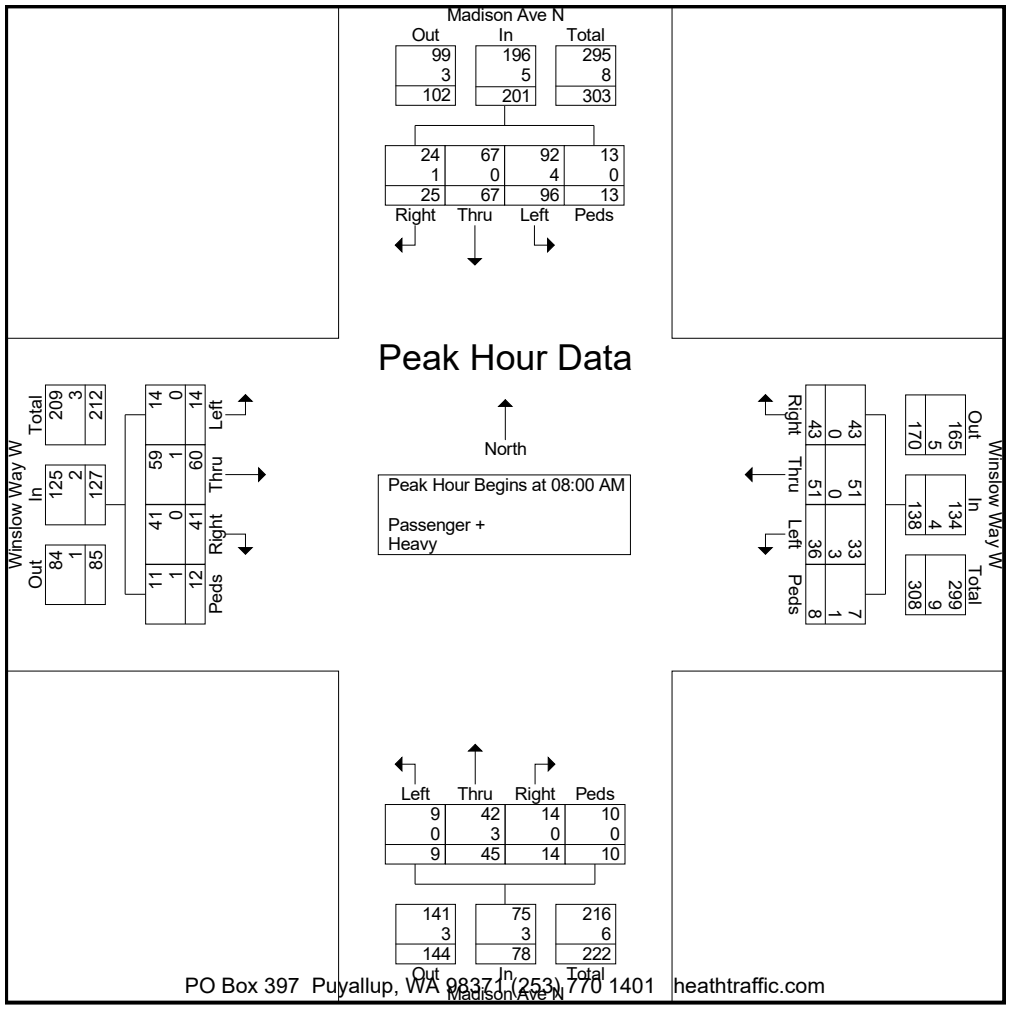
	Madison Ave N Southbound					Winslow Way W Westbound					Madison Ave N Northbound					Winslow Way W Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	5	11	19	2	37	6	10	9	**3**	28	3	9	2	1	15	5	11	3	**4**	23	103
08:15 AM	**8**	11	28	2	49	8	11	**10**	1	30	3	11	0	**3**	17	6	**20**	1	0	27	123
08:30 AM	5	**25**	**29**	3	**62**	**15**	**19**	10	1	**45**	2	8	**4**	3	17	14	16	**5**	4	**39**	**163**
08:45 AM	7	20	20	**6**	53	14	11	7	3	35	**6**	**17**	3	3	**29**	**16**	13	5	4	38	155
Total Volume	25	67	96	13	201	43	51	36	8	138	14	45	9	10	78	41	60	14	12	127	544
% App. Total	12.4	33.3	47.8	6.5		31.2	37	26.1	5.8		17.9	57.7	11.5	12.8		32.3	47.2	11	9.4		
PHF	.781	.670	.828	.542	.810	.717	.671	.900	.667	.767	.583	.662	.563	.833	.672	.641	.750	.700	.750	.814	.834
Passenger +	24	67	92	13	196	43	51	33	7	134	14	42	9	10	75	41	59	14	11	125	530
% Passenger +	96.0	100	95.8	100	97.5	100	100	91.7	87.5	97.1	100	93.3	100	100	96.2	100	98.3	100	91.7	98.4	97.4
Heavy	1	0	4	0	5	0	0	3	1	4	0	3	0	0	3	0	1	0	1	2	14
% Heavy	4.0	0	4.2	0	2.5	0	0	8.3	12.5	2.9	0	6.7	0	0	3.8	0	1.7	0	8.3	1.6	2.6



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Puyallup, WA 98371

File Name : 4604b
Site Code : 00004604
Start Date : 4/28/2021
Page No : 1

Groups Printed- Passenger + - Heavy

	Madison Ave N Southbound					Winslow Way W Westbound					Madison Ave N Northbound					Winslow Way W Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	12	28	27	10	77	16	13	9	4	42	3	39	15	4	61	5	19	6	4	34	214
04:15 PM	12	21	28	6	67	19	14	3	3	39	6	26	7	7	46	5	15	4	5	29	181
04:30 PM	8	18	26	8	60	29	19	3	6	57	5	22	12	7	46	8	17	7	3	35	198
04:45 PM	8	17	23	1	49	25	7	6	6	44	5	32	9	4	50	9	14	8	1	32	175
Total	40	84	104	25	253	89	53	21	19	182	19	119	43	22	203	27	65	25	13	130	768
05:00 PM	9	16	30	6	61	20	16	16	11	63	5	35	5	7	52	4	21	6	4	35	211
05:15 PM	9	18	27	8	62	38	29	11	7	85	5	30	16	6	57	5	20	8	2	35	239
05:30 PM	5	16	23	4	48	35	19	11	16	81	5	37	12	5	59	2	9	3	3	17	205
05:45 PM	10	12	26	3	51	23	6	7	5	41	4	18	11	3	36	4	14	8	4	30	158
Total	33	62	106	21	222	116	70	45	39	270	19	120	44	21	204	15	64	25	13	117	813
Grand Total	73	146	210	46	475	205	123	66	58	452	38	239	87	43	407	42	129	50	26	247	1581
Apprch %	15.4	30.7	44.2	9.7		45.4	27.2	14.6	12.8		9.3	58.7	21.4	10.6		17	52.2	20.2	10.5		
Total %	4.6	9.2	13.3	2.9	30	13	7.8	4.2	3.7	28.6	2.4	15.1	5.5	2.7	25.7	2.7	8.2	3.2	1.6	15.6	
Passenger +	72	146	202	43	463	203	120	66	57	446	38	239	87	41	405	42	129	49	25	245	1559
% Passenger +	98.6	100	96.2	93.5	97.5	99	97.6	100	98.3	98.7	100	100	100	95.3	99.5	100	100	98	96.2	99.2	98.6
Heavy	1	0	8	3	12	2	3	0	1	6	0	0	0	2	2	0	0	1	1	2	22
% Heavy	1.4	0	3.8	6.5	2.5	1	2.4	0	1.7	1.3	0	0	0	4.7	0.5	0	0	2	3.8	0.8	1.4

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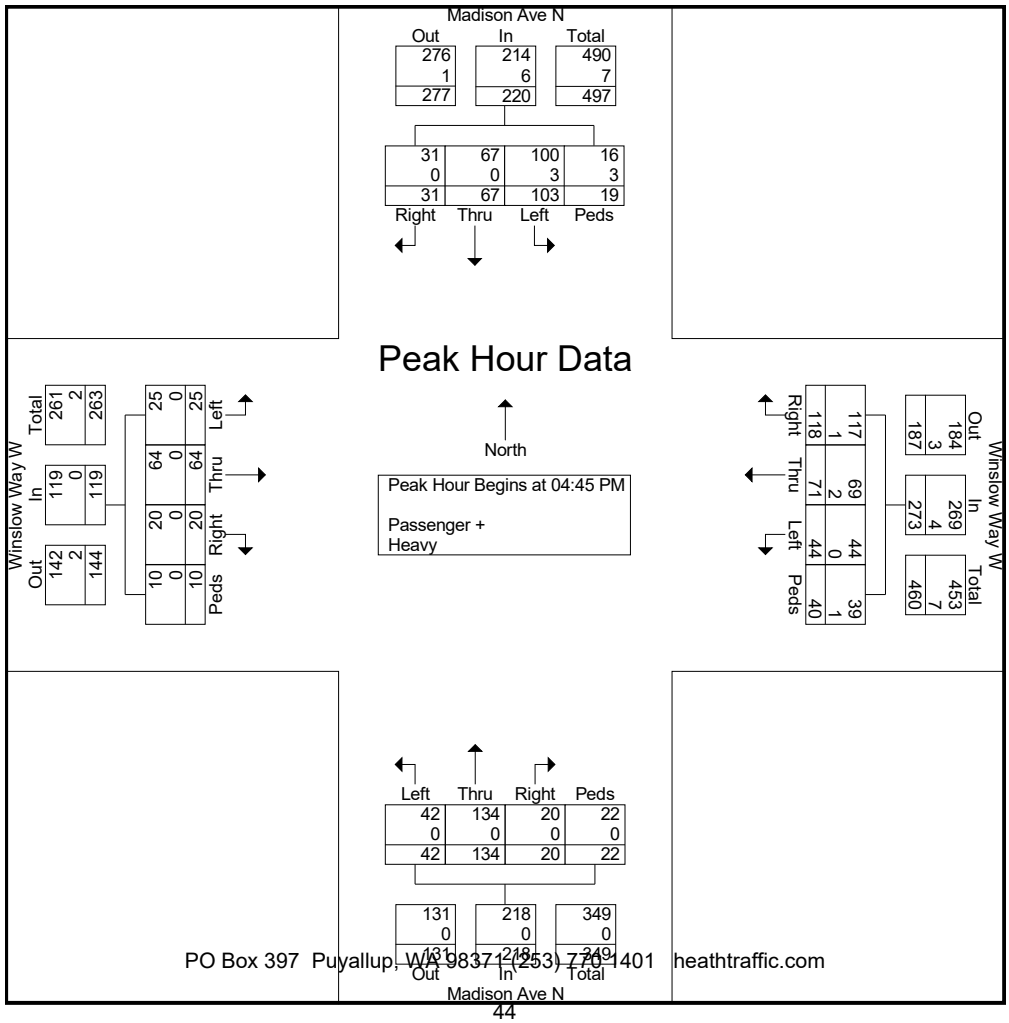
File Name : 4604b
Site Code : 00004604
Start Date : 4/28/2021
Page No : 2

	Madison Ave N Southbound					Winslow Way W Westbound					Madison Ave N Northbound					Winslow Way W Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	8	17	23	1	49	25	7	6	6	44	**5**	32	9	4	50	**9**	14	**8**	1	32	175
05:00 PM	**9**	16	**30**	6	61	20	16	**16**	11	63	5	35	5	**7**	52	4	**21**	6	**4**	**35**	211
05:15 PM	9	**18**	27	**8**	**62**	**38**	**29**	11	7	**85**	5	30	**16**	6	57	5	20	8	2	35	**239**
05:30 PM	5	16	23	4	48	35	19	11	**16**	81	5	**37**	12	5	**59**	2	9	3	3	17	205
Total Volume	31	67	103	19	220	118	71	44	40	273	20	134	42	22	218	20	64	25	10	119	830
% App. Total	14.1	30.5	46.8	8.6		43.2	26	16.1	14.7		9.2	61.5	19.3	10.1		16.8	53.8	21	8.4		
PHF	.861	.931	.858	.594	.887	.776	.612	.688	.625	.803	1.00	.905	.656	.786	.924	.556	.762	.781	.625	.850	.868
Passenger +	31	67	100	16	214	117	69	44	39	269	20	134	42	22	218	20	64	25	10	119	820
% Passenger +	100	100	97.1	84.2	97.3	99.2	97.2	100	97.5	98.5	100	100	100	100	100	100	100	100	100	100	98.8
Heavy	0	0	3	3	6	1	2	0	1	4	0	0	0	0	0	0	0	0	0	0	10
% Heavy	0	0	2.9	15.8	2.7	0.8	2.8	0	2.5	1.5	0	0	0	0	0	0	0	0	0	0	1.2



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File Name : 4604e
Site Code : 00004604
Start Date : 4/29/2021
Page No : 1

Groups Printed- Passenger + - Heavy

	Ericksen Ave NE Southbound			Winslow Way E Westbound			Winslow Way E Eastbound			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	Int. Total
07:00 AM	0	6	6	2	12	14	9	2	11	31
07:15 AM	2	8	10	8	13	21	13	2	15	46
07:30 AM	5	12	17	8	18	26	34	2	36	79
07:45 AM	1	4	5	13	35	48	24	4	28	81
Total	8	30	38	31	78	109	80	10	90	237
08:00 AM	1	6	7	3	30	33	22	5	27	67
08:15 AM	3	14	17	7	28	35	44	5	49	101
08:30 AM	2	12	14	14	58	72	44	3	47	133
08:45 AM	4	4	8	10	22	32	34	9	43	83
Total	10	36	46	34	138	172	144	22	166	384
Grand Total	18	66	84	65	216	281	224	32	256	621
Apprch %	21.4	78.6		23.1	76.9		87.5	12.5		
Total %	2.9	10.6	13.5	10.5	34.8	45.2	36.1	5.2	41.2	
Passenger +	16	62	78	62	205	267	216	31	247	592
% Passenger +	88.9	93.9	92.9	95.4	94.9	95	96.4	96.9	96.5	95.3
Heavy	2	4	6	3	11	14	8	1	9	29
% Heavy	11.1	6.1	7.1	4.6	5.1	5	3.6	3.1	3.5	4.7

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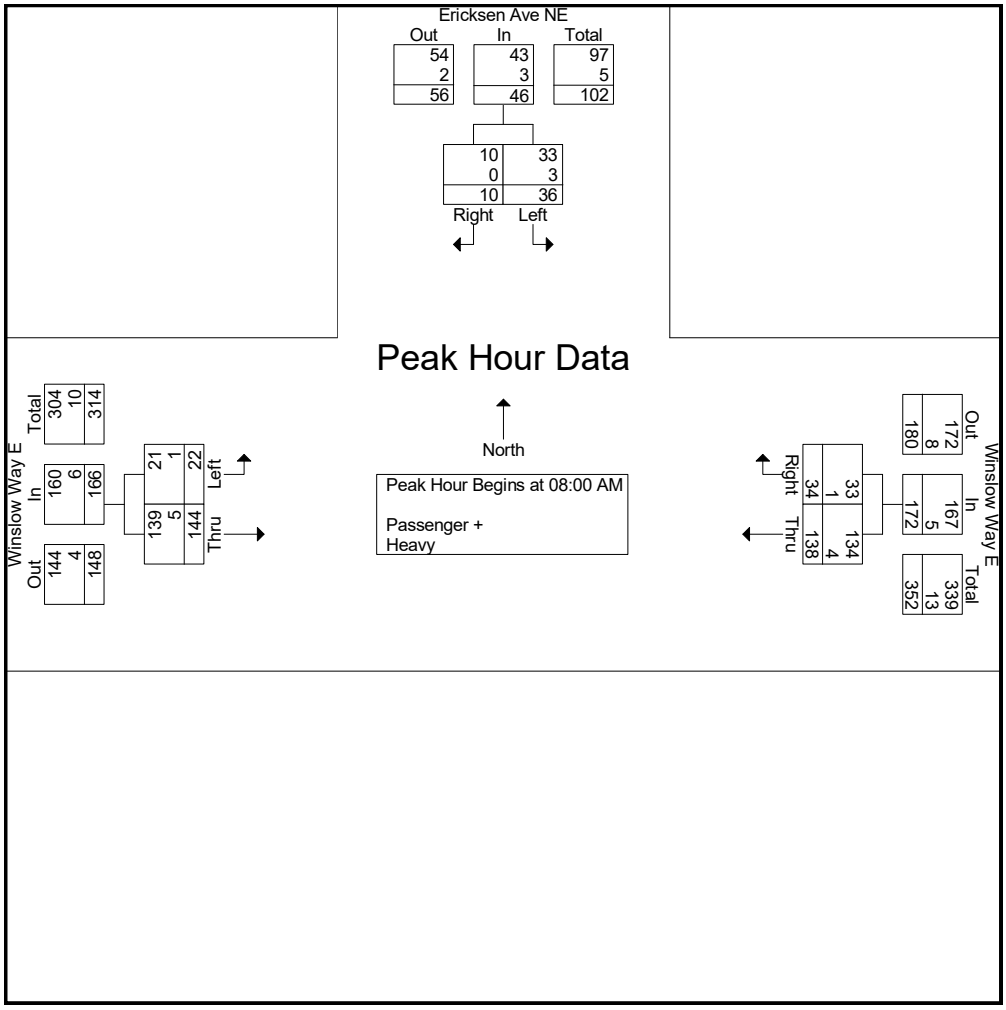
File Name : 4604e
Site Code : 00004604
Start Date : 4/29/2021
Page No : 2

	Ericksen Ave NE Southbound			Winslow Way E Westbound			Winslow Way E Eastbound			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	1	6	7	3	30	33	22	5	27	67
08:15 AM	3	**14**	**17**	7	28	35	**44**	5	**49**	101
08:30 AM	2	12	14	**14**	**58**	**72**	44	3	47	**133**
08:45 AM	**4**	4	8	10	22	32	34	**9**	43	83
Total Volume	10	36	46	34	138	172	144	22	166	384
% App. Total	21.7	78.3		19.8	80.2		86.7	13.3		
PHF	.625	.643	.676	.607	.595	.597	.818	.611	.847	.722
Passenger +	10	33	43	33	134	167	139	21	160	370
% Passenger +	100	91.7	93.5	97.1	97.1	97.1	96.5	95.5	96.4	96.4
Heavy	0	3	3	1	4	5	5	1	6	14
% Heavy	0	8.3	6.5	2.9	2.9	2.9	3.5	4.5	3.6	3.6



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File Name : 4604f
Site Code : 00004604
Start Date : 4/28/2021
Page No : 1

Groups Printed- Passenger + - Heavy

	Ericksen Ave NE Southbound			Winslow Way W Westbound			Winslow Way W Eastbound			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	Int. Total
04:00 PM	10	20	30	9	36	45	42	6	48	123
04:15 PM	9	9	18	8	27	35	38	7	45	98
04:30 PM	8	14	22	16	61	77	37	9	46	145
04:45 PM	8	8	16	6	40	46	39	7	46	108
Total	35	51	86	39	164	203	156	29	185	474
05:00 PM	4	16	20	6	42	48	37	14	51	119
05:15 PM	8	17	25	25	62	87	37	13	50	162
05:30 PM	8	9	17	8	46	54	25	7	32	103
05:45 PM	2	2	4	6	29	35	33	2	35	74
Total	22	44	66	45	179	224	132	36	168	458
Grand Total	57	95	152	84	343	427	288	65	353	932
Apprch %	37.5	62.5		19.7	80.3		81.6	18.4		
Total %	6.1	10.2	16.3	9	36.8	45.8	30.9	7	37.9	
Passenger +	57	95	152	83	338	421	280	64	344	917
% Passenger +	100	100	100	98.8	98.5	98.6	97.2	98.5	97.5	98.4
Heavy	0	0	0	1	5	6	8	1	9	15
% Heavy	0	0	0	1.2	1.5	1.4	2.8	1.5	2.5	1.6

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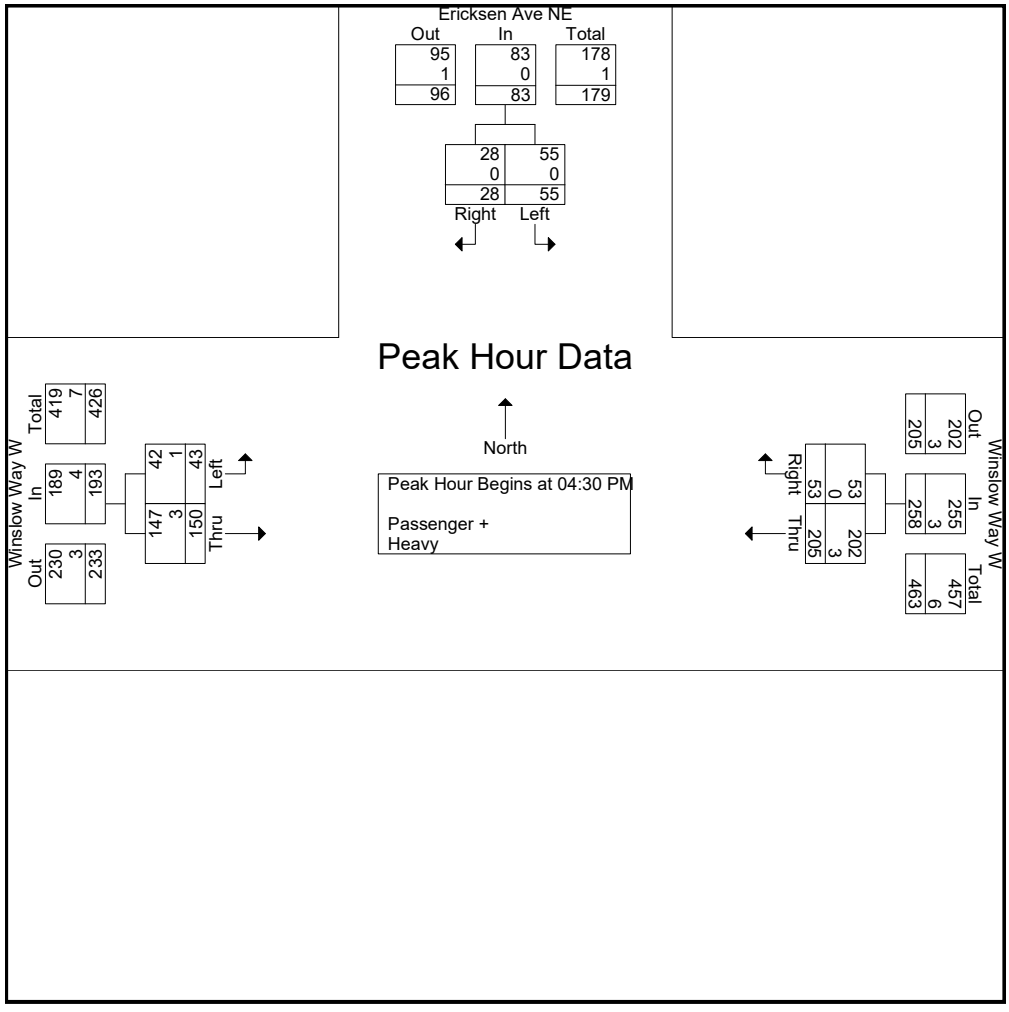
File Name : 4604f
Site Code : 00004604
Start Date : 4/28/2021
Page No : 2

	Ericksen Ave NE Southbound			Winslow Way W Westbound			Winslow Way W Eastbound			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	**8**	14	22	16	61	77	37	9	46	145
04:45 PM	8	8	16	6	40	46	**39**	7	46	108
05:00 PM	4	16	20	6	42	48	37	**14**	**51**	119
05:15 PM	8	**17**	**25**	**25**	**62**	**87**	37	13	50	**162**
Total Volume	28	55	83	53	205	258	150	43	193	534
% App. Total	33.7	66.3		20.5	79.5		77.7	22.3		
PHF	.875	.809	.830	.530	.827	.741	.962	.768	.946	.824
Passenger +	28	55	83	53	202	255	147	42	189	527
% Passenger +	100	100	100	100	98.5	98.8	98.0	97.7	97.9	98.7
Heavy	0	0	0	0	3	3	3	1	4	7
% Heavy	0	0	0	0	1.5	1.2	2.0	2.3	2.1	1.3

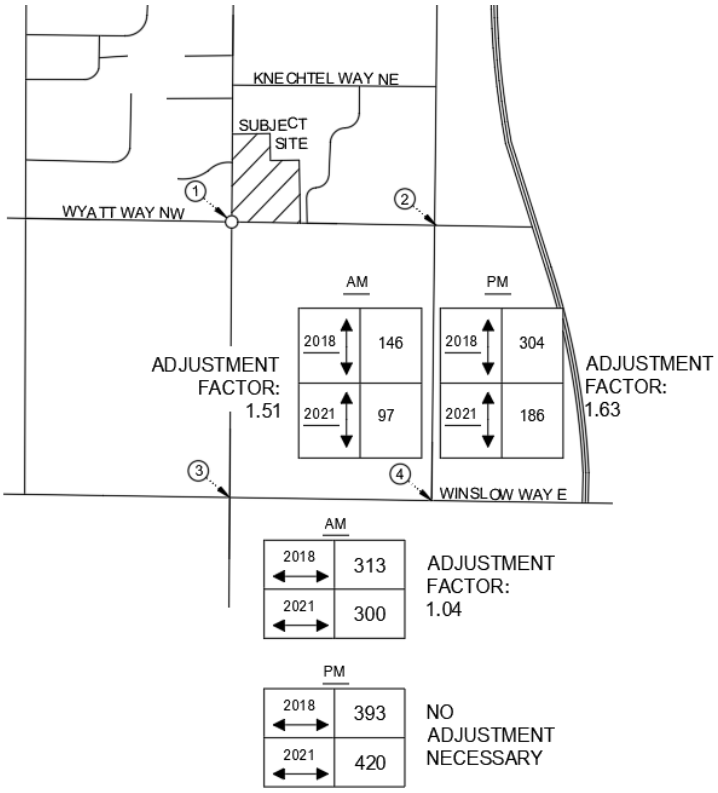


APPENDIX

INTERSECTION VOLUME COMPARISON

Table A: Study Intersection Volume Comparison

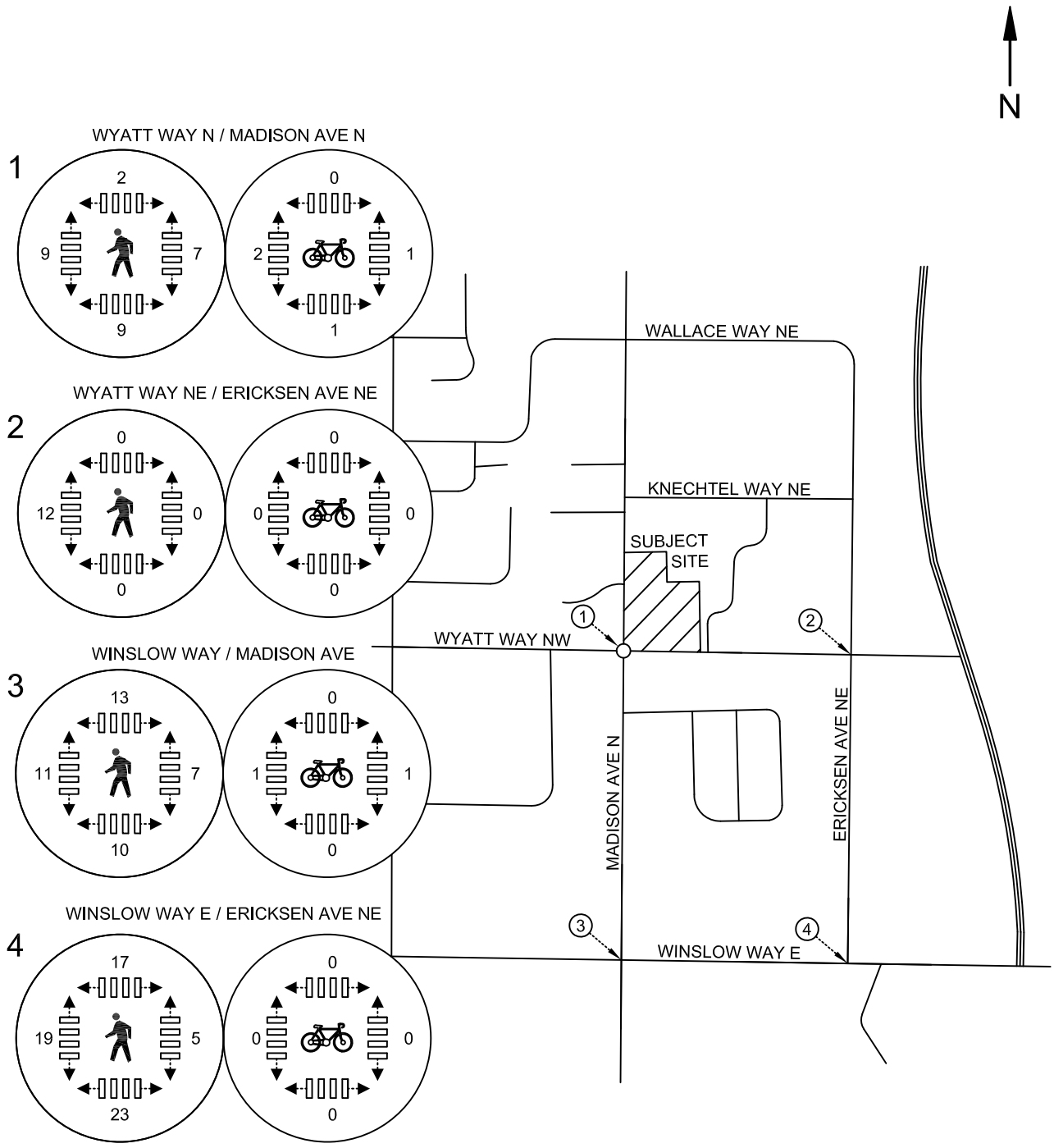
Study Intersection	Peak Hour	Historic 2018 Peak Hour Count Volume	Current Peak Hour Count Volume
Wyatt Way N / Madison Ave N	AM	807	564
	PM	1128	811
Wyatt Way NE / Ericksen Ave NE	AM	179	120
	PM	369	218
Winslow Way / Madison Ave	AM	593	501
	PM	853	739



Adjustment factors to apply to gathered Intersection #4 through-volumes on Winslow Way E were derived by comparing historic and gathered Winslow Way E through-volumes from intersection 3 (AM: 1.04; PM: N/A). Given the increase in volumes on Winslow Way E during the PM peak hour, no adjustment was applied. Likewise, adjustment factors to apply to gathered Intersection #4 turning movement volumes were derived by comparing historic and gathered Ericksen Avenue NE through-volumes from intersection 2 (AM: 1.51; PM: 1.63).

APPENDIX

EXISTING PEAK HOUR
NON-MOTORIST VOLUMES



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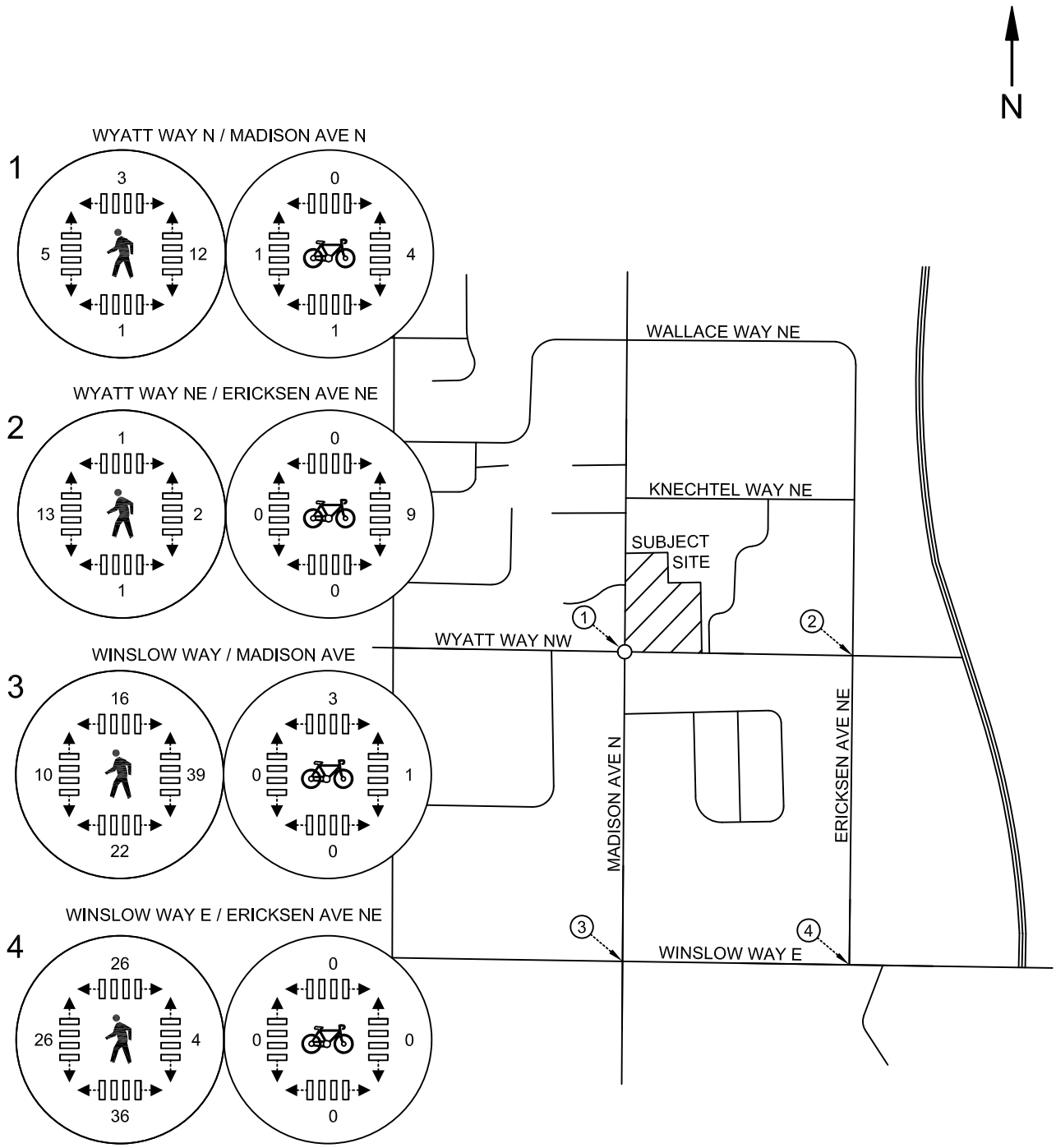
TRAFFIC AND CIVIL ENGINEERING

MADISON AVENUE APARTMENTS

AM PEAK HOUR NON-MOTORIST VOLUMES
FIGURE A



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TRAFFIC AND CIVIL ENGINEERING

MADISON AVENUE APARTMENTS

PM PEAK HOUR NON-MOTORIST VOLUMES
FIGURE B

APPENDIX

ITE TRIP GENERATION SHEETS
LUC 712 – SMALL OFFICE

Small Office Building
(712)

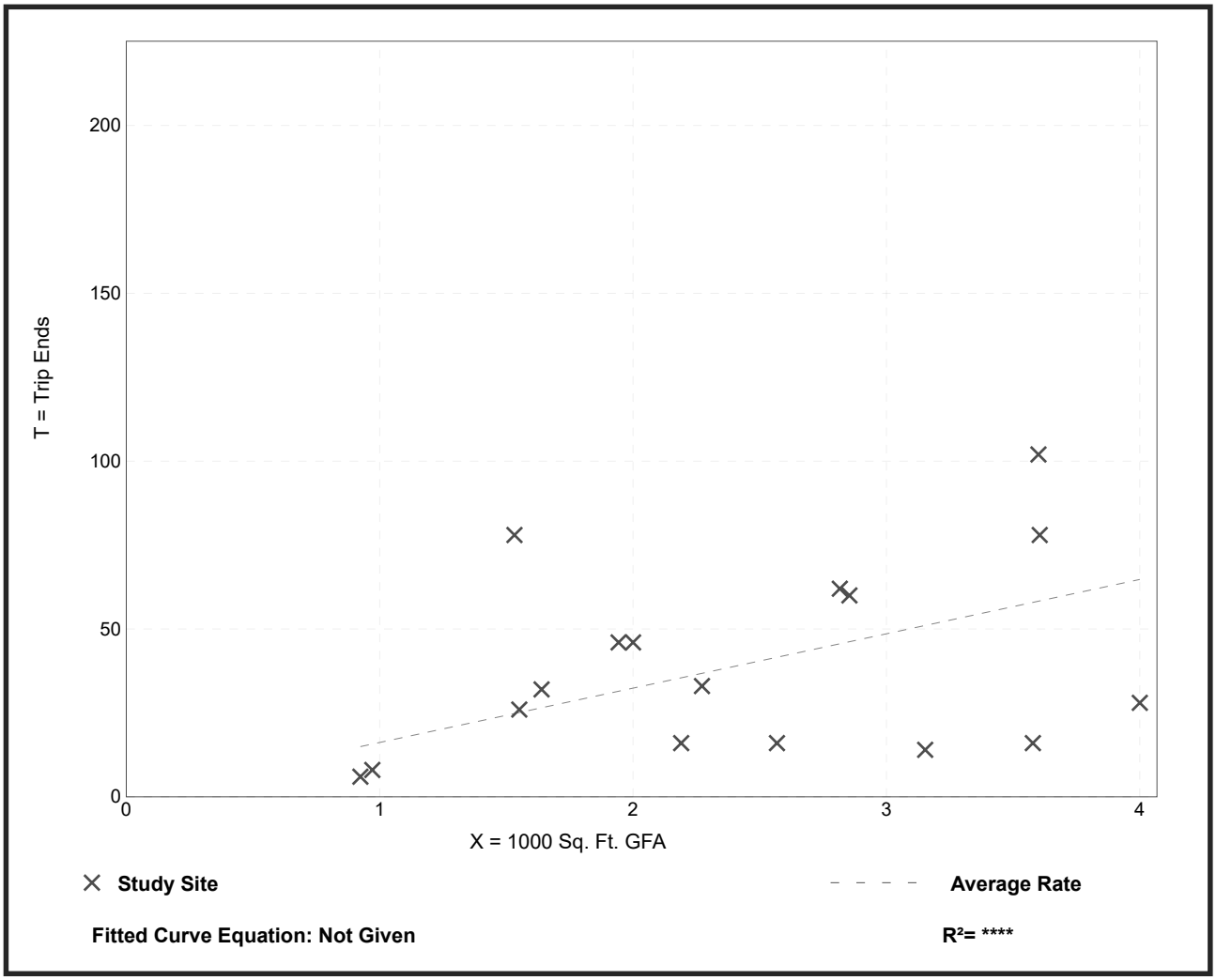
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 17
Avg. 1000 Sq. Ft. GFA: 2
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
16.19	4.44 - 50.91	11.03

Data Plot and Equation



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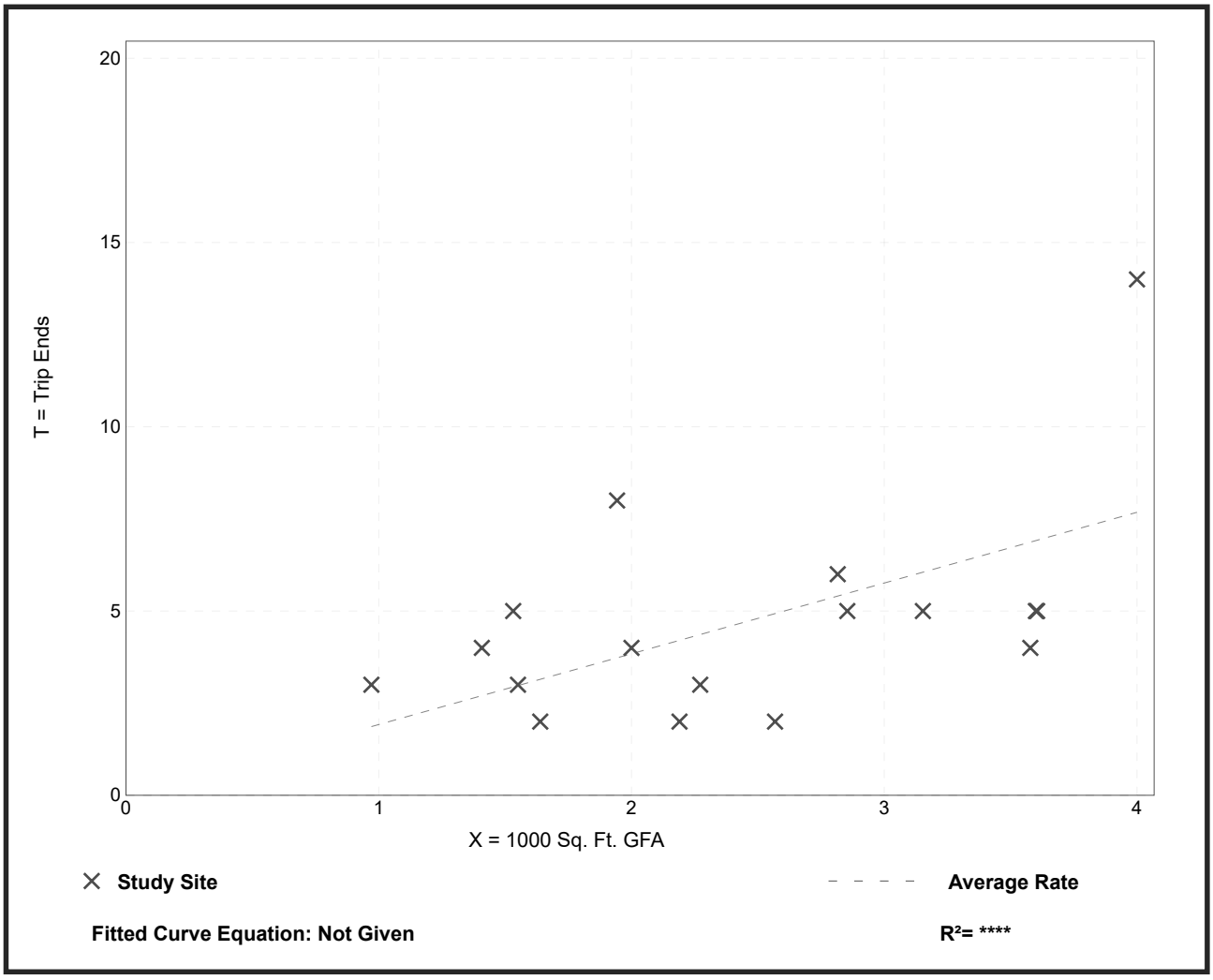
Small Office Building
(712)

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: 17
Avg. 1000 Sq. Ft. GFA: 2
Directional Distribution: 83% entering, 17% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.92	0.78 - 4.12	0.97

Data Plot and Equation



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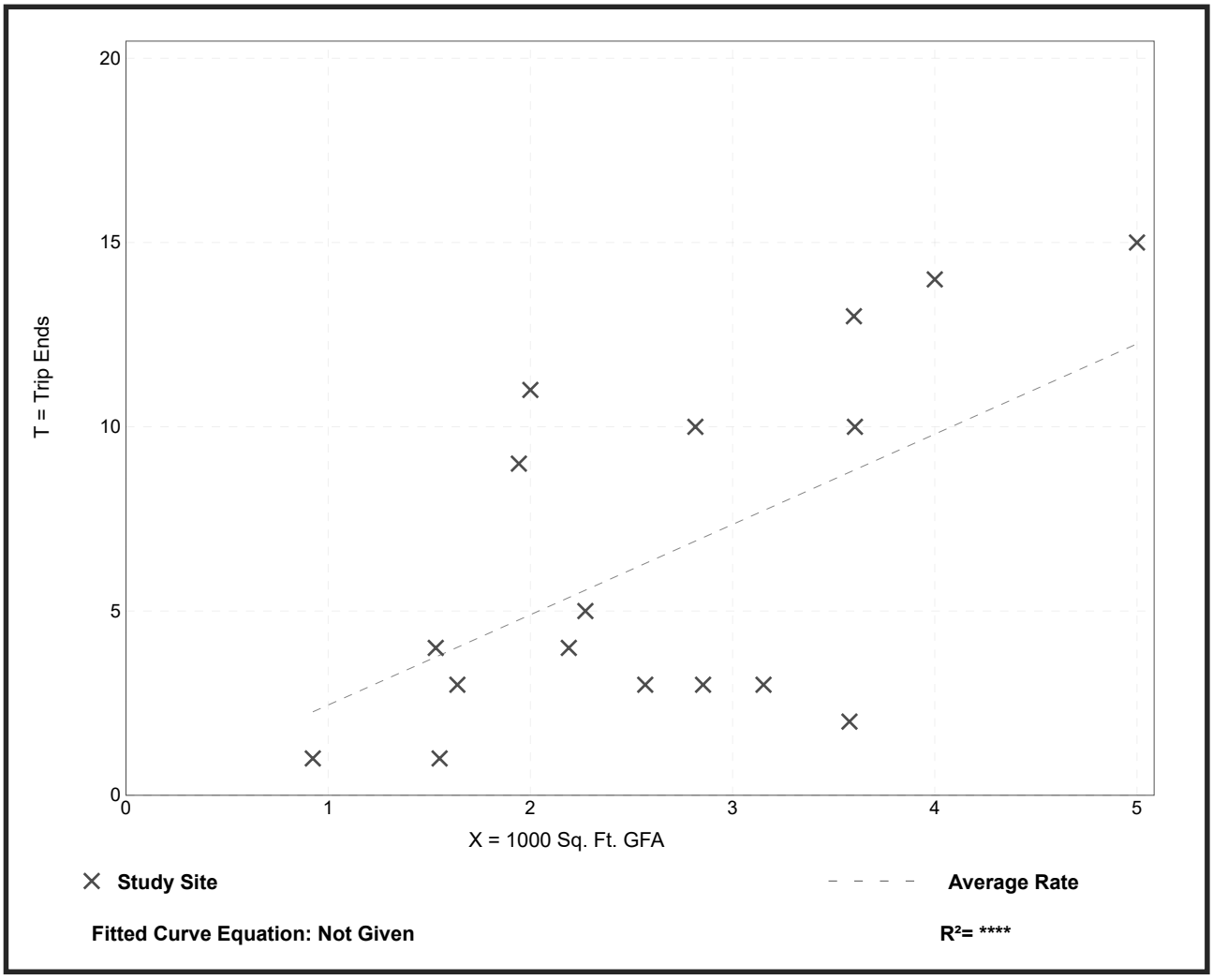
Small Office Building
(712)

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: 17
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 32% entering, 68% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.45	0.56 - 5.50	1.38

Data Plot and Equation



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APPENDIX

ITE TRIP GENERATION SHEETS
LUC 220 – MULTI-FAMILY HOUSING (LOW-RISE)

Multifamily Housing (Low-Rise)
(220)

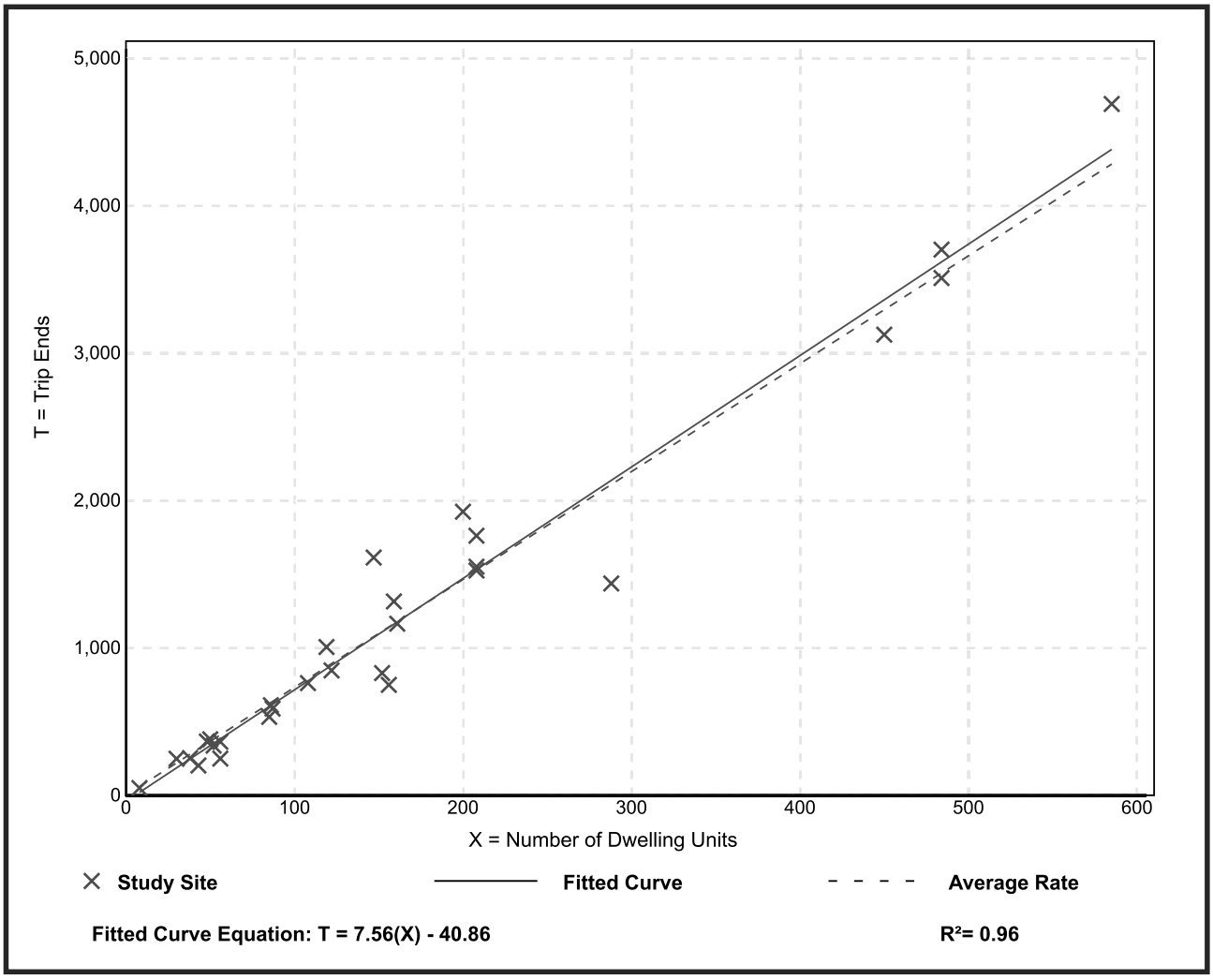
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

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



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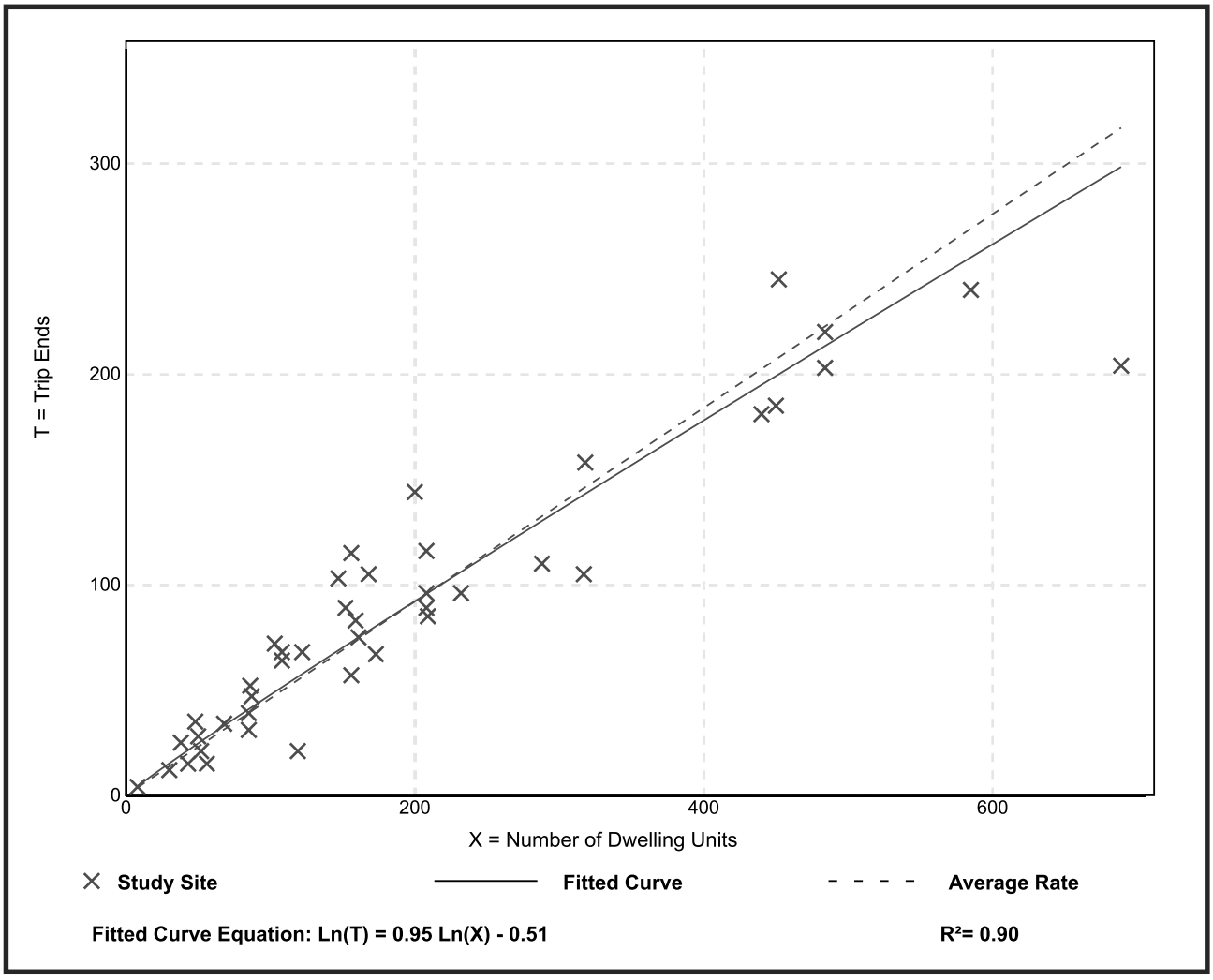
Multifamily Housing (Low-Rise)
(220)

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



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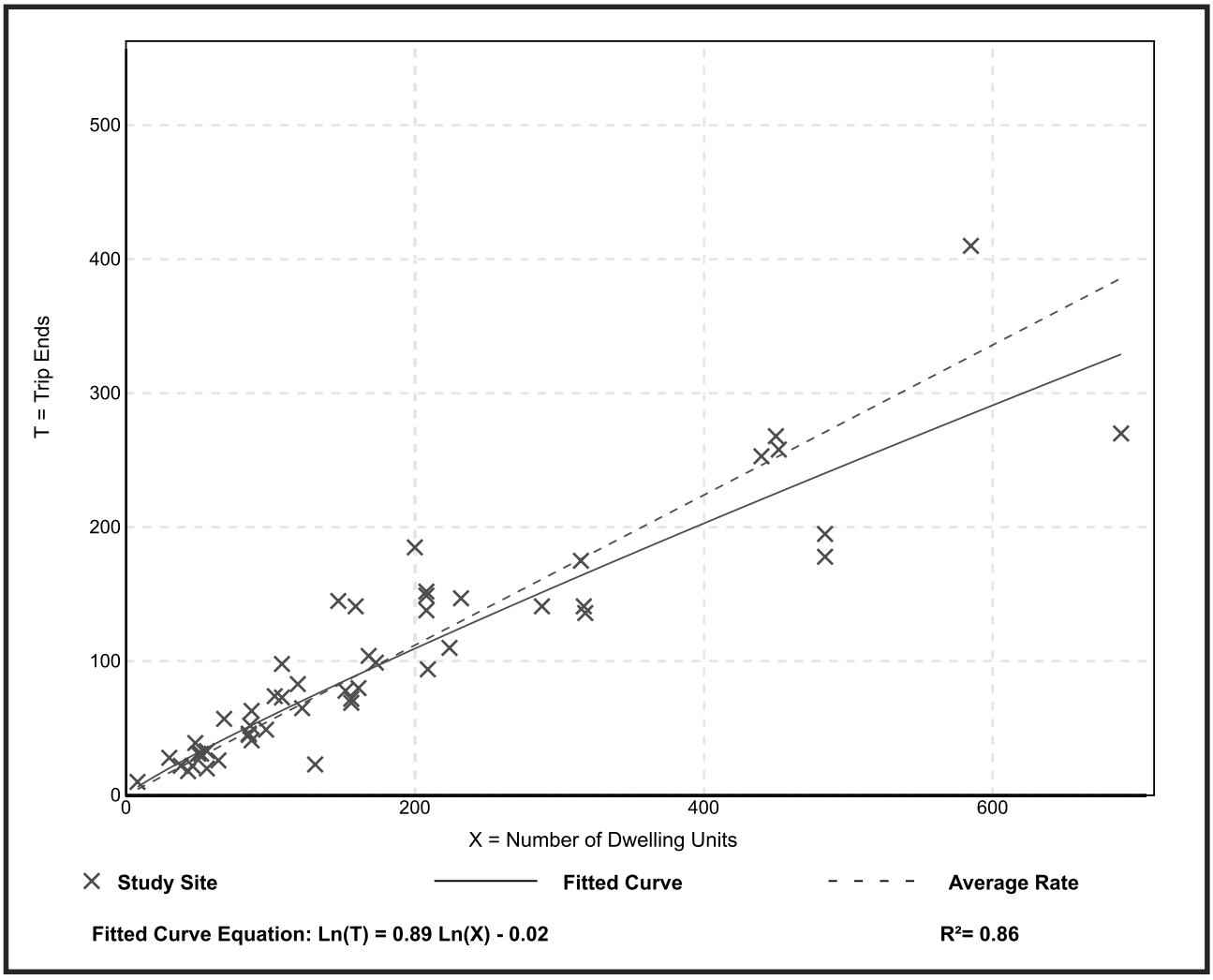
Multifamily Housing (Low-Rise)
(220)

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



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APPENDIX

LEVEL OF SERVICE

Intersection	
Intersection Delay, s/veh	6.0
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	363	66	188	329
Demand Flow Rate, veh/h	367	67	193	332
Vehicles Circulating, veh/h	300	341	257	106
Vehicles Exiting, veh/h	138	109	410	302
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.4	4.4	5.2	5.3
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	367	67	193	332
Cap Entry Lane, veh/h	1016	975	1062	1238
Entry HV Adj Factor	0.990	0.987	0.974	0.992
Flow Entry, veh/h	363	66	188	329
Cap Entry, veh/h	1006	961	1035	1229
V/C Ratio	0.361	0.069	0.182	0.268
Control Delay, s/veh	7.4	4.4	5.2	5.3
LOS	A	A	A	A
95th %tile Queue, veh	2	0	1	1

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	0	59	0	0	0	30	30	0	0	33	13
Future Vol, veh/h	22	0	59	0	0	0	30	30	0	0	33	13
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	24	0	66	0	0	0	33	33	0	0	37	14
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.2	0	7.6	7.2
HCM LOS	A	-	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	27%	0%	0%
Vol Thru, %	50%	0%	100%	72%
Vol Right, %	0%	73%	0%	28%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	60	81	0	46
LT Vol	30	22	0	0
Through Vol	30	0	0	33
RT Vol	0	59	0	13
Lane Flow Rate	67	90	0	51
Geometry Grp	1	1	1	1
Degree of Util (X)	0.078	0.093	0	0.056
Departure Headway (Hd)	4.214	3.735	4.189	3.956
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	848	950	0	901
Service Time	2.25	1.792	2.26	1.998
HCM Lane V/C Ratio	0.079	0.095	0	0.057
HCM Control Delay	7.6	7.2	7.3	7.2
HCM Lane LOS	A	A	N	A
HCM 95th-tile Q	0.3	0.3	0	0.2

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Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	84	61	32	38	62	18	52	12	100	100	35
Future Vol, veh/h	27	84	61	32	38	62	18	52	12	100	100	35
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles, %	1	1	1	5	5	5	4	4	4	2	2	2
Mvmt Flow	36	111	80	42	50	82	24	68	16	132	132	46
Number of Lanes	0	1	0	0	1	1	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	1
HCM Control Delay	12.2	9.6	10.7	10.8
HCM LOS	B	A	B	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	22%	16%	46%	0%	100%	0%
Vol Thru, %	63%	49%	54%	0%	0%	74%
Vol Right, %	15%	35%	0%	100%	0%	26%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	82	172	70	62	100	135
LT Vol	18	27	32	0	100	0
Through Vol	52	84	38	0	0	100
RT Vol	12	61	0	62	0	35
Lane Flow Rate	108	226	92	82	132	178
Geometry Grp	6	6	7	7	7	7
Degree of Util (X)	0.186	0.365	0.163	0.123	0.233	0.28
Departure Headway (Hd)	6.199	5.805	6.368	5.427	6.373	5.684
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	578	620	564	660	564	632
Service Time	4.238	3.838	4.105	3.163	4.105	3.416
HCM Lane V/C Ratio	0.187	0.365	0.163	0.124	0.234	0.282
HCM Control Delay	10.7	12.2	10.3	8.9	11	10.6
HCM Lane LOS	B	B	B	A	B	B
HCM 95th-tile Q	0.7	1.7	0.6	0.4	0.9	1.1

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Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	33	150	144	51	54	15
Future Vol, veh/h	33	150	144	51	54	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	5	4	3	3	8	1
Mvmt Flow	46	208	200	71	75	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	271	0	-	0	536	236
Stage 1	-	-	-	-	236	-
Stage 2	-	-	-	-	300	-
Critical Hdwy	4.15	-	-	-	6.48	6.21
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	2.245	-	-	-	3.572	3.309
Pot Cap-1 Maneuver	1275	-	-	-	495	805
Stage 1	-	-	-	-	789	-
Stage 2	-	-	-	-	738	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1275	-	-	-	475	805
Mov Cap-2 Maneuver	-	-	-	-	475	-
Stage 1	-	-	-	-	757	-
Stage 2	-	-	-	-	738	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	13.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1275	-	-	-	521
HCM Lane V/C Ratio	0.036	-	-	-	0.184
HCM Control Delay (s)	7.9	0	-	-	13.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	238	146	518	340
Demand Flow Rate, veh/h	243	147	523	344
Vehicles Circulating, veh/h	293	592	168	262
Vehicles Exiting, veh/h	313	99	368	477
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.9	6.9	7.9	6.7
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	243	147	523	344
Cap Entry Lane, veh/h	1023	754	1163	1056
Entry HV Adj Factor	0.979	0.993	0.991	0.990
Flow Entry, veh/h	238	146	518	340
Cap Entry, veh/h	1002	749	1152	1045
V/C Ratio	0.237	0.195	0.450	0.326
Control Delay, s/veh	5.9	6.9	7.9	6.7
LOS	A	A	A	A
95th %tile Queue, veh	1	1	2	1

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	28	0	63	0	0	0	101	83	0	0	71	40
Future Vol, veh/h	28	0	63	0	0	0	101	83	0	0	71	40
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	36	0	81	0	0	0	129	106	0	0	91	51
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.2	0	9.3	8.1
HCM LOS	A	-	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	55%	31%	0%	0%
Vol Thru, %	45%	0%	100%	64%
Vol Right, %	0%	69%	0%	36%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	184	91	0	111
LT Vol	101	28	0	0
Through Vol	83	0	0	71
RT Vol	0	63	0	40
Lane Flow Rate	236	117	0	142
Geometry Grp	1	1	1	1
Degree of Util (X)	0.292	0.143	0	0.167
Departure Headway (Hd)	4.459	4.402	4.907	4.222
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	811	815	0	851
Service Time	2.459	2.424	2.938	2.243
HCM Lane V/C Ratio	0.291	0.144	0	0.167
HCM Control Delay	9.3	8.2	7.9	8.1
HCM Lane LOS	A	A	N	A
HCM 95th-tile Q	1.2	0.5	0	0.6

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Intersection	
Intersection Delay, s/veh	12
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	59	38	21	59	119	58	206	15	139	100	49
Future Vol, veh/h	30	59	38	21	59	119	58	206	15	139	100	49
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	31	61	39	22	61	123	60	212	15	143	103	51
Number of Lanes	0	1	0	0	1	1	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	1
HCM Control Delay	11.5	10.1	14.6	10.9
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	21%	24%	26%	0%	100%	0%
Vol Thru, %	74%	46%	74%	0%	0%	67%
Vol Right, %	5%	30%	0%	100%	0%	33%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	279	127	80	119	139	149
LT Vol	58	30	21	0	139	0
Through Vol	206	59	59	0	0	100
RT Vol	15	38	0	119	0	49
Lane Flow Rate	288	131	82	123	143	154
Geometry Grp	6	6	7	7	7	7
Degree of Util (X)	0.481	0.235	0.151	0.195	0.258	0.245
Departure Headway (Hd)	6.018	6.448	6.573	5.728	6.478	5.738
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	598	555	544	624	553	625
Service Time	4.064	4.506	4.328	3.482	4.226	3.486
HCM Lane V/C Ratio	0.482	0.236	0.151	0.197	0.259	0.246
HCM Control Delay	14.6	11.5	10.5	9.9	11.5	10.4
HCM Lane LOS	B	B	B	A	B	B
HCM 95th-tile Q	2.6	0.9	0.5	0.7	1	1

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Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	70	150	205	86	90	46
Future Vol, veh/h	70	150	205	86	90	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	1	1	1
Mvmt Flow	85	183	250	105	110	56

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	355	0	-	0	656	303
Stage 1	-	-	-	-	303	-
Stage 2	-	-	-	-	353	-
Critical Hdwy	4.12	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.218	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	1204	-	-	-	432	739
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	713	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1204	-	-	-	398	739
Mov Cap-2 Maneuver	-	-	-	-	398	-
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	713	-

Approach	EB	WB	SB
HCM Control Delay, s	2.6	0	16.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1204	-	-	-	472
HCM Lane V/C Ratio	0.071	-	-	-	0.351
HCM Control Delay (s)	8.2	0	-	-	16.7
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	1.6

Intersection	
Intersection Delay, s/veh	6.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	382	69	221	374
Demand Flow Rate, veh/h	386	70	228	377
Vehicles Circulating, veh/h	342	383	270	115
Vehicles Exiting, veh/h	150	115	458	338
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	8.1	4.6	5.6	5.8
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	386	70	228	377
Cap Entry Lane, veh/h	974	934	1048	1227
Entry HV Adj Factor	0.990	0.987	0.970	0.992
Flow Entry, veh/h	382	69	221	374
Cap Entry, veh/h	964	921	1017	1217
V/C Ratio	0.396	0.075	0.218	0.307
Control Delay, s/veh	8.1	4.6	5.6	5.8
LOS	A	A	A	A
95th %tile Queue, veh	2	0	1	1

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Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	23	0	63	0	0	0	32	32	0	0	37	14
Future Vol, veh/h	23	0	63	0	0	0	32	32	0	0	37	14
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	26	0	70	0	0	0	36	36	0	0	41	16
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.2	0	7.7	7.3
HCM LOS	A	-	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	27%	0%	0%
Vol Thru, %	50%	0%	100%	73%
Vol Right, %	0%	73%	0%	27%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	64	86	0	51
LT Vol	32	23	0	0
Through Vol	32	0	0	37
RT Vol	0	63	0	14
Lane Flow Rate	71	96	0	57
Geometry Grp	1	1	1	1
Degree of Util (X)	0.084	0.1	0	0.063
Departure Headway (Hd)	4.228	3.749	4.212	3.974
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	844	945	0	896
Service Time	2.27	1.814	2.292	2.023
HCM Lane V/C Ratio	0.084	0.102	0	0.064
HCM Control Delay	7.7	7.2	7.3	7.3
HCM Lane LOS	A	A	N	A
HCM 95th-tile Q	0.3	0.3	0	0.2

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Intersection	
Intersection Delay, s/veh	12.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	103	64	34	58	72	19	56	16	117	110	43
Future Vol, veh/h	33	103	64	34	58	72	19	56	16	117	110	43
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles, %	1	1	1	5	5	5	4	4	4	2	2	2
Mvmt Flow	43	136	84	45	76	95	25	74	21	154	145	57
Number of Lanes	0	1	0	0	1	1	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	1
HCM Control Delay	14.1	10.5	11.5	11.9
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	21%	17%	37%	0%	100%	0%
Vol Thru, %	62%	52%	63%	0%	0%	72%
Vol Right, %	18%	32%	0%	100%	0%	28%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	91	200	92	72	117	153
LT Vol	19	33	34	0	117	0
Through Vol	56	103	58	0	0	110
RT Vol	16	64	0	72	0	43
Lane Flow Rate	120	263	121	95	154	201
Geometry Grp	6	6	7	7	7	7
Degree of Util (X)	0.219	0.447	0.223	0.151	0.286	0.335
Departure Headway (Hd)	6.581	6.118	6.629	5.729	6.689	5.982
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	544	587	540	623	536	600
Service Time	4.648	4.173	4.389	3.489	4.442	3.735
HCM Lane V/C Ratio	0.221	0.448	0.224	0.152	0.287	0.335
HCM Control Delay	11.5	14.1	11.3	9.5	12.1	11.7
HCM Lane LOS	B	B	B	A	B	B
HCM 95th-tile Q	0.8	2.3	0.8	0.5	1.2	1.5

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Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	35	177	169	55	58	17
Future Vol, veh/h	35	177	169	55	58	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	5	4	3	3	8	1
Mvmt Flow	49	246	235	76	81	24

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	311	0	-	0	617	273
Stage 1	-	-	-	-	273	-
Stage 2	-	-	-	-	344	-
Critical Hdwy	4.15	-	-	-	6.48	6.21
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	2.245	-	-	-	3.572	3.309
Pot Cap-1 Maneuver	1233	-	-	-	444	768
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	705	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1233	-	-	-	424	768
Mov Cap-2 Maneuver	-	-	-	-	424	-
Stage 1	-	-	-	-	724	-
Stage 2	-	-	-	-	705	-

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	14.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1233	-	-	-	472
HCM Lane V/C Ratio	0.039	-	-	-	0.221
HCM Control Delay (s)	8	0	-	-	14.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	256	154	578	384
Demand Flow Rate, veh/h	261	155	583	388
Vehicles Circulating, veh/h	333	657	179	280
Vehicles Exiting, veh/h	335	105	415	532
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.4	7.7	8.9	7.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	261	155	583	388
Cap Entry Lane, veh/h	983	706	1150	1037
Entry HV Adj Factor	0.980	0.993	0.991	0.990
Flow Entry, veh/h	256	154	578	384
Cap Entry, veh/h	963	701	1140	1027
V/C Ratio	0.266	0.220	0.507	0.374
Control Delay, s/veh	6.4	7.7	8.9	7.5
LOS	A	A	A	A
95th %tile Queue, veh	1	1	3	2

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	0	67	0	0	0	107	89	0	0	76	42
Future Vol, veh/h	29	0	67	0	0	0	107	89	0	0	76	42
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	37	0	86	0	0	0	137	114	0	0	97	54
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.3	0	9.5	8.2
HCM LOS	A	-	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	55%	30%	0%	0%
Vol Thru, %	45%	0%	100%	64%
Vol Right, %	0%	70%	0%	36%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	196	96	0	118
LT Vol	107	29	0	0
Through Vol	89	0	0	76
RT Vol	0	67	0	42
Lane Flow Rate	251	123	0	151
Geometry Grp	1	1	1	1
Degree of Util (X)	0.312	0.152	0	0.179
Departure Headway (Hd)	4.467	4.452	4.974	4.26
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	807	806	0	843
Service Time	2.487	2.477	3.008	2.282
HCM Lane V/C Ratio	0.311	0.153	0	0.179
HCM Control Delay	9.5	8.3	8	8.2
HCM Lane LOS	A	A	N	A
HCM 95th-tile Q	1.3	0.5	0	0.6

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Intersection	
Intersection Delay, s/veh	13.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	82	40	25	83	144	61	221	17	160	109	59
Future Vol, veh/h	38	82	40	25	83	144	61	221	17	160	109	59
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	39	85	41	26	86	148	63	228	18	165	112	61
Number of Lanes	0	1	0	0	1	1	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	1
HCM Control Delay	13.1	11.2	17.3	12.2
HCM LOS	B	B	C	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	20%	24%	23%	0%	100%	0%
Vol Thru, %	74%	51%	77%	0%	0%	65%
Vol Right, %	6%	25%	0%	100%	0%	35%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	299	160	108	144	160	168
LT Vol	61	38	25	0	160	0
Through Vol	221	82	83	0	0	109
RT Vol	17	40	0	144	0	59
Lane Flow Rate	308	165	111	148	165	173
Geometry Grp	6	6	7	7	7	7
Degree of Util (X)	0.552	0.315	0.214	0.251	0.316	0.295
Departure Headway (Hd)	6.446	6.876	6.911	6.079	6.901	6.142
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	555	518	516	586	518	580
Service Time	4.527	4.974	4.701	3.868	4.685	3.926
HCM Lane V/C Ratio	0.555	0.319	0.215	0.253	0.319	0.298
HCM Control Delay	17.3	13.1	11.6	10.9	12.9	11.5
HCM Lane LOS	C	B	B	B	B	B
HCM 95th-tile Q	3.3	1.3	0.8	1	1.3	1.2

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Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	73	181	245	92	96	49
Future Vol, veh/h	73	181	245	92	96	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	1	1	1
Mvmt Flow	89	221	299	112	117	60

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	411	0	-	0	754	355
Stage 1	-	-	-	-	355	-
Stage 2	-	-	-	-	399	-
Critical Hdwy	4.12	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.218	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	1148	-	-	-	378	691
Stage 1	-	-	-	-	712	-
Stage 2	-	-	-	-	680	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1148	-	-	-	345	691
Mov Cap-2 Maneuver	-	-	-	-	345	-
Stage 1	-	-	-	-	649	-
Stage 2	-	-	-	-	680	-

Approach	EB	WB	SB
HCM Control Delay, s	2.4	0	20
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1148	-	-	-	415
HCM Lane V/C Ratio	0.078	-	-	-	0.426
HCM Control Delay (s)	8.4	0	-	-	20
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	2.1

Intersection	
Intersection Delay, s/veh	6.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	383	78	224	387
Demand Flow Rate, veh/h	387	79	231	390
Vehicles Circulating, veh/h	356	387	274	118
Vehicles Exiting, veh/h	152	118	469	348
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	8.3	4.7	5.7	5.9
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	387	79	231	390
Cap Entry Lane, veh/h	960	930	1043	1223
Entry HV Adj Factor	0.990	0.988	0.970	0.992
Flow Entry, veh/h	383	78	224	387
Cap Entry, veh/h	950	919	1013	1214
V/C Ratio	0.403	0.085	0.221	0.319
Control Delay, s/veh	8.3	4.7	5.7	5.9
LOS	A	A	A	A
95th %tile Queue, veh	2	0	1	1

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Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	0	69	0	0	0	34	32	0	0	37	14
Future Vol, veh/h	23	0	69	0	0	0	34	32	0	0	37	14
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	26	0	77	0	0	0	38	36	0	0	41	16
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	0	7.7	7.3
HCM LOS	A	-	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	52%	25%	0%	0%
Vol Thru, %	48%	0%	100%	73%
Vol Right, %	0%	75%	0%	27%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	66	92	0	51
LT Vol	34	23	0	0
Through Vol	32	0	0	37
RT Vol	0	69	0	14
Lane Flow Rate	73	102	0	57
Geometry Grp	1	1	1	1
Degree of Util (X)	0.086	0.106	0	0.063
Departure Headway (Hd)	4.243	3.739	4.221	3.988
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	841	949	0	893
Service Time	2.285	1.803	2.301	2.036
HCM Lane V/C Ratio	0.087	0.107	0	0.064
HCM Control Delay	7.7	7.3	7.3	7.3
HCM Lane LOS	A	A	N	A
HCM 95th-tile Q	0.3	0.4	0	0.2

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Intersection	
Intersection Delay, s/veh	12.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	103	64	34	58	74	19	56	16	126	111	43
Future Vol, veh/h	33	103	64	34	58	74	19	56	16	126	111	43
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles, %	1	1	1	5	5	5	4	4	4	2	2	2
Mvmt Flow	43	136	84	45	76	97	25	74	21	166	146	57
Number of Lanes	0	1	0	0	1	1	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	1
HCM Control Delay	14.2	10.6	11.6	12.1
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	21%	17%	37%	0%	100%	0%
Vol Thru, %	62%	52%	63%	0%	0%	72%
Vol Right, %	18%	32%	0%	100%	0%	28%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	91	200	92	74	126	154
LT Vol	19	33	34	0	126	0
Through Vol	56	103	58	0	0	111
RT Vol	16	64	0	74	0	43
Lane Flow Rate	120	263	121	97	166	203
Geometry Grp	6	6	7	7	7	7
Degree of Util (X)	0.22	0.45	0.224	0.156	0.309	0.338
Departure Headway (Hd)	6.622	6.161	6.674	5.774	6.707	6.001
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	540	584	536	618	535	598
Service Time	4.687	4.216	4.436	3.536	4.458	3.752
HCM Lane V/C Ratio	0.222	0.45	0.226	0.157	0.31	0.339
HCM Control Delay	11.6	14.2	11.4	9.6	12.5	11.8
HCM Lane LOS	B	B	B	A	B	B
HCM 95th-tile Q	0.8	2.3	0.9	0.5	1.3	1.5

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Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	35	184	170	57	63	18
Future Vol, veh/h	35	184	170	57	63	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	5	4	3	3	8	1
Mvmt Flow	49	256	236	79	88	25

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	315	0	-	0	630	276
Stage 1	-	-	-	-	276	-
Stage 2	-	-	-	-	354	-
Critical Hdwy	4.15	-	-	-	6.48	6.21
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	2.245	-	-	-	3.572	3.309
Pot Cap-1 Maneuver	1228	-	-	-	436	765
Stage 1	-	-	-	-	757	-
Stage 2	-	-	-	-	697	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1228	-	-	-	416	765
Mov Cap-2 Maneuver	-	-	-	-	416	-
Stage 1	-	-	-	-	721	-
Stage 2	-	-	-	-	697	-

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	15.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1228	-	-	-	463
HCM Lane V/C Ratio	0.04	-	-	-	0.243
HCM Control Delay (s)	8.1	0	-	-	15.3
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9

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	2	0	3	11	0	7	1	299	3	2	331	2
Future Vol, veh/h	2	0	3	11	0	7	1	299	3	2	331	2
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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1	1	3	1	1	1	1
Mvmt Flow	2	0	3	12	0	8	1	325	3	2	360	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	698	695	361	696	695	327	362	0	0	328	0	0
Stage 1	365	365	-	329	329	-	-	-	-	-	-	-
Stage 2	333	330	-	367	366	-	-	-	-	-	-	-
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	356	367	686	357	367	717	1202	-	-	1237	-	-
Stage 1	656	625	-	686	648	-	-	-	-	-	-	-
Stage 2	683	648	-	655	624	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	351	366	686	355	366	717	1202	-	-	1237	-	-
Mov Cap-2 Maneuver	351	366	-	355	366	-	-	-	-	-	-	-
Stage 1	655	624	-	685	647	-	-	-	-	-	-	-
Stage 2	675	647	-	651	623	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.3	13.5	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1202	-	-	496	442	1237	-	-
HCM Lane V/C Ratio	0.001	-	-	0.011	0.044	0.002	-	-
HCM Control Delay (s)	8	0	-	12.3	13.5	7.9	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

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Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	103	62	2	4	8
Future Vol, veh/h	1	103	62	2	4	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	112	67	2	4	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	69	0	-	0	182	68
Stage 1	-	-	-	-	68	-
Stage 2	-	-	-	-	114	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1532	-	-	-	807	995
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	911	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1532	-	-	-	806	995
Mov Cap-2 Maneuver	-	-	-	-	806	-
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	911	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1532	-	-	-	923
HCM Lane V/C Ratio	0.001	-	-	-	0.014
HCM Control Delay (s)	7.4	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	257	161	589	396
Demand Flow Rate, veh/h	262	162	594	400
Vehicles Circulating, veh/h	345	666	185	281
Vehicles Exiting, veh/h	336	113	422	547
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.5	7.9	9.2	7.6
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	262	162	594	400
Cap Entry Lane, veh/h	971	700	1143	1036
Entry HV Adj Factor	0.980	0.993	0.991	0.990
Flow Entry, veh/h	257	161	589	396
Cap Entry, veh/h	951	695	1133	1026
V/C Ratio	0.270	0.232	0.520	0.386
Control Delay, s/veh	6.5	7.9	9.2	7.6
LOS	A	A	A	A
95th %tile Queue, veh	1	1	3	2

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Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	29	0	71	0	0	0	113	89	0	0	76	42
Future Vol, veh/h	29	0	71	0	0	0	113	89	0	0	76	42
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	37	0	91	0	0	0	145	114	0	0	97	54
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.3	0	9.6	8.2
HCM LOS	A	-	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	56%	29%	0%	0%
Vol Thru, %	44%	0%	100%	64%
Vol Right, %	0%	71%	0%	36%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	202	100	0	118
LT Vol	113	29	0	0
Through Vol	89	0	0	76
RT Vol	0	71	0	42
Lane Flow Rate	259	128	0	151
Geometry Grp	1	1	1	1
Degree of Util (X)	0.322	0.159	0	0.18
Departure Headway (Hd)	4.483	4.464	5.004	4.283
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	803	804	0	838
Service Time	2.505	2.487	3.037	2.306
HCM Lane V/C Ratio	0.323	0.159	0	0.18
HCM Control Delay	9.6	8.3	8	8.2
HCM Lane LOS	A	A	N	A
HCM 95th-tile Q	1.4	0.6	0	0.7

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Intersection	
Intersection Delay, s/veh	13.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	82	40	25	83	152	61	223	17	165	110	59
Future Vol, veh/h	38	82	40	25	83	152	61	223	17	165	110	59
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	39	85	41	26	86	157	63	230	18	170	113	61
Number of Lanes	0	1	0	0	1	1	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	1
HCM Control Delay	13.3	11.3	17.6	12.3
HCM LOS	B	B	C	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	20%	24%	23%	0%	100%	0%
Vol Thru, %	74%	51%	77%	0%	0%	65%
Vol Right, %	6%	25%	0%	100%	0%	35%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	301	160	108	152	165	169
LT Vol	61	38	25	0	165	0
Through Vol	223	82	83	0	0	110
RT Vol	17	40	0	152	0	59
Lane Flow Rate	310	165	111	157	170	174
Geometry Grp	6	6	7	7	7	7
Degree of Util (X)	0.559	0.322	0.218	0.266	0.328	0.299
Departure Headway (Hd)	6.49	7.031	7.046	6.113	7.042	6.283
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	552	515	512	581	514	575
Service Time	4.588	5.035	4.746	3.913	4.742	3.983
HCM Lane V/C Ratio	0.562	0.32	0.217	0.27	0.331	0.303
HCM Control Delay	17.6	13.3	11.7	11.1	13.1	11.6
HCM Lane LOS	C	B	B	B	B	B
HCM 95th-tile Q	3.4	1.4	0.8	1.1	1.4	1.2

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Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	74	185	251	97	99	50
Future Vol, veh/h	74	185	251	97	99	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	1	1	1
Mvmt Flow	90	226	306	118	121	61

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	424	0	-	0	771	365
Stage 1	-	-	-	-	365	-
Stage 2	-	-	-	-	406	-
Critical Hdwy	4.12	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.218	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	1135	-	-	-	370	682
Stage 1	-	-	-	-	704	-
Stage 2	-	-	-	-	675	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1135	-	-	-	336	682
Mov Cap-2 Maneuver	-	-	-	-	336	-
Stage 1	-	-	-	-	640	-
Stage 2	-	-	-	-	675	-

Approach	EB	WB	SB
HCM Control Delay, s	2.4	0	20.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1135	-	-	-	405
HCM Lane V/C Ratio	0.08	-	-	-	0.449
HCM Control Delay (s)	8.4	0	-	-	20.9
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	2.3

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	1	0	2	7	0	4	2	501	10	7	367	2
Future Vol, veh/h	1	0	2	7	0	4	2	501	10	7	367	2
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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	1	0	2	8	0	4	2	545	11	8	399	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	973	976	400	972	972	551	401	0	0	556	0	0
Stage 1	416	416	-	555	555	-	-	-	-	-	-	-
Stage 2	557	560	-	417	417	-	-	-	-	-	-	-
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	232	252	652	233	253	536	1163	-	-	1020	-	-
Stage 1	616	594	-	518	515	-	-	-	-	-	-	-
Stage 2	517	512	-	615	593	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	228	249	652	230	250	536	1163	-	-	1020	-	-
Mov Cap-2 Maneuver	228	249	-	230	250	-	-	-	-	-	-	-
Stage 1	615	588	-	517	514	-	-	-	-	-	-	-
Stage 2	512	511	-	607	587	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14	17.9	0	0.2
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1163	-	-	402	290	1020	-	-
HCM Lane V/C Ratio	0.002	-	-	0.008	0.041	0.007	-	-
HCM Control Delay (s)	8.1	0	-	14	17.9	8.6	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

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Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	100	149	4	3	4
Future Vol, veh/h	7	100	149	4	3	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	8	109	162	4	3	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	166	0	-	0	289	164
Stage 1	-	-	-	-	164	-
Stage 2	-	-	-	-	125	-
Critical Hdwy	4.11	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.209	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	1418	-	-	-	704	883
Stage 1	-	-	-	-	868	-
Stage 2	-	-	-	-	903	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1418	-	-	-	700	883
Mov Cap-2 Maneuver	-	-	-	-	700	-
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	903	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1418	-	-	-	794
HCM Lane V/C Ratio	0.005	-	-	-	0.01
HCM Control Delay (s)	7.6	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

APPENDIX

LEFT TURN WARRANT SHEETS

Exhibit 1310-7a Left-Turn Storage Guidelines: Two-Lane, Unsignalized

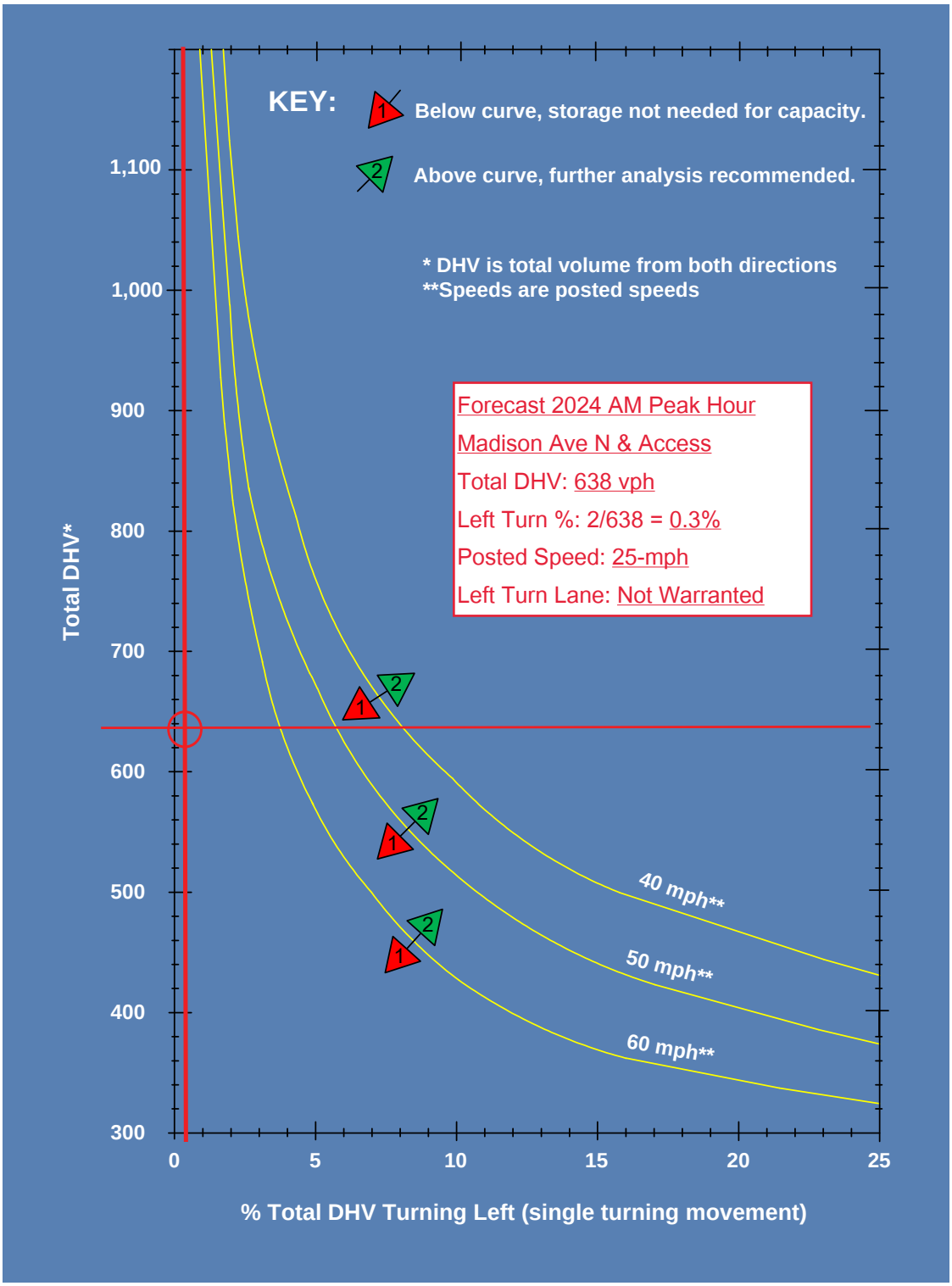


Exhibit 1310-7a Left-Turn Storage Guidelines: Two-Lane, Unsignalized

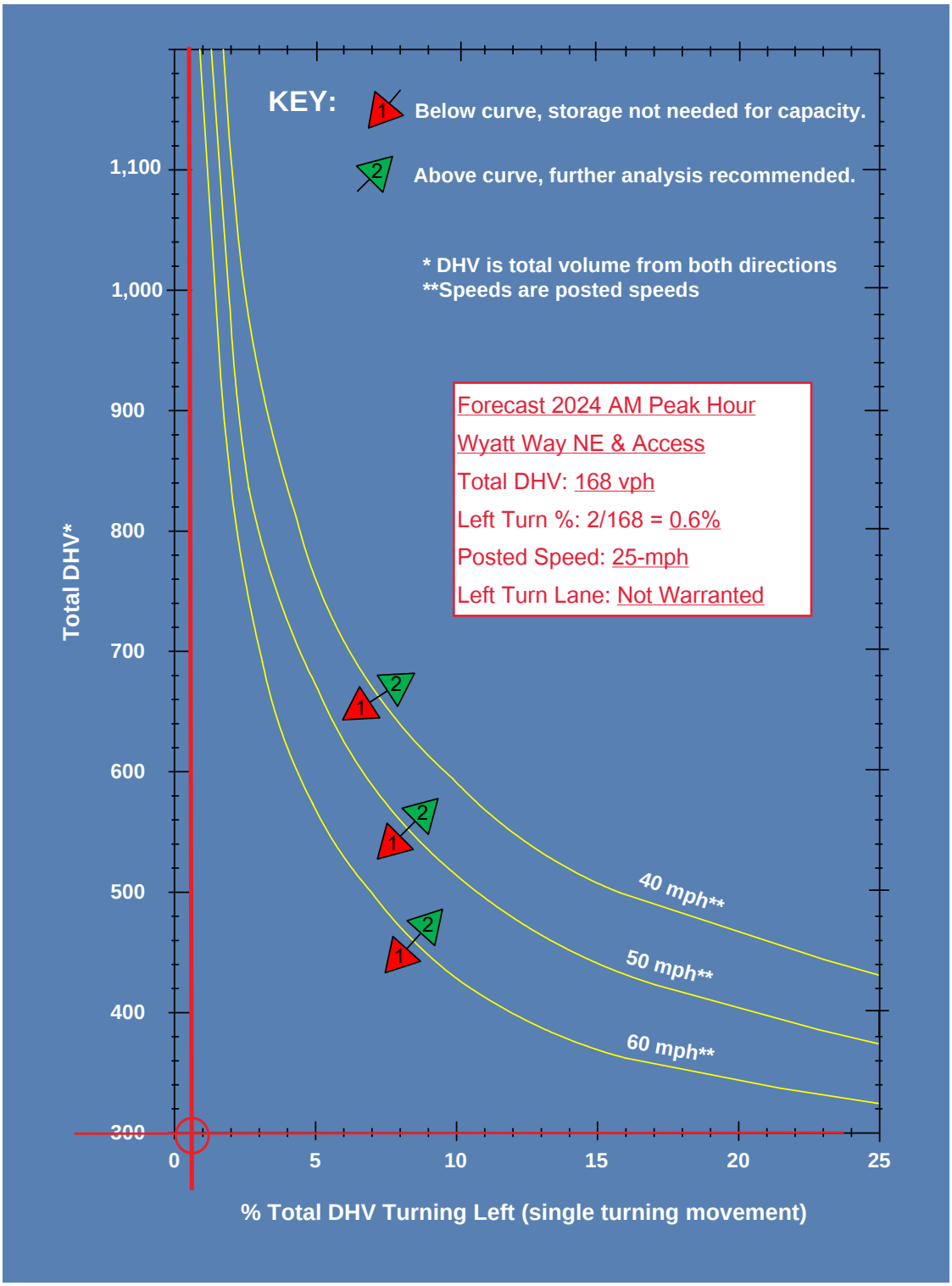


Exhibit 1310-7a Left-Turn Storage Guidelines: Two-Lane, Unsignalized

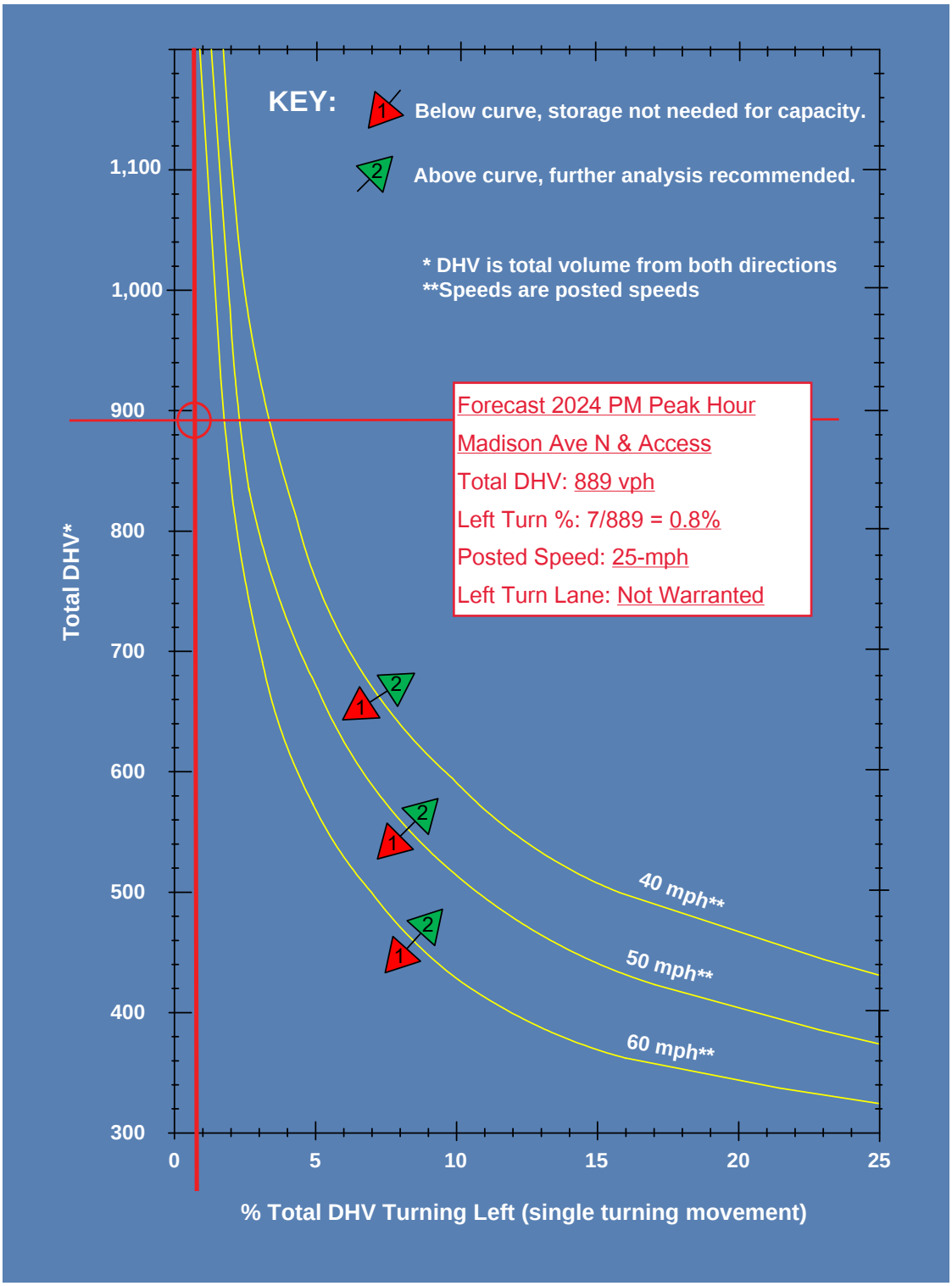
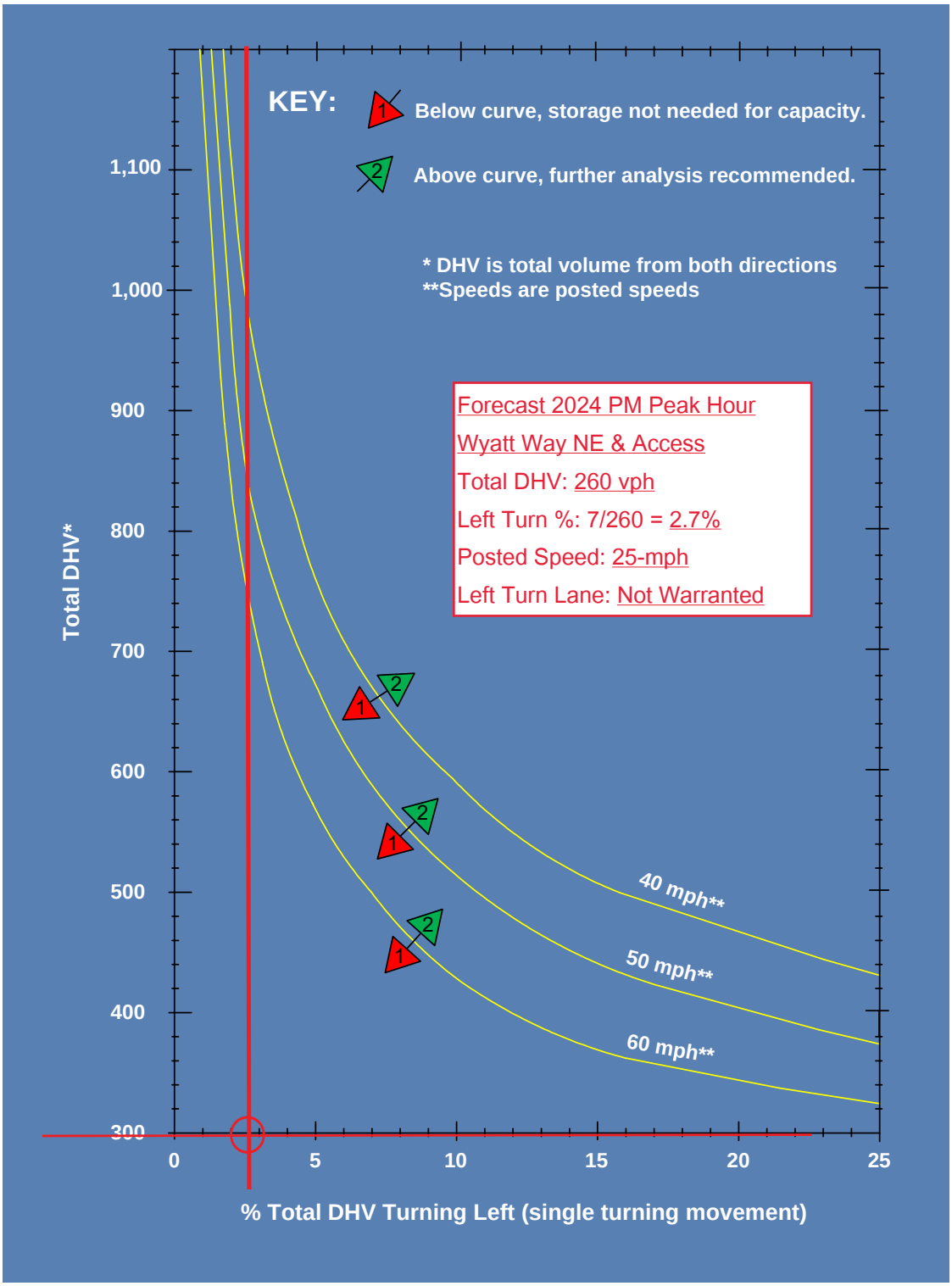


Exhibit 1310-7a Left-Turn Storage Guidelines: Two-Lane, Unsignalized



AFTER RECORDING RETURN TO:

AMENDMENT TO DECLARATION OF COVENANTS, RESTRICTIONS AND RECIPROCAL EASEMENTS

Grantor: Bainbridge Island Metropolitan Park and Recreation District

Grantee: Wyatt & Madison LLC

Abbreviated Legal Description: *Confirm*

Assessor's Tax Parcel ID#: 262502-2-105-2005; 262502-2-104-2006; 262502-2-036-2009

Property #: NA

AMENDMENT TO DECLARATION OF COVENANTS, RESTRICTIONS AND RECIPROCAL EASEMENTS

THIS AMENDMENT TO DECLARATION OF COVENANTS, RESTRICTIONS AND RECIPROCAL EASEMENTS ("Amendment") is entered into effective this _____day of _____, 2021, by and between the BAINBRIDGE ISLAND METROPOLITIAN PARK AND RECREATION DISTRICT, ("District"), and WYATT & MADISON LLC ("Madison").

Recitals

A. The District entered a Declaration of Covenants, Restrictions and Reciprocal Easements ("Declaration") on December 12, 2015 concerning Kitsap County Tax Parcel No. 262502-2-105-2005 and 262502-2-104-2006.

B. The Declaration provides that it may be amended by a written agreement, as provided in Section 9 of the declaration which states:

This Declaration my not be modified or terminated except by a written agreement, executed and acknowledged by all Owners, and recorded in Kitsap County, Washington.

C. The District is the successor in interest to Tax Parcel No. 262502-2-105-2005, Madison is the successor in interest to Tax Parcel No. 262502-2-104-2006.

D. The District and Madison now wish to amend the Declaration to provide for modifications in the location of the driveway and pedestrian access described in the Declaration.

E. In addition to other modifications to the Declaration, a fourth lot, Lot D, is added to the agreement for access easement purposes in addition to Lots A, B and C, which are part of the original declaration, all of which Lots are identified by legal description in a new Exhibit B to the Declaration which is attached hereto and incorporated by reference.

NOW, THEREFORE, for and in good, sufficient and adequate consideration , the receipt of which is acknowledged, the parties agree to amend the Declaration as follows:

1. Access Easements

Section 1 shall be stricken in its original form and be amended to read as follows:

Madison hereby grants to the District a perpetual, non-exclusive twenty-two foot access easement across Lot A and D, restricted exclusively to the location of the driveway as depicted in Exhibit C attached hereto and incorporated herein, for the sole purposes of vehicular ingress and egress, and utilities, from Madison Avenue to Lot B.

Madison hereby grants to the District a perpetual, non-exclusive ten foot access easement across Lot A, restricted exclusively to a five foot wide walkway with the easement for the sole purpose of pedestrian ingress and egress from Madison Avenue to Lot B.

The vehicular access shall be maintained at all times in a condition suitable for all-weather vehicular traffic. All costs and expenses reasonably necessary to maintain the driveway in accordance with this Declaration shall be the responsibility of Madison. Surface materials for the driveway (e.g. gravel, paving, etc.) will be agreed upon by the parties. If Madison fails to fulfill its obligations under this section District may at its discretion make necessary repairs or perform maintenance on the driveway after providing 48 hours notice to Madison. Madison shall reimburse the District for any reasonable costs incurred by District in connection with actions that are related to Madison's failure to fulfill its obligations under this section.

IN WITNESS WHEREOF, The parties have executed this Amendment effective date first written above.

BAINBRIDGE ISLAND METROPOLITAN PARK AND RECREATION DISTRICT

Signature:_____

By:

Its:

WYATT & MADISON LLC

Signature:_____

By:

Its:

DRAFT

Marlene Schubert

From: Loanne Harmeling <lharmeling@gmail.com>
Sent: Monday, December 6, 2021 10:42 AM
To: PCD; Kelly Tayara
Subject: Comments on Land Use Application

As a member of the Madison community and HOA board of directors I have this initial comment of the Land Use Application for the development of 80 apartments on Madison and Wyatt.

Several of us have attempted to do our due diligence with regard to this development as it abuts our homes. However, the website is a confusing morass of documents, in no particular order and without clear identifying titles. I have a stack of conflicting documents showing building locations, vegetation and lighting. In order for the public to make informed comments on the proposal, put the final documents in a separate folder and label it clearly so we can review them in a conscientious way. THEN, begin the 14 day review window. We are supportive of urban development, but we also want reasonable accommodations as to building locations, screening vegetation, set-backs and lighting and these are not clear in the documents presented as they have been modified over time with no clear identification as to which are the plans under final review.

Sincerely
Loanne Harmeling

May you be safe.
May you be happy.
May you be well.
May you live in peace.
Timshel

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Marlene Schubert

From: Winston Albert <winston@180com.com>
Sent: Tuesday, December 7, 2021 8:51 PM
To: PCD; Kelly Tayara
Subject: Permit Number: PLN51796 SPR, Wyatt & Madison Apartments

Hello Bainbridge Island City Planning.

Unfortunately, I am not writing to say how happy I am with all the recent land use application approvals, including this one for the Wyatt & Madison Apartments.

As far as I can read on your published legal notice page, this 80 multi-family unit housing project has been given the green light and it's too late to stop it, slow it down, or scale it back. Nonetheless, I'd like to vehemently object to it.

The building boom on Bainbridge Island is out of control. The number of units that have recently gone up or are presently going up is nothing short of alarming. Just look at what's happening in the square half-mile or so around Winslow! The explosive growth is going to irrevocably change the quality of life here for the worse. You simply can't keep adding families to the same small box without destroying the integrity of the town itself.

With this project comes another devastating increase in density. The strain of 80 more families competing for the existing infrastructure, recreational facilities, parking spaces, restaurant tables, grocery aisles, and so on is real. We're over-saturated. The planning committee needs to start considering what's best in the long-term for the island, the town, and the people who live here first – not the immediate, greedy interests of the developers exploiting what has made this place special.

As a direct neighbor of this new complex, I am downright frightened! If you have the time to address my concerns with a response and an explanation for your approval of the numerous recent building projects, I would appreciate it.

Sincerely,
Winston Albert

–
Winston Albert
284 Madrona Way NE, #224
Bainbridge Island, WA 98110
415.994.0903
winston@180com.com

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Marlene Schubert

From: AOL <peterhouck@aol.com>
Sent: Tuesday, December 7, 2021 7:53 AM
To: PCD
Cc: Kelly Tayara
Subject: Comments on Proposed Wyatt & Madison Apartments

As the owner of 660 Madison Ave. North on Bainbridge Island, I would like to comment on the proposed development of apartments at Wyatt & Madison. Earlier this year, I observed a presentation made by one of the developers to owners of Madison Cottages. I was struck by:

-- The lack of any vegetation screen planned along the northern border of that property to separate it from Madison Cottages, and

-- The fact that the developers plan to provide only one parking space per dwelling unit and very few, if any, guest parking spaces. By contrast, Madison Cottages provides two parking spaces to most of its units and five additional spaces for guests' and contractors' use. Many of the planned apartments will be occupied by two adults, each of whom may have a car, so there is clearly a need for more parking spaces than one per unit. At Madison Cottages, I am concerned that those tenants will seek out and park in any temporarily unoccupied parking spaces nearby, such as ours. This will lead to serious conflict. Please require the Wyatt & Madison developers to provide far more parking spaces than they presently envision. Thank you.

Peter Houck

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Wyatt Apartment comments
Loanne Harmeling
664 Madison Ave North

1. With regard to document labeled WM. Apt Plans, pdf a curving sidewalk is depicted along the retaining wall on the north border between the Wyatt development and Madison Cottages.
   a. In previous discussions there was a 'commitment' to expand the set-back from 5 feet to ten, between the two developments. It appears that the sidewalk to access the Tot Lot directly abuts the cement retaining wall of the Madison Cottages and there is no set-back, and certainly not 10 feet.
   b. In addition, there appears to be three plantings along the sidewalk where there is not room (page 1) although no trees are imaged on page 3. So which is correct?
   c. Finally, there are mature trees on the Madison Cottage side of the retaining wall. The nearness of construction and construction activity puts both the root system and canopy in danger. What recourse will the Cottage HOA have when/if these trees fail in the coming years after construction is complete
2. Resubmitted 20211112 - 21-0923-SITE PLAN.pdf again shows vegetation along the north boarder between the two developments where no space allows for plantings. It's an idealized drawing, but accuracy is desired for assessment.
3. **Wyatt & Madison Apartments-Decision Criteria Submitted-10/24/21** Cutler Anderson Architects
   a. **Project fully complies with all applicable land use and engineering standards. Requires no variances and the Design Review Board found the design complies without exception all applicable design guidelines.** Concern: Clearly the design guidelines are at fault. The assumption is that the other two projects along Madison also complied with all applicable land use and engineering standards. I'm no architect nor engineer, but what has been done to Madison is a travesty and this development will compound the negative effects. Please take a drive up the street and reconsider the density of land use on this site.
   b. **Project creates a strong residential frontage along both public streets, scaled to the existing surrounding context. Open space and landscaping give scale to the overall site design and provide connections to the adjacent park.** The setback on Madison does not either create a sense of residential frontage, nor does it match or come close to inviting a feel of the residential frontage of the adjacent development. The connecting sidewalk to the Tot Lot has no screening between it and the adjacent housing development—as was promised—and it abuts the property line of the Madison Cottages. In addition, this development will have a negative impact on this small park. The Park was designed, and is used almost exclusively by parents and their small children and the local pre-school. For those who drive children to the park, the two provided spaces are inadequate (and I suspect they will be used by local residents—how will these be kept open for park users?).
   c. **(4) The streets and nonmotorized facilities, as proposed are *adequate* to accommodate anticipated traffic; and….**the project as illustrated does not have

adequate parking for guests, the public park, and/or moving and delivery vehicles---yes it may MEET standards, but the standards are not adequate as illustrated by parking issues at Sadie Lane, Madison Cottages and just wait until the next two developments under construction add to the morass that is Madison.

d. **This determination is made by City Engineer.**

(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;---**there is a new plan to rework Madison Ave with regard to improved pedestrian and bicycle access and protection from vehicle traffic. This development will add at a minimum 80 additional cars to the neighborhood, and that does not take into account the cars from the other new developments along Madison.**

- I've heard before, at these meetings, that the traffic meets **minimum** standards—and now there are multiple minimums. How is the public to be convinced that Madison will not become gridlocked? It is already difficult to turn against traffic onto side streets and into developments. This adequacy cannot be claimed, surely, with a straight face. Clearly, the regulations need to be reworked.
- Please report on the communication between departments regarding the proposed bike and pedestrian lanes and this development.
- There is already on ridiculous telephone/power pole in the middle of the new sidewalk on Madison in front of this development. Will that also be rectified?
- How will these impacts be mitigated?

Winslow Wyatt Apt. Report 9-21 .pdf

Construction protection

"There is currently no code regulating protection of off property trees during development in the City of Bainbridge." Really? Then this is another aspect of the code that needs rewriting. "That said, the trees that overhang this property are mainly in good condition with canopies and roots infiltrating and hanging over the site. On the north side in particular these trees are worth protecting, at least to their drip lines. This means that clearing and grading stays OUT of their drip lines during site work. If clearing and grading activities can not stay out of their drip lines all of the trees will be negatively impacted in both stability and future vigor."

This is one of the main concerns. The development is too close to the existing vegetation of the Madison Cottages. The buildings infringe on the drip lines of the large trees on the boarder, necessitating pruning even to exist, and the damage to the root systems will impact their strength and longevity. It is requested that at a minimum, the development shift south several extra feet for this, as well as additional reasons regarding planned plantings on site, for which no room has been designated, and for light and noise abatement, as well as preserving the residential aspect of the neighborhood—vs—urban industrial sprawl into residential areas. There has been enough travesty visited on Madison with the other two new developments to allow additional community destruction, even if it is JUST a couple of trees.

Tree Retention Plan

Trees on adjacent property (49) and (20), according to drawing, have structures and impermeable surface withing drip/root lines. Recommend that structures be moved south to maintain their strength and longevity as referred to above.

Planting Plan

While there is evidence of plantings to mitigate the impact of the oversized development from both Wyatt and Madison frontage NOTHING has been done to mitigate the visual and aesthetic impact of the development from adjacent properties. Given that trees on the east border are not salvageable, they do screen the apartments from the adjacent lot. A series of narrow screening trees would make this development more palatable to the neighborhood. These apartments have a generous tree frontage along Wyatt and within their acreage. They deserve the same from the new neighbors. With regard to the property boundary to the north, between the development and Madison Cottages, there are two large trees that need additional attention in order for them to continue to thrive. It is recommended that the development shift this boundary south in order to accommodate the requirements of these trees.

21-0923-SITE PLAN.pdf

This drawing indicates plantings along the eastern fence line. Please ensure that these plantings are adequate to screen the parking lot garbage corral from the adjacent development.

Again, however, there are no plantings along the north side between the Madison Cottages and the new development. The developer is relying on the vegetation planted on the cottages property to screen the new development. Plantings are needed along the pedestrian access, and specifically to shield the car port roofs (an ugly addition, from the Cottages perspective). Open parking without this additional structure would be preferred. At the least, these flat roofs should be shielded by vegetation as should the residents from pedestrian traffic.

Draft Park Easement

Madison hereby grants to the District a perpetual, non-exclusive ten foot access easement across Lot A, restricted exclusively to a five foot wide walkway with the easement for the sole purpose of pedestrian ingress and egress from Madison Avenue to Lot B.

The assumption is that Lot A is the NW corner of the development. According to this draft there will be a ten-foot easement across Lot A to accommodate a five foot sidewalk. If this is correct then please supply a specific drawing of this section to include the siting of the sidewalk within this easement and the planting plan to shield Madison Cottages from pedestrian traffic, the apartment buildings, the car ports and the night lights.

Additional Notes

1. Exterior lighting plan 4 shows several overhead parking lights. Lighting is necessary during the winter months much of the day, but light pollution is a serious modern issue in urban neighborhoods. Make these foot level lights so people can see where they are going, but not general overhead area lights which is detrimental to human health, expensive, unnecessary and very different to what exists in this neighborhood. We would like to sleep in peace.
2. Reconsider the carports next to the north boundary line and within sight lines of the Madison Cottages.
3. Parking will be a continuing problem. There is not adequate parking, even if it is code compliant, for the number of units, their guests, delivery and maintenance vehicles and park use. The development under construction across Madison to the north of this development has vehicles now backing out and onto Madison. Currently when vehicles cannot access properties along Madison, they park in the turn lane (lower Madison) or in the bike lanes (upper Madison). Continuation of these practices will bring gridlock and ruin the idea of multi-modal transportation along Madison. How to rectify this issue rests with city code ultimately. In the meantime, it rests on the shoulders of this developer, future residents, and the current residents of Madison who even now have, at times, long waits and limited sight lines to exit and enter their homes.

Conclusion

Bainbridge needs additional housing units, and this development will provide such. It should go forward, with modification.

- Vegetation: allow adequate space for visual, ascetic, and practical needs. Vegetation will screen buildings, parking lots, lights and human activity. These are important to maintain what makes Bainbridge a desirable place to live and work. Bainbridge was once again recognized for its beautiful tree cover. All residents, even those in the urban core, deserve green space.
- Increase set-backs to accommodate plantings of various sizes---to include urban trees—and not just low native vegetation and grasses.
- Plans for overhead lighting should be replaced with surface lighting to protect both residents and neighbors from light pollution.
- Parking is inadequate to accommodate residents, guests, service vehicles and park users. It needs to be increased.
- Sadie Lane, Madison Cottages, the Madison Condominiums, 274 Degrees, Madsion Square Condominiums, and the Homestead Apartments all have common area(s) outside where residents can entertain, gather, or simply sit in the sun. This development does not. To claim the Tot Lot as a green space for residents to gather is unethical and goes against the purpose of this small park as a safe place for little ones to play. This development should provide its residents with and outdoor gathering space, perhaps adjacent to the clubhouse.

Therefore:

The development should move forward as a benefit to the community at large but be modified to better fit the neighborhood. One solution would be to reduce the number of units by 2. This would free up space for additional vegetation, parking and a common element for the residents.

Kelly Tayara

From: Barbara Hotchkin <hotchkin_barb@yahoo.com>
Sent: Friday, December 17, 2021 9:58 AM
To: Kelly Tayara
Subject: Wyatt and Madison Apartment Project (PLN51796SPR)

Dear Ms. Tayara:

Thank you for the opportunity to comment on the Land Use Application with SEPA Review for the Wyatt and Madison Apartment Project (PLN51796 SPR). We live in Madison Cottages, which is the development just north of the proposed project. After reviewing information about the project available on the city's website, we have several concerns that we would like to share with COBI and the applicant.

We also had listened in on the March 25, 2021 Public Participation Meeting for the Wyatt & Madison Apartments. There have been some minor improvements in the project since that time, which we appreciate (e.g., the path from Madison to the Tot Lot now moved to the north end of the project). However, many concerns raised at that meeting remain.

Our comments below reiterate those concerns and identify new concerns, including a number of inconsistencies and inaccuracies in the project documents such that reviewers are unclear as to the exact nature of the project. Details matter. Internal consistency matters. Accuracy matters. We recommend that the public review of the project be suspended, and reinitiated from the beginning after the applicant provides a sufficiently clear project description, with accurate and internally consistent documents and drawings, for public review.

Inconsistencies and Inaccuracies

Tree Removal

We are confused about exactly what tree removal will take place, as this affects impacts to nearby properties. Project documents are rife with inconsistencies. The SEPA Checklist states that "some smaller diameter trees and shrubs will be removed in addition to the existing grasses." That would be nice, if it were accurate. However, it is not consistent with project drawings that shown extensive tree removal, including the Tree Retention Plan (L200), which shows no trees being retained. Given the massive regrading and construction planned at the site, it is unlikely any existing vegetation will remain. Along the east project border, some drawings indicate a total of 21 trees will be removed just in that area. Notably, although the arborist retained by the project proponent recommended removal of seven of these trees, she recommended retention of 14 trees. These trees, ranging from 7 to 23 inches in diameter, would be very easy to retain with a minor design change, since they are along the property boundary, and not in the middle of the site.

The SEPA Checklist also indicates that extreme care in planning has been done to minimize the disturbance of the existing corner stand of trees on the site, and that large trees will be preserved where shown in the site plan. It is not clear which corner the SEPA checklist is referring to, particularly since the Tree Retention Plan does not identify any on-site trees that will be retained.

The SEPA Checklist further indicates, relative to proposed measures to preserve or enhance wildlife, that "large trees will be preserved where shown on the site plan." The only two trees the site plan indicates will remain are an existing willow tree and a maple tree (Tree 45, identified by the applicant's arborist, Katy Bigelow, as a landmark Big Leaf Maple) along Wyatt Way. The large tree near the new roundabout (Tree 45) is referred to as an historic tree in some drawings, which indicate both it and the willow tree will be retained and protected. Yet other project drawings and documents (e.g., Tree Retention Plan) indicate both this tree and the willow tree along Wyatt are recommended for removal. What is actually happening with these trees? Some large trees in the Tot Lot and on Madison Cottages property are identified for retention. However, it seems inaccurate and inappropriate for the applicant to take credit for measures to preserve or enhance wildlife by preserving large trees when those large trees are not on the project site.

The arborist reports that Tree 45, a landmark Big Leaf Maple, has significant lower trunk rot and that its critical root zone was significantly damaged and roots removed during recent construction of the roundabout. Refer to the photo in the project documents. The arborist recommends removal. We find it disturbing, indeed shameful, that COBI would allow construction of the roundabout to occur in a manner so as to damage the roots and critical root zone of this historic tree. Perhaps COBI should be responsible for replacing this formerly magnificent tree.

Revegetation

We are not clear as to the revegetation plan due to inconsistencies in project documents. The Tree Retention Plan (October 2021) purports to also show the locations of proposed new trees. However, it shows no new trees along the east property boundary near the public trail, where 14 healthy trees recommended for retention by the arborist will be removed due to construction. It also shows no new trees along the northern property boundary bordering Madison Cottages and the Tot Lot. This is not consistent with the Site Plan dated 9/23/21, which show various plantings in those areas. The specific plantings planned may be as indicated in the Planting Plan (L100 and L101, dated 6/24/21). The fact that there are two such plans with the same date, yet with different Planting Plans creates considerable confusion. One shows two large Autumn Purple Ash Trees and six Frans Fontaine Hornbeam trees to be planted along the boundary to the north bordering Madison Cottages and 17 Armstrong Gold Red Maple trees along the east border near paralleling the public trail. North of the townhouses near the Tot Lot border, one drawing shows four Douglas Firs will be planted. The other Planting Plan with the same date shows no trees to be planted in any of these three areas. How are we and other reviewers to know what is really planned?

The Planting Plan seems to have been prepared in a vacuum, with little to no consideration of existing trees and shrubs on adjacent properties. On Madison Cottages property, north of the project property, there are two large trees and varied shrubbery. It would be logical and appropriate for any project plantings to complement not just the project site, but also blend well with the existing vegetation so as to provide adequate screening between the developments. How will existing Madison Cottages vegetation be affected, if two large two large Autumn Purple Ash Trees and six Frans Fontaine Hornbeam trees are to be planted in such close proximity? This also applies to the east boundary adjacent to the public path.

The arborist's report identifies construction protection measures to protect off-site trees north of the project site at least to their drip lines. She specifically notes that "if clearing and grading activities cannot stay out of their drip lines, all of the trees will be negatively impacted in both stability and future vigor." The Fischer Bouma Partnership Site Plan Review Landscape Plan Supplemental Information (June 30, 2021) indicates trees to be retained as shown on Tree Retention Plan will be protected as required using methods as described in BIMC 18.15.010 Section C.4 (below copied out of current code).

> No impervious surfaces, fill, excavation, vehicle operations, compaction, removal of native soil or storage of construction materials shall be permitted within the area defined by the required construction fencing. If avoiding construction and compaction in future planting areas is unavoidable, the landscape plan for the project shall include methods for aerating and/or augmenting compacted soil to prepare for new planting, pursuant to subsection H.2 of this section. In order to preserve future ecological function, the applicant shall identify areas of prohibited disturbance, generally corresponding to the dripline or critical root zone (as identified by a consulting arborist) of the existing vegetation, trees and/or tree canopy of tree stands to be retained, buffers, areas of existing vegetation to be maintained, future LID BMPs, and future planting areas larger than 400 square feet (i.e., landscape islands in parking lots). The prohibited disturbance areas shall be reviewed and approved by the director as part of the land use permit review process.

We note that the drip line is identified is several project documents for a number of trees on Madison Cottages property and the Tot Lot. Unfortunately, is it not clear how this translates into preservation of future ecological function if disturbance is ultimately planned in these areas. Portions of the parking lot and access path to the Tot Lot will be constructed within the drip zones of the Madison Cottages trees. Should development occur as currently planned, we believe the applicant should be liable if Madison Cottages trees are negatively impacted (stability and future vigor), with the knowledge that such impacts may not be apparent for years.

New Concern - The Madison Avenue Sidewalk Project

We understand the City is exploring a scope expansion of the Madison Avenue Sidewalk project. The original project scope was sidewalk widening on the east side of Madison Avenue between Wyatt and High School Road. A larger scope is being evaluated to combine two other planned City projects (the Madison/Village Basin sewer improvements and the Madison Road Reconstruction) and one project that is not yet planned, a separated bicycle facility on both

sides of Madison between Winslow Way and SR 305. We are not aware of the status of that review, but wonder if it would even be possible to expand the Madison Avenue ROW/corridor to accommodate a wider sidewalk and separated bicycle facility with the development that is now occurring or planned in such close proximity to the existing road.

Concerns Previously Raised at Public Participation Meeting

- Parking for residents and guests. As proposed, we do not believe the project provides adequate parking. At Madison Cottages, in addition to the one or two spaces provided for each of the 21 homes, we have five guest spots (and now 2 additional permitted spots on Knechtel), which are often insufficient. We also believe the notion that many residents will not need a car due to the property's proximity to the ferry terminal is misguided at best. Many residents will not need to use a personal vehicle every day if they are working nearby or in Seattle or if they are retired, as we are. We frequently walk for small grocery shops and errands in Winslow, but we still need a car. Few families can do without a car altogether. Cars are needed for day trips/errands, shopping at stores not located in Winslow, visits with friends or hiking on trails on the other side of the island, and vacations.

- Access and parking for moving and other service and tradesman vehicles. This is a problem even in our neighborhood, which is far less dense than the proposed development, and has far less turnover than the proposed project (which consists of rental units rather than primarily owner-occupied homes) is likely to have.

- Traffic on Madison, between the traffic circles at Wyatt and High School. The applicant's traffic study was conducted at a time when traffic levels were not normal due to the pandemic, which is noted in the study. This would seem to affect its usefulness and reliability. Also, it only addresses intersections of Erickson and Madison with Wyatt and Winslow. Our concern has never been about those intersections. Left turns onto Madison from side streets (e.g., Knechtel, Sadie Lane, etc.) are already a problem due to traffic along Madison, and a traffic study should be conducted once traffic flow returns to more normal conditions to evaluate these impacts. Cumulative impacts with other proposed developments along Madison on these side streets should be carefully considered.

- Scale of project. In our opinion, the scale of the development remains too large. As a comparison, Madison Cottages has 21 units on 1.54 acres, while the proposed project has 80 units on 2.51 acres (or perhaps just 2.36 acres as indicated on the notice of application). We understand the need for and support higher density development in Winslow. While the applicant is likely complying with COBI requirements that allow the currently proposed project scale/density, that doesn't mean the development must be or should be constructed that way. We were encouraged when the developer stated during the Public Participation Meeting that he wanted to be a good neighbor. The access to the Tot Lot along the northern boundary is a step in the right direction. We recommend increasing the setback distance on the north and east sides to further reduce impacts to Madison Cottages, the Tot Lot, and the public trail adjacent to the east side to the project. For the new residences to be constructed abutting the Tot Lot, a buffer area planted with shrubs and perhaps small trees would seem to be desirable to afford residents some privacy from park users.

Thank you for the opportunity to comment. Unfortunately, the project documents are disorganized and replete with errors and inconsistencies rendering the project difficult if not impossible to understand and review. We doubt that the inconsistencies and inaccuracies are limited to those we identified, as we had limited time to review the documents given our planned travel during the review period. If the submitted documentation contains this many easily identified errors and inconsistencies, we wonder how many more might be present. Regardless, we should not need to serve as the applicant's QA/QC reviewers. We believe the public review should be suspended, and reinitiated from the beginning, only after the applicant provides a sufficiently clear project description with accurate and internally consistent documents for public review.

Barb and Mike Hotchkin

654 Madison Ave. N

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Marlene Schubert

From: Mary Anne Smith <ruahatu01@gmail.com>
Sent: Saturday, December 18, 2021 12:15 PM
To: PCD
Subject: Wyatt and Madison Appartments

I realize that my comments are a bit late, but hopefully they can still be addressed. My neighbors captured most of my concerns, but here is my list.

I am concerned about the traffic report. The traffic on Madison is becoming pretty awful at times and it is very difficult to make a left turn off of Knechtel. Several new developments currently have not come on line yet, let alone another 80 cars. The new turning circle at Wyatt is too small to function properly and people are driving way too fast through it, trucks and busses can't negotiate the turn and run right through the intersection. The new development under construction on the west side of Madison appears to have no turnaround and construction vehicles are currently backing out onto Madison. I can only imagine the difficulty residents and service vehicles will have when it is finished. I do not believe the traffic report that has been continuously recycled for each of these projects addresses the real problems we are experiencing on Madison. The report does not review delays at intersections downstream of the traffic circle, such as Knechtel and Madison or any of the many additional driveways onto Madison. The report does not evaluate traffic on weekends when large volumes are experienced because of shopping in Winslow. Most of the data gathered appears to be before the completion of the roundabout. Is it possible for a review of previous versions of this report to be verified against the actual outcome of traffic on Madison before more mistakes are made?

Also, I do not see anywhere on the current site plan that accommodates service vehicles and moving trucks for the high turn over rate on a complex like this. I am concerned that people will be parking in the bike lane on Madison. Also, the lack of visitor parking is of concern. Believe it or not people in the Winslow core have friends who visit from other parts of the island from time to time. The ability of apartment managers to regulate the visitor parking and designated tot lot spaces is unclear and of concern.

I appreciate the efforts this developer has gone to address our neighborhood concerns. It is hard to believe that a development as hideous as the one on the west side of Madison across from Madison Cottages could have been approved by the design review board and speaks volumes about the need for better design guidelines if this development was actually approved by the DRB. (Buildings don't address street frontage, no visible entry to buildings, blank façades along Madison at street level, no setbacks from adjacent development) So I appreciate that this developer appears to be addressing these kind of issues of their own free will.

That said I am still concerned about some of the details on the site plan. It is unclear if there is enough space, or even an intention to plant anything in the easement for the park sidewalk access. I would request that something tall (ie trees) be planted to screen the upper units from the Madison Cottages. The cottages maintain a layer of shrubs that effectively screen the lower units. Also, please verify that the easement is at least 10 feet.

I am also concerned about the two existing large trees on the cottages property. I would like to see plans to protect those trees during construction and the removal of any impervious paving within the drip line of those trees. Please confirm that no clearing and/or grading will occur within the drip line of these trees per Katy Bigelow's report. What recourse do we have if these trees are damaged or destroyed because of this project?

The addition of carports can be quite unsightly, particularly looking out on a dirty flat roof. More detail on what these structures will look like would be appreciated.

The exterior lighting plan included with the submittal got cut off and so doesn't extend to the north property line. It is not clear how shielded the cottages will be from glare. Please provide more information on this important aspect of the design.

Thanks for your consideration,
Mary Anne Smith

Sent from my iPhone
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Project 26250220362009
550 MADISON AVE NORTH

Public comments by John Parsons, 652 Madison Avenue North (206-697-0127)

Regarding this project, I will reiterate my concerns, including those previously expressed to the current and previous developers, and to Terry Lande of the Bainbridge Island Metro Park and Recreation District.

- I maintain that the total number of units and the relatively few parking spaces allotted per unit will pose an undue burden on the residents of Madison Avenue and adjacent streets. **I respectfully request that the developer reduce the total number units and increase the total number of parking spaces.**
- I approve of the moving of pedestrian access to Madison Tot Lot from its former location (along the complex driveway) to a separate path along its northern edge. I assume the existing signs will remain as is. However, I do not believe that two parking spaces are sufficient for park users, especially those with small children. **Therefore, I respectfully request that BIMPRD authorize, and the developer install, four (4) parking spaces on park property, each posted for park use only, with an additional, directional sign on Madison Avenue for park users to find the parking spaces.**
- In the past, with input from neighborhood residents and park users, I have requested minor improvements to Madison Tot Lot, including:
    - Two additional park benches
    - One additional picnic table
    - A dog waste receptacle, with appropriate signage

  I have provided everyone with proposed location diagram for these improvements and have received verbal assent to install them. **So, I am requesting a written commitment from BIMPRD to authorize and from the developer to pay for and install these improvements.**

CITY OF BAINBRIDGE ISLAND

Planning Commission Special Meeting Agenda Bill

MEETING DATE: April 28, 2022 **ESTIMATED TIME:** 45 Minutes

AGENDA ITEM: (7:10PM) Discuss Ordinance No. 2022-01 (formerly Ordinance No. 2021-35) relating to revising the Housing Design Demonstration Project Program - Planning,

AGENDA CATEGORY: Ordinance **PROPOSED BY:** Jennifer Sutton

PREVIOUS PLANNING COMMISSION REVIEW DATE(S): October 28 and November 18, 2021; April 14, 2022

PREVIOUS COUCIL REVIEW DATE(S): December 7 and 14, 2021; February 8, 2022

RECOMMENDED MOTION:
I move to schedule additional discussion on the proposed additions to Ordinance No. 2022-01 at the May 12th Planning Commission meeting.
AND/OR
I move to schedule a public hearing on Ordinance No. 2022-01 for the May 26th Planning Commission meeting.

SUMMARY:
This agenda item is to discuss on Ordinance No. 2022-01 (formerly Ordinance No. 2021-35). Ordinance No. 2022-01 would revise the City's Housing Design Demonstration Project ("HDDP") program. The ordinance integrates the revisions to the HDDP program recommended by the Planning Commission on November 18, 2021. These revisions to the HDDP program are shown in strikeout/underline format in Exhibit A to the ordinance. The Commission had also recommended extended the HDDP program for two additional years.

In December, 2021 when the City Council took up the Planning Commission recommendations on Ordinance No. 2021-35, the Council opted to separate the HDDP extension and program revisions into two separate ordinances. The Council approved Ordinance No. 2021-39, extended the program for one year (expiration December 31, 2022) on December 14, 2021 (see Background section).

On February 8, 2022, the City Council held a public hearing on Ordinance No. 2022-01 which makes the additional HDDP program revisions recommended by the Commission on November 18, 2022:
1. Revise the HDDP program to specify that all required designated affordable housing units serve households at or below low-income (80% Area Median Income), and
2. Revise the HDDP program to replace the Innovative Site Development Scoring Method (Table 2.16.020.S-3) with an "Innovative Site Development" checklist, eliminating the "scoring" and minimum required points for this requirement.

The City Council held a public hearing on Ordinance No. 2022-01 on February 8, 2022. During the public hearing, the City Council heard a comment from Housing Resources Bainbridge (HRB) about the difficulty of meeting innovative site development requirements and parking requirements for projects with 100% affordable housing, without market-rate housing to assist with underwriting costs.

The City Council approved a motion to forward the HDDP program revisions back to the Planning Commission for further consideration of the issues raised during City Council comments, and to provide another recommendation to the City Council after considering the comments (see attached February 8, 2022 City Council meeting minutes).

The additional revisions to the HDDP program suggested by HRB have been integrated into Ordinance No. 2022-01 Exhibit A and are highlighted in turquoise blue. See pages 6-7 Exhibit A, Section 2.16.020.S.4.b, Innovative Site Development category. Parking requirements are addressed on pages 8-9 of Exhibit A, Sections 2.16.020.S.6.d and 7.d, respectively.

BACKGROUND: The City's Housing Design Demonstration Projects ("HDDP") program was originally approved in 2009 as a 3-year Pilot Program in the greater Winslow area. Goals of the HDDP program include:• Promotes green building, sustainable site development, and housing diversity & affordability using development standard flexibility & density incentives, including a density incentive.• HDDP projects are limited to a 1,600 square foot maximum dwelling unit size for all HDDP units.

The program was revised in 2013 and again in 2016 to reflect updated low-impact development requirements and extended until 2019. Ordinance No. 2019-32 narrowed the program to only be available for development projects that provide at least 50% of residential units as affordable housing, and extended the HDDP program until December 31, 2021. On October 12, 2021, the City Council directed the Planning Commission to consider an ordinance to extend the HDDP program for two additional years, until December 31, 2023.

The Planning Commission first discussed Ordinance No. 2021-35 at their October 28, 2021 meeting. The Commission then held a public hearing on November 18, 2021 and after closing the public hearing, continued to discuss the HDDP program as a whole, and whether to extend it. The Commission approved a motion to recommend approval of Ordinance No. 2021-35 that would:

1. Extend the HDDP program for two years, and

2. Revise the HDDP program to specify that all required designated affordable housing units serve households at or below low-income (80% Area Median Income), and

3. Revise the HDDP program to replace the Innovative Site Development Scoring Method (Table 2.16.020.S-3) with an “Innovative Site Development” checklist, eliminating the “scoring” and minimum required points for this requirement.

Ordinance No. 2022-01 (formerly Ordinance No. 2021-35) was updated to integrate the Planning Commission's recommended revisions to the HDDP program (see Exhibit A). As recommended by the Commission, Table 2.16.020.S-3, Innovative Site Development Scoring Method, is shown as deleted in the updated ordinance. Staff converted the site development components described in the table to a checklist as recommended by the Commission (Exhibit A Section S.4.b). The table described allocated site development "points," and an HDDP project had to "score" at least 25 points (45% of points available). There are 14 separate innovative site development components moving from the table to a checklist, and staff recommends requiring that an HDDP project include at least 50% or 7 sustainable site components to equate the checklist (Exhibit A Section S.4.b) with the existing Table 2.16.020.S-3 (pages 3-7 of Exhibit A).

Staff also identified clarifying housekeeping changes that should have been made in 2019 when the program was narrowed, and Exhibit A makes those changes (see Table 2.16.020.S-2, page 4).

On December 7, 2021, the City Council considered the November 18, 2021 Planning Commission recommendation to extend the HDDP program for 2 years and additionally revise the program. At that meeting, the Council approved motions to separate the extension of the HDDP program and the Commission-recommended program revisions into two separate ordinances.

Ordinance No. 2021-39, was approved by the City Council and December 14, 2021, which thereby extended the HDDP program in its current form for one year (until December 31, 2022) to allow time for the Council to consider the revisions and updates included in Ordinance No. 2022-01.

As referenced in the Summary section, on December 7, 2021, the Council began discussion on the Planning Commission recommendation to revise the HDDP program. The program is codified in BIMC 2.16.020.S. (see attached Exhibit A to Ordinance No. 2022-01). Due to the extent of the changes to the program that were recommended by the Planning Commission, it was recommended that the Council hold a public hearing on an ordinance that includes the proposed revisions at a future Council meeting to obtain public comment on what is being recommended and to ensure that the revised ordinance captures what was recommended by the Planning Commission. On December 14, 2021, the Council took action to set a public hearing on this Ordinance No. 2022-01 for February 8, 2022. See attached meeting minutes.

ATTACHMENTS:

Ordinance No. 2022-01 Revising the Housing Design Demonstration Project (HDDP) program:

The HDDP Program promotes green building, sustainable site development and affordable housing (50% of project) using development standard and density incentives.

WHERE:

HDDP Program Available to Properties located in Winslow Sewer Service Area

HDDP Program (BIMC 2.16.020.S)
History

- 2009 3-year Pilot Program applies in the greater Winslow area. Revised in 2013. Revised in 2016 to reflect LID requirements
- 2019: Program extended until 12/31/2021, but scaled back to only apply to development projects with at least 50% affordable housing units.
- 10/12/2021 City Council Motion to the Planning Commission to consider a recommendation to extend the HDDP program for 2 additional years.
- NOTE Only 2 more HDDP projects allowed (BIMC Section 2.16.020.S.2).

2021 Planning Commission Review & Recommendation

- 10/28 Planning Commission discussion on extending HDDP program.

- 11/18 Public Hearing & Recommendation:

  EXTEND for 2 years & REVISE PROGRAM

PLANNING COMMISSION 11/18/2021 RECOMMENDATION

Planning Commission Recommendation to City Council to EXTEND Program & REVISE BIMC Section 2.16.020.S:

- Extend the HDDP program for 2 additional years (Section S.10).
- Designated Affordable Housing for low-income (80% AMI) households (Table 2.16.020.S-1 & Section S.4.a).
- Delete Innovative Site Development Scoring and Table 2.16.020.S-3 and convert site development components to a checklist (Table 2.16.020.S-1, Delete Table 2.16.020.S-3, Checklist format added to Section S.4.b).

December 2021
Staff Recommendation to City Council

- To extend HDDP program, move forward with separate ordinance to only extend program.
- To consider additional HDDP program changes recommended by the Planning Commission on 11/18/21, continue consideration in 2022, including holding a public hearing in 2022 on additional HDDP program changes recommended by the Planning Commission
- Ordinance 2021-39 (extending 1 year, until 12/31/2022) approved by City Council December 14, 2021

February 8, 2022
City Council Direction

- February 8, 2022 City Council public hearing on Ordinance 2022-01 (Planning Commission11/18/2021 Recommended Changes ~~strikeout~~/underline format).
- City Council heard public comments at public hearing on what HDDP requirements that are difficult for 100% affordable housing projects to meet.
- City Council request to refer back to Commission to consider issues raised by commenters.

HDDP Projects to Date							
HDDP Project	Tier	Zone	Max. Base Density	# & Type of Dwelling units	Green Building Certification Requirement	# of Affordable (AH) Units	Status
**Ferncliff Village *(HRB)*	3	R-3.5	20	40: Single-family (SF) & Townhomes (TH)	Evergreen Sustainable Development	40	Completed
**Grow Community	2	R-14	112	141: SF, Apartments (Apts.), Condos & Townhomes	Built Green 5	0	Mostly Built
Ericksen Urban Cottages	1	MUTC/ Ericksen	0.6 Res. FAR	16 SF	LEED Certified Required, Achieved LEED Platinum	0	Completed
Madrona Townhomes (The Walk)	1	MUTC/ Core	1.0 Res. FAR	52 SF TH & ADUs	LEED Certified	5	Completed
Bainbridge Landing	1	MUTC/ Ferry TD	1.1 Res. FAR	140: SF TH, Apts.& Age-in-Place	LEED Certified or Built Green 4	0	Under Construction
**Wallace Cottages	2	R-4.3	10	19 SF & Age-in-Place	LEED Silver or Built Green 4	2	Under Construction
Madison Place	1	MUTC/ Madison	0.6 Res. FAR	18 SF & Duplexes	LEED Certified or Built Green 4	0	Under Construction
Ericksen Gardens	1	MUTC/ Ericksen	0.6 Res. FAR	5 SF (including 1 ADU)	LEED Certified or Built Green 4	0	Completed
Total HDDP Units Permitted				431	Total Designated AH Units	47 (11%)	
**# of Bonus Units Achieved Through HDDP				58 (13%)			

CITY OF BAINBRIDGE ISLAND

Department of Planning and Community Development

Memorandum

Date: April 22, 2022

To: Planning Commission

From: Jennifer Sutton, AICP, Senior Planner

Subject: Ordinance No. 2022-01 (formerly 2021-35) Revisions to Housing Design Demonstration Project (HDDP) program, BIMC Section 2.16.020.S

I. Meeting Purpose

The purpose of tonight's Planning Commission agenda item is to review and discuss Draft Ordinance No. 2022-01 which revises the City's Housing Design Demonstration Project (HDDP) program, BIMC Section 2.16.020.S. The City Council has sent this ordinance back to the Planning Commission for further consideration (see below).

II. Draft Ordinance 2022-01

Ordinance No. 2022-01 (formerly Ordinance No. 2021-35) would revise the City's Housing Design Demonstration Project ("HDDP") program. The ordinance integrates the revisions to the HDDP program recommended by the Planning Commission on November 18, 2021. These revisions to the HDDP program are shown in strikeout/underline format in Exhibit A to the ordinance. The Commission had also recommended extended the HDDP program for two additional years.

In December, 2021 when the City Council took up the Planning Commission recommendations on Ordinance No. 2021-35, the Council opted to separate the HDDP extension and program revisions into two separate ordinances. The Council approved Ordinance No. 2021-39, extended the program for one year (expiration December 31, 2022) on December 14, 2021.

On February 8, 2022, the City Council held a public hearing on Ordinance No. 2022-01 which makes the following additional HDDP program revisions recommended by the Commission on November 18, 2022 shown as ~~strikeout~~/underline format:

- Revise the HDDP program to specify that all required designated affordable housing units serve households at or below low-income (80% Area Median Income), and
- Revise the HDDP program to replace the Innovative Site Development Scoring Method (Table 2.16.020.S-3) with an "Innovative Site Development" checklist, eliminating the "scoring" and minimum required points for this requirement.

The City Council held a public hearing on Ordinance No. 2022-01 on February 8, 2022. During the public hearing, the City Council heard a comment from Housing Resources Bainbridge (HRB) about the difficulty of meeting

innovative site development requirements and parking requirements for projects with 100% affordable housing, without market-rate housing to assist with underwriting costs. The City Council approved a motion to forward the HDDP program revisions back to the Planning Commission for further consideration of the issues raised during City Council comments, and to provide another recommendation to the City Council after considering the comments (see attached February 8, 2022 City Council meeting minutes).

The additional revisions to the HDDP program suggested by HRB have been integrated into Ordinance No. 2022-01 Exhibit A and are highlighted in turquoise blue. See pages 6-7 Exhibit A, Section 2.16.020.S.4.b, Innovative Site Development category. Parking requirements are addressed on pages 8-9 of Exhibit A, Sections 2.16.020.S.6.d and 7.d, respectively.

III. Background

On October 12, 2021, the City Council directed the Planning Commission to consider an ordinance to extend the HDDP program for two additional years, until December 31, 2023.

The Planning Commission first discussed Ordinance No. 2021-35 at their October 28, 2021 meeting. The Commission then held a public hearing on November 18, 2021 and after closing the public hearing, continued to discuss the HDDP program as a whole, and whether to extend it. The Commission approved a motion to recommend approval of Ordinance No. 2021-35 that would:

- Extend the HDDP program for two years, and
- Revise the HDDP program to specify that all required designated affordable housing units serve households at or below low-income (80% Area Median Income), and
- Revise the HDDP program to replace the Innovative Site Development Scoring Method (Table 2.16.020.S-3) with an “Innovative Site Development” checklist, eliminating the “scoring” and minimum required points for this requirement.

Ordinance No. 2022-01 (formerly Ordinance No. 2021-35) was updated to integrate the Planning Commission's recommended revisions to the HDDP program (see Exhibit A, ~~strikeout~~/underline format). As recommended by the Commission, Table 2.16.020.S-3, Innovative Site Development Scoring Method, is shown as deleted in the updated ordinance. Staff converted the site development components described in the table to a checklist as recommended by the Commission (Exhibit A Section S.4.b). The table described allocated site development "points," and an HDDP project had to "score" at least 25 points (45% of points available). There are 14 separate innovative site development components moving from the table to a checklist, and staff recommends requiring that an HDDP project include at least 50% or 7 sustainable site components to equate the checklist (Exhibit A Section S.4.b) with the existing Table 2.16.020.S-3 (pages 3-7 of Exhibit A). Staff also identified clarifying housekeeping changes that should have been made in 2019 when the program was narrowed, and Exhibit A makes those changes (see Table 2.16.020.S-2, page 4).

On December 7, 2021, the City Council considered the November 18, 2021 Planning Commission recommendation to extend the HDDP program for 2 years and additionally revise the program. At that meeting, the Council approved motions to separate the extension of the HDDP program and the Commission-recommended program revisions into two separate ordinances. The other ordinance, Ordinance No. 2021-39, was approved by the City Council and December 14, 2021, which thereby extended the HDDP program in its current form for one year (until December 31, 2022) to allow time for the Council to consider the revisions and updates included in Ordinance No. 2022-01.

As referenced above, on December 7, 2021, the Council began discussion on the Planning Commission recommendation to revise the HDDP program. The program is codified in BIMC 2.16.020.S. (see attached Exhibit A to Ordinance No. 2022-01). Due to the extent of the changes to the program that were recommended by the Planning Commission, it was recommended that the Council hold a public hearing on an ordinance that includes the proposed revisions at a future Council meeting to obtain public comment on what is being recommended and to ensure that the revised ordinance captures what was recommended by the Planning Commission. On December 14, 2021, the Council took action to set a public hearing on this Ordinance No. 2022-01 for February 8, 2022. See attached meeting minutes.

IV. NEXT STEPS:

The Planning Commission is tasked with reviewing and possibly revising Ordinance No. 2022-01, holding a public hearing on the ordinance, and eventually, providing a recommendation to the City Council on the ordinance. The City Council will then take up the ordinance again for its own review and decision

At the end of the April 28, 2022 discussion, the Commission could take the following actions:

1. Schedule additional discussion on Ordinance No. 2022-01 for a future Planning Commission meeting, such as May 12, 2022.
   AND/OR
2. Schedule a public hearing on Ordinance No. 2022-01 for the May 26th Planning Commission meeting. Due to newspaper noticing deadlines, the Commission would need to confirm scheduling a May 26th public hearing at the end of the discussion on April 28th.

ORDINANCE NO. 2022-01
(formerly Ordinance No. 2021-35)

AN ORDINANCE of the City of Bainbridge Island, Washington, amending Bainbridge Island Municipal Code Section 2.16.020.S. to revise the Housing Design Demonstration Project program.

WHEREAS, on August 12, 2009, the City Council adopted Ordinance No. 2009-06, establishing a pilot Housing Design Demonstration Project ("HDDP") program to allow for the development of projects to increase the variety of housing choices available to residents of all economic segments and to encourage sustainable development through the use of development standard incentives; and

WHEREAS, Ordinance No. 2009-06 established a sunset date of August 26, 2012, for the HDDP program; and

WHEREAS, on July 18, 2012, the City Council approved Ordinance No. 2012-09, extending the HDDP program until December 31, 2013, to allow time for the City to further evaluate the program; and

WHEREAS, the City Council convened an Ad Hoc Committee made up of a Planning Commissioner, three City Councilmembers, a member of the Design Review Board, and a representative from the Housing Resources Board to evaluate and make recommendations on the HDDP program; and

WHEREAS, the Ad Hoc Committee recommended changes to the HDDP program, including extending the HDDP program until the end of 2016 to allow time for the construction of approved projects; and

WHEREAS, on December 11, 2013, the City Council adopted those recommendations with the approval of Ordinance No. 2013-25, extending the HDDP program to December 31, 2016; and

WHEREAS, on September 27, 2016, the City Council adopted Ordinance No. 2016-27, extending the HDDP program until December 31, 2019, to allow time to review the program and compare it to other affordable housing tools the City may choose to utilize, as envisioned by the draft 2016 Comprehensive Plan; and

WHEREAS, on February 28, 2017, the City Council adopted Ordinance No. 2017-01, approving the 2016 Comprehensive Plan; and

WHEREAS, the 2016 Comprehensive Plan includes several policies related to promotion of sustainable development and affordable housing; and

WHEREAS, the purpose of the existing HDDP program is to allow the development of housing design demonstration projects that increase the variety of housing choices available to

residents across underserved portions of the socioeconomic spectrum, promote compact, low-impact development where it is most appropriate, and encourage high quality and innovation in building design, site development, and "green" building practices; and

WHEREAS, the Affordable Housing Task Force was created by the City Council on May 9, 2017, and was instructed to make recommendations for specific actions, programs, and strategies the City of Bainbridge Island and the City Council can take in the near-term to improve access to affordable housing across the economic spectrum; and

WHEREAS, the City's Affordable Housing Task Force issued a final report in July 2018 with many recommendations on how to increase housing affordability and diversity on Bainbridge Island, which include similar goals as the HDDP program described above; and

WHEREAS, on October 1 and 22, 2019, a majority of the City Council indicated support for extending the HDDP program until December 31, 2021; and

WHEREAS, on December 10, 2019, the City Council approved Ordinance No. 2019-32 which narrowed the program to only apply to projects that provided at least 50% of housing units as affordable housing and extended the HDDP program until December 31, 2021; and

WHEREAS, the City continues to work on accomplishing many of the recommendations made by the Affordable Housing Task Force's final report and to implement City green building standards, and both affordable housing and green building are required as part of the HDDP program; and

WHEREAS, at the time Ordinance No. 2019-32 was approved, the City was working on preliminary design concepts for the Suzuki Affordable Housing project, which was being planned as an HDDP project with more than 50% affordable housing, however development at the Suzuki property was removed by the City Council from the City's priority affordable housing work list in 2020; and

WHEREAS, although the City has not received any formal development proposals that plan to utilize the HDDP program since the program was extended and narrowed at the end of 2019, there was public comment at the October 12, 2021 City Council meeting that there is at least one affordable housing project in a conceptual phase that would utilize the HDDP program; and

WHEREAS, on October 12, 2021, the City Council voted 6-0 to support a two-year extension of the HDDP program until December 31, 2023 and referred the issue to the Planning Commission for consideration and a recommendation; and

WHEREAS, on October 28, 2021, the Planning Commission discussed this Ordinance No. 2022-01 (formerly Ordinance No. 2021-35) and held a public hearing on the ordinance on November 18, 2021; and

WHEREAS, after closing the public hearing, the Planning Commission further discussed the HDDP program and voted to recommend approval to the City Council of a revised version of this Ordinance No. 2022-01 (formerly Ordinance No. 2021-35), extending the HDDP program and making other changes; and

WHEREAS, in recommending approval of Ordinance No. 2022-01 (formerly Ordinance No. 2021-35), the Planning Commission additionally recommended revising the HDDP program to require that affordable housing be targeted to low-income (or below) households, and further recommended converting the Innovative Site Development Scoring Method to a simple checklist; and

WHEREAS, notice was given on November 4, 2021 to the Office of Community Development at the Washington State Department of Commerce in conformance with RCW 36.70A.106 related to this Ordinance No. 2022-01 (formerly Ordinance No. 2021-35); and

WHEREAS, on December 7, 2021, the City Council considered this Ordinance No. 2022-01 (formerly Ordinance No. 2021-35) related to extending the HDDP program and integrating the additional program changes recommended by the Planning Commission, as well as recommended changes by City staff; and

WHEREAS, during the City Council's discussion on December 7, 2021, the Council passed two motions, and via the first motion the Council directed the City Manager to prepare an ordinance to extend the HDDP program in its current form for one year, and via the second motion the Council directed the City Manager to include an agenda item on the December 14, 2021 Council agenda to set a public hearing for a future date regarding this Ordinance No. 2022-01 (formerly Ordinance No. 2021-35); and

WHEREAS, on December 14, 2021, the City Council set a public hearing for February 8, 2022 for this Ordinance No. 2022-01 (formerly Ordinance No. 2021-35) to further consider the HDDP program changes recommended by the Planning Commission and City staff; and

WHEREAS, on December 14, 2021, the City Council also considered associated Ordinance No. 2021-39, related to extending the HDDP program in its current form for one additional year to allow time for the Council to consider this Ordinance No. 2022-01 and to avoid a situation in which the HDDP program would lapse while that consideration was occurring; and

WHEREAS, on February 8, 2022, the City Council held a public hearing on this Ordinance No. 2022-01 (formerly Ordinance No. 2021-35) related to revisions and updates to the HDDP program as recommended by the Planning Commission and City staff and, after considering public comment regarding this ordinance, the Council approved a motion to forward Ordinance No. 2022-01 back to the Planning Commission to incorporate public hearing commends to provide an additional recommendation to the City Council; and

WHEREAS, on April 14, 2022, the Planning Commission discussed Ordinance No. 2022-01 (formerly Ordinance No. 2021-35) and the public comments received by the Council that suggested additional amendments to the ordinance; and

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

Section 1. Section 2.16.020.S. of the Bainbridge Island Municipal Code is hereby amended as shown in Exhibit A, which is fully incorporated herein to this ordinance by this reference.

Section 2. Severability. Should any section, paragraph, sentence, clause, or phrase of this ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this ordinance be preempted by state or federal law or regulation, such decision or preemption shall not affect the validity of the remaining portions of this ordinance or its application to other persons or circumstances.

Section 3. 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 _____, 2022.

APPROVED BY THE MAYOR this _____ day of _____, 2022

_____
Joe Deets, Mayor

ATTEST/AUTHENTICATE:

_____
Christine Brown, City Clerk

FILED WITH THE CITY CLERK:	
PASSED BY THE CITY COUNCIL:	_____, 2022
PUBLISHED:	_____, 2022
EFFECTIVE DATE:	_____, 2022
ORDINANCE NUMBER:	2022-01 (formerly 2021-35)
ATTACHED:	Exhibit A

EXHIBIT A TO ORDINANCE NO. 2022-01 (formerly Ordinance No. 2021-35)

2.16.020.S. Housing Design Demonstration Projects.

1. Purpose and Goals. The purpose of this subsection S is to allow the development of housing design demonstration projects that increase the variety of housing choices available to residents across underserved portions of the socio-economic spectrum, and to promote compact, low-impact development where it is most appropriate. Further, its purpose is to encourage high quality and innovation in building design, site development, and "green" building practices.

The goals of this program are to increase the housing supply and the choice of housing styles available in the community; to promote socio-economic diversity by adding to the stock of income-qualified housing; to encourage development of smaller homes, at reasonable prices, in neighborhoods attractive to a mix of income and age levels; and to demonstrate that innovative design and building techniques (conserving water and energy, using sustainably sourced materials, limiting environmental impacts) are compatible with market considerations.

2. Applicability. This subsection S is applicable to all properties located within the Winslow sanitary sewer system service area. An application for a housing design demonstration project may be applied to single-family residential subdivisions, mixed-use/multifamily and multifamily developments. Since the purpose is to provide housing projects as demonstrations, the city will accept projects for consideration and approval prior to the sunset date of the ordinance codified in this chapter. The city will limit acceptance of projects outlined in this section to two projects after the effective date of the ordinance codified in this section.

3. Review and Approval Process. Housing design demonstration project applications shall be reviewed as specified in the same manner as other applications for the same type of underlying land use permit (see BIMC 2.16.030 through 2.16.210), with additional review steps done in the order below as outlined in this subsection.

a. Conceptual Proposal Review. Applicants proposing a demonstration project shall meet with city staff during the conceptual phase to discuss the goals and evaluation parameters of the proposed project. The conceptual proposal review is an informal discussion between the applicant and city staff regarding a proposed project. There are no required application materials for this stage. Applicants shall contact the planning department staff to request a meeting, and the meeting shall be scheduled by staff for no more than three weeks after the request date. The purpose of the conceptual proposal review is to determine if the proposal is eligible to be considered as an application for a housing design demonstration project and to assist the applicant by identifying (i) requirements for submittal, including types of supplemental materials for application; (ii) compliance with applicable city plans, goals, policies, codes, or guidelines and possible revisions to the project that will enhance the proposal with respect to these requirements; (iii) areas of BIMC Title 17, Subdivisions, and BIMC Title 18, Zoning, where the applicant seeks flexibility; and (iv) required plans, studies, reports, and/or other materials specific to the proposal that will provide necessary information for staff and the design review board, and to review the project under the criteria outlined in subsection S.4 of this section.

b. Public Participation Program. The applicant is required to participate in one or more community meetings, either through (i) the city's public participation program following the procedures outlined in Resolution Nos. 2010-32 and 2001-11, or (ii) an equivalent public meeting that includes participation by city staff, as approved by the director.

c. Preapplication Conference. The applicant shall apply for a preapplication conference pursuant to subsection I of this section. Housing design demonstration projects shall be reviewed by both staff and the design review board, pursuant to subsection F of this section. The applicant shall submit an HDDP proposal consistent with the requirements in the administrative manual. The applicant shall consider input received during the public meetings and conceptual review with city staff in crafting the proposal. The proposal will be evaluated pursuant

to subsection S.4 of this section by city staff with the design review board serving in an advisory role, in addition to their review of applicable design guidelines. The director shall prepare written findings of facts, and applicants will receive preliminary notification from the director whether the proposal will qualify as a housing design demonstration project, or feedback about how to improve the proposal to qualify. If the applicant changes the proposal in any significant manner other than a response to feedback from the public meeting, conceptual review, or the preapplication review, an additional preapplication conference may be required.

d. Application Submittal. An applicant may submit a land use permit application (subdivision, site plan and design review, or conditional use permit) for a housing design demonstration project after completion of a required conceptual and preapplication review and notification by the city that the proposal qualifies as a housing design demonstration project. Upon receipt of an application, the director shall provide notice to the applicant and public in accordance with subsection M of this section and commence the application review process. Housing design demonstration projects that require more than one land use permit must utilize the consolidated project review process outlined in BIMC 2.16.170. All housing design demonstration project applications, including subdivisions, shall be reviewed by the design review board and the planning commission at public meetings. The design review board and the planning commission shall make recommendations on all housing design demonstration projects.

e. Permit Decision. The decision to approve or deny a housing design demonstration project shall be made as part of underlying land use permit approval. The decision shall be based upon the decision criteria of the underlying planning permit, and the decision criteria outlined in subsection S.5 of this section. Housing design demonstration project approval conditions shall be included in the final permit approval and shall address any ongoing compliance requirements, including compliance with approved design plans. The city may require that the applicant record covenants to ensure ongoing compliance or maintenance for required project components.

f. Building Permit. The applicant shall submit a building permit that is consistent with all conditions of the land use permit approval. The applicant shall also submit documentation that the project has applied for required certification by a green building rating system, such as Evergreen Sustainable Development, LEED, or BuiltGreen. Proof of ongoing certification shall be required during construction and project certification must be completed prior to final occupancy.

g. Living Building Challenge. For projects pursuing the Living Building Challenge standard of the International Living Building Institute, the applicant must show proof of pursuing ongoing certification during construction for all required elements. After construction, and prior to issuance of the certificate of occupancy, the applicant must show proof of initial project compliance as to the site, materials, indoor quality and beauty/inspiration components of the Living Building Challenge and that the project is likely to achieve the elements of energy and water following 12 months of occupancy as required under Living Building Challenge certification. For those elements of energy and water that require occupancy of the building for 12 months for Living Building Challenge certification, the applicant must submit a report to the city following 12 months of occupancy, demonstrating its progress towards meeting these remaining elements of the Living Building Challenge standard. If certification of those elements has not been achieved, the applicant must provide quarterly reports of progress towards certification of these elements, including additional steps and timeline that will be taken to achieve certification.

4. Evaluation Method. Each project will be evaluated for innovation and achievement of the goals of this subsection S of this section using a number of factors. The evaluation factors are divided into three categories. Examples of sustainable development methods do not limit other mechanisms of meeting the evaluation factor. Projects that qualify as housing design demonstration projects are eligible to use the flexible development standard incentives outlined in subsections S.6 and 7 of this section, and are eligible for the residential incentives outlined below and in subsection S.8 of this section. Table~~s~~ 2.16.020.S-1~~, S-2, and S-3~~ show<u>s</u> how projects are ~~scored~~ <u>evaluated</u> to qualify for the housing design demonstration project program.

Table 2.16.020.S-1: Housing Design Demonstration Project Scoring System		
Density Incentives	**Requirements to Receive Incentives**	
	Green Building and Innovative Site Development	**Housing Diversity**
2.5 x Base Density OR Max. Bonus Mixed-Use FAR	• LEED Silver, BuiltGreen 4, or Evergreen Sustainable Development • ~~25 Points in~~ Project integrates at least 50% of listed Innovative Site Development Practices	• 50% affordable housing • Home size not larger than 1,600 sq. ft.
NOTE: For required affordable housing units: o ~~Home ownership projects: 50% of~~ rRequired affordable house units ~~should~~ must serve low-income households with an income ~~≤~~ less than or equal to 80% AMI. (See, BIMC 18.21.020.A. and BIMC 18.36.030.) o Rental projects: 50% of required affordable house units ~~should~~ must serve households with an income ~~≤~~ less than or equal to 60% AMI.		

~~Table 2.16.020.S-2 Housing Diversity Scoring Method~~

		~~Affordable Housing~~	**~~Unit Size~~**	**~~Unit Type~~**
		~~Project includes a number of housing units that are designated affordable for a period of 99 years to the spectrum of income levels as defined by BIMC 18.36.030.16 and 18.21.020.A. Rental housing is encouraged by awarding more points for the creation of rental housing.~~	~~Project includes a variety of unit sizes, excluding garages, that provide for a broad mix of income levels and family size. In order to score a point in a unit size range, the project shall provide at least 10% of the total number of units in that range. For example, in a 40-unit development, at least 4 units sized between 1,001 and 1,200 ft²~~ would be needed to score points in that range.	~~Unit type: Project includes a variety of housing unit types (i.e., single-family style, townhouse, flat, age-in-place, ADUs, cottages) or innovative type of housing. In order to score points for different unit types, the project shall provide at least 10% of the total number units of that type. For example, in a 40-unit development of townhomes and duplexes, at least 4 units of townhomes would be needed to score points for having 2 different unit types.~~

~~Total Housing Diversity Points Required~~	**~~Affordable Units~~**	**~~Ownership Value~~**	**~~Rental Value~~**	**~~Unit Size Range~~**	**~~Value~~**	**~~Number of Different Unit Types~~**	**~~Value~~**
	~~10%~~	~~10~~	~~12~~	~~< 800 ft²~~	~~1~~	~~2~~	~~2~~
	~~11 – 15%~~	~~12~~	~~14~~	~~801 – 1,000 ft²~~	~~1~~	~~3~~	~~3~~
	~~16 – 20%~~	~~14~~	~~16~~	~~1,001 – 1,200 ft²~~	~~1~~	~~4~~	~~4~~

~~Table 2.16.020.S-2 Housing Diversity Scoring Method~~

		~~Affordable Housing~~			**~~Unit Size~~**		**~~Unit Type~~**	
		~~Project includes a number of housing units that are designated affordable for a period of 99 years to the spectrum of income levels as defined by BIMC 18.36.030.16 and 18.21.020.A. Rental housing is encouraged by awarding more points for the creation of rental housing.~~			~~Project includes a variety of unit sizes, excluding garages, that provide for a broad mix of income levels and family size. In order to score a point in a unit size range, the project shall provide at least 10% of the total number of units in that range. For example, in a 40-unit development, at least 4 units sized between 1,001 and 1,200 ft²~~ ~~would be needed to score points in that range.~~		~~Unit type: Project includes a variety of housing unit types (i.e., single-family style, townhouse, flat, age-in-place, ADUs, cottages) or innovative type of housing. In order to score points for different unit types, the project shall provide at least 10% of the total number units of that type. For example, in a 40-unit development of townhomes and duplexes, at least 4 units of townhomes would be needed to score points for having 2 different unit types.~~	
		~~21 – 25%~~	~~16~~	~~18~~	~~1,201 – 1,400 ft²~~	~~1~~	~~5~~	~~5~~
		~~> than 25%~~	~~20~~	~~22~~	~~1,401 – 1,600 ft²~~	~~1~~	**~~Min. Pts. Required~~**	
		~~Minimum % Required~~			**~~Size Requirement~~**	**~~Min. Pts. Required~~**		
~~20 pts~~		~~50%~~			~~Max. home size 1,600 ft²~~	~~NA~~	~~NA~~	

~~Table 2.16.020.S-3 Innovative Site Development Scoring Method~~

<table>
<tr>
<td>~~Minimum Site Development Point Requirement~~</td>
<td>~~Water Quality & Conservation~~
~~Projects use methods to decrease water usage and improve stormwater runoff quality through an integrated approach to stormwater management such as greywater use, stormwater collection in cisterns, green roofs and covered parking.~~
~~All HDDP projects will follow the stormwater manual adopted in Chapter 15.20 BIMC.~~</td>
<td>~~Landscaping & Open Space~~
~~Project provides well-designed common open space, with at least 5 percent of the gross land area, set aside as open space and designed as an integrated part of the project rather than an isolated element. The common open space must be outside of critical areas and their buffers and required roadside buffers. Appropriate community amenities such as playgrounds, composting and neighborhood gardens promoting the production of locally grown food are encouraged. Resident neighborhood community gardens can be in common open space areas, and shall be appropriately located for solar exposure, and include water availability, soil amenities, and storage for garden tools. Required growing space for neighborhood gardens is 60 square feet per dwelling unit, not including any existing orchard area. Open space dedicated to the public pursuant to the standards of BIMC Sections 17.12.030. A1, A2, A3, A6 & A7 is encouraged.~~</td>
<td>~~Transportation~~
~~Project design provides enhanced sensitivity to pedestrian and bicycle travel to promote the people getting around without a car, a reduced carbon footprint, improved health of humans, and lower pollution levels. Project internally preserves existing informal internal connection to external non-motorized facilities, furthering the Island-wide Transportation Plan (IWTP) and using such solutions as woonerfs, green streets, and natural trails and paths. Project reduces reliance on automobiles and trip counts, and promotes alternative transportation, such as integrating parking and charging facilities for electric cars, or bus shelters.~~</td>
</tr>
<tr>
<td>~~25~~</td>
<td>
<table>
<tr><th>~~REQUIREMENT~~</th><th>~~VALUE~~</th></tr>
<tr><td colspan="2">~~Number of dwelling units that integrate greywater reuse components into building design:~~</td></tr>
<tr><td>~~10%~~</td><td>~~1~~</td></tr>
<tr><td>~~11-20%~~</td><td>~~2~~</td></tr>
<tr><td>~~21-30%~~</td><td>~~3~~</td></tr>
<tr><td>~~Over 31%~~</td><td>~~4~~</td></tr>
<tr><td colspan="2">~~Percentage of total roof area qualifying as “green roofs”:~~
~~15-30%~~ ~~2~~
~~Over 31%~~ ~~4~~</td></tr>
<tr><td colspan="2">~~Project integrates cisterns: % of total roof area directed to cisterns: 15-30%~~ ~~2~~
~~Over 31%~~ ~~4~~</td></tr>
<tr><td colspan="2">~~Percentage of total parking spaces that are covered (i.e. parking garage, carport):~~</td></tr>
<tr><td>~~5-20%~~</td><td>~~1~~</td></tr>
<tr><td>~~21-40%~~</td><td>~~2~~</td></tr>
<tr><td>~~41-60%~~</td><td>~~3~~</td></tr>
<tr><td>~~61-80%~~</td><td>~~4~~</td></tr>
<tr><td>~~Over 81%~~</td><td>~~5~~</td></tr>
</table>
</td>
<td>
<table>
<tr><th>~~% OF OPEN SPACE~~</th><th>~~VALUE~~</th><th>~~VALUE IF PUBLIC~~</th></tr>
<tr><td>~~5-10%~~</td><td>~~2~~</td><td>~~4~~</td></tr>
<tr><td>~~11-15%~~</td><td>~~4~~</td><td>~~6~~</td></tr>
<tr><td>~~16-20%~~</td><td>~~6~~</td><td>~~8~~</td></tr>
<tr><td>~~21-25%~~</td><td>~~8~~</td><td>~~10~~</td></tr>
<tr><td>~~Greater than 25%~~</td><td>~~10~~</td><td>~~12~~</td></tr>
<tr><td>~~Incorporates neighborhood garden~~</td><td>~~2~~</td><td></td></tr>
<tr><td>~~Preserves tree that qualifies as a “Heritage tree” under City Program. The tree is not otherwise required to be preserved.~~</td><td colspan="2">~~2 per tree~~</td></tr>
<tr><td>~~All Private yard areas ≤ 20% turf~~</td><td colspan="2">~~4~~</td></tr>
<tr><td>~~Project landscaping integrates at least 60% native or drought tolerant plants~~</td><td colspan="2">~~4~~</td></tr>
</table>
</td>
<td>
<table>
<tr><th>~~TRANSPORTATION COMPONENTS~~</th><th>~~VALUE~~</th></tr>
<tr><td>~~Project preserves, creates or integrates internal and external non-motorized connections.~~</td><td>~~2~~</td></tr>
<tr><td>~~Provides public walkways, separated paths, or bike lanes. No points for facilities required by IWTP.~~</td><td>~~3~~</td></tr>
<tr><td>~~On-site car sharing program~~</td><td>~~1 per each car~~</td></tr>
<tr><td>~~Electric vehicle charging stations for 3% of vehicle parking capacity.~~</td><td>~~3~~</td></tr>
<tr><td>~~Covered, consolidated bike parking for subdivisions~~</td><td>~~3~~</td></tr>
<tr><td>~~Bus Shelter~~</td><td>~~2~~</td></tr>
</table>
</td>
</tr>
</table>

a. Housing Diversity. Evaluation will review:

~~i. Unit Type. The project includes a variety of unit types, for example, single-family, townhomes, flats, duplex, cottages, age-in-place or accessory dwelling units;~~

~~i~~i. Unit Size. HDDP housing units cannot be larger than 1,600 square feet ~~The project includes a variety of housing unit sizes that provide for a broad mix of income levels and family size~~; and

~~i~~ii. Affordable Housing. The project includes at least 50% of housing units that are affordable to ~~the spectrum of~~ households at or below low-income, ~~levels~~ as described in Chapter 18.21 BIMC, Affordable Housing, and BIMC 18.36.030. For rental projects: 50% of required affordable house units must serve households with an income less than or equal to 60% AMI. Designated affordable housing shall remain affordable for 99 years from the time of final inspection on the affordable unit. The applicant shall record covenants that demonstrate how the unit will remain affordable and be managed for 99 years.

b. Innovative Site Development. All HDDP projects will follow the Department of Ecology's 2012 Stormwater Management Manual for Western Washington, as amended in December 2014. The project must integrate at least 7 (50%) of the 14 sustainable site methods listed across the four sustainable site categories below (water quality and conservation, landscaping, open space, and transportation). For projects which designate 100% affordable housing, compliance with the Innovative Site Development requirements is optional, not required.~~Evaluation will review:~~

i. Water Quality and Conservation. Projects use methods to decrease water usage and improve stormwater runoff quality through an integrated approach to stormwater management such as:
(a) *Greywater:* At least 30 % of dwelling units integrate greywater use.~~,~~

(b) *Cisterns:* At least 30% of total project roof area stormwater collection is directed to ~~in~~ cisterns.~~,~~

(c) *Green Roofs:* At least 30% of total project roof area qualifies as a "green" or vegetated roofs.

(d) *Covered Parking:* At least 80% of total project parking spaces are covered (e.g., parking garage, carport). ~~and covered parking~~. ~~All HDDP projects will follow the Department of Ecology's 2012 Stormwater Management Manual for Western Washington, as amended in December 2014.~~

ii. Landscaping. The project uses low maintenance landscaping and ~~that integrates a high proportion of native plants or drought-tolerant plants that are climate-appropriate. The project~~ limits the amount of lawn in private yards in favor of common open space. Projects are encouraged to use cisterns to collect rainwater for irrigation or garden use.

(a) *Native or Drought Tolerant Plants:* Project landscaping integrates at least 60% native or drought tolerant plants.

(b) *Private Yards:* All private yard areas within the project designed to have less than or equal to 20% turf/grass.

(c) *Heritage Trees:* The project preserves one or more tree that has been approved as a "Heritage Tree" under the City's program.

iii. Common Open Space. The project provides connected common open space area set aside as active open space and designed and integrated into the project. The open space could include active elements such as a neighborhood garden/pea patch and composting facilities, or a playground.

Critical areas and their buffers and required roadside buffers do not contribute to "common open space" under the housing design demonstration project program.

(a) *Open Space:* The project integrates at least 25% of the lot area as common open space.

(b) *Neighborhood Garden:* The project incorporates a neighborhood garden or pea patch.

iv. Transportation. The project ~~(A)~~ uses a design that provides enhanced sensitivity to pedestrian and bicycle travel~~; (B)~~ and internally preserves existing informal, internal connection to external trail(s), or creates new connections where appropriate, to implement the Island-wide Transportation Plan (IWTP)~~; (C)~~ The project design strives to reduce~~s~~ reliance on automobiles and trip counts, and promotes alternative transportation and public transit~~; (D) minimizes the visual dominance of automobiles throughout the project; or (E)~~

(a) *Electric Vehicle (EV) Charging:* T~~t~~he project integrates EV ~~accommodates needs of alternative vehicles through techniques such as parking and~~ charging facilities for at least 10% of vehicle parking capacity ~~electric cars~~, locating rechargeable electric vehicle (EV) parking in a conspicuous and preferred location close to a main building entrance~~, and~~

(b) *Car Sharing:* The project integrates~~ing~~ a parking space for a vehicle sharing program, such as Zipcar™.

(c) *Public Nonmotorized Facilities:* The project provides public walkways, sidewalks, separated paths, or bike lanes not otherwise required by the IWTP. Facility location and design is subject to approval by the Department of Public Works.

(d) *Covered Bike Parking:* The project provides covered, consolidated bike parking.

(e) *Bus Shelter:* The project provides a covered bus shelter(s) for Kitsap Transit and school bus riders. Shelter location and design must be consistent with any Kitsap Transit, City, or School District requirements.

c. Innovative Building Design. The project ~~is~~ shall be constructed under a green building certification program that requires third-party verification such as the Evergreen Sustainable Development, Living Building Challenge standard of the International Living Building Institute, Passive House Institute US/International, LEED or the BuiltGreen Program of the Master Builders of King and Snohomish Counties.

5. Approval Criteria. In addition to decision criteria required by the underlying planning permit or approval, an application for a housing design demonstration project may be approved if the following criteria are met:

a. The applicant clearly demonstrates that the evaluation factors listed in subsection S.4 of this section will be met, ~~as shown in the housing design demonstration project scoring system~~ as evaluated by the planning and public works departments;

b. The applicant has demonstrated how relief from specific development standards, including setback reductions, lot coverage and/or design guidelines, is needed to achieve the desired innovative design and the goals of this chapter;

c. The project does not adversely impact existing public service levels for surrounding properties;

d. The project complies with all other portions of the BIMC, except as modified through this housing design demonstration project process;

e. If a project will be phased, each phase of a proposed project must contain adequate infrastructure, open space, recreational facilities, landscaping and all other conditions of the project to stand alone if no other subsequent phases are developed; and

f. The applicant is meeting required housing diversity standards. Management of long-term affordability for designated affordable housing will be monitored through the use of recorded covenants and/or other agreements.

6. Development Standard Incentives for Development Projects in the Mixed-Use Town Center. The applicant may request that development standards from BIMC Titles 17 and 18 be modified as part of a housing design demonstration project. The city will review the request to modify development standards through the project review process outlined in subsection S.3 of this section. Requirements of BIMC Title 16 may not be modified. The following development standards may be modified:

a. Minimum Lot Dimensions and Size. Reductions in lot size or dimensions are subject to approval by Kitsap County health district.

b. Maximum Lot Coverage. Maximum lot coverage can be increased above zoning district requirements with no maximum.

c. Natural Area. For MUTC projects developed under BIMC Title 17, the prescriptive natural area requirements in Table 17.12.070-1 do not apply. Instead, the project shall integrate at least 50 square feet of natural area per unit.

d. Residential Parking. The parking requirements outlined in BIMC 18.15.020 may be modified to require one parking space for homes under 800 square feet and one and one-half parking spaces for homes between 800 and 1,200 square feet. This reduction may not be combined with any other reductions to result in less than one space per unit, and additional guest parking may be required pursuant to Table 18.15.020-1. A limited number of parking spaces may be designed to accommodate alternative fuel or subcompact vehicles such as Smart™ cars, with parking stall dimensional standards reduced from the standards outlined in BIMC 18.15.020.J. The applicants are encouraged to work with neighboring property owners to ensure street parking is not overburdened. If the project is requesting a reduction in required parking through the housing design demonstration project program, then the development shall integrate at least one guest parking space for every five dwelling units.

i. For projects which are 100% affordable which designate 100% affordable housing and within 0.5 mile of the Ferry Terminal, for units less than 800 square feet in size, the parking requirement is reduced to 0.5 space per unit. For such projects within 1 mile of the Ferry Terminal, for units less than 800 square feet in size, the parking requirement is reduced to 0.75 space per unit.

e. Setbacks. Unless required for public safety purposes, such as sight distance, setbacks may be reduced as described below. This section does not supersede lesser setback requirements in the MUTC/HS Road district zones, as outlined in Tables 17.12.070-1 and 18.12.020-2, as applicable.

i. Zoning Setback Reductions.

(A) Front setback within project: 10 feet.

(B) Rear setback within project: minimum of five feet.

(C) Side setback within project: minimum of five feet.

ii. Subdivision Setback Reductions.

(A) All interior subdivision setbacks: zero feet.

(B) Building to exterior subdivision boundary: five feet.

(C) Building to right-of-way or on-site private access: 10 feet.

f. Building Height. Buildings within the Mixed-Use Town Center or High School Road districts may achieve a maximum building height not to exceed the optional height outlined in Table 18.12.020 ~~2~~ 3.

7. Development Standard Incentives for Development Projects in Residential Zones. The applicant may request that development standards from BIMC Title 17 and 18 be modified as part of a housing design demonstration project. The city will review the request to modify development standards through the project review process outlined in subsection S.3 of this section. Requirements of BIMC Title 16 may not be modified. The following development standards may be modified:

a. Minimum Lot Dimensions and Size. Reductions in lot size or dimensions are subject to approval by Kitsap County health district.

b. Maximum Lot Coverage. Maximum lot coverage can be increased above zoning district requirements with no maximum.

c. Natural Area. For residentially zoned projects developed under BIMC Title 17, the prescriptive natural area requirements in Table 17.12.070-1 do not apply. Instead, the project shall integrate at least 400 square feet of natural area per unit.

d. Residential Parking. The parking requirements outlined in BIMC 18.15.020 may be modified to require one parking space for homes under 800 square feet and one and one-half parking spaces for homes between 800 and 1,200 square feet. This reduction may not be combined with any other reductions to result in less than one space per unit, and additional guest parking may be required pursuant to Table 18.15.020-1. A limited number of parking spaces may be designed to accommodate alternative fuel or subcompact vehicles such as Smart™ cars, with parking stall dimensional standards reduced from the standards outlined in BIMC 18.15.020.J. The applicants are encouraged to work with neighboring property owners to ensure street parking is not overburdened. If the project is requesting a reduction in required parking through the housing design demonstration project, then the development shall integrate at least one guest parking space for every five dwelling units.

i. For projects which are 100% affordable which designate 100% affordable housing and within 0.5 mile of the Ferry Terminal, for units less than 800 square feet in size, the parking requirement is reduced to 0.5 space per unit. For such projects within 1 mile of the Ferry Terminal, for units less than 800 square feet in size, the parking requirement is reduced to 0.75 space per unit.

e. Setbacks. Unless required for public safety purposes, such as sight distance, zoning and subdivision setbacks may be reduced as described below. This section does not supersede lesser setback requirements as outlined in Tables 17.12.070-1 and 18.12.020-1, as applicable. Additional vegetative landscaping screen may be required by the director when reducing setbacks.

i. Zoning Setback Reductions.

(A) Front setback to on-site access: 10 feet.

ii. Subdivision Setback Reductions.

(A) All interior subdivision setbacks: zero feet.

(B) Building to on-site access: 10 feet.

8. Density Bonus Incentives. An increase in residential base density may be permitted as outlined in Table 2.16.020.S-24.

Table 2.16.020.S-24: Housing Diversity Program Project Density Bonuses
• 2.5 x Base Density • OR Max. Bonus Mixed-Use FAR (all residential)

9. Housing Project Visit. In order to learn from the innovative design practices used, all projects completed under this subsection S shall allow city staff to conduct occasional site tours. City staff will make a request of the property owner prior to conducting a tour and will not access the properties for tours more than once every three months. The site tours will be limited to the exterior and common grounds of the property and conducted during regular business hours. Visits will be coordinated through the staff and property owner, and the owner will receive written notice no less than two weeks in advance of each visit. Any additional access to private property or at alternative times shall be at the permission and cooperation of the individual homeowner only.

10. Demonstration Period. This subsection S and related provisions of BIMC Titles 2, 17, and 18 shall expire on December 31, 2022.

CITY OF
BAINBRIDGE ISLAND

CITY COUNCIL REGULAR BUSINESS MEETING
TUESDAY, FEBRUARY 8, 2022

MEETING MINUTES

1) CALL TO ORDER / ROLL CALL

Mayor Deets called the meeting to order at 6:02 p.m. on the Zoom webinar platform.

Mayor Deets, Deputy Mayor Fantroy-Johnson, and Councilmembers Hytopoulos, Moriwaki, Quitslund, and Schneider were present. Councilmember Pollock was absent and excused.

2) APPROVAL OF AGENDA / CONFLICT OF INTEREST DISCLOSURE

City Manager King noted that agenda item 9.D needs to be removed from the agenda. Councilmember Moriwaki moved and Councilmember Hytopoulos seconded to approve the agenda as amended. The motion carried unanimously, 6-0. There were no conflicts of interest disclosed.

3) PRESENTATION(S)

3.A Present Proclamation Declaring February 2022 as "Black History Month"

Cover Page
Black History Month Proclamation 2022.docx

Deputy Mayor Fantroy-Johnson read the proclamation.

Chasity Malatesta and Isaiah Brown, a student on the Bainbridge Island School District's Multi-Cultural Advisory Council, accepted the proclamation.

4) PUBLIC COMMENT

4.A Instructions and Guidelines for Providing Public Comment at Remote Meetings - City Clerk

Cover Page
Instructions for Providing Public Comment at Remote Meetings.pdf

Beth Javens, Director of Visit Kitsap, provided information on a draft of the Management Plan for the Maritime Washington National Heritage Area.

Carrie Smith expressed concerns with the policing.

Lisa Neal expressed concerns with the University of Washington Winslow Subarea Plan study.

5) CONSENT AGENDA

5.A Agenda Bill for Consent Agenda

Cover Page

Councilmember Moriwaki asked to remove item 5.C from the Consent Agenda.

MOTION: I move to approve the Consent Agenda as amended with item 5.C pulled.
Moriwaki/Hytopoulos: The motion carried 6 - 0.

AYES: Joe Deets, Brenda Fantroy-Johnson, Leslie Schneider, Kirsten Hytopoulos, Jon Quitslund, Clarence Moriwaki
NOES:
ABSENT: Michael Pollock
ABSTAIN: None

5.B Approve Accounts Payable and Payroll

Cover Page
AP Report to Council of Cash Disbursements 02-09-22.pdf
Council Report PR 2-4-22.pdf

5.D Authorize Purchase of 2022 Ford Mach-E SUV Police Vehicle ($51,547.55 + upfit estimated at $5,000.00) . - Public Works

Cover Page
2022 Ford Mach-E SUV Quote.pdf

5.E Authorize Purchase of 2022 Ford Police Interceptor Hybrid Vehicle ($43,797.94 + upfit estimated at $25,000.00) - Public Works

Cover Page
2022 Ford Interceptor SUV Hybrid Quote.pdf

5.F Accept the $100,000 Washington State Department of Commerce Grant and Authorize Execution of the Associated Interagency Agreement with the Department of Commerce to fund a City Housing Action Plan - Planning

Cover Page
COMMERCE Bainbridge Island Grant Contract-22-63314-004.docx

ITEM REMOVED FROM THE CONSENT AGENDA

5.C Approve City Council Meeting Minutes

Cover Page
City Council Study Session Minutes, January 18, 2022.pdf
City Council Regular Business Meeting Minutes, January 25, 2022.pdf

Councilmember Moriwaki asked to remove the statement in the January 25, 2022 meeting minutes that Councilmember Pollock recused himself from agenda item 8.C, Provide Direction on Police and Court Facility. City Manager King suggested that the minutes could be clarified to remove that statement and state only that Councilmember Pollock left the meeting.

MOTION: I move to approve it [the minutes] as amended with the language that the City Manager directed to our Clerk.

Moriwaki/Schneider: The motion carried 6 - 0.

AYES: Joe Deets, Brenda Fantroy-Johnson, Leslie Schneider, Kirsten Hytopoulos, Jon Quitslund, Clarence Moriwaki
NOES:
ABSENT: Michael Pollock
ABSTAIN: None

6) COUNCIL ANNOUNCEMENTS

Councilmember Schneider reported on a climate change pilot project related to sustainable transportation in another city.

Councilmember Moriwaki reported on a Design Review Board meeting.

Deputy Mayor Fantroy-Johnson reported on a showing of a documentary film, "Roosevelt High School: Beyond Black & White" at Bainbridge Island Museum of Art.

Mayor Deets highlighted his office hours on Saturday and mentioned that committee reports will be added to future study sessions.

Mayor Deets reported that Councilmember Pollock has resigned his positions as liaison to the Climate Change Advisory Committee (CCAC) and the Planning Commission. Councilmember Schneider will take his position on the CCAC, and Councilmember Quitslund will be the sole Council liaison to the Planning Commission.

7) CITY MANAGER'S REPORT

City Manager Blair provided an update on State zoning legislation currently under consideration and recruitment for a Director of Planning and Community Development.

8) PUBLIC HEARING(S)

8.A Hold Public Hearing and Adopt Ordinance No. 2022-01 (formerly Ordinance No. 2021-35) relating to revising the Housing Design Demonstration Project Program - Planning

Cover Page
Public Hearing Draft Ordinance No. 2022-01 (formerly No. 2021-35) Revising HDDP Program.docx
Exhibit A to BIMC 2.16.020.S. HDDP.docx

City Manager King introduced the agenda item. Interim Planning Director Hofman and Senior Planner Sutton provided additional information.

Mayor Deets opened the public hearing at 6:40 p.m.

Public Comment

Phedra Elliott expressed concerns with the ordinance.

Ron Peltier expressed concerns with the ordinance.

Mayor Deets closed the public hearing at 6:46 p.m.

Council discussed the ordinance and the comments received.

MOTION: I move that City Council move forward with approving the revised version of the HDDP as presented.
Hytopoulos/ Moriwaki: The motion failed 2 – 4.

AYES: Kirsten Hytopoulos, Clarence Moriwaki
NOES: Joe Deets, Leslie Schneider, Brenda Fantroy-Johnson, Jon Quitslund
ABSENT: Michael Pollock
ABSTAIN: None

MOTION: I move to schedule additional discussion on Ordinance No. 2022-01 at a future City Council meeting.
Deets/Fantroy-Johnson: The motion failed 3 – 3.

AYES: Joe Deets, Brenda Fantroy-Johnson, Jon Quitslund
NOES: Leslie Schneider, Kirsten Hytopoulos, Clarence Moriwaki
ABSENT: Michael Pollock
ABSTAIN: None

RESTATED MOTION: I move to forward tonight's discussion to the Planning Commission to incorporate the comments from tonight's hearing and provide recommendations to Council from the comments at the hearing.
Schneider/Fantroy-Johnson: The motion carried 4 – 2.

AYES: Joe Deets, Leslie Schneider, Brenda Fantroy-Johnson, Jon Quitslund
NOES: Kirsten Hytopoulos, Clarence Moriwaki
ABSENT: Michael Pollock
ABSTAIN: None

9) REGULAR BUSINESS

9.A Receive University of Washington Livable Cities Program Presentation on Winslow Master Plan Project

Cover Page
Winslow Master Plan - Final Presentation.pdf
Winslow Master Plan Analysis Final Report 2021-2.pdf

City Manager King introduced the agenda item. Senior Planner Sutton provided additional information. University of Washington students Talia Kertsmann, Fangnuo Tao, Jinfan Huang, Zipei Wang, and Barbs Mendez joined the meeting and provided a presentation.

9.B Discuss Proposal to Review, Substantially Modify, or Repeal BIMC 2.16.210 (Subarea Planning Process) - Planning

Cover Page
Staff Memo on BIMC 2.16.210.docx
BIMC 2.16.210.pdf

City Manager King introduced the agenda item. Interim Planning Director Hofman and Senior Planner Sutton provided additional information. Council discussed the topic.

MOTION: I move that the Code BIMC 2.16.210 be amended to apply to only small designated areas but not Winslow.
Moriwaki/Hytopoulos: The motion carried 5 – 1.

AYES: Joe Deets, Leslie Schneider, Kirsten Hytopoulos, Jon Quitslund, Clarence Moriwaki
NOES: Brenda Fantroy-Johnson
ABSENT: Michael Pollock
ABSTAIN: None

9.C Review Approach to Winslow Master (Subarea) Plan Preparation ** 2022 Council High Priority Project** - Planning

Cover Page
Staff Memo on WMP update.docx
Map of Winslow Sewer & WMP areas.pdf

City Manager King introduced the agenda item. Interim Planning Director Hofman provided additional information, and Council discussed the item.

MOTION: I move to direct the City Manager to convene an interdepartmental committee to begin the project to update the Winslow Subarea Plan by: 1) Reviewing the Plan to identify outdated sections; and 2) Creating a project timeline for completing the update to the Plan that integrates existing related work program items.
Fantroy-Johnson/Quitslund: The motion carried 6 - 0.

AYES: Joe Deets, Brenda Fantroy-Johnson, Leslie Schneider, Kirsten Hytopoulos, Jon Quitslund, Clarence Moriwaki
NOES:
ABSENT: Michael Pollock
ABSTAIN: None

MOTION: I move to direct the City Manager to bring back for City Council review a draft description of the Winslow Comprehensive Plan Update project to be used in a future request for qualifications process in order to identify a consultant to run the project.
Quitslund/Schneider: The motion carried unanimously 6 - 0.

AYES: Joe Deets, Brenda Fantroy-Johnson, Leslie Schneider, Kirsten Hytopoulos, Jon Quitslund, Clarence Moriwaki
NOES:
ABSENT: Michael Pollock
ABSTAIN: None

MOTION: I move that we change the references and create the Winslow Subarea Plan in all places where it is previously referenced as the Winslow Master Plan.
Schneider/Fantroy-Johnson: The motion carried unanimously 6 - 0.

AYES: Joe Deets, Brenda Fantroy-Johnson, Leslie Schneider, Kirsten Hytopoulos, Jon Quitslund, Clarence Moriwaki
NOES:

ABSENT: Michael Pollock
ABSTAIN: None

Mayor Deets adjourned the meeting for a break at 8:27 p.m. and reconvened the meeting at 8:35 p.m.

9.D Review and Concur with Scope of Work for Housing Action Plan Professional Services Contract **2022 Council High Priority Project - Planning**

Cover Page
BI Housing Action Plan Scope Draft Revised_1-25-2022.docx

This item was removed from the agenda.

9.E Consider Establishing an Annual Travel/Training Budget of $1,500 each for Councilmembers (a total of $10,500) and a Corresponding Travel and Training Policy - Executive

Cover Page
Admin Policy Council Travel and Training 02032022
2022 Travel Expense Claim Form
2022 Travel Advance Request
Travel Section - COBI Employee Manual as of June 24, 2021
City Council Training Tracking Matrix.pdf

City Manager King introduced the agenda item.

MOTION: I move to direct the City Manager to establish an annual travel and training budget of $1,500 for each Councilmember, for a total of $10,500, and to approve a Travel and Training Policy for the City Council as provided.
Fantroy-Johnson/Schneider: The motion carried 6 - 0.

AYES: Joe Deets, Brenda Fantroy-Johnson, Leslie Schneider, Kirsten Hytopoulos, Jon Quitslund, Clarence Moriwaki
NOES:
ABSENT: Michael Pollock
ABSTAIN: None

9.F Discuss Revised Legislative Policy Guidelines for the 2022 Legislative Agenda - Executive

Cover Page
Legislative Policy Guidelines for 2022 for CC 02082022
AWC 2022 Legislative Priorities

Deputy City Manager Schroer introduced the agenda item, and Council discussed the guidelines.

MOTION: I move that the Council endorse the legislative policies as presented and authorize the City Manager to provide comment to the State or Federal legislative bodies consistent with this direction as appropriate and when timely.
Deets/Moriwaki: The motion carried 6 - 0.

AYES: Joe Deets, Brenda Fantroy-Johnson, Leslie Schneider, Kirsten Hytopoulos, Jon Quitslund, Clarence Moriwaki
NOES:

ABSENT: Michael Pollock
ABSTAIN: None

9.G Provide Direction for Diversity, Equity, and Inclusion (DEI) Training for the City Council - Executive

Cover Page

City Manager King introduced the agenda item.

MOTION: I move to request that the Race Equity Advisory Committee consider and provide a recommendation for a course of study or approach to jointly accomplish diversity, equity, and inclusion training for the City Council and Race Equity Advisory Committee.
Moriwaki/Fantroy-Johnson: The motion carried unanimously 6 - 0.

AYES: Joe Deets, Brenda Fantroy-Johnson, Leslie Schneider, Kirsten Hytopoulos, Jon Quitslund, Clarence Moriwaki
NOES:
ABSENT: Michael Pollock
ABSTAIN: None

10) COMMUNICATIONS

10.A Consider Request from Deputy Mayor Fantroy-Johnson and Councilmember Moriwaki to Discuss a Recommendation to amend Liaisons' Duties on a Future Council Agenda

Cover Page
Agenda Request from Deputy Mayor Fantroy-Johnson and Councilmember Moriwaki.pdf

Mayor Deets introduced the agenda item. Councilmember Moriwaki provided additional information.

Council's consensus was to place this item on a future Council agenda.

11) ADJOURNMENT

Mayor Deets adjourned the meeting at 9:18 p.m.

/s/
Joe Deets Mayor

/s/
Christine Brown, MMC, City Clerk