



CITY OF
BAINBRIDGE ISLAND

**PLANNING COMMISSION SPECIAL MEETING
THURSDAY, SEPTEMBER 22, 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](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. PLANNING COMMISSION MEETING MINUTES - 6:05 PM

Review and approve meeting minutes.

2.a (6:05 PM) Meeting Minutes 5 Minutes

[DRAFT Meeting Minutes.pdf](#)

3. PUBLIC COMMENT - 6:10 PM

3.a (6:10 PM) Instructions for providing public comment at a hybrid meeting 10 Minutes

[Instructions_for_Providing_Public_Comment_at_Hybrid_Meetings.pdf](#)

4. PUBLIC PARTICIPATION MEETING - 6:20 PM

- 4.a **(6:20 PM) Public Participation Meeting- Winslow Mall PLN52297 PRE** 30 Minutes
Winslow Town Center_Written Description & Design Narrative.pdf
Winslow Town Center_CONCEPTUAL SITE PLAN & EXISTING AND PROPOSED FLOOR PLAN.pdf
PLN52297 Winslow Mall pre-app ltr.pdf
PLN52297 PRE PW-DE Comments - Winslow Mall.pdf

5. **PLANNING DIRECTOR'S REPORT - 6:50 PM**

6. **(7:00 PM) NEW BUSINESS - HYLA HIGH SCHOOL SITE PLAN REVIEW - 7:00 PM**

- 6.a **Planning Commission Consideration of Public Comments, Deliberation, and Recommendation on Hyla High School Site Plan Review (City File No. PLN52173 SPR)** 60 Minutes
Staff Report Hyla High PLN52173 SPR.pdf
Applicant Narrative.pdf
Applicant evaluation of permit decision criteria.pdf
Plan Set.pdf
Outdoor Lighting Plan.pdf
SEPA checklist.pdf
Transportation Impact Analysis.pdf
Parking Assessment (Heath & Associates).pdf
Arborist Report.pdf
Public Comment_Greenberg.pdf
Design for Bainbridge DRB FRR - Hyla High School 02MAY2022.pdf

7. **FOR THE GOOD OF THE ORDER - 8:00 PM**

8. **ADJOURNMENT - 8:10 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: September 22, 2022

ESTIMATED TIME: 5 Minutes

AGENDA ITEM: (6:05 PM) Meeting Minutes

SUMMARY: Review and approve the draft meeting minutes.

AGENDA CATEGORY: Minutes

PROPOSED BY: Planning & Community Development

RECOMMENDED MOTION: I move to approve the meeting minutes from the September 8, 2022 Planning Commission Special Meeting.

STRATEGIC PRIORITY:

FISCAL IMPACT:

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

BACKGROUND:

ATTACHMENTS:

[DRAFT Meeting Minutes.pdf](#)

FISCAL DETAILS:

Fund Name(s):

Coding:



**Planning Commission Special Meeting
September 08, 2022
Meeting Minutes**

1) CALL TO ORDER/LAND ACKNOWLEDGMENT/AGENDA REVIEW/CONFLICT DISCLOSURE

The meeting was called to order at 6:00 PM. Commissioners present at the start of the meeting: Vice Chair Ashley Mathews, Yesh Subramanian, Ben Deines, Peter Schaab and Sean Sullivan. Commissioner Birtley arrived to the meeting after the Director's Report. Council member liaison Jon Quitslund was also present. Chair Blossom was absent and excused.

City staff in attendance were Planning Director Patty Charnas, Senior Planner Jennifer Sutton and Engineering Manager Paul Nylund. Administrative Specialist Maria Dozeman monitored the meeting and prepared the minutes.

2) PLANNING COMMISSION MEETING MINUTES

2.a Review and approve the draft minutes from the August 25, 2022 meeting

[Cover Page](#)

[August 11 Draft_Minutes.pdf](#)

Motion: I move to approve the August 25, 2022 meeting minutes
Mathews/Deines

The motion passed unanimously.

3) PUBLIC COMMENT

3.a Instructions for Providing Public Comment During Hybrid Meetings

[Cover Page](#)

[Instructions_for_Providing_Public_Comment_at_Hybrid_Meetings.pdf](#)

Public Comment: Jill Lehmen advised the group she will be there listening to the meeting. Maggie Rich, from HRB, supports the Comprehensive Plan Amendment.

4) PLANNING DIRECTOR'S REPORT

Patty Charnas shared department news to include on the update regarding the September 1, 2022 permit fee increase and expanded planning department counter hours.

5) NEW BUSINESS

5.a Lynwood Center Comprehensive Plan Amendment (CPA) application (PLN 52180 CPA)

[Cover Page](#)

[Lynwood CPA Staff Memo.pdf](#)

Lynwood Center Application Materials.pdf
PLN52180 CPA PW-DE Comment Memo (9.2.22).pdf

Senior Planner Jennifer Sutton introduced the Lynwood Center Comprehensive Plan Amendment. Engineering Manager Paul Nylund provided further information on the project. Applicant Jeb Thornburg, from Indigo Architects, provided additional information and background on the project. Belinda Thornburg provided additional background on the project.

Public Comment: Henry Warner had a question about whether the architect is representing a development.

6) FOR THE GOOD OF THE ORDER

7) ADJOURNMENT

The meeting adjourned at 7:41 PM

Sarah Blossom, Chair

Maria Dozeman, Administrative Specialist



CITY OF
BAINBRIDGE ISLAND

Planning Commission Special Meeting Agenda Bill

MEETING DATE: September 22, 2022

ESTIMATED TIME: 10 Minutes

AGENDA ITEM: (6:10 PM) Instructions for providing public comment at a hybrid meeting

SUMMARY: Instructions for providing comment at a hybrid meeting.

AGENDA CATEGORY: Review and Recommendation

PROPOSED BY: Planning & Community Development

RECOMMENDED MOTION: Please review instructions if you will be 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 Hybrid Meetings.pdf](#)

FISCAL DETAILS:

Fund Name(s):

Coding:

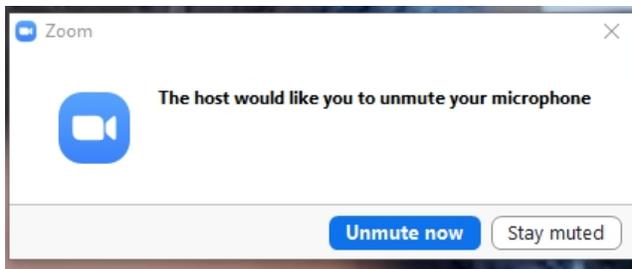


PLANNING AND COMMUNITY DEVELOPMENT

Members of the public are encouraged to submit written public comment to the Planning Commission at any time by emailing Commissioners directly or sending comments to pcd@bainbridgewa.gov and City staff will forward your comment directly to Commissioners on your behalf. Members of the public who wish to provide public comment may attend the meeting in Council Chambers or may participate remotely by following the instructions outlined below. If you are attending in-person, please sign up to speak on the sign-in sheet by the Chamber doors. The Chair or Acting Chair will call the people signed up on the sign-in sheet in Council Chambers first, and speakers will have three minutes to speak from the podium. Following the in-person comment, people who have raised their hands in the Zoom meeting will be called on next. A timer on the screen will indicate when 3 minutes have elapsed. 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 full name.
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. If you are calling in by phone and would like to make a comment, *6 mute/unmute *9 raise/lower hand to be called on to speak.
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, you will be promoted 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 comment.
8. A 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 simply received by the Planning Commission, with no response.



CITY OF
BAINBRIDGE ISLAND

Planning Commission Special Meeting Agenda Bill

MEETING DATE: September 22, 2022

ESTIMATED TIME: 30 Minutes

AGENDA ITEM: (6:20 PM) Public Participation Meeting- Winslow Mall PLN52297 PRE

AGENDA CATEGORY: Discussion

PROPOSED BY: Ellen Fairleigh

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

PREVIOUS COUCIL REVIEW DATE(S): N/A

RECOMMENDED MOTION:
Discussion

SUMMARY:

This project proposes the restoration and remodel of a 2-story commercial building at 278 Winslow Way E. (parcel#: 262502-3-174-2009).

A pre-application conference was held with City staff on August 16, 2022. A Conceptual Review with the Design Review Board was held on September 19, 2022.

BACKGROUND: A public participation meeting (PPM) is a requirement for an application for major site plan review in accordance with the Bainbridge Island Municipal Code (BIMC) 2.16.040.D.

ATTACHMENTS:

September 12, 2022

Ellen Fairleigh
City Planner
City of Bainbridge Island
280 Madison Ave N | Bainbridge Island WA 98110
P. (206) 842-7633
Derbes@bainbridgewa.gov

Winslow Town Center Description

Parcel #: 262502-3-174-2009 – SEC 26, TWP 25N, RNG 2E (SW/4)
Case #: [PLN52297-DRB-Conceptual](#)

This project involves the remodel of an existing two-story, commercial building with a large covered open-area plaza space. The proposed design’s ground floor is 8,534 SF, and the upper floor is 4,616 SF. The projects’ primary focus is to upgrade/repair all faces of the building, including but not limited too; resurfacing the floors, new cladding on the walls, new storefront doors & windows, refurbished wooden structure, new lighting, and new signage. The material palette is a modern, yet natural in tone – new brick, light & dark woods, steel accents, primary glass storefronts. A couple of the unique design elements are a large live green wall that wraps the 25’ tall existing elevator shaft along the Winslow streetscape, and a new central steel & wood circular staircase with a glass & wood railing.

The ground floor’s program consists of small-to-medium sized restaurant/café spaces, various retail stores, as well as storage, mechanical, and telecom rooms.

The second floor is intended for office/business, commercial spaces, and small-to-medium sized restaurant/café spaces.

The project also proposes a few new retail spaces on the ground and second floor. The four new additional spaces are approximately 1,875 SF and will not exceed the FAR Calculations (maximum allowed buildable square footage).

Thank you,

COATES DESIGN, INC.



By: Matthew Coates, AIA

September 11, 2022

PROJECT INFORMATION

ADDRESS: 278 WINSLOW WAY E
BAINBRIDGE ISLAND, WA 98110

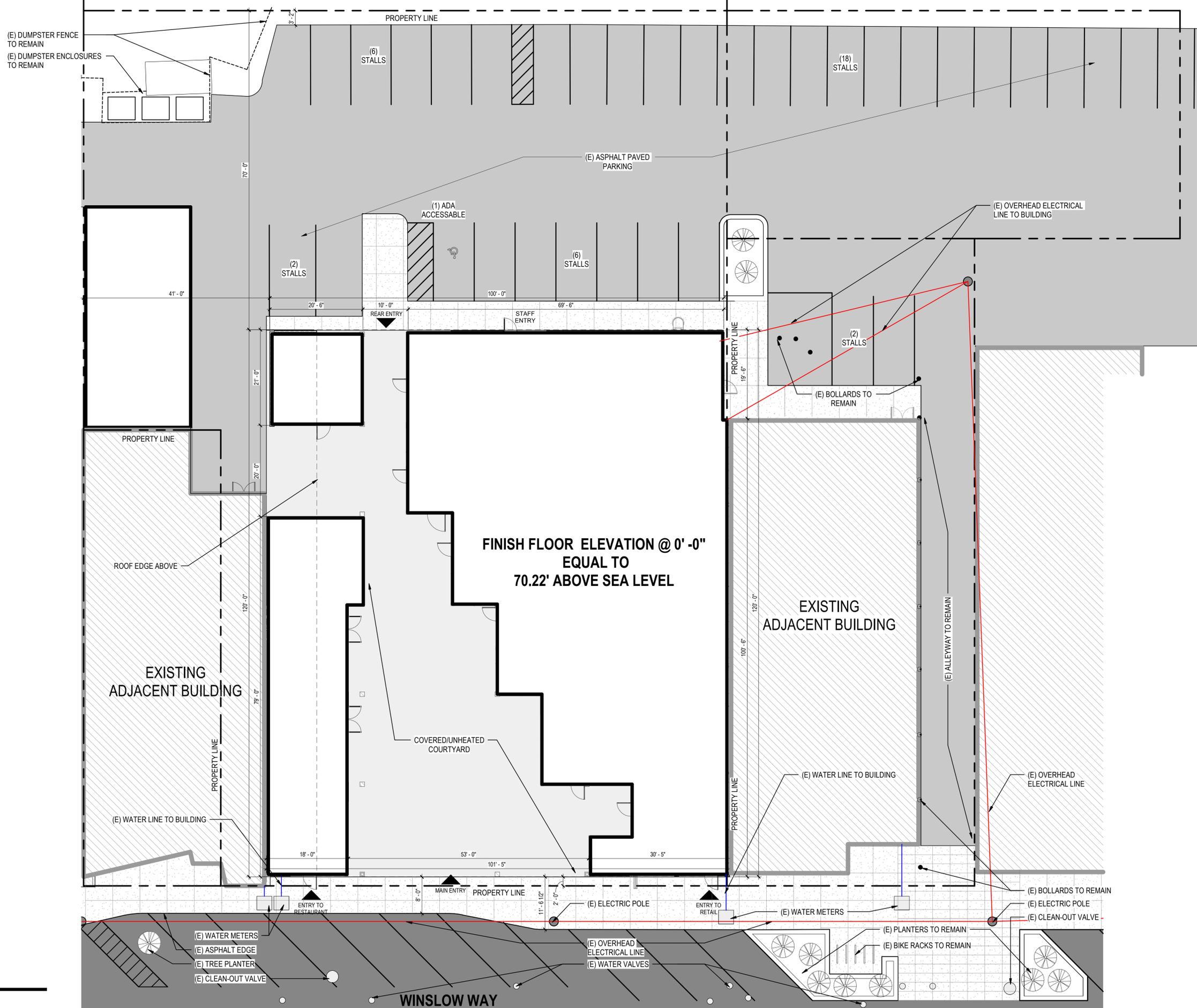
ASSESSOR'S PARCEL NO: 262502-3-174-2009

PROPERTY OWNERS: CANUCK CERISE LLC

LEGAL DESCRIPTION: SEC 26, TWP 25N, RNG 2E (SW/4)

ZONING: INCORPERATED CITY, BAINBRIDGE ISLAND, CORE DISTRICT

SITE AREA: 0.55 ACRES, APPROX. 24,186 SF



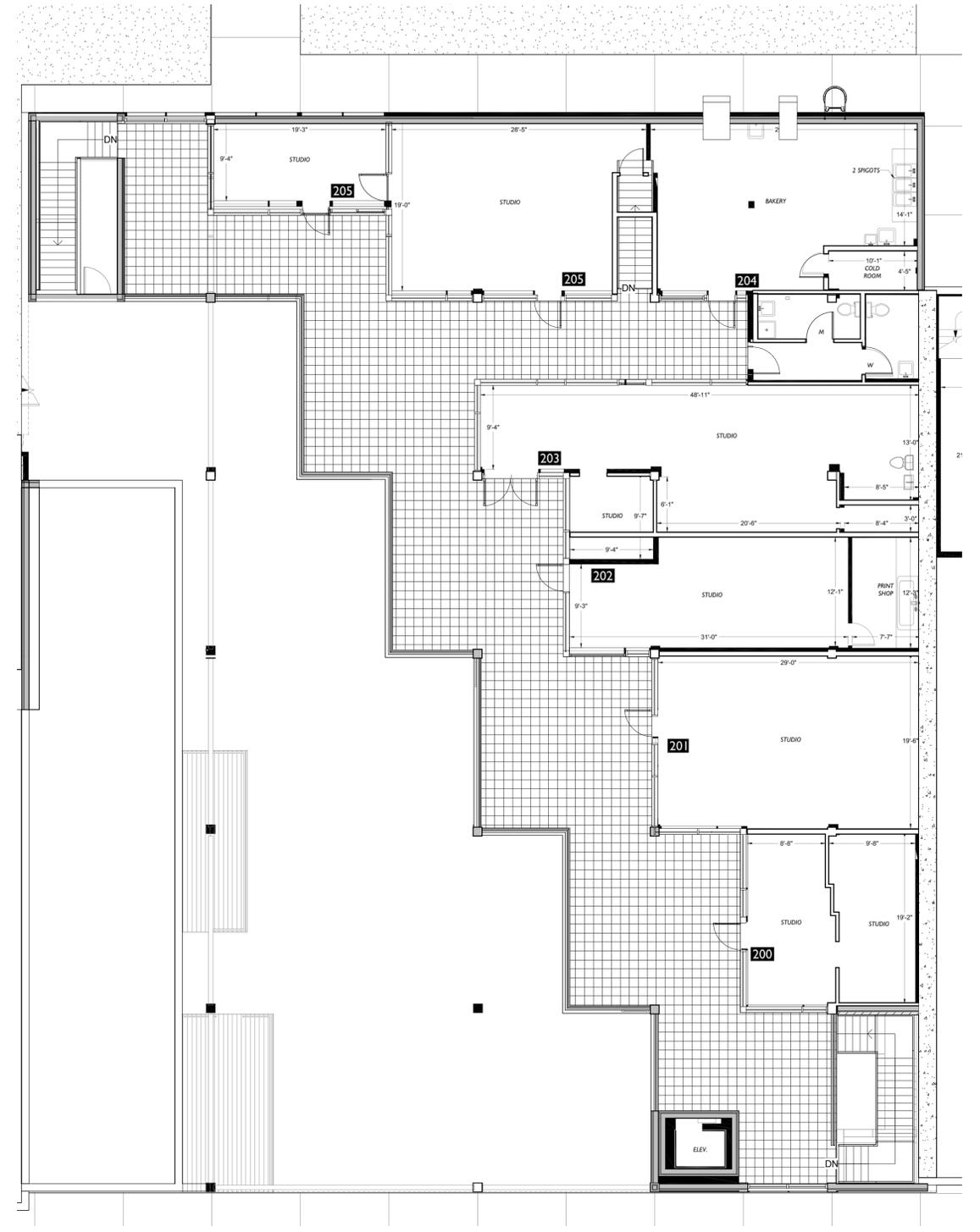
1 ARCHITECTURAL SITE PLAN
SCALE | 1" = 10'-0"

WINSLOW TOWN CENTER

CONCEPTUAL SITE PLAN
Winslow Way E, Bainbridge Island

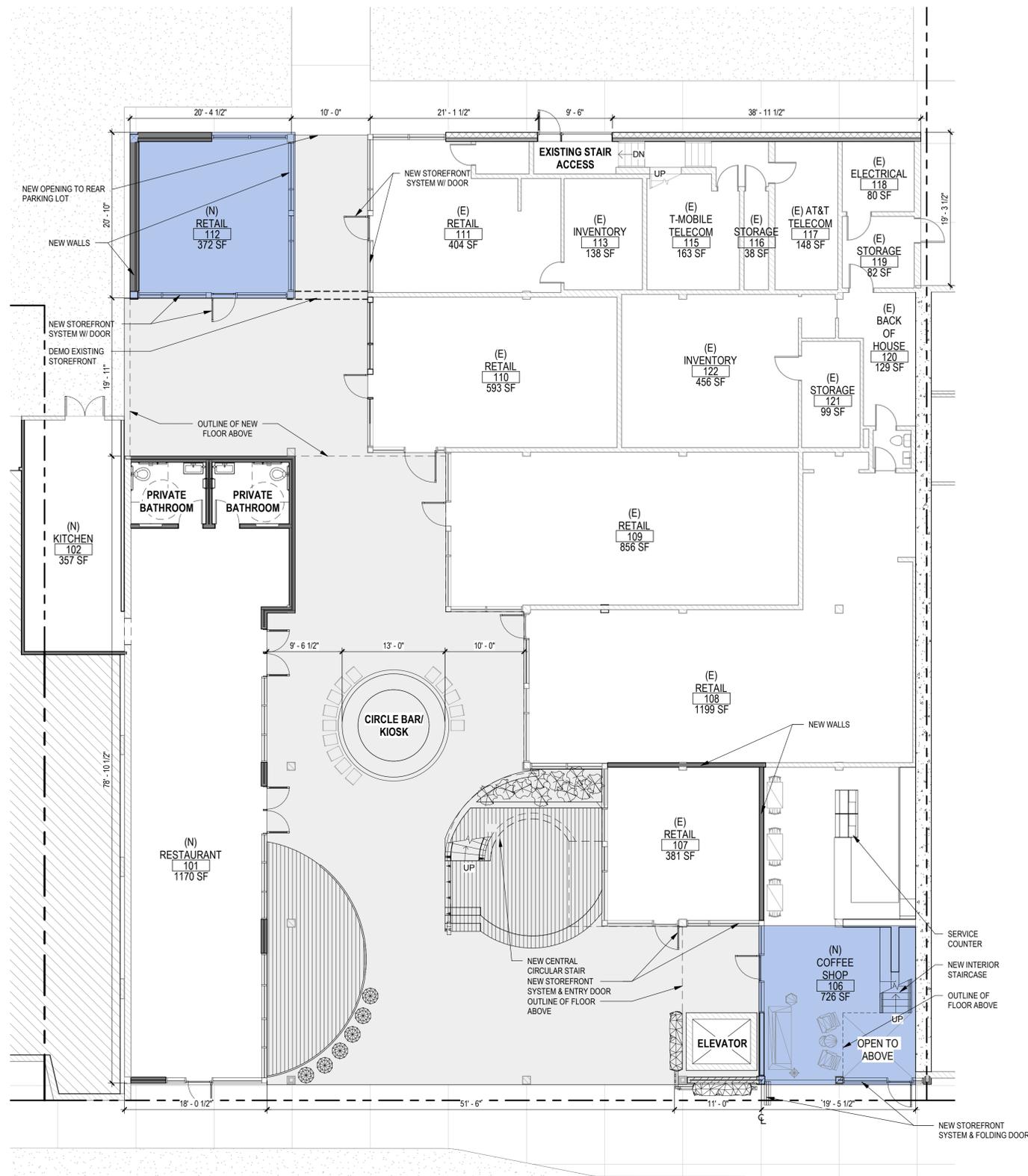


1 FIRST FLOOR - EXISTING
SCALE | 1/8" = 1'-0"



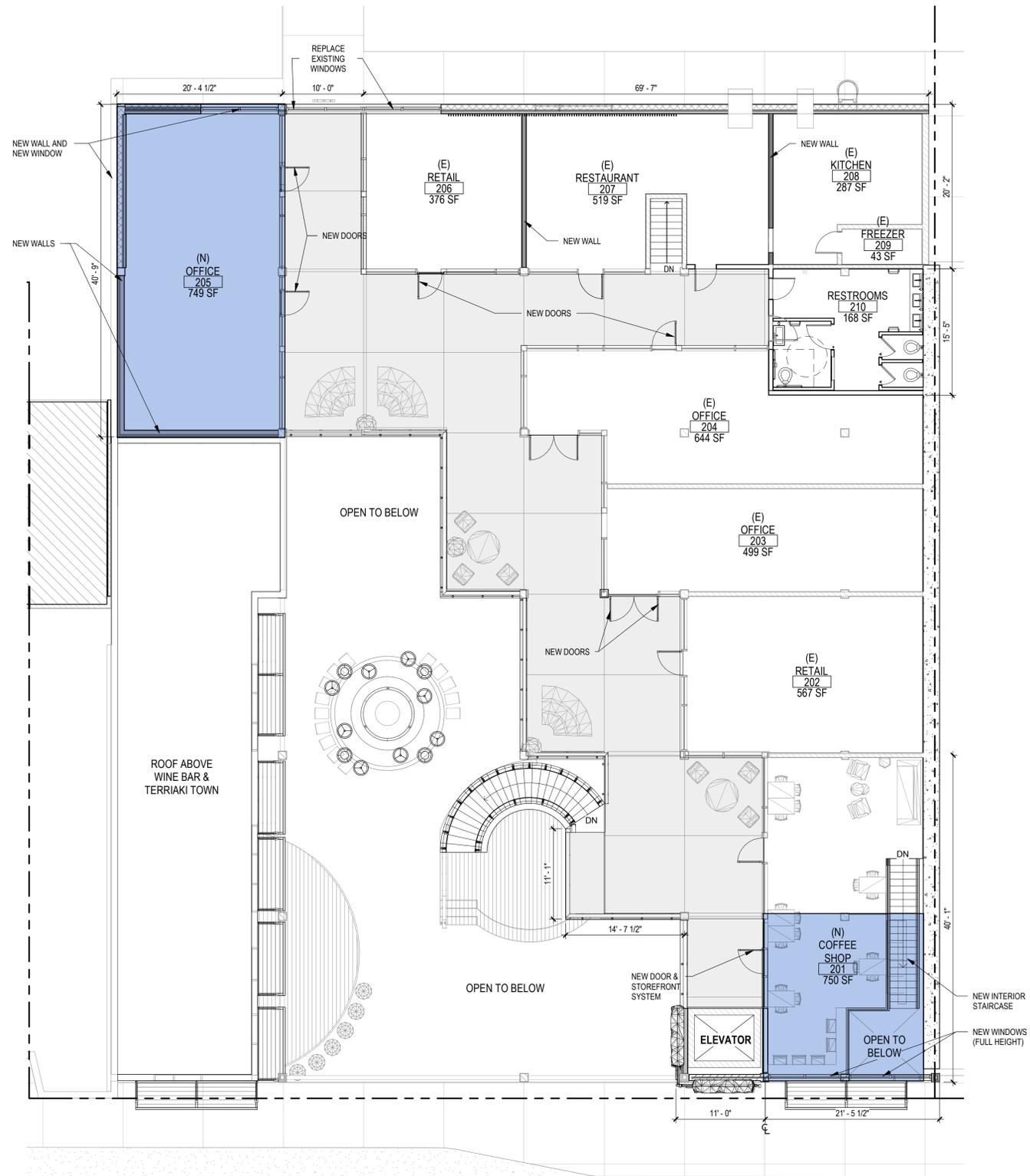
2 SECOND FLOOR - EXISTING
SCALE | 1/8" = 1'-0"





1 CONCEPTUAL GROUND FLOOR PLAN
SCALE | 1/8" = 1'-0"

■ PROPOSED NEW SF
APPROX. 750 SF



2 CONCEPTUAL SECOND FLOOR PLAN
SCALE | 1/8" = 1'-0"

■ PROPOSED NEW SF
APPROX. 1,125 SF





September 7, 2022

Cancuck Cerise, LLC

P.O. Box 10220

Bainbridge Island, WA 98110

Sent via email to: john@fisherohana.com & shawna@fisherohana.com (owners); and sam@coatesdesign.com (agent)

Re: Winslow Mall PLN52297 PRE - Pre-application Conference Summary

Dear Applicant,

Thank you for meeting with staff on August 16, 2022 to discuss the proposed renovation of the Winslow Mall. At this time, the proposed scope of work includes restoring the original wooden columns and beams and re-staining, repainting the ceiling, resurfacing the floors, and new cladding on the walls. Proposed new design elements include a green wall at the main entry, new signage, refurbished railing, new brick walls, new storefront wall systems, and a new central circular staircase. The project proposes approximately 1,200 square feet of additional retail spaces. A summary of the land use review process, applicable Bainbridge Island Municipal Code (BIMC) regulations, comments from reviewers, fees, submittal requirements, and next steps is provided below.

At the pre-application conference the agent for the applicant asked if the City would allow a 2nd story balcony to project over the right-of-way (ROW) as a potential design idea. Balconies are not part of the current proposal. Permitted encroachments into the ROW will likely be limited to awnings and canopies and are subject to review by Public Works. Please see the Development Engineer comments for this project for City requirements regarding any proposed improvements constructed within the public ROW, including further review at the time of application as well as a ROW use permit and/or a revocable license agreement.

The agent also inquired about the feasibility of a stairway connection between the City-owned parking lot to the north and the rear parking lot of the subject parcel. Trail connections are strongly encouraged.

Please note that a boundary line adjustment (BLA) is required to adjust property lines or aggregate the lots to resolve building encroachments, both existing and proposed, on the west side of the subject property.

Planning and Community Development
280 Madison Avenue North
Bainbridge Island, Washington 98110-1812
www.bainbridgewa.gov
206.842.7633

General Information
Pre-Application Conference Date: August 16, 2022
Project Name and Number: Winslow Mall / PLN52297 PRE
Project Description: Restoration and remodel of the Winslow Mall
Project Address: 278 Winslow Way E.
Tax Parcel Number(s): 262502-3-174-2009
Tax Parcel Size: Approximately 23,087 sq.ft. (0.53 acres)
Zoning/Comp Plan Designation: Mixed Use Town Center- Central Core Overlay/Core
Planning Contact: Ellen Fairleigh
Development Engineer: Nick Rasor

Land Use Review Process
Applications Required
<p>BIMC 2.16.040.B.1.b: The expansion, remodel, or alteration of any building or other structure by more than five percent of its existing floor area, or overall size in cases where floor area is not applicable; or expansion that creates a new dwelling unit.</p> <p>This proposal exceeds the thresholds of a minor site plan review per the examples in BIMC 2.16.040.C.1. For instance, examples of a minor site plan review include a minor commercial remodel or the addition of a small room.</p> <p>A major site plan review is required.</p> <p>Proposal Stage:</p> <ul style="list-style-type: none"> • Preapplication Conference: August 16, 2022 • Conceptual Review- Design Review Board: TBD • Public Participation Meeting: TBD • Design Guidance Review- Design Review Board: TBD • Final Design Review and Recommendation- Design Review Board: TBD <p>Fees (effective September 1, 2022):</p> <p>Site Plan Review (minor): \$17,530.00 Kitsap Public Health District (KPHD) review fee (separate review fee paid directly to KPHD)</p> <p>Boundary Line Adjustment (BLA): \$2,010.00</p> <p>For submittal requirements for all meetings with the Design Review Board (DRB) please reference the Appendix of the City’s Design Review Manual- Design for Bainbridge</p> <p>Submittal requirements for Site Plan Review application: Administrative Manual p. 23 Site Plan and Design Review</p>

Other required permits: Building permits and separate sign permits
Approval Body
Administrative Decision (Director)
Review and Recommendation
Planning Commission- Review and Recommendation Kitsap Public Health District Bainbridge Island Fire Department Planning Division Development Engineer Building Division (at time of building permit submittal)

<i>Bainbridge Island Municipal Code Requirements</i>
BIMC 2.16 – Land Use Review Procedures
Review procedures and decision criteria for a Site Plan Review are outlined in BIMC 2.16.040.
BIMC 16.04 – Environmental Policy
The project is subject to the State Environmental Policy Act (SEPA) review as provided in Washington Administrative Code (WAC 197-11-800). <ul style="list-style-type: none"> • A complete SEPA checklist is required at the time of application submittal.
BIMC 16.20 – Critical Areas
A strip of slopes greater than 40% are mapped just north of the northern property line. The slopes appear to be approximately 10 feet high and not within the area of proposed work. A critical area report is not required at this time.
BIMC 18.09 – Use Regulations
“Restaurant”, “Personal Service”, “Professional Service”, and “Retail Sales” are permitted uses in the Mixed Use Town Center- Central Core Overlay District. In the central core, retail development exceeding 5,000 square feet per building footprint is allowed only on Winslow Way and Madison Avenue. Drive-through retail businesses are not permitted.
BIMC 18.12 – Dimensional Standards
Maximum Lot Coverage: 100% (excluding setbacks) Basic Maximum Floor Area Ratio (FAR): Commercial and other non-residential uses: 0.6 At the time of application submittal, please label the floor plan so that it is clear what floor area is completely new (the 1,200 sf of new floor area) or being expanded (and by how much) as opposed to which spaces are being remodeled/walls removed or moved. Front Yard Setback: 5 ft. max. from sidewalk Side Yard Setback: 0 ft. Rear Yard Setback: 0 ft. Max Building Height: 35 ft.

BIMC 18.15 – Development Standards and Guidelines

BIMC 18.15.010.A.2.e: In the Winslow Mixed Use Town Center central core and ferry terminal overlay districts, the intent is to provide an urban character by incorporating landscape standards; and to provide landscape development to screen uses from single-family residential properties; and to soften the appearance of surface parking areas.

Table 18.15.010-1: Landscape Requirements by Zone District

Significant Tree and Tree Stand Retention:

BIMC 18.15.010.C.4.b.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.

Perimeter Landscape: Perimeter landscaping is not required. (Please refer to “Design for Bainbridge” for further guidance regarding landscaping.)

Roadside Buffer (Not adjacent to Highway 305): A roadside buffer is not required.

Parking Lot Landscaping: Please refer to the regulations in BIMC 18.15.010.F.2.d for specific planting requirements.

Total Site Tree Unit Requirements:

BIMC 18.15.010.G.4.a.i: In the MUTC central core and ferry terminal overlay districts, the development parcel shall have at least 30 tree units per acre following the proposed development or redevelopment.

OR

BIMC 18.15.010.G.4.a.iv: The development parcel will contain at least the same number of tree units after the proposed development or redevelopment as it had before that development or redevelopment.

BIMC 18.15.020 Parking and Loading

Table 18.15.020-2: 2 spaces per 1000 square feet of floor area.

At the time of application, please provide detailed parking calculations and indicate the number and location of parking spaces serving the Winslow Mall. The application must demonstrate that adequate parking is available to serve both existing and proposed floor area.

Per BIMC 18.15.020.C.2.b, new parking spaces will not be required for additions to existing buildings that are less than 25 percent of the existing floor area and less than 1,000 square feet. This exception to the parking requirement may be utilized only once per property and does not apply to additions or remodeling for the purpose of adding residential units.

BIMC 18.15.020.D Location of Spaces

Parking in the Mixed Use Town Center zoning districts shall be located behind, to the side of or under buildings. Parking spaces serving nonresidential uses may be consolidated in a remote location as permitted by BIMC 18.15.020.

BIMC 18.15.030 Mobility and Access

BIMC 18.15.030.B. Bicycle Facilities. The following requirements apply to multifamily and nonresidential developments.

All parking facilities, except those serving single-family residences (including any use accessory thereto), shall contain bicycle parking facilities that allow secure locking of both the frame and wheels of a bicycle. One bicycle space shall be provided for every five parking spaces with a minimum of four spaces provided for each parking lot.

BIMC 18.15.040 Outdoor Lighting

BIMC 18.15.040.D: All outdoor lighting fixtures and accent lighting shall be designed installed, located and maintained such that there is no light trespass. Outdoor fixtures and accent lighting must be shielded and aimed downward.

BIMC 18.18.030– Design Standards and Guidelines

The development is subject to the design standards as outlined in “[Design for Bainbridge](#)”.

BIMC 20.04 – City Fire Code

The project shall comply with all applicable provisions of the adopted Fire Code (International Fire Code, 2018 Edition).

Department/Agency Comments

Development Engineer Comment:

Nick Rasor provided the attached comments and can be reached at (206) 780-3745 or nrasor@bainbridgewa.gov.

Survey Program Manager Comment:

Rob Grant provided the following comment and can be reached at (206) 780-3742 or rgrant@bainbridgewa.gov.

A boundary line adjustment (BLA) is required to adjust property lines or aggregate the lots to resolve building encroachments, both existing and proposed, on the west side of the subject property.

Building Official Comment:

Blake Holmes has provided the following comment and be reached at (206)780-3715 or bholmes@bainbridgewa.gov.

The City of Bainbridge Island Building Department is currently reviewing projects under the 2018 International Codes and the 2018 Washington State Energy Code. Your project is subject to meeting these code requirements if the proposed work involves the building department.

Bainbridge Island Fire District Comment:

Fire Marshal, Jackie Purviance, provided the attached comments and can be reached at (206) 451-2033 or jpurviance@bifd.org.

Kitsap Public Health District:

Richard Bazzell can be reached at (360) 728-2308 or richard.bazzell@kitsappublichealth.org.

Once you are ready to submit an application, please follow the procedures outlined on the City website: [Submitting a Building or Land Use Permit Application](#). Please contact me to discuss scheduling of required meetings with the Design Review Board and to schedule the required Public Participation Meeting.

If you have any questions, please contact me at (206) 780-3767 or efairleigh@bainbridgewa.gov.

Sincerely,



Ellen Fairleigh
Associate Planner

Please note that information provided at the pre-application conference and in this letter reflects existing codes and standards, currently available information about the site and environs, and the level of detail provided in the pre-application conference submittal. Comments provided pursuant to pre-application review shall not be construed to relieve the applicant of conformance with all applicable fees, codes, policies, and standards in effect at the time of complete land use permit application. The comments on this proposal do not represent or guarantee approval of any project or permit. While we have attempted to cover as many of the Planning, Engineering, Building and Fire related aspects of your proposal as possible during this preliminary review, subsequent review of your land use permit application may reveal issues not identified during the initial review. If the city's pre-application review indicates that the City intends to recommend or impose one or more conditions of permit approval, and if the applicant objects to any of said conditions, the applicant is hereby requested and advised to provide written notice to the City of which conditions the applicant objects to and the reasons for the applicant's objections.



DEPARTMENT OF PUBLIC WORKS - ENGINEERING

MEMORANDUM

Date: September 6, 2022
To: Ellen Fairleigh, Planner, Planning and Community Development
From: Nick Rasor, P.E., Development Engineer, Public Works *NR*
Subject: PLN52297 PRE – Winslow Mall PW-DE Comments

Background:

Following the pre-application conference held on 16 August 2022 (remotely), Public Works Development Engineering (PW-DE) has completed a review of the subject project materials and submits the following comments to be included with and/or attached to the pre-application summary letter generated by Planning and Community Development.

Brief Project Description:

This project proposes to renovate an existing two-story commercial building including upgrading exterior finishes, interior remodel of existing commercial spaces, door and window replacement, new central staircase, new signage, and creation of new retail spaces. The project site is located at 278 Winslow Way E on an irregular rectangular parcel (TPN 262502-3-174-2009), commonly referred to as the Winslow Mall. The parcel is fronted on the south by Winslow Way E and bounded to the east and west by similar commercial buildings. No significant changes are proposed to the structure footprint or existing parking area to the north of the building.

Comments:

1. The proposed project will not create more than 800 SF of new and replaced hard surfaces. The land use and subsequent building permit submittals shall demonstrate project compliance with Minimum Requirement 2 of the Department of Ecology's Stormwater Management Manual of Western Washington (SWMMWW) as currently adopted by City of Bainbridge Island (COBI) at the time of building permit submittal.
2. As proposed, the project is exempt from the Site Assessment Review (SAR) process. While not required, it is highly encouraged for the project to consider low impact development (LID) principles in all phases of development. These comments serve in lieu of a stand-alone SAR letter of recommendation from COBI Development Engineering and no further SAR analysis or review is required.
3. The site is located within the COBI water and sewer service areas and is currently being served with both water and sanitary sewer from COBI. The project can be served by the existing

connections. Any utility improvements shall conform with COBI Design and Construction Standards and Specifications (Standards).

4. A water/sewer availability (WSA) worksheet application is required prior to applying for subsequent land use permitting. The resultant final WSA letter is independent of the permitting process and will be provided to applicant for use in the subsequent land use applications.
5. Proposed changes in Drainage Fixture Units and associated sanitary sewer connections and appurtenances shall be calculated, designed, reviewed, installed, and inspected per COBI Design and Construction Standards and Specifications and any other Federal, State or Local regulatory standards. This will include a TV inspection of the side sewer connection(s) prior to reconnection as a condition of inspection on the subsequent building permit. The existing sewer service shall conform to the Standards and any deficiencies with the existing side sewer shall be corrected prior to permit closeout.
6. Cross connection control requirements as established by WAC and implemented by COBI as the local water service provider shall be satisfied during the building permit review/construction process.
7. Trip generation calculations in accordance with the Institute of Traffic Engineers (ITE) Trip Generation Manual, 7th Edition (or later) shall be provided for review with the subsequent land use applications. If calculations indicate trip generation will be beyond the threshold of 50 average daily trips (ADT) or five or more AM or PM peak-hour trips added as a result of this project, a Traffic Impact Analysis (TIA) sufficient for the City Engineer to perform a concurrency test will be required per BIMC 15.40 unless specifically waived by COBI Development Engineering during the land use permit review process. If required, the TIA shall be submitted for review prior to issuance of any land use permitting.
8. If required, applicant shall select a consultant to perform the TIA and submit the proposed scope of work for review by COBI Development Engineering prior to executing the field work and subsequent analysis. The scope shall include but not be limited to discussion of the following: Winslow Way/Madison Avenue N and Winslow Way E/Ericksen Avenue NE Intersections to be analyzed for Level of Service (LOS) calculations, analysis of pedestrian movement on to, off of, and through the site, line-of-sight considerations for vehicular traffic entering Winslow Way E and considerations to reduce vehicular/pedestrian conflicts at the site access point.
9. Project is subject to evaluation for Transportation Impact Fees (TIFs) if there is a proposed change in use. Fees are generally due at time of building permit issuance. A preliminary TIF worksheet will be required with subsequent land use applications.
10. Consistent with the decision criteria considered to recommend approval of a preliminary commercial Site Plan Review (SPR) found in BIMC 2.16 and the COBI Design and Construction Standards and Specifications, public frontage improvements may be required. Existing frontage improvements will be evaluated with subsequent land use applications to ensure they meet or exceed current COBI Standards for Urban Secondary Arterials.
11. Any improvements constructed within the public right-of-way (ROW) require a ROW use permit subject to independent review and additional fee/submittal requirements. Encroachments into the ROW will likely be limited to awnings and canopies, shall be reviewed by Public Works Capital Projects, and may require a ROW use permit and/or a revocable license agreement

(RLA). If required, the ROW permit will be subject to separate conditions, fees, and bonding requirements. Review of canopy/awning encroachments into the ROW will include, but not be limited to, the following considerations:

- Need not be continuous.
 - At least 8 FT in height but not more than 12 FT in height.
 - Minimum depth of 5 FT, prefer 6 FT. Depth is measured from building face to outer edge of coverage.
 - Design must not allow for water to run off into the clear walkway area on the sidewalk.
 - Constructed of permanent, durable materials (i.e., steel, glass).
 - Shall not be internally illuminated unless the awning material is fully opaque. However, pedestrian oriented lighting (illuminating the walking surface) is encouraged.
 - No support/pillars are allowed within the walkway clear zone from building face out to edge of curb.
 - Clearances with utilities and other infrastructure shall be maintained.
12. Installation of a trail/stairway near the northwest corner of the subject parcel (TPN 262502-3-174-2009) that connects to the existing parking area to the north (TPN 262502-3-133-2009), owned by COBI, is strongly encouraged. Initial review of COBI GIS maps indicate there is a steep (>40%) slope between these parcels that the trail/stairway would likely be constructed on. It appears that the slope does not meet the definition of a landslide hazard area per BIMC 16.20.190.52 as the slope appears to have a vertical relief of less than 10 feet. If the slope is found to meet the definition of a landslide hazard area, a geological hazards analysis in accordance with BIMC 16.20.180 would be required for any land disturbing activity within the critical area or associated setbacks.

Please note that information provided in this letter reflects existing codes and standards, currently available information about the site, and the nature of the immediate environs. Comments provided pursuant to preapplication review shall not be construed to relieve the applicant of conformance with all applicable fees, codes, policies, and standards in effect at the time of complete land use permit application. The comments on this proposal do not represent or guarantee approval of any project or permit. While covering as many of the Planning, Engineering, Building, and Fire related aspects of the proposal as possible during this preliminary review, please be advised that subsequent review of any land use permit application may reveal issues not identified during this initial review.



CITY OF
BAINBRIDGE ISLAND

Planning Commission Special Meeting Agenda Bill

MEETING DATE: September 22, 2022

ESTIMATED TIME: 60 Minutes

AGENDA ITEM: Planning Commission Consideration of Public Comments, Deliberation, and Recommendation on Hyla High School Site Plan Review (City File No. PLN52173 SPR)

AGENDA CATEGORY: Review and Recommendation

PROPOSED BY: Kelly Tayara

PREVIOUS PLANNING COMMISSION

REVIEW DATE(S): March 10, 2022 and March 24, 2022 Public Participation Meetings held

PREVIOUS COUCIL REVIEW DATE(S): N/A

RECOMMENDED MOTION:

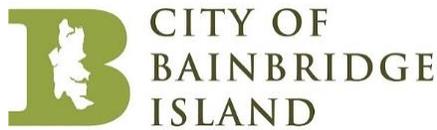
Accept public comment, deliberate and make a recommendation to the Director of Planning and Community Development.

SUMMARY:

Planning Commission review of the 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 Hyla High School project. The project requires Site Plan and Design Review permit (major) to convert four existing office buildings into an educational facility. The staff report to the Planning Commission, exhibits in this packet, and additional submitted documents can be found by copying the following link into a search engine and scrolling down to the Notes section:
https://ci-bainbridgeisland-wa.smartgovcommunity.com/PermittingPublic/PermitLandingPagePublic/Index/ebf4ef91-0eea-43ba-97de-aeac011c69a1?_conv=1

ATTACHMENTS:



DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

STAFF REPORT

Date: September 15, 2022
To: Planning Commission
From: Kelly Tayara, Senior Planner
Project: Hyla High School
File Number: PLN52173 SPR

Summary of Request

The applicant requests approval to convert existing office buildings into an educational facility.

Staff Recommendation

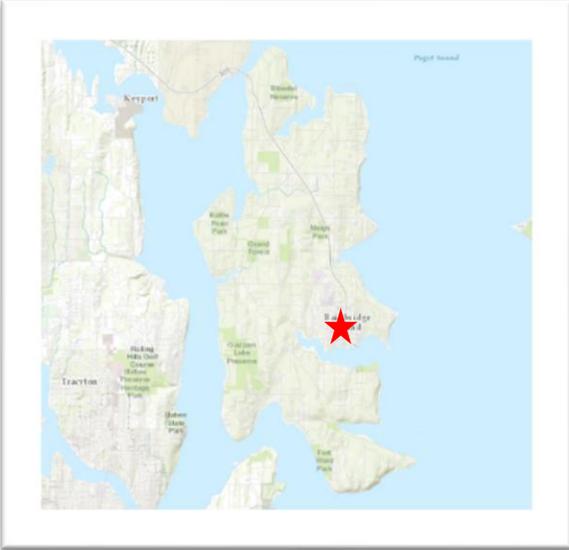
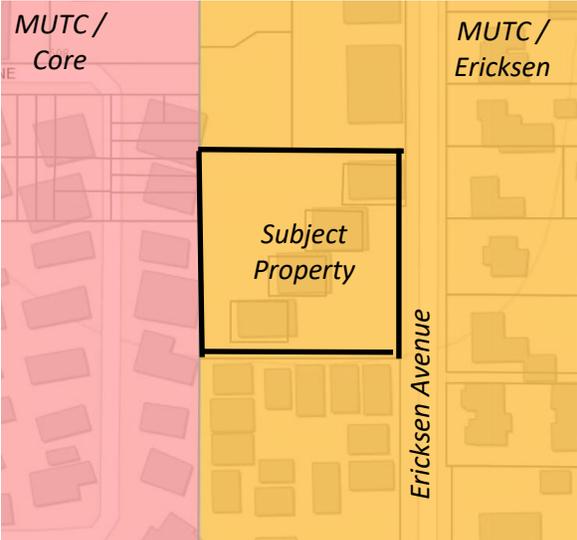
Approval of the request as conditioned

Part I: Land Use Process / Application History

Date:	Action:
February 22, 2022	Preapplication conference held
March 7, 2022	Design Review Board Conceptual meeting held
March 10, 2022	Public Participation Meeting held
March 24, 2022	Public Participation Meeting – second meeting held due to a mailing notice error
April 18, 2022	Design Review Board Design Guidance meeting held
May 2, 2022	Design Review Board Design Final Review and Recommendation meeting held
June 16, 2022	Application submitted
June 22, 2022	Application deemed complete
July 1, 2022	Notice of Application and SEPA Comment Period issued

Part II: General Information and Site Characteristics

Assessor’s Record Information:	
Tax lot numbers	8534-000-000-0008; 8534-000-355-0009; 8534-000-365-0007; 8534-000-375-0005; 8534-000-855-0003
Site Address	355, 365, 375 and 385 Ericksen Avenue
Owner of record	OBRU LLC
Site size	.89 acre
Use:	
The proposed use is Public and Institutional / Educational Facility.	

Zoning Designation:	
Mixed Use Town Center (MUTC) / Ericksen Avenue Overlay District	
Comprehensive Plan Designation:	
MUTC / Ericksen Avenue Overlay District	
Terrain:	
The site slopes gently down from north to south.	
Soils:	
Site soils are significantly modified. There are four existing buildings with paved driveway and parking areas. Existing impervious surface covers 72 percent of the site. Area soils are Kapowsin gravelly loam.	
Access:	
Access is from Ericksen Avenue.	
Public Services:	
Police	City of Bainbridge Island Police Department
Fire	Bainbridge Island Fire District
Water	City of Bainbridge Island
Sewer	City of Bainbridge Island
Surrounding Properties - Use, Zoning, and Comprehensive Plan Designation:	
<p>Properties to the north, east and south are within the MUTC / Ericksen Avenue Overlay zoning district and Comprehensive Plan Designation. Remaining surrounding properties are within the MUTC / Core Overlay zoning district and Comprehensive Plan Designation.</p> <p>One property to the north is undeveloped, and one contains professional service office buildings. To the east, across Ericksen Avenue, one property contains multi-family development, and the remaining properties contain single-family residential development. Remaining surrounding properties contain multi-family development.</p>	
Vicinity Map	Zoning Map
	

Project Site Surrounding Development / Aerial Image (2018)



Part III: Comprehensive Plan Guiding Principles, Goals and Policies

The Comprehensive Plan designation for the site is Mixed Use Town Center – Ericksen Avenue Overlay district, which 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:

- Comprehensive Plan
 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 5.4: 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.
 - 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.
 2. Economic Element
 - A. Diversified Economy Goal EC-1 (excerpt): By providing enterprises that both serve and employ local residents, the Island will be better able to withstand fluctuations in the larger regional economy. In addition, people who live and work in their community are available to invest time and money in their families, organizations, and community life. A key to a healthy, stable and vital economy is to create and undertake business opportunities that anticipate and respond to conditions that affect our community. This would include identifying emerging needs and markets so that Island businesses benefit from being on the leading edge of change.
 - 1) Policy EC 1.1: Develop and maintain regulations that provide support for our community’s businesses.
 - 2) Policy EC 1.2: The City should embrace diverse and innovative business opportunities compatible with community values and develop programs to make Bainbridge Island an attractive location for those businesses. Bainbridge Island is affected by regional, national, international and global environmental and economic trends and changes in

the physical environment. While we cannot control global economic or environmental conditions, we can support the local economy by providing policy direction and land use infrastructure to allow for and encourage robust economic activities that are prepared for and responsive to change.

- B. Sustainability Goal EC-3: Promote business practices that protect the Island’s natural beauty, and environmental health, and support long-term business success.
- C. Civic Life Goal EC-4: Encourage a broad range of civic activities and organizations.
 - 1) Policy EC 4.1: Support the non-profit sector of human and social service providers.
 - 2) Policy EC 4.4: Promote Bainbridge Island as a family-friendly community with high quality schools, recreational opportunities and a safe, clean environment.
- D. Public/Private Partnerships Goal EC-7: Partner with local businesses and business associations on programs and projects to diversify and grow the City’s economic make-up, reduce sales leakage, attract spending by visitors, enhance local employment, and increase municipal tax revenues to support local services.
 - 1) Policy EC 7.3: Support and enhance social, cultural, artistic, nature based recreational and other learning activities for residents, workers and visitors.
 - 2) Policy EC 7.11: Encourage the private, public, and non-profit sectors to incorporate environmental and social responsibility into their practices.
- E. Arts Goal EC-12: Continue to promote the arts as a significant component of the Bainbridge Island economy.
 - 1) Policy EC 12.1: Encourage and support the creative and economic contribution of the arts by implementing the goals and policies of the Cultural Element.
 - 2) Policy EC 12.2: Promote the arts community within the region as an economic asset of the Island.
- Winslow Master Plan
 - 1. Land Use Element
 - A. Goal WMP 2-1: Strengthen Winslow—the Island’s commercial, cultural and commuter hub—as a sustainable, affordable, diverse, livable and economically vital community, by:
 - Encouraging downtown living;
 - Providing an enhanced pedestrian experience, with linked access to retail shopping, the ferry, major public facilities, open space and residential areas, and promoting and retaining visual access to Eagle Harbor;
 - Promoting the efficient use of land;
 - Encouraging the retention and expansion of retail that serves the needs of community members and visitors;
 - Providing opportunities for business expansion and private reinvestment;
 - Promoting development that is sustainable and supports community values;
 - Developing strategies that result in the creation of less expensive housing and retail space, thereby increasing diversity while minimizing dependence on the automobile.
 - B. Goal WMP 2-4: Sustain and Enhance the Economic Vitality of the Mixed-Use Town Center and High School Road Districts
 - 1) Policy WMP 2-4.1: Establish policies, programs and development standards that facilitate business expansion and private reinvestment.

Part IV: Agency and Public Comment

The Bainbridge Island Fire District recommends approval subject to conditions included in this report.

One public comment was received: The commenter expressed support for quality education, and expressed concern about increased traffic, safety, and the potential for diminished quality of life. The commenter stated that Ericksen Avenue is currently heavily used by motor vehicles travelling to-and-from the ferry and downtown Winslow businesses, and that drivers regularly disregard the posted speed limit of 25 miles-per-hour (mph). The commenter noted that the street can be especially busy and hazardous around ferry departures and arrivals, posing risk to other drivers and to pedestrians; Additionally, traffic associated with the school will likely increase these risks unless mitigated. The commenter states that there are five homes in the Ericksen Cottages, which are south of the subject property, that are approximately 15 feet from the school driveway, and that in the past, the sounds and smells from vehicles using the driveway have disrupted the residents' work and sleep. The commenter suggests the following mitigation measures:

- That the City post and enforce a speed limit of 20 mph on Ericksen Avenue
- That the students be dropped off and picked up at a remote location, such as the City Hall / Bainbridge Performing Arts property
- That the school discourage idling vehicles

Part V: Land Use Code Analysis

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

1. BIMC 16.20 Critical Areas

<i>Standard</i>	<i>Requirement</i>	<i>Compliance Annotation</i>
Aquifer Recharge Area BIMC 16.20.100	Preserve recharge volume and protect from groundwater contamination	The City Development Engineer finds that as conditioned, the project conforms to drainage and water quality regulations in BIMC 15.20 and 15.21. The project meets critical area regulations.

2. BIMC Title 18 Zoning

A. BIMC 18.09.020 Permitted Uses

Educational facilities are a permitted use in the Mixed Use Town Center / Ericksen Overlay district.

B. Dimensional and Development Standards

The buildings, drive aisles and parking areas were constructed in 1988 and predate the Municipal Code. The existing development is nonconforming to a number of current standards, as detailed below. Nonconforming buildings and structures may remain and be used and altered as provided in BIMC [18.30.030](#) and described below in section V.2.C of this report.

BIMC Table 18.12.020 -3 Dimensional Standards for the Mixed Use Town Center Districts		
<i>Standard</i>	<i>Requirement</i>	<i>Compliance Annotation</i>
Floor Area for Commercial and Other Nonresidential Uses	.3 maximum (30 percent of lot area)	The site is .89 acres in size and existing floor area is 14,260 square feet or 36 percent of lot area. Existing floor area is nonconforming to the current standard. Removal of covered walkways between the buildings and conversion of existing floor area into a porch results in a reduction in this nonconformity: The proposed floor area is 12,990 square feet or 33 percent of the lot area. The proposed floor area may remain and be used as provided in BIMC 18.30 (see 2.C. of this report below).
Lot Coverage	35 % maximum and 2,500 sq. ft. maximum building footprint south of Wyatt Way	Proposed lot coverage (the area covered by buildings) is 8,500 square feet which is lot coverage of 21.9 percent ($8,500 / 38,766 = .219$). Each of the buildings have footprints which are less than 2,500 square feet in size. The project complies with this standard.
Setback - Front Lot Line	15 feet minimum, 20 foot maximum	A front lot line means the line abutting any street. From north to south, the four buildings are set back approximately seven, 40, 80 and 120 feet from the Ericksen Avenue right-of-way. Existing buildings are nonconforming to this standard and may remain and be used as provided in BIMC 18.30 (see 2.C. of this report below).
Setback - Rear Lot Line	5 feet minimum when property abuts the Core district	The property abuts the Core district. Buildings are 35 feet or more from the rear lot line. At or near grade structures are permitted in setbacks as provided in BIMC 18.12.040. The project complies with this standard.
Setback - Side Lot Line	5 feet minimum	Buildings are 15 feet or more from the side lot lines. At or near grade structures are permitted in setbacks as provided in BIMC 18.12.040. The project complies with this standard.
Building Height	25 feet maximum	The buildings are approximately 28 feet in height. Existing buildings are nonconforming to this standard and may remain and be used as provided in BIMC 18.30 (see 2.C. of this report below).

BIMC 18.15.010 Landscaping, Screening, and Tree Retention, Protection and Replacement		
<i>Standard</i>	<i>Requirement</i>	<i>Compliance Annotation</i>
Perimeter Landscape Buffer BIMC 18.15.010.D	25 feet from single-family residential district	The property does not abut a residential district and therefore this standard is not applicable.
Street Frontage Landscaping BIMC 18.15.010.E	A roadside buffer is only required from State Route 305.	The property does not abut State Route 305 and therefore this standard is not applicable.
Parking Lot Landscaping BIMC 18.15.010.F.2	Trees, shrubs and, evergreen ground cover and a landscaped area at the end of aisles. Lots located behind buildings: One tree for every eight stalls. Lots located to the side of buildings and adjacent to right-of-way: One tree for every four stalls and evergreen shrubs.	26 parking spaces are behind the buildings and four spaces are located to the side of the buildings. For the rear parking lots, three trees are required. For the side parking lot, one tree is required, along with shrubs. The proposed landscaping 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.	27.3 tree units exist on the site. The project retains 4.6 tree units. 34 new tree units are proposed, for a total of 38.6 tree units. Four new tree units are dedicated to fulfilling the parking lot requirements (above) and the remainder, 34.6, exceed the tree unit requirement of 27.3 trees. The project complies with this condition.
BIMC Table 18.15.020 -2: Off-Street Parking Spaces Required in the Mixed Use Town Center		
<i>Standard</i>	<i>Requirement</i>	<i>Compliance Annotation</i>
Parking spaces for other uses and special cases	Parking requirements shall be established by the Director. For determination by	Use of 30 on-site and five on-street parking vehicle parking spaces is proposed. The applicant submitted a parking assessment which includes parking requirements for area high schools as well as evaluation of the

	<p>the director, the applicant shall supply (a) documentation regarding actual parking demand for the proposed use; or (b) technical studies prepared by a qualified professional relating to the parking need for the proposed use; or (c) required parking for the proposed use as determined by other comparable jurisdictions.</p>	<p>applicant’s proposed parking strategies and transportation plan. The assessment cites high school parking requirements for Poulsbo, Bremerton, Kitsap County, and City of Bainbridge Island parking requirements for high schools which are located in residential districts (there are no Municipal Code standards for high schools in this district).</p> <p>With the exception of the City of Bremerton, the 30 spaces proposed for the Hyla project agrees with parking requirements for the other jurisdictions. Whereas requirements for other jurisdictions are based on number of students and employees, Bremerton High School parking is based on number of students, number of classrooms, and area dedicated to administrative offices.</p>
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BIMC [18.15.030](#) Mobility and Access

<i>Standard</i>	<i>Requirement</i>	<i>Compliance Annotation</i>
Circulation / Walkways	Parking lots shall provide well-defined, safe and efficient circulation. Pedestrian walkways that meet accessibility requirements shall be provided around buildings to the extent necessary to assure safe access to the building from parking areas.	The City Development Engineer finds that as conditioned, the project conforms to the City of Bainbridge Island Design and Construction Standards and Specifications. The project is conditioned to provide walkways that meet accessibility requirements. As conditioned, circulation and walkways meet this standard.
Bicycle Facilities	A minimum of one bicycle space per five vehicle spaces shall be provided for each parking lot. Bicycle parking facilities must allow secure locking of both the frame and wheels of a bicycle.	Six bicycle spaces are required. The applicant proposes 36 spaces. Staff notes that as proposed, the spaces are uncovered; covering bicycle parking spaces may serve as an incentive for students and staff to bicycle to school.

BIMC [18.18](#) Design Standards and Guidelines

Design Standards “ Design for Bainbridge ”	Applicable standards are contained in Chapters 1–5.	Consistent with the land use review process, the Design Review Board reviewed the pre-application project for compliance with the design standards and unanimously recommended approval of the project as proposed.
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C. BIMC 18.30.030 Nonconforming structures and buildings.

A nonconforming structure may remain and be used, provided; changes to the structure that would alter or increase the nonconformity are not permitted. Any vertical or horizontal extension of a nonconforming structure or building must meet current standards.

The buildings were constructed in 1988 and are nonconforming to a number of current standards, including floor area, front lot line setback, building height. The buildings may remain and be used and altered as provided in BIMC 18.30.030.

3. Land Use Preview Procedures

A. BIMC [2.16.040](#).E.4 Review and Recommendation by Planning Commission

The purpose of the 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 recommend approval, approval with conditions or denial of an application. In making a recommendation, the Commission shall consider the applicable decision criteria, all other applicable law, and the recommendation of the Design Review Board (DRB). The DRB recommendation shall hold substantial weight in the consideration of the application by the Commission: Any deviation from the recommendation shall be documented in its written findings of facts and conclusions. The Commission recommendation shall be given substantial weight by the Director of Planning and Community Development in making a decision.

B. Review and Approval by Director

In accordance with BIMC [2.16.040](#).E.5, the Director shall make the final decision on an application based on: The decision criteria below, the recommendation of the Planning Commission and DRB, and consideration of any public comments. The DRB and Planning Commission recommendations shall hold substantial weight in the consideration of the application by the Director.

C. BIMC [2.16.040](#) Site Plan and Design Review Decision 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

The Design Review Board reviewed the pre-application project for compliance with the City's design standards, which included a context analysis, and recommended approval of the project as proposed.

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. The Kitsap Public Health District verifies compliance with water and sewage disposal regulations 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 site plan as conditioned conforms to regulations concerning drainage in BIMC 15.20 and 15.21;**
 - **The site plan as conditioned 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 are adequate to accommodate anticipated traffic; A transportation impact analysis was submitted for review (Heath, 2022) and is sufficient for issuance of a certificate of concurrency per BIMC 15.32;**
 - **There is existing water and sewer service that will continue to serve the development. A preliminary utility plan was provided for review. There is adequate capacity for the proposed project in the water and sewer systems;**
 - **The site plan conforms to the COBI Design and Construction Standards and Specifications, “the Standards” as conditioned unless otherwise noted and approved by COBI Engineering;**
 - **The site plan / design is in conformance with the applicable portions of the Comprehensive Plan pertaining to streets, roads, and utilities.**
- 6) The site plan and design is consistent with applicable design guidelines in BIMC Title 18; and
- The Design Review Board reviewed the pre-application 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
Recommended conditions provide for public health, safety and welfare, and public use and interest. Recommended conditions also provide adequately for transportation and access, including pedestrian and emergency services access, in addition to water, sanitation, and stormwater facilities. No harmful or unhealthful conditions are likely to result from the proposal.
- 8) The site plan and design is consistent with the Comprehensive Plan and other applicable adopted community plans; and
Implementing regulations in the Municipal Code ensure compliance with the Comprehensive Plan. As conditioned, the development is consistent with all provisions of the Municipal Code, and therefore the Comprehensive Plan.
- 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 Area. The City Development Engineer finds that as conditioned, the project conforms to drainage and water quality regulations in BIMC 15.20 and 15.21. 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 in this report.
- 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 and promote those specific purposes for each zoning district. The application was prepared and reviewed consistent with the review procedures of BIMC 2.16.040.E.

Part VI – CONCLUSIONS

The application is properly before the Director of Planning and Community Development for decision. Administrative decisions made in accordance with administrative review procedures of BIMC 2.16.030 may be appealed to a hearing examiner in accordance with BIMC 2.16.020.R.

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. All activities shall comply with Puget Sound Clean Air Agency (PSCAA) regulations.

5. 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.
6. All landscaping required to meet parking lot and tree unit requirements shall be installed or installation financially assured in accordance with BIMC 18.15.010.H. prior to occupancy of buildings 355 or 365. After installation approval by the Department, maintenance financial assurance shall be required in accordance with BIMC 18.15.010.H.
7. Internal walkways shall be surfaced with nonskid hard surfaces, such as permeable pavement, meet accessibility requirements, and be designed to provide a minimum of five feet of unobstructed width, to the satisfaction of the Planning Department.
8. The project shall comply with the following conditions to the satisfaction of the Fire Marshal:
 - A. Any future development shall comply with all provisions of the adopted Fire Code. 2.
 - B. An NFPA 13 compliant fire sprinkler system is required for educational occupancies with an occupant load of 51 or more. An NFPA 72 compliant voice evac fire alarm system is required for educational occupancies with an occupant load over 100. Underground work for the fire sprinkler supply line is required to be completed by a Level U contractor. All fire protection system work shall be applied for under separate fire permits.
 - C. Temporary classrooms located in modulars, or office buildings shall be provided with an automatic fire sprinkler system when the occupant load is 51 or more. Fire alarm requirements remain the same for temporary use spaces as in Item B above.
 - D. Fire lanes may be required to be marked with “No Parking Fire Lane Tow Away Zone”.
9. 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, ROW, etc.) 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 unless otherwise waived by COBI Engineering.
 - B. As-built civil construction plans stamped by the civil engineer of record shall be provided by the applicant prior to final certificate of occupancy being issued unless specifically waived by COBI Engineering.
 - C. The final stormwater site plan design and supporting drainage report submitted with construction permitting documents shall demonstrate project compliance with all applicable minimum requirements (1-9) per BIMC 15.20. An off-site analysis to assess the potential impacts to the downstream stormwater conveyance system regarding issues with capacity, erosion, water quality threats, localized flooding, etc. is required consistent with BIMC 15.20.060(H).
 - D. A Stormwater Pollution Prevention Plan (SWPPP) prepared by a civil engineer licensed in the State of Washington is required prior to construction activities including clearing or grading or civil improvements.
 - E. 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, providing annual inspection and maintenance reports to the City Stormwater Management Program Coordinator. 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.

- F. Prior to construction permit issuance, the applicant shall submit a draft operation and maintenance manual (O&M) for the on-going maintenance of the storm drainage system. A final O&M manual reflecting as built stormwater facilities shall be submitted for review and approval by COBI Engineering prior to any certificate of occupancy issuance.
- G. The site is located within the COBI water service area and is currently being served. Changes in water meter size, number and/or location shall comply with COBI Design and Construction Standards and Specifications unless otherwise approved by COBI Engineering during the building permit review/construction process.
- H. The site is located within COBI sewer service area and is currently being served. Changes in Drainage Fixture Units (DFU) and associated sanitary sewer connections and appurtenances shall be calculated, designed, reviewed, installed and inspected per COBI Design and Construction Standards and Specifications and any other Federal, State or Local regulatory standards during the building permit process. Inspection conditions for the associated building permit(s) will include a required TV inspection of the side sewer connection prior to reconnection/reactivation at the discretion of COBI engineering.
- I. Plumbing plans shall be reviewed during the building permit review process for the potential requirement of a waste discharge permit for sanitary sewer discharge. Facilities that might trigger this requirement include but are not limited to commercial grade kitchens, science/chemistry labs, any other facility producing industrial waste that is either prohibited (BIMC 13.12.070) or restricted (BIMC013.12.080).
- J. The final utility report/plans shall reflect any conditions on utility service imposed under the Water/Sewer Availability commitment letter issued May 31st, 2022, by COBI Public Works under designated file number PW22 0018. A verified As-Built Drainage Fixture Unit count for each building shall be submitted prior to issuance of any certificate of occupancy for that building unless otherwise waived in writing by COBI Development Engineering.
- K. Cross connection control (backflow prevention) requirements as established by Washington Administrative Code and implemented by COBI shall be satisfied during the building permit review/construction process.
- L. Project is subject to Transportation Impact Fee (TIF) analysis per BIMC 15.30. Applicable TIFs are payable prior to building permit issuance. A TIF application/worksheet shall be submitted with follow on building permit(s). A single TIF application may cover all 4 buildings on site, though there may be individual permits for each building.
- M. A signage and striping plan conforming to local, state and federal regulations for school zones shall be submitted with subsequent building permits for COBI review and approval. Required improvements shall be installed prior to issuance of any certificate of occupancy unless specifically waived by COBI Engineering.
- N. The traffic impact analysis recommended revising the configuration of the parallel parking stalls fronting the site along Ericksen to allow for transportation shuttle operations and to improve sightlines for vehicles exiting (one way) from the southern access point. A deviation to standards allowing for these changes may be proposed with building permits per section 1-13 of the Design and Construction Standards and Specifications and will be considered for approval

during building permit review. Justification for this deviation should include a line-of-sight diagram and analysis from a licensed transportation engineer if the deviation proposes removal of a parallel space due to parked vehicle interference.

- O. Restricting public access to parking to allow for Shuttle operations in up to 2 parallel spaces along the Ericksen frontage may be allowed for up to 1 hour during AM and PM school hours to coincide with school operation hours. Restricted times shall be publicly signed, and the impacted parking spaces shall be available to the public for the remaining hours of the day. Shuttles may not be parked in these spaces during school hours but may be stored on site in available parking stalls. Except for shuttle operations, pick-up and drop-off activities shall be restricted from occurring in the Ericksen ROW and shall occur in the one-way vehicle loop on site as proposed.
- P. Any construction activities within the Public Right-of-Way (ROW) will require a separate ROW use permit prior to commencing. An issued ROW permit will be subject to separate review, conditions, inspections and bonding requirements.

Attn: Planning and Community Development
From: Charles Wenzlau, Wenzlau Architects
Date: May 24, 2022
RE: HYL A HIGH SCHOOL – PROJECT NARRATIVE

INTENDED USE OF THE LAND: proposal is to renovate (3) office buildings (circa 1988) from office use to educational facility; a new private high school. Education facilities are a permitted use withing the MUTC. The site has 4 existing office buildings, one of which is under renovation, independent of this application.

PHASING: The project will be constructed in 2 phases. The goal is to have one building completed per year in time for Fall enrollment. The first building to be renovated is 355 building (currently under renovation), to be followed by 385, then 355 and 365.

SEQUENCE AND TIMING: Project will begin as soon as building permit for Building 385 is issued.

PROPOSED LAND OWNERSHIP: The buildings are owned as commercial condominiums.

COMMERCIAL AND RESIDENTIAL COMPONENTS OF THE PROJECT: The project has no commercial or residential components.

DECISION CRITERIA (BIMC 2.16.040 E):

- 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

RESPONSE: The project is consistent with all applicable codes and guidelines.

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

RESPONSE: The buildings are existing but will have their exterior remodeled. The open spaces will be reconfigured to support student activities. The landscaping will be improved to enhance perimeter screening, tree protection and replacement, and relate to existing patterns in the neighborhood.

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

- 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

RESPONSE: Project will utilize existing sewer and water service.

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

RESPONSE: The project has been reviewed by engineer staff for traffic and non-motorized improvements.

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

RESPONSE: The project has been reviewed by engineer staff for consistency with above criteria.

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

RESPONSE: no harmful conditions are known to be caused by the project.

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

RESPONSE: The project does not contain any critical areas or buffers.

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

RESPONSE: The project is not within the shoreline buffer.

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

RESPONSE: The applicant is not requesting credit for open space dedication.

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

RESPONSE: The project complies with all requirements from BIFD.

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

RESPONSE: The project has been prepared consistent with purpose and review procedures.

CONCURRENT REVIEW: The proposed project is being submitted as a concurrent review; Site Plan Review and Building Permit.

COMMUNITY PARTICIPATION MEETING: See COBI audio for meeting comments.

BONUS FAR: No bonus FAR is required. Building are existing non-conforming related to FAR. No increase of FAR is proposed.

TRAFFIC: Traffic Impact Analysis scoping has been approved (Paul Nyland).

DESIGN REVIEW: The project has not requested any departures. No departures have been identified by DRB or staff.

EXISTING & PROPOSED TERMS: The site has an easement for PSE.

LANDSCAPE: The project does not have any landscape submittal requirements per BIMC 18.15.010, other than tree retention requirements which are indicated on the site plan.

SAR: The City has accepted the submitted SAR application and the subsequent reviews as fulfilling the LID review requirements for the SAR.

Attn: Planning and Community Development
From: Charles Wenzlau, Wenzlau Architects
Date: May 24, 2022
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INTENDED USE OF THE LAND: proposal is to renovate (3) office buildings (circa 1988) from office use to educational facility; a new private high school. Education facilities are a permitted use withing the MUTC. The site has 4 existing office buildings, one of which is under renovation, independent of this application.

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RESPONSE: The project is consistent with all applicable codes and guidelines.

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

RESPONSE: The buildings are existing but will have their exterior remodeled. The open spaces will be reconfigured to support student activities. The landscaping will be improved to enhance perimeter screening, tree protection and replacement, and relate to existing patterns in the neighborhood.

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

RESPONSE: Project will utilize existing sewer and water service.

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RESPONSE: The project has been reviewed by engineer staff for traffic and non-motorized improvements.

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- 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

RESPONSE: The project has been reviewed by engineer staff for consistency with above criteria.

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

RESPONSE: no harmful conditions are known to be caused by the project.

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

RESPONSE: The project does not contain any critical areas or buffers.

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

RESPONSE: The project is not within the shoreline buffer.

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

RESPONSE: The applicant is not requesting credit for open space dedication.

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RESPONSE: The project complies with all requirements from BIFD.

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

RESPONSE: The project has been prepared consistent with purpose and review procedures.

CONCURRENT REVIEW: The proposed project is being submitted as a concurrent review; Site Plan Review and Building Permit.

COMMUNITY PARTICIPATION MEETING: See COBI audio for meeting comments.

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SAR: The City has accepted the submitted SAR application and the subsequent reviews as fulfilling the LID review requirements for the SAR.

PROJECT INFORMATION

A 0	COVER SHEET
7690T	SITE SURVEY
C1	CIVIL SITE PLAN
L000	SITE PLAN
L100	PLANT SCHEDULE
L101	PLANTING PLAN
L200	TREE RETENTION PLAN
A 1	CONTEXT ANALYSIS
A 2	SITE CONTEXT - ADJACENT USES
A 3	SITE PHOTOS
A 4	CONCEPTUAL SITE ANALYSIS (EXISTING CONDITIONS)
A 5	BASIC SITE PLAN
A 6	PEDESTRIAN ACCESS
A 7	NOT USED
A 8	PARKING ACCESS PLAN
A 10	1ST FLOOR PLANS
A 11	2ND FLOOR PLANS
A 12	MEZZANINE FLOOR PLANS
A 13	RENDERING - ERICKSEN AVE PERSPECTIVE
A 14	RENDERING - WEST PERSPECTIVE
A 15	WALKWAY CANOPY AND MULTI-USE CANOPY
A 16	ELEVATIONS

TAX PARCEL: 8534-000-365-0007, 8534-000-000-0008, 8534-000-385-0003, 8534-000-375-0005

ADDRESS: 365, 375 & 385 ERICKSEN AVENUE, BAINBRIDGE ISLAND, WA

ZONING: MUTC / ERICKSEN DISTRICT

SURROUNDING ZONING: EAST: MUTC-ERICKSEN: MULTI-FAMILY
WEST: MUTC-CORE: MULTI-FAMILY
NORTH: MUTC-ERICKSEN: OFFICE
SOUTH: MUTC-ERICKSEN: MULTI-FAMILY

SETBACKS: FRONT: 15', SIDE/REAR: 5'

PROPOSED USES: EDUCATIONAL (14,260SF, 0.36FAR) MEZZANINE, ELEVATOR EXEMPT

LOT COVERAGE: ALLOWABLE: 35% (13,568SF)
EXISTING: 8,024SF PROPOSED: 8,500SF (ESTIMATED)

ALLOWABLE FAR: COMMERCIAL: 11,630SF (0.30)

PROPOSED PROGRAM: EDUCATIONAL: 14,260SF (MEZZANINE AND ELEVATORS DO NOT COUNT TOWARDS FAR)

REQUIRED PARKING: STUDENTS: 16 SPACES 1/10 STUDENTS (160 STUDENTS)
STAFF: 14 SPACES 1/STAFF (14 STAFF)
30 SPACES

PROPOSED PARKING: PROPOSED PARKING:
ON STREET: 5 (2 DEDICATED LOADING STALLS)
OFF STREET: 30 (STUDENT STALLS DEDICATED AS VISITOR STALLS)

BUILDING HEIGHT MAX: 25' (NO CHANGE TO EXISTING)

LANDSCAPE: ROADSIDE BUFFERS: N/A PERIMETER LANDSCAPE: N/A

PROJECT DIRECTORY

BUILDING OWNER: HYL A SCHOOL
7861 NE BUCKLIN HILL RD
BAINBRIDGE ISLAND, WA 98110
TEL: (206) 842-5988
EMAIL: SUZANNEM@HYLASCHOOL.ORG

ARCHITECT: WENZLAU ARCHITECTS
CHARLIE WENZLAU
490 MADISON AVENUE NORTH #105
BAINBRIDGE ISLAND, WA 98110
TEL: (206) 780.6882
EMAIL: CHARLIE@WENZLAUARHCITECTS.COM
PROJECT MANAGER (PM) JEFFREY WEIS
EMAIL: JEFF@WENZLAUARHCITECTS.COM

LANDSCAPE ARCHITECT: FISCHER BOUMA
9141 SALMON RUN LANE
BAINBRIDGE ISLAND, WA 98110
TEL: (206) 780.5651
JEFF BOUMA
EMAIL: JEFF@FBPARTNERSHIP.COM

CIVIL ENGINEER: BROWNE WHEELER ENGINEERS
241 ERICKSEN AVE NE
BAINBRIDGE ISLAND, WA 98110
TEL: (206) 842-0605
ADAM WHEELER
EMAIL: ADAM@BROWNEWHEELER.COM

COVER SHEET

A 0

HYLA HIGH SCHOOL SPR

BAINBRIDGE ISLAND, WA

05/31/22
SITE PLAN REVIEW



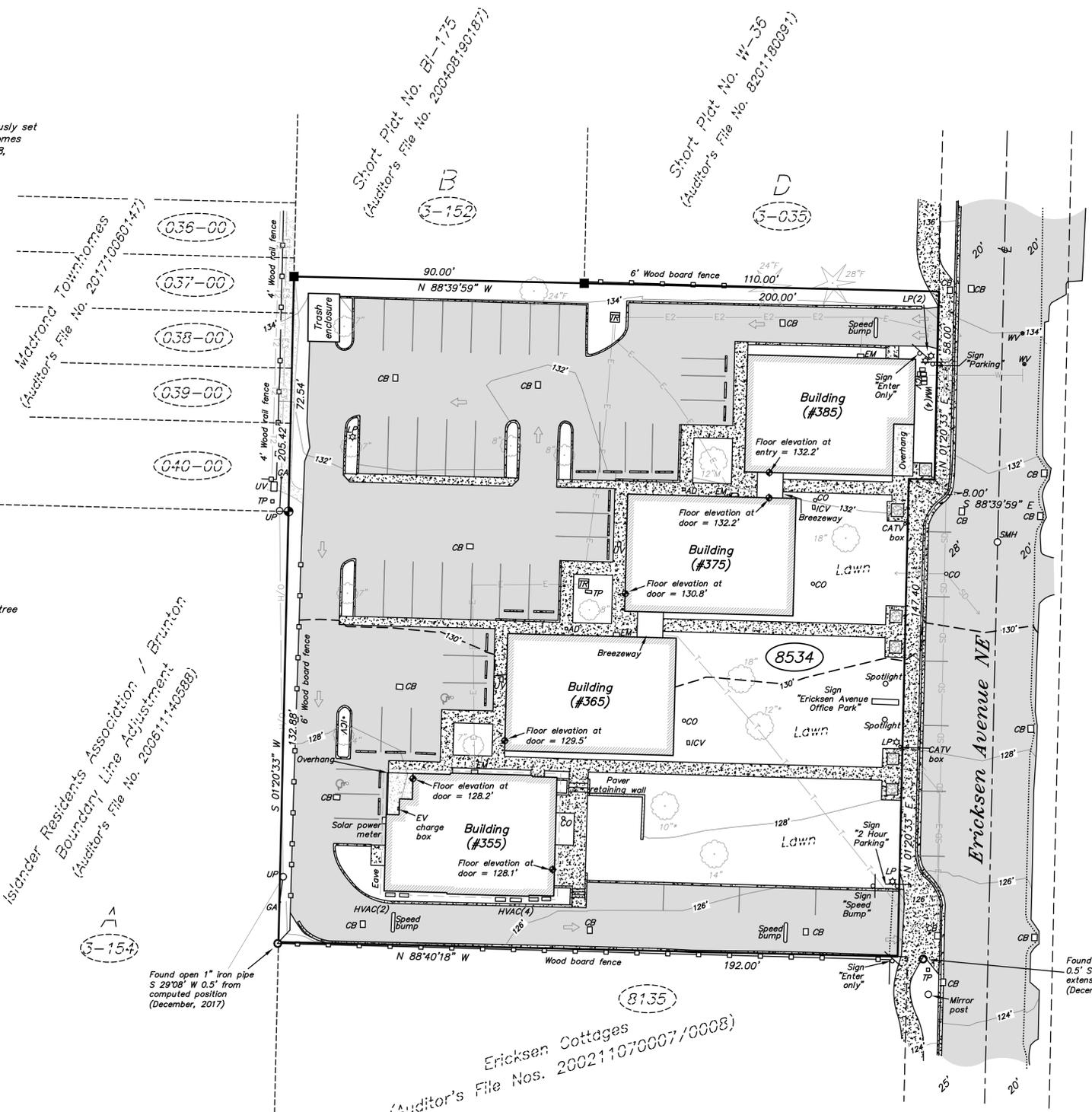
WENZLAU ARCHITECTS

Scale: 1" = 20'
Assumed

Legend

- = Monument (2" brass disk in concrete) previously set for 2nd Amendment to Plat of Madrona Townhomes recorded in Volume 34 of Plats, Pages 187-198, records of Kitsap County, Washington
- = Iron pipe previously set for survey recorded in Volume 93 of Surveys, Page 232, records of Kitsap County, Washington
- = Found point as noted
- 100.0 = Spot elevation
- UP ○ = Utility pole
- GA = Guy anchor
- WM □ = Water meter
- WV = Water valve
- SMH ○ = Sanitary sewer manhole lid
- LP ☆ = Lamp post
- CO ○ = Clean out
- TP □ = Telephone pedestal
- CB □ = Catch basin
- AD □ = Area drain
- ICV ○ = Irrigation control valve
- UV □ = Utility vault
- EM □ = Electric meter
- TR = Transformer
- ▨ = Asphalt pavement surface
- ▩ = Concrete surface
- ▧ = Gravel surface
- 12" M = Deciduous tree with diameter and type (A = Alder; M = Maple; MA = Madrona)
- 12" F = Coniferous tree with diameter and type (C = Cedar; F = Fir; H = Hemlock)
- = Planter box with 3-4" decorative deciduous tree
- ♿ = Painted disabled parking sign
- = Flow line
- = Underground electric line
- = Underground telecom line
- = Underground water line
- = Underground storm drain line
- = Overhead utility lines
- 000 = Abbreviated Kitsap County Tax Parcel No. at time of survey

(Numbers added to underground utility lines represent the number of locate lines present)

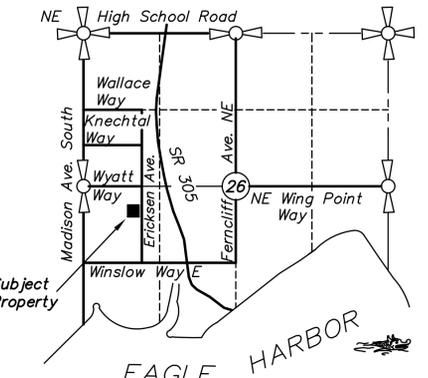


Legal Description

Ericksen Avenue Office Park Condominiums, as recorded in Volume 10 of Condominiums, Pages 92 - 94, inclusive, under Auditor's File No. 201905160117, according to the declaration thereof recorded under Auditor's File No. 201905160118, records of Kitsap County, Washington.

Notes

- 1) Subsurface utilities, where shown, are per locates visible at the time of survey. A utility locate was not ordered under this contract and we have no knowledge of the accuracy or completeness thereof.
- 2) This drawing does not purport to show all easements, restrictions and reservations burdening or benefiting the subject property.
- 3) This drawing and the information thereon is for the sole use of the client under this contract.
- 4) This drawing does not constitute a boundary survey of the subject property.
- 5) All tree labels with (*) are multi-trunk trees with averaged diameter.
- 6) Refer to Ericksen Avenue Office Park Survey Map & Plan, recorded in Volume 10 of Condominiums, Pages 92-94, records of Kitsap County, Washington.



VICINITY MAP
SEC.26, T.25N., R.2E., W.M.
(No scale)

Topography

Ericksen Avenue Office Park Condominiums

(Volume 6, Pages 106-109)

Northwest 1/4 Southwest 1/4

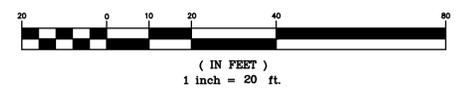
SEC.26, T.25N., R.2E., W.M.

City of Bainbridge Island,
Kitsap County, Washington

Prepared for: Hyla School, c/o Suzanne Messinger

The Elevation Datum for this project is:
City of Bainbridge Island
Vertical Control Network
(NAVD88)

GRAPHIC SCALE

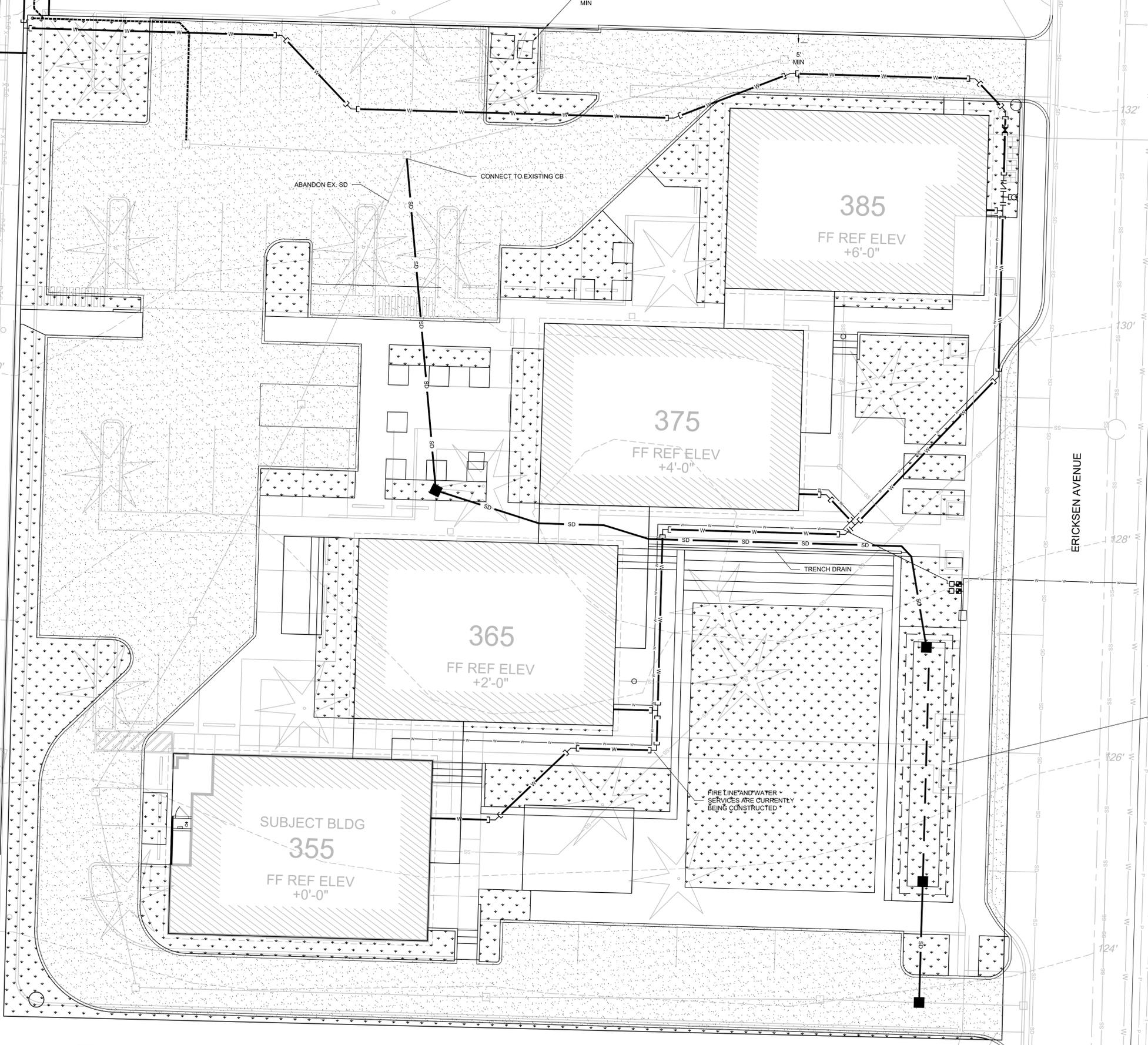


ADAM GOLDSWORTHY OAK

A G O LAND SURVEYING, LLC

1015 NE HOSTMARK ST. (360)779-4299
POULSBO, WA 98370 (206)842-9598

DATE 5/18/22 FIELD BOOK 1672/10-33
DRAWING 7690T SHEET 1/1



STORMWATER
 THE STORMWATER FROM EQUIVALENT HARD SURFACES TO THE NEW AND REPLACED HARD SURFACES WILL BE ROUTED TO AN UNDER DRAINED RAIN GARDEN LOCATED IN THE SOUTHEAST CORNER OF THE PROPERTY. THE RAIN GARDEN WILL DISCHARGE TO THE EXISTING DRAINAGE SYSTEM ON THE SITE.

THE STORMWATER SYSTEM WILL BE OWNED AND MAINTAINED BY THE PROPERTY OWNER.

WATER
 WATER WILL BE PROVIDED BY THE CITY OF BAINBRIDGE ISLAND. THE PROJECT WILL CONNECT TO THE EXISTING SYSTEM IN ERICKSEN AVENUE. CURRENTLY THE PARCEL IS SERVED BY FOUR WATER METER CONNECTION.

FIRE PROTECTION WILL BE PROVIDED BY A SPRINKLER SYSTEM THAT CONNECTS TO THE WATER MAIN IN MADRONA LANE.

SEWER
 SEWER WILL BE PROVIDED BY THE CITY OF BAINBRIDGE ISLAND. THE PROJECT WILL UTILIZE THE EXISTING SIDE SEWERS ON THE PROPERTY.

FRONTAGE
 ERICKSEN AVENUE IS CLASSIFIED AS A COLLECTOR. THE CITY'S ROAD STANDARD FOR A COLLECTOR IN AN URBAN AREA IS FOUND IN DRAWING 7-030. PER THE ISLAND WIDE TRANSPORTATION PLAN SIDEWALKS AND BICYCLE LANES ARE REQUIRED ON ONE SIDE OF THE ROAD. THERE IS A SIDEWALK LOCATED ON THE WEST SIDE OF ERICKSEN AVE. AND A BICYCLE LANE ON THE EAST SIDE.

WE ARE NOT PROPOSING ANY CHANGES TO THE FRONTAGE WITH THIS PROJECT.

EROSION CONTROL
 A DETAILED T.E.S.C PLAN WILL BE DEVELOPED DURING FINAL DESIGN.

DRY UTILITIES
 POWER, TELEPHONE & CABLE WILL BE DESIGNED BY OTHERS.

LEGEND

- SD PROPOSED STORM DRAIN
- RG PROPOSED RG UNDER DRAIN
- W PROPOSED FIRE LINE
- W PROPOSED WATER SERVICE LINE
- PROPOSED CATCH BASIN
- SS EXISTING SANITARY SEWER
- - - EXISTING CONTOUR
- EXISTING STORM DRAINAGE SYSTEM

PROPOSED UNDER DRAINED RAIN GARDEN
 CONTRIBUTORY HARD SURFACE AREA= 9645SF
 WATER SURFACE AREA = 482SF

FIRE LINE AND WATER SERVICES ARE CURRENTLY BEING CONSTRUCTED

SITE PLAN
 SCALE: 1" = 20'
 EXISTING CONDITIONS BASED ON MACLEARNSBERRY, INC DRAWING DATED SUREVEY DATED APRIL 1998. ERICKSEN AVENUE SIDEWALK AND PARKING IMPROVEMENTS BASED ON PUBLICLY AVAILABLE INFORMATION.

811
 CALL BEFORE YOU DIG



SITE PLAN HYLA HIGH SCHOOL SITE PLAN AND DESIGN REVIEW		5/27/22	
BROWNE • WHEELER ENGINEERS, INC 241 ERICKSEN AVENUE NE BAINBRIDGE ISLAND, WA 98110 P 206.842.0605 INFO@BrowneWheeler.COM		HYLA SCHOOL 7861 BUCKLIN HILL ROAD BAINBRIDGE ISLAND, WA 98110	
		DATE 5/27/22 DESIGNED AEW DRAWN NDW CHECKED AEW PROJECT # HY	C1 1 OF 2

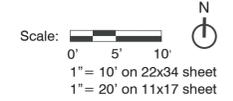


PEDESTRIAN PATH
THE "HANG OUT"
ISLANDER MOBILE HOME PARK
DROP OFF SHELTER
BIKES

ERICKSEN AVE.

PEA PATCH
MAKERS SPACE
ENTRY ARBOR
SITTING STEPS
SEAT WALL
"THE GREEN" GATHERING SPACE

ERICKSEN COTTAGES



PROJECT: HYL A HIGH SCHOOL

PROJECT NUMBER: 2022-002

SUBMITTAL: PRELIMINARY SITE/LANDSCAPE CONCEPT - SITE PLAN REVIEW 4/26/2022

REVISIONS:

NO.	DATE	DESCRIPTION

STAMP:

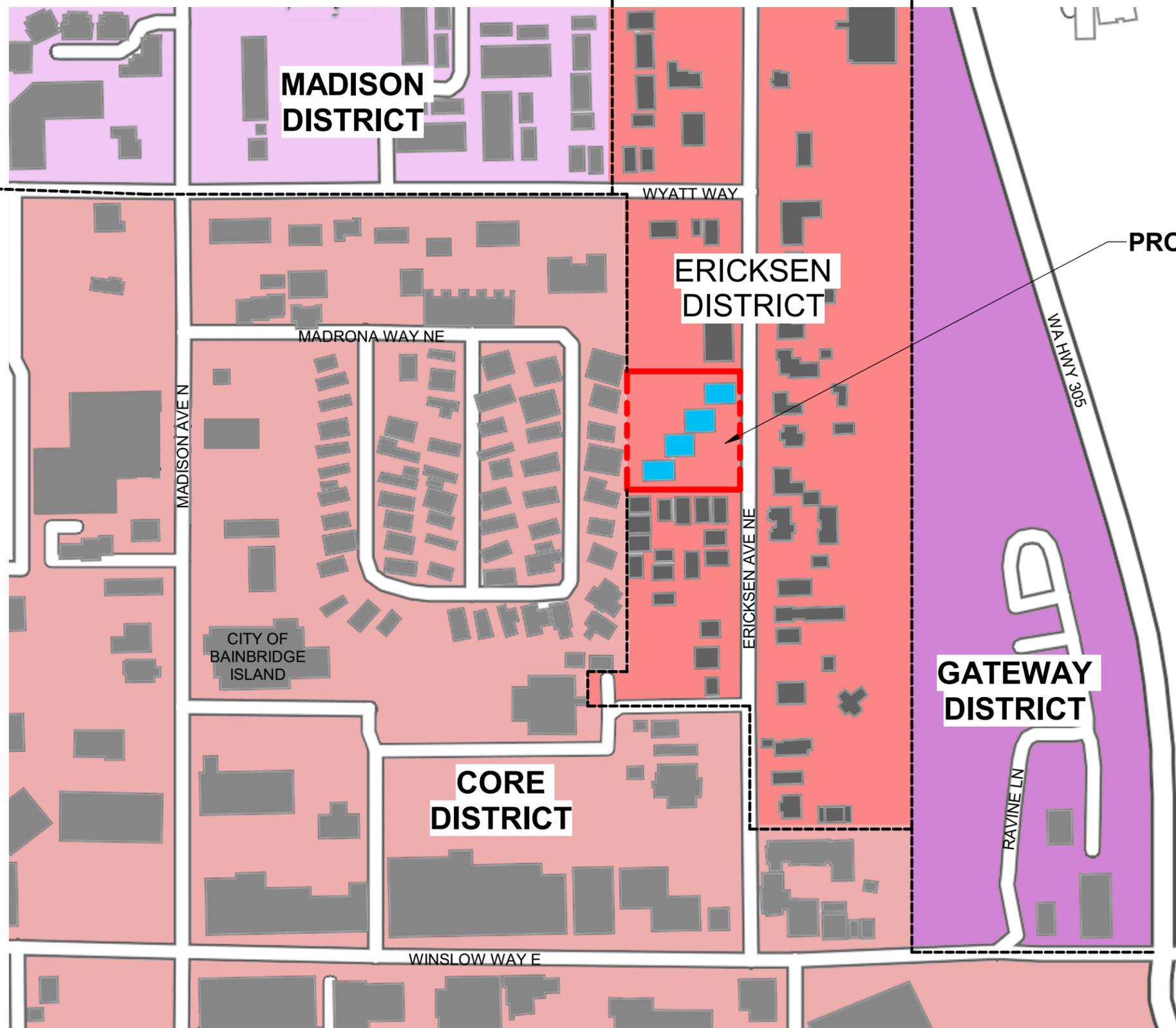
PRINCIPAL IN CHARGE:
DRAWN BY: JP DATE: 04/25/2022
REVIEWED BY: JB DATE: 04/25/2022

SHEET TITLE:
SITE PLAN

SCALE: 1" = 10'

SHEET NUMBER:

L000



PROJECT SITE

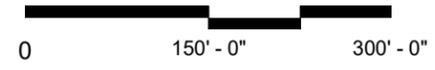
MADISON DISTRICT

ERICKSON DISTRICT

GATEWAY DISTRICT

CORE DISTRICT

CITY OF BAINBRIDGE ISLAND



A 1

CONTEXT ANALYSIS

HYLA HIGH SCHOOL, BLDGS 365, 375 & 385

BAINBRIDGE ISLAND, WA

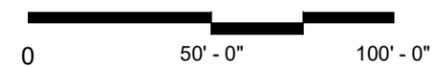
06/01/2022
SITE PLAN REVIEW



WENZLAU ARCHITECTS



SITE CONTEXT - ADJACENT USES



A 2

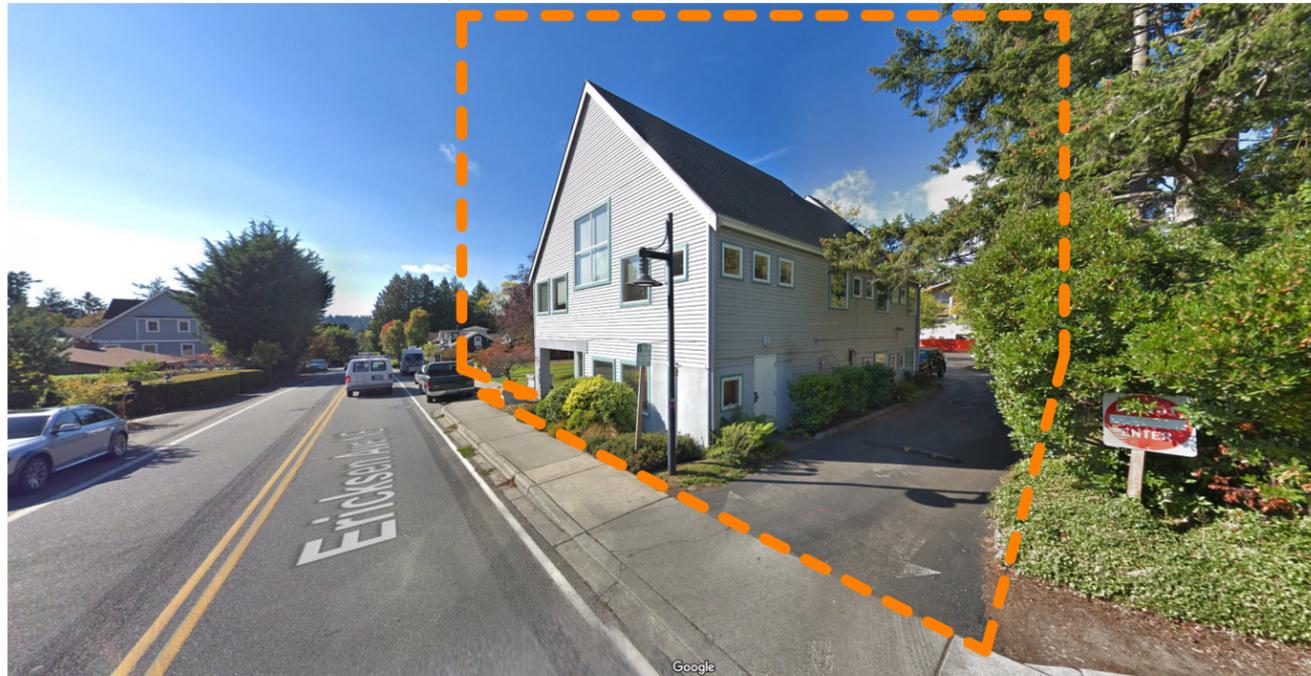
HYLA HIGH SCHOOL, BLDGS 365, 375 & 385

BAINBRIDGE ISLAND, WA

06/01/2022
SITE PLAN REVIEW



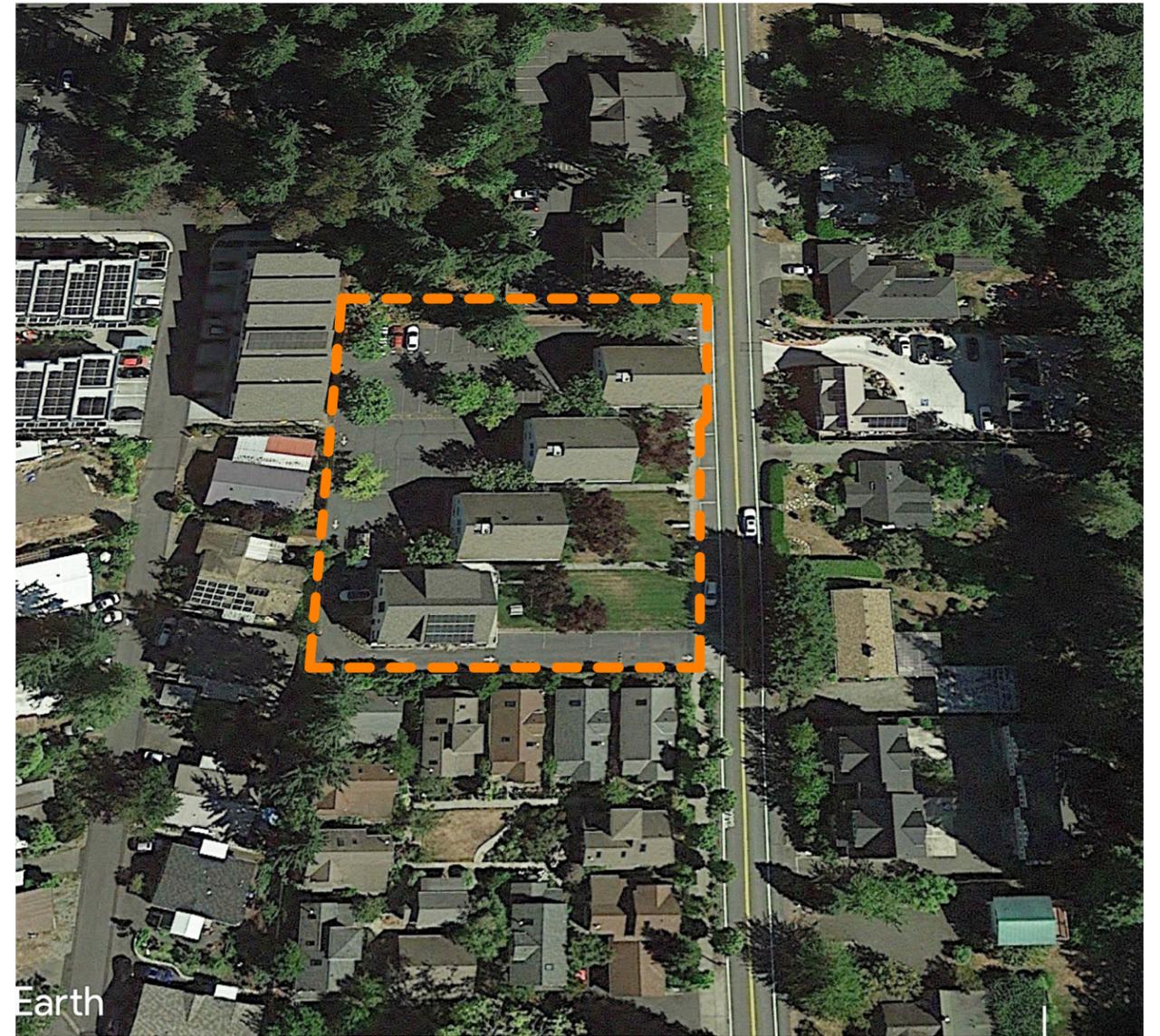
WENZLAU ARCHITECTS



VIEW FROM NORTH APPROACH



VIEW FROM SOUTH APPROACH



AERIAL VIEW

SITE PHOTOS

A 3

HYLA HIGH SCHOOL, BLDGS 365, 375 & 385

BAINBRIDGE ISLAND, WA

06/01/2022
SITE PLAN REVIEW



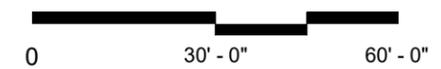
WENZLAU ARCHITECTS



CONCEPTUAL SITE ANALYSIS (EXISTING CONDITIONS)

HYLA HIGH SCHOOL, BLDGS 365, 375 & 385

BAINBRIDGE ISLAND, WA



A 4

06/01/2022
SITE PLAN REVIEW



WENZLAU ARCHITECTS



HYLA HIGH SCHOOL REMODEL

375 ERICKSEN AVE NE
BAINBRIDGE ISLAND, WA 98110

8534-000-375-0005
UNIT 375, ERICKSEN AVENUE OFFICE PARK CONDOMINIUMS, AS RECORDED IN VOLUME 10 OF CONDOMINIUMS, PAGES 92 - 94, INCLUSIVE, UNDER AUDITOR'S FILE NO. 201905160117, ACCORDING TO THE DECLARATION THEREOF RECORDED UNDER AUDITOR'S FILE NO. 201905160118, RECORDS OF KITSAP COUNTY, WASHINGTON.

365 ERICKSEN AVE NE
BAINBRIDGE ISLAND, WA 98110

8534-000-365-0007
UNIT 365, ERICKSEN AVENUE OFFICE PARK CONDOMINIUMS, AS RECORDED IN VOLUME 10 OF CONDOMINIUMS, PAGES 92 - 94, INCLUSIVE, UNDER AUDITOR'S FILE NO. 201905160117, ACCORDING TO THE DECLARATION THEREOF RECORDED UNDER AUDITOR'S FILE NO. 201905160118, RECORDS OF KITSAP COUNTY, WASHINGTON.

ZONING CLASSIFICATION:
BASE: MUTC; (MIXED USE TOWN CENTER)
OVERLAY: EA; (ERICKSEN AVENUE OVERLAY DISTRICT)

LOT AREA (PER COUNTY RECORDS) = 0.92 ACRES = 40,075 sf

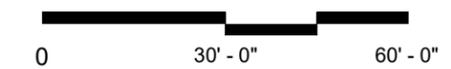
VICINITY MAP



BASIC SITE PLAN

HYLA HIGH SCHOOL, BLDGS 365, 375 & 385

BAINBRIDGE ISLAND, WA

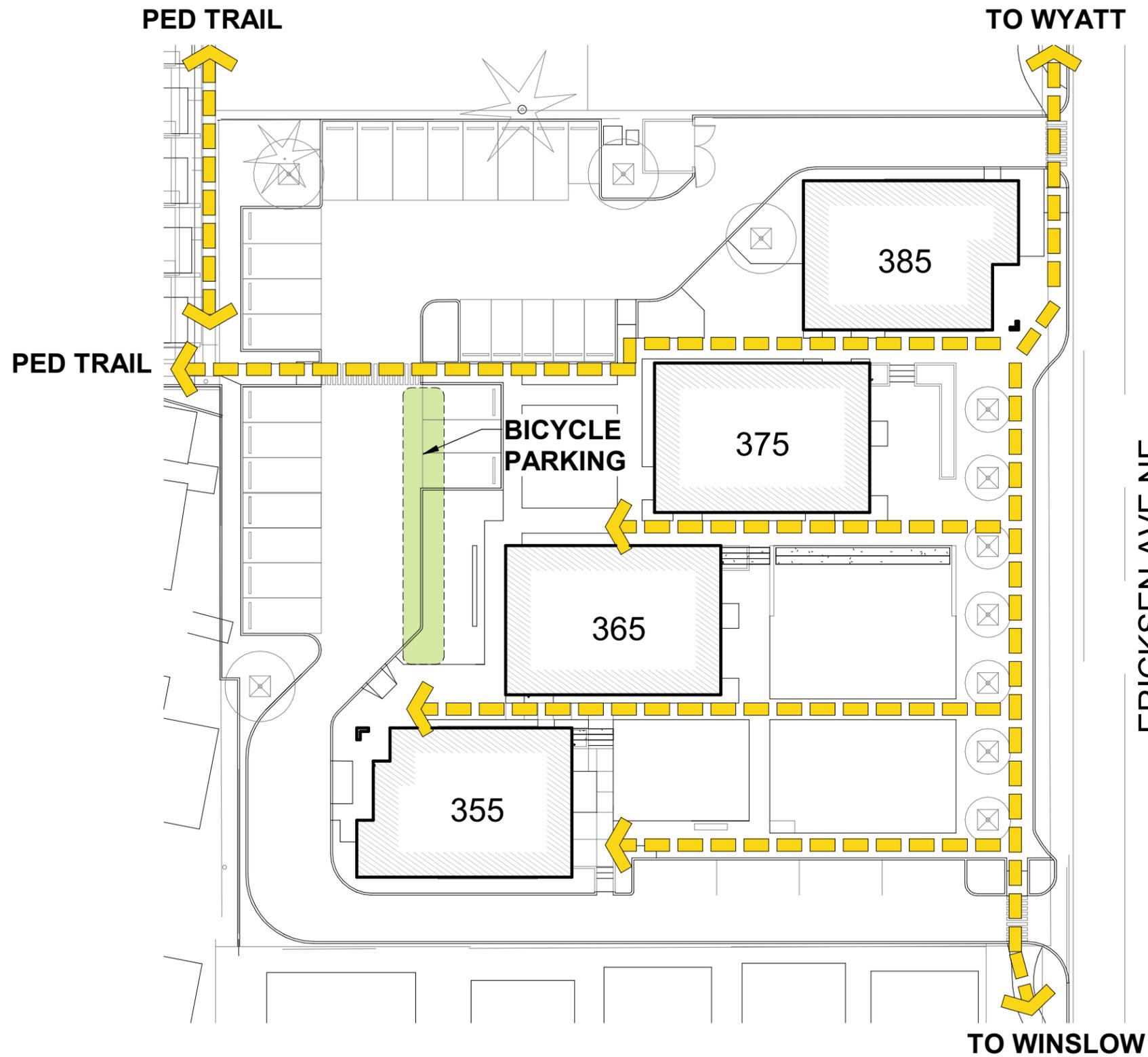


A 5

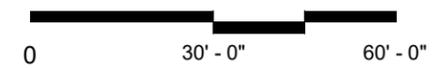
06/01/2022
SITE PLAN REVIEW



WENZLAU ARCHITECTS



PEDESTRIAN ACCESS



A 6

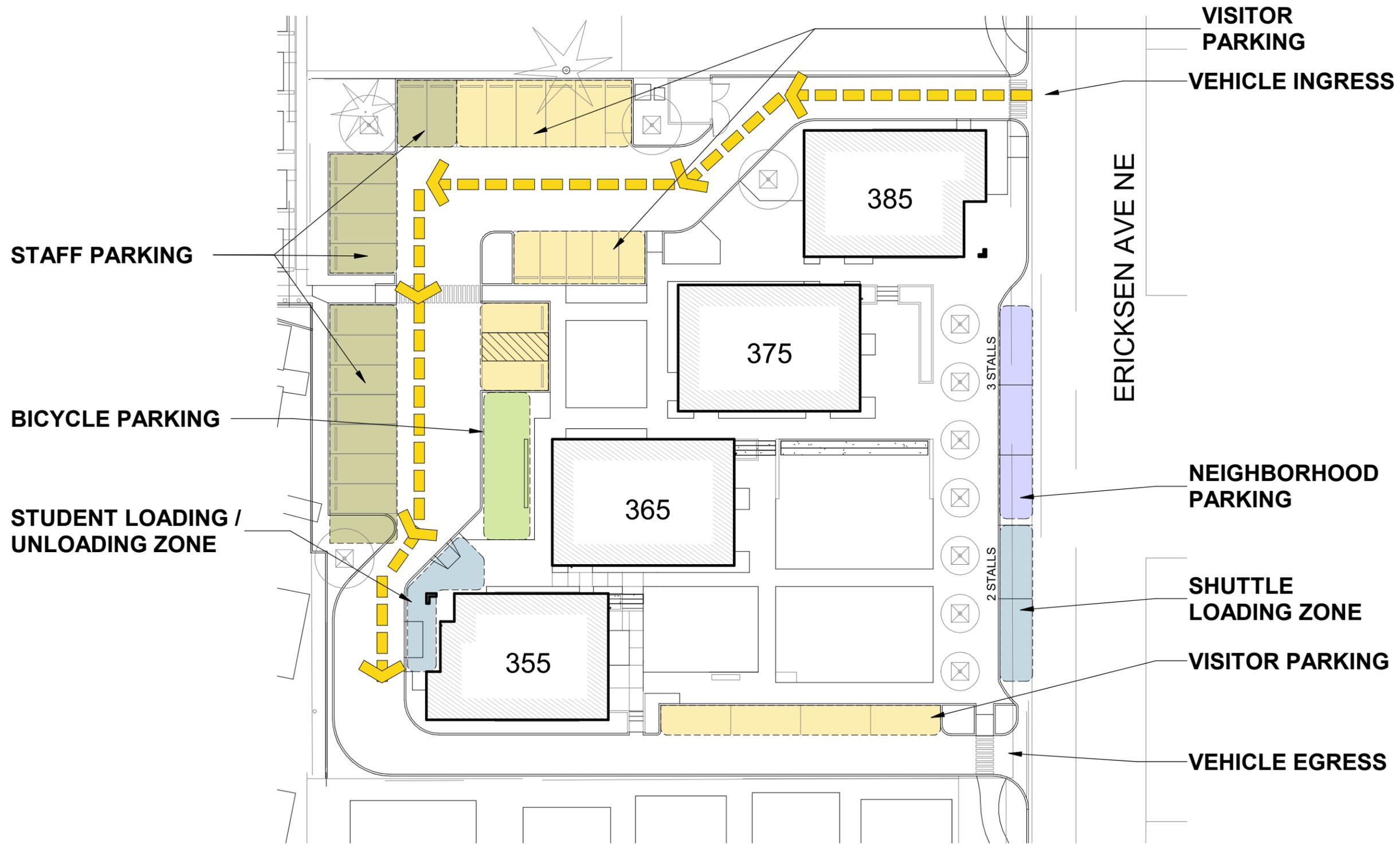
HYLA HIGH SCHOOL, BLDGS 365, 375 & 385

BAINBRIDGE ISLAND, WA

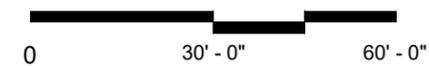
06/01/2022
SITE PLAN REVIEW



WENZLAU ARCHITECTS



PARKING ACCESS PLAN



A 8

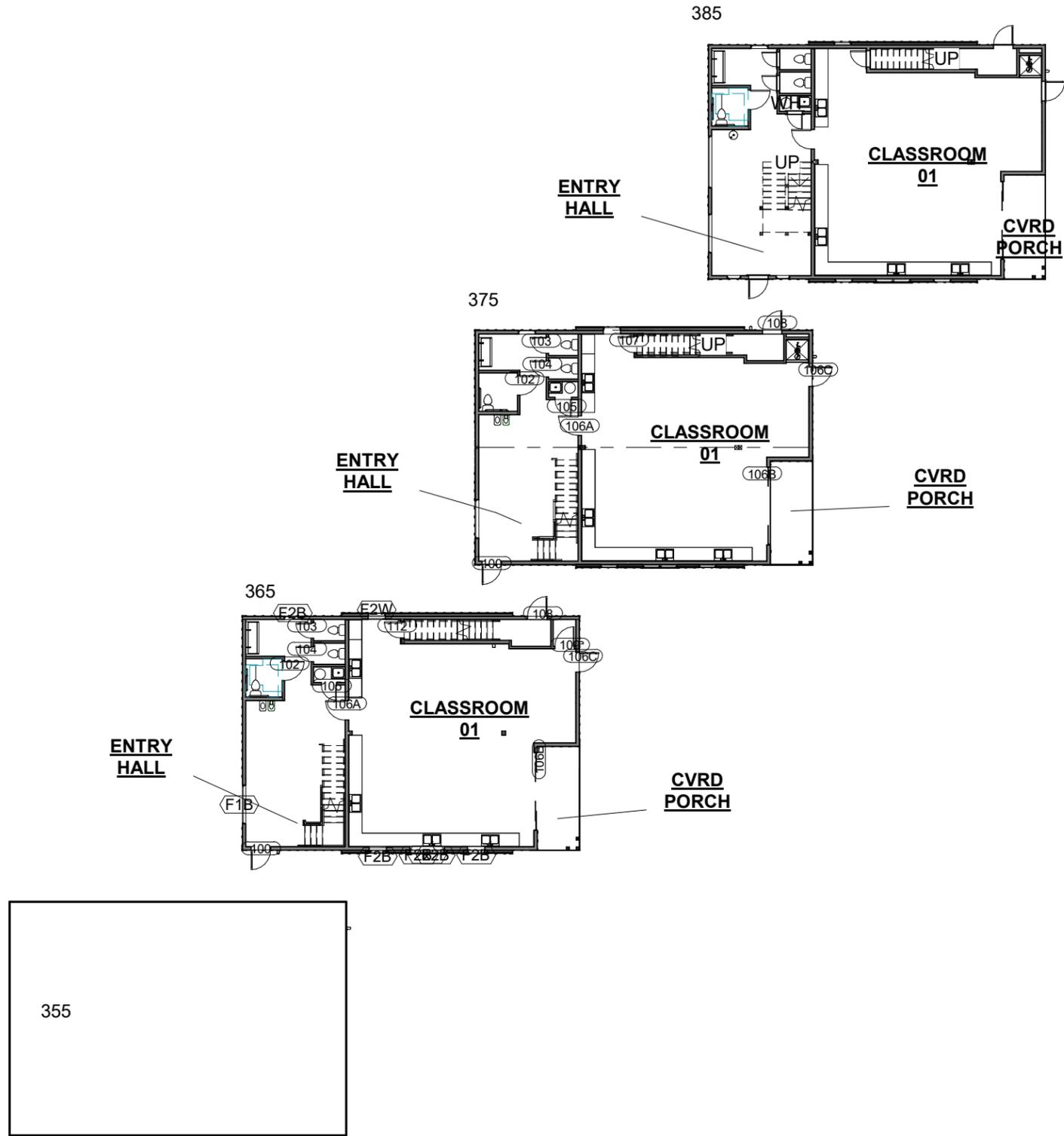
HYLA HIGH SCHOOL, BLDGS 365, 375 & 385

BAINBRIDGE ISLAND, WA

06/01/2022
SITE PLAN REVIEW



WENZLAU ARCHITECTS



1ST FLOOR PLANS

A 10

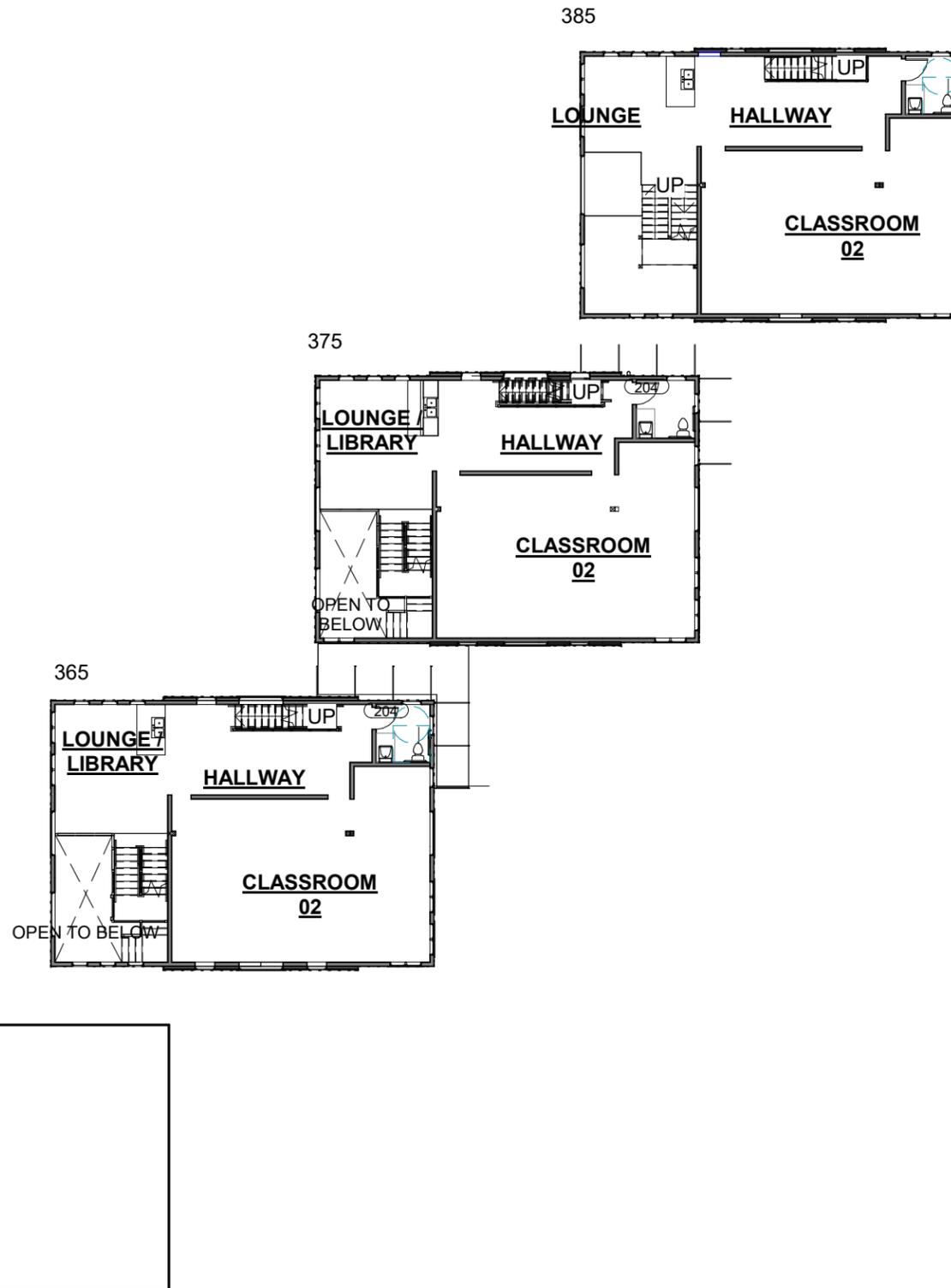
HYLA HIGH SCHOOL, BLDGS 365, 375 & 385

BAINBRIDGE ISLAND, WA

06/01/2022
SITE PLAN REVIEW



WENZLAU ARCHITECTS



2ND FLOOR PLANS

A 11

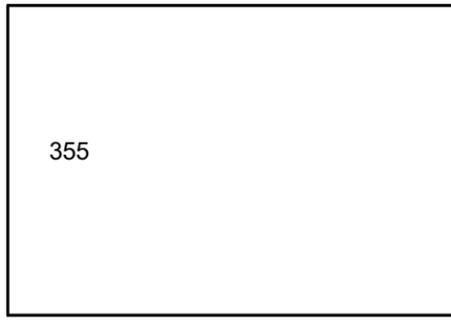
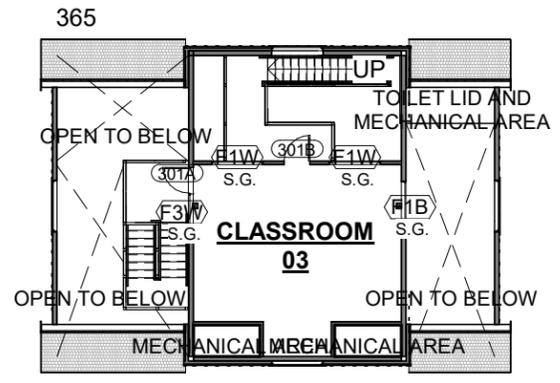
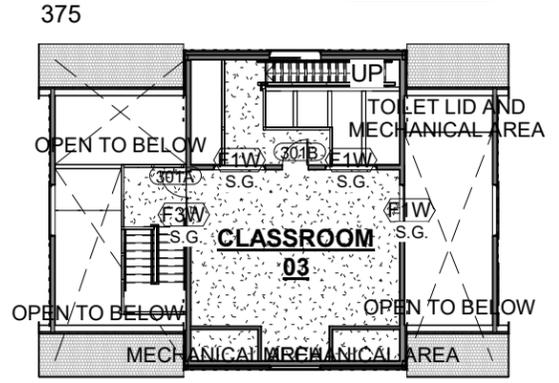
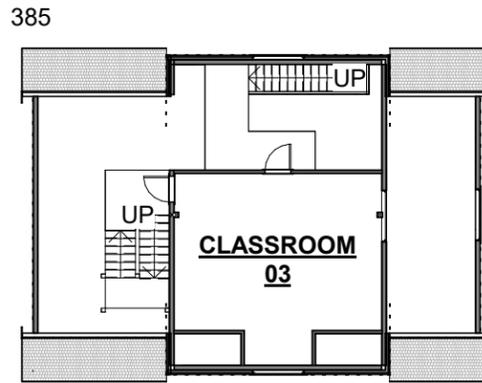
HYLA HIGH SCHOOL, BLDGS 365, 375 & 385

BAINBRIDGE ISLAND, WA

06/01/2022
SITE PLAN REVIEW



WENZLAU ARCHITECTS



MEZZANINE FLOOR PLANS

A 12

HYLA HIGH SCHOOL, BLDGS 365, 375 & 385

BAINBRIDGE ISLAND, WA

06/01/2022
SITE PLAN REVIEW



WENZLAU ARCHITECTS



RENDERING - ERICKSEN AVE PERSPECTIVE

A 13

HYLA HIGH SCHOOL, BLDGS 365, 375 & 385

BAINBRIDGE ISLAND, WA

06/01/2022
SITE PLAN REVIEW



WENZLAU ARCHITECTS



RENDERING - WEST PERSPECTIVE

A 14

HYLA HIGH SCHOOL, BLDGS 365, 375 & 385

BAINBRIDGE ISLAND, WA

06/01/2022
SITE PLAN REVIEW



WENZLAU ARCHITECTS



TYP WALKWAY CANOPY



MULIT-USE SHELTER

WALKWAY CANOPY AND MULTI-USE CANOPY

A 15

HYLA HIGH SCHOOL, BLDGS 365, 375 & 385

BAINBRIDGE ISLAND, WA

06/01/2022
SITE PLAN REVIEW



WENZLAU ARCHITECTS



BLDG 355
EAST ELEVATION

BLDG 365

BLDG 375

BLDG 385



TYP NORTH ELEVATION



BLDG 385
WEST ELEVATION

BLDG 375

BLDG 365

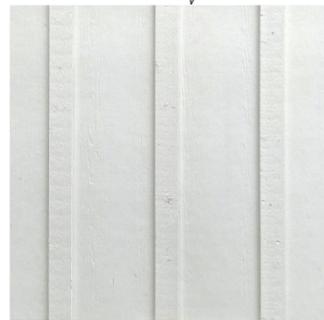
BLDG 355



TYP SOUTH ELEVATION



EXTERIOR
SCONCE LIGHTING



VERTICAL SIDING:
BOARD & BATTEN (PAINTED)



VERTICAL SIDING:
BOARD & BATTEN (NATURAL)



EXPOSED STRUCTURE:
NATURAL CEDAR



INFILL PANEL:
PAINTED CEMENT BOARD



ROOFING:
ASPHALT COMPOSITE

ELEVATIONS

A 16

HYLA HIGH SCHOOL, BLDGS 365, 375 & 385

BAINBRIDGE ISLAND, WA

06/01/2022
SITE PLAN REVIEW



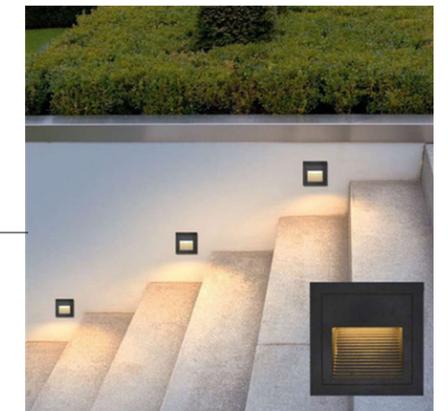
WENZLAU ARCHITECTS



BOLLARD



SOFFIT



STEP LIGHT AT LOW WALL

CONCEPTUAL LIGHTING PLAN

HYLA HIGH SCHOOL

BAINBRIDGE ISLAND, WA

05/02/22
FINAL DESIGN REVIEW



WENZLAU ARCHITECTS



Department of Planning and Community Development

Applicant Name: Click or tap here to enter text.

SEPA ENVIRONMENTAL CHECKLIST

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Questions?: PCD@bainbridgewa.gov or (206) 780-3750

Instructions for Lead Agencies:

The lead agency must review the answers provided by the applicant and make corrections and/or additions, if appropriate. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals:

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the [SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS \(part D\)](#). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. Background [\[HELP\]](#)

1. Name of proposed project, if applicable:

Hyla High School

2. Name of applicant:

Charles Wenzlau – Wenzlau Architects

3. Address and phone number of applicant and contact person:

490 Madison Ave. North, Suite 105, Bainbridge Island WA 98110
206-780-6882

Contact: Charles Wenzlau

4. Date checklist prepared:

May 24, 2022

5. Agency requesting checklist:

City of Bainbridge Island

6. Proposed timing or schedule (including phasing, if applicable):

Construction completion around Fall of 2023

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

No

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

Traffic Impact Analysis

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

None known

10. List any government approvals or permits that will be needed for your proposal, if known.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

Project consists of a renovation of an existing 4 building commercial complex into an educational facility for grade levels 9-12. Existing parking spaces will be reduced to expand open spaces for student uses. Project site is approximately .89 acres.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

Site is located along the west side of Ericksen Avenue between Wyatt Way and Winslow Way.

B. Environmental Elements [\[HELP\]](#)

1. Earth [\[help\]](#)

a. General description of the site:

(circle one): **Flat**, rolling, hilly, steep slopes, mountainous, other _____

b. What is the steepest slope on the site (approximate percent slope)?

Site is flat.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

Glacial till

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

No

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

None proposed

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

No

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

Total impervious area = 79%

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

A detailed erosion control plan will be developed during design and implemented during construction. The plan will include best management practices to provide a stabilized construction access, stabilization of disturbed soils, prevent offsite movement of sediment by trapping per perimeter fencing, and schedule construction to minimize erosion potential. The plan will be designed to meet COBI and State regulations.

2. Air [\[help\]](#)

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

Emissions from construction equipment in unknown quantities. Some additional dust prior to stabilization of soil on site.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

None

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

Construction equipment will be well maintained. Dust control measures will be taken to reduce dust.

3. Water [\[help\]](#)

a. Surface Water: [\[help\]](#)

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

Project will continue to utilize existing City of Bainbridge Island stormwater conveyance facilities which discharge to Winslow Ravine Creek and then to Puget Sound.

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

No work is proposed within 200 feet of the shoreline.

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

None

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

No

- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

No

- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

No

b. Ground Water: [\[help\]](#)

- 1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

No

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

None. All waste will be discharged into City sewer system.

c. Water runoff (including stormwater):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

The project will replace 4,759 square feet of hard surface and create 4,818 square feet of new hard surface and remove 2,173 square feet of existing hard surface. In total, after construction

the site will have 31,530 square feet of hard surface and 8,546 square feet of landscaping. Runoff generated from these areas will be collect by the existing drainage system on the site or be collected in a new system that will discharge to an under drain rain garden located in the southeast corner of the site. During final design the exact location of the rain garden may change, but the underlying function (stormwater treatment) of the rain garden will be retained. The drainage system on site will discharge to the stormwater system in Ericksen Avenue and eventually into Puget Sound.

2) Could waste materials enter ground or surface waters? If so, generally describe.

No

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

No

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

The project will be required to demonstrate compliance with Minimum Requirements #1-#9 of the 2012 Ecology SMMWW, as amended in 2014, and comply with BIMC 15.20. The final construction plans will specify BMP's where determined feasible for the new and replaced hard surface areas as well as the site disturbed areas, and be reviewed and approved by the City of Bainbridge Island prior to any site disturbance.

4. **Plants** [\[help\]](#)

a. Check the types of vegetation found on the site:

- _X_deciduous tree: alder, maple, aspen, other
- _X_evergreen tree: fir, cedar, pine, other
- _X_shrubs
- _X_grass
- ___pasture
- ___crop or grain
- ___Orchards, vineyards or other permanent crops.
- ___wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- ___water plants: water lily, eelgrass, milfoil, other
- ___other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

Some existing trees will be removed due to proposed site improvements.

c. List threatened and endangered species known to be on or near the site.

None known

- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

New plantings in this urbanized site will include native species and regionally adapted ornamental species around the buildings and parking lots. Native vegetation and other drought resistant plant material will be specified to promote plant establishment, increase the likelihood of long-term planting success, reduce water consumption, and promote habitat.

- e. List all noxious weeds and invasive species known to be on or near the site.

None known

5. **Animals** [\[help\]](#)

- a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.

Examples include:

birds: hawk, heron, eagle, **songbirds**, other:

mammals: deer, bear, elk, beaver, other:

fish: bass, salmon, trout, herring, shellfish, other _____

Songbirds are likely to use the site. Small urban-adapted mammals such as raccoon, opossum, coyotes and rodents are present around the site.

- b. List any threatened and endangered species known to be on or near the site.

None known

- c. Is the site part of a migration route? If so, explain.

Not known

- d. Proposed measures to preserve or enhance wildlife, if any:

Use of native plantings

- e. List any invasive animal species known to be on or near the site.

None known

6. **Energy and Natural Resources** [\[help\]](#)

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Electric for heating and lighting

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

No

- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

Building envelope will be built to code combined with other energy conservation strategies, including LED lighting, low use water fixtures and energy efficient appliances. Site will include an electric vehicle charging station and bicycle parking.

7. Environmental Health [\[help\]](#)

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

None

- 1) Describe any known or possible contamination at the site from present or past uses.

None

- 2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

None

- 3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

None

- 4) Describe special emergency services that might be required.

None

- 5) Proposed measures to reduce or control environmental health hazards, if any:

None

b. Noise

- 1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

Traffic, neighboring business operations

- 2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Traffic, equipment operation, construction

- 3) Proposed measures to reduce or control noise impacts, if any:

Construction noise (operation hours to be limited) would occur as a short-term noise issue. Long-term noise types would include auto traffic & landscape maintenance.

8. Land and Shoreline Use [\[help\]](#)

- a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

Project site was developed in 1980's. The site has 4 existing buildings and surface parking areas. Site is surrounded by single family, multifamily residences and commercial uses. No potential visual impacts are anticipated.

- b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

No

- 1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

No

- c. Describe any structures on the site.

There are 4 existing commercial buildings.

- d. Will any structures be demolished? If so, what?

No

e. What is the current zoning classification of the site?

MUTC – Ericksen District

f. What is the current comprehensive plan designation of the site?

MUTC – Ericksen District

g. If applicable, what is the current shoreline master program designation of the site?

N/A

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

No

i. Approximately how many people would reside or work in the completed project?

160 students plus 12 staff

j. Approximately how many people would the completed project displace?

None

k. Proposed measures to avoid or reduce displacement impacts, if any:

None

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

Comply with existing land use regulations and design guidelines.

m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

None

9. Housing [\[help\]](#)

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

None

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

None

c. Proposed measures to reduce or control housing impacts, if any:

None

10. Aesthetics [\[help\]](#)

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

35 feet

b. What views in the immediate vicinity would be altered or obstructed?

No views would be obstructed.

c. Proposed measures to reduce or control aesthetic impacts, if any:

Project is designed to comply with COBI design guidelines. A variety of building forms and materials will help add variety and break up project scale.

11. Light and Glare [\[help\]](#)

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

Illumination from project site will occur at night due to interior lighting, site signage and outdoor lighting.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

No

c. What existing off-site sources of light or glare may affect your proposal?

None

d. Proposed measures to reduce or control light and glare impacts, if any:

All exterior lighting will comply with city's dark sky guidelines to minimize light spill off-site & upward to sky.

12. Recreation [\[help\]](#)

a. What designated and informal recreational opportunities are in the immediate vicinity?

Waterfront Park

b. Would the proposed project displace any existing recreational uses? If so, describe.

No

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

Project site will have outdoor sitting areas, ADA compliant pathways, and outdoor recreation such as ping pong, etc.

13. Historic and cultural preservation [\[help\]](#)

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.

Yes. The Bainbridge Historical Museum.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

None known.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

None

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

None

14. Transportation [\[help\]](#)

a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

Site is served by Ericksen Avenue

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

Yes. Closest transit is along Winslow Way and SR 305. Ferry terminal is within ½ mile.

c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

12 spaces on site will be eliminated.

d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

No

e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

No

f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

Refer to traffic study prepared by Heath Associates (in process).

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

No

h. Proposed measures to reduce or control transportation impacts, if any:

School has transportation plan to reduce vehicle trip and on-site parking. Proposed measures include bicycle parking, carpooling, private shuttle and use of transit. Students will not be permitted to park on campus.

15. Public Services [\[help\]](#)

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

No

- b. Proposed measures to reduce or control direct impacts on public services, if any.

None

16. Utilities [\[help\]](#)

- a. Circle utilities currently available at the site:
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system,
 other _____
- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

Electric, Water, Telephone, internet, Sewer Connection

C. Signature [\[HELP\]](#)

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: C. WENZLAW
 Name of signee CHARLES WENZLAW
 Position and Agency/Organization WENZLAW ARCHITECTS
 Date Submitted: 5-24-11

D. Supplemental sheet for nonproject actions [\[HELP\]](#)

(IT IS NOT NECESSARY to use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

This project will not discharge toxic or hazardous substances. Production of noise will increase due to construction of buildings and noise associated with normal uses.

Proposed measures to avoid or reduce such increases are:

Water quality treatment, storm water facilities.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

No affect known

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

Project will meet all required buffer protection and water quality requirements. Landscape planting will rely primarily on drought tolerant native plantings.

3. How would the proposal be likely to deplete energy or natural resources?

Buildings will use a variety of energy sources, including propane, electricity and water.

Proposed measures to protect or conserve energy and natural resources are:

Energy consumption will be reduced due to compliance with state energy codes.
Water consumption will be reduced due to use of drought tolerant plants and water conserving fixtures.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

No use proposed. No affect known.

Proposed measures to protect such resources or to avoid or reduce impacts are:

No measures proposed.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

No use proposed. No affect known.

Proposed measures to avoid or reduce shoreline and land use impacts are:

No measures proposed.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

Students will utilize local transit.

Proposed measures to reduce or respond to such demand(s) are:

None. Site is served by Kitsap Transit and will have bicycle parking facilities.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

No conflicts known.



Hyla High School
TRAFFIC IMPACT ANALYSIS

City of Bainbridge Island, WA



06/17/2022

Prepared for: Hyla High School
Suzanna Messinger
c/o Charlie Wenzlau
Wenzlau Architects

June 2022

HYLA HIGH SCHOOL
TRAFFIC IMPACT ANALYSIS

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HYLA HIGH SCHOOL TRAFFIC IMPACT ANALYSIS

1. INTRODUCTION

Heath & Associates has been retained to perform a traffic evaluation for the subject proposal consisting of a new private high school in the city of Bainbridge Island. 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 adjacent street system and collecting traffic counts to establish baseline conditions. 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.

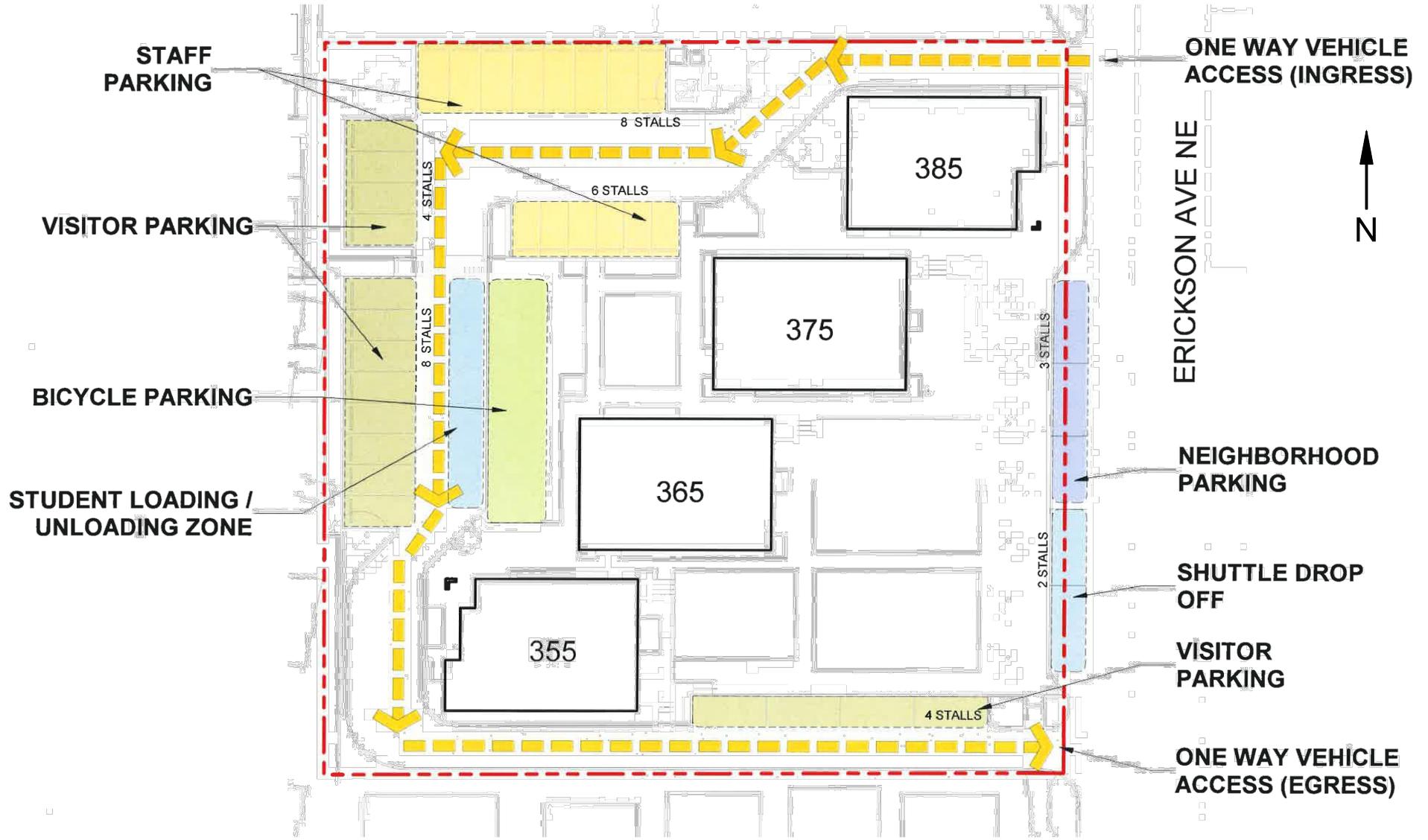
2. PROJECT DESCRIPTION

Hyla School proposes the addition of a new private high school, serving grades 9-12 located within the city of Bainbridge Island. The proposed school would be located at 385, 375, 365, and 355 Ericksen Avenue NE, situated on tax parcel #'s: 8534-000-355-0009; -365-0007; -375-0005; -385-0003. Four buildings presently occupy the site with a collective building area of 14,260 square feet. The buildings have been used as general office space. The high school proposes to repurpose the buildings to each accommodate a respective grade with a single classroom (i.e., 9th grade class to occupy one building, 10th grade to occupy a second building, etc.). The school would have a student capacity of 160 students (40 students per classroom) and 14 staff members.

Hyla School is unique in that their goals and intent are to minimize environmental impact via promoting and encouraging walking and biking as a first means of transport. Moreover, the school would require any student of driving age to sign a compliance waiver by both student and parent that acknowledges the school's transport goals and also agreeing that students are not allowed to park on-site. On-site parking via approximately 30 spaces would be available for use for staff and teachers. The balance of parking spaces would be open for visitors and during times of student pick-up/drop-off. Hyla School, consistent with their on Island middle school (7861 NE Bucklin Hill Rd) plans to offer a shuttle service with pick-up at pre-determined locations. For shuttle loading and unloading, the school is requesting that approximately two of the five on-street, parallel parking spaces along Ericksen Avenue be designated for shuttle use.

A vicinity map of the surrounding roadway network is illustrated in Figure 1 below. A conceptual site plan outlining the overall configuration of the project is presented in 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	25 mph	2-3	Some	Yes	Yes
Secondary Arterial/ Collector	Wyatt Way	25 mph	2	Some	Yes – Discontinuous	No
Collector	Winslow Way	20 mph	2	Yes	Yes	Yes
Collector	Ericksen Ave	25 mph	2	Some	Yes	No
Local	Knechtel Way	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 Hyla High School with nearest stops located along Winslow Way E at the Town & County Market south of the subject site. Service descriptions for each respective route are provided in Table 2 below. Transit use would be expected and encouraged by Hyla High School along with their provided shuttle.

Table 2: Bus Routes

Route	Description	Weekday Service	Nearest Stop
97	Crystal Springs: American Legion P&R to Bainbridge Ferry	4:35 AM – 8:30 PM (every ~60 minutes) 3:45 PM – 7:15 PM (every ~60 minutes)	~1,140'
98	Fort Ward: Fort Ward State Park Entrance to Bainbridge Island Ferry	5:42 AM – 8:35 AM (every ~45 minutes) 3:45 PM – 7:15 PM (every ~60 minutes)	~1,140'
99	Bill Point: Eagle Harbor & New Sweden to Bainbridge Island Ferry	4:29 AM – 8:35 AM (every ~45 minutes) 3:45 PM – 7:15 PM (every ~60 minutes)	~1,140'

Moreover, the Bainbridge Island Ferry Terminal is located approximately a half-mile 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. Parking spaces at the ferry terminal could be rented out by driving-aged students who may then walk to the school using a complete and continuous network of sidewalk.

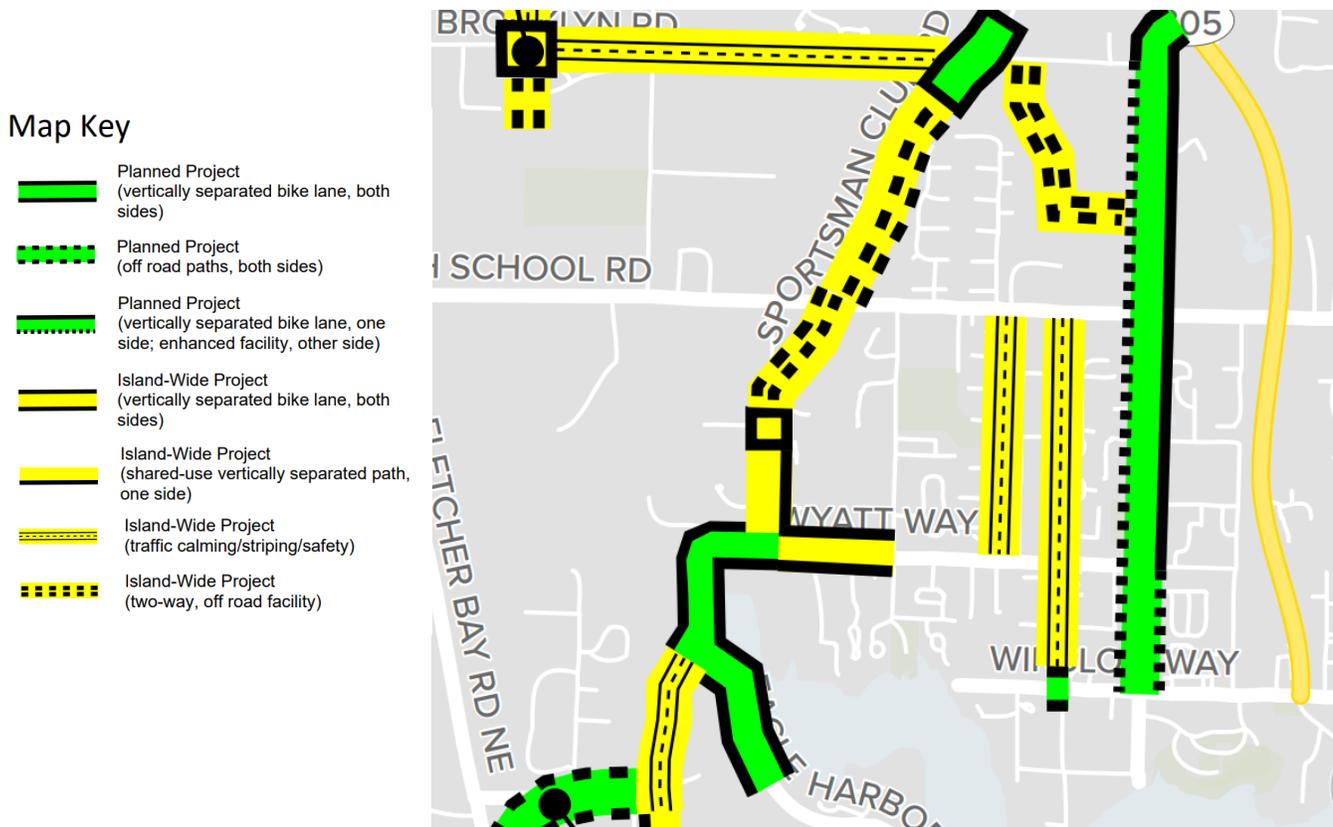
3.3 Roadway Improvements

A review of the most current City of Bainbridge Island Capital Improvement Program 2021 – 2026 (2022 Modifications) 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 \$4,685,000.

Madison Ave Sidewalk Improvements (Wyatt to High School): This project intends to widen the existing east-side sidewalk to five-feet or greater and also includes sections of landscape buffer and driveway and ramp upgrades. Construction may begin in 2022 with a total project cost of \$2,110,000.

Moreover, the City recently released their *Sustainable Transportation Plan* (February, 2022) where listed are goals that include greenhouse gas reductions and increasing multi-modal infrastructure within the city. See below image from Appendix A in the report that illustrates a 10-Year Project Map. As shown, improvements include enhanced bike facilities along Madison Avenue and SR 305, among other areas. The existing and growing non-motorist infrastructure reduces reliance on vehicles as the only means of mobility.



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. 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. Figure 3 on the following page highlights non-motorist routes in the vicinity of the proposed project.

3.5 Existing Peak Hour Volumes

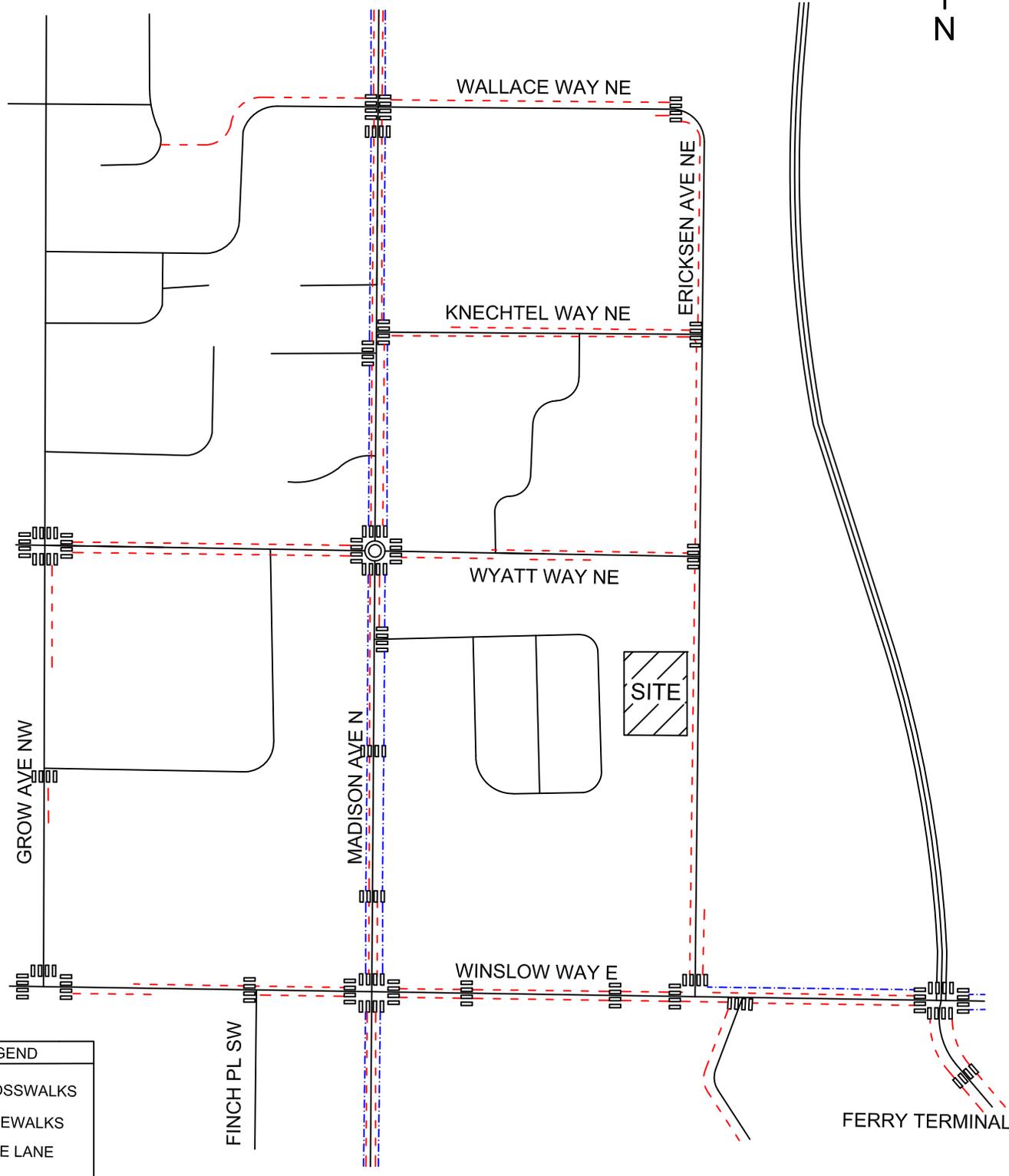
The selected study area was determined in concert with City staff during the scoping process. Affected intersections that would receive the bulk of anticipated project traffic include the following in the table below.

Table 3: Study Intersections

Intersection	Control
1. Ericksen Avenue NE & Knechtel Way NE	Stop
2. Ericksen Avenue NE & Wyatt Way NE	All-Way Stop
3. Ericksen Avenue NE & Winslow Way E	Stop

Traffic counts were administered in May of 2022 between the hours of 7:45-9:15 AM and 2:30-4:00 PM to coincide with the school’s bell schedule which is proposed to begin at 8:30 AM and dismiss at 3:15 PM. It should also be noted that counts were then compared to historic volumes available from 2018 at Ericksen Avenue intersecting with Knechtel Way and Wyatt Way to identify potential influence from the ongoing COVID-19 pandemic. Traffic volumes in the AM were compared given the same time periods available (historic PM data ranged between 4:00-6:00 PM and were therefore not considered) which current levels displayed similar to higher volumes indicating activity has largely returned to pre-pandemic conditions. Traffic volumes used herein therefore do not utilize any adjustment factor.

Figures 4 & 5 on the following pages illustrate AM and PM peak hour volumes, respectively. Full-count sheets are provided in the appendix.



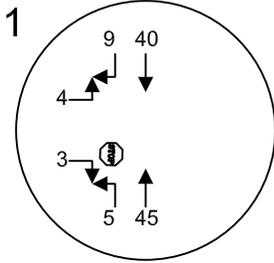
LEGEND	
	CROSSWALKS
	SIDEWALKS
	BIKE LANE

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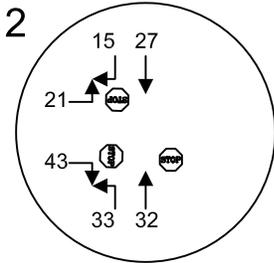
HYLA HIGH SCHOOL
NON-MOTORIST ROUTES
FIGURE 3



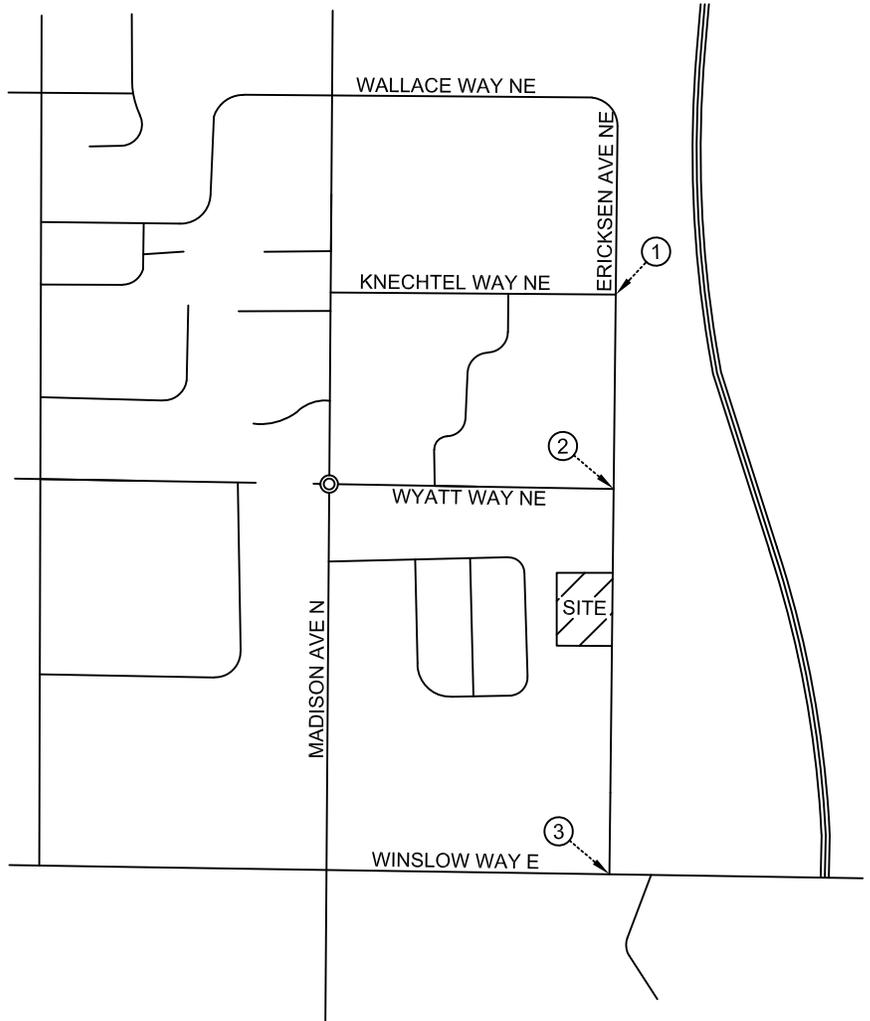
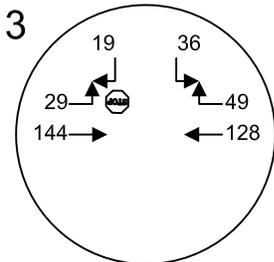
ERICKSEN AVE NE / KNECHTEL WAY NE



ERICKSEN AVE NE / WYATT WAY NE



ERICKSEN AVE NE / WINSLOW WAY E

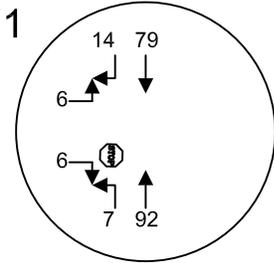


HEATH & ASSOCIATES
TRAFFIC AND CIVIL ENGINEERING

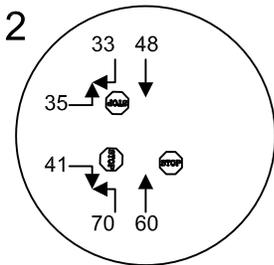
HYLA HIGH SCHOOL
EXISTING 2022 AM PEAK HOUR VOLUMES
FIGURE 4



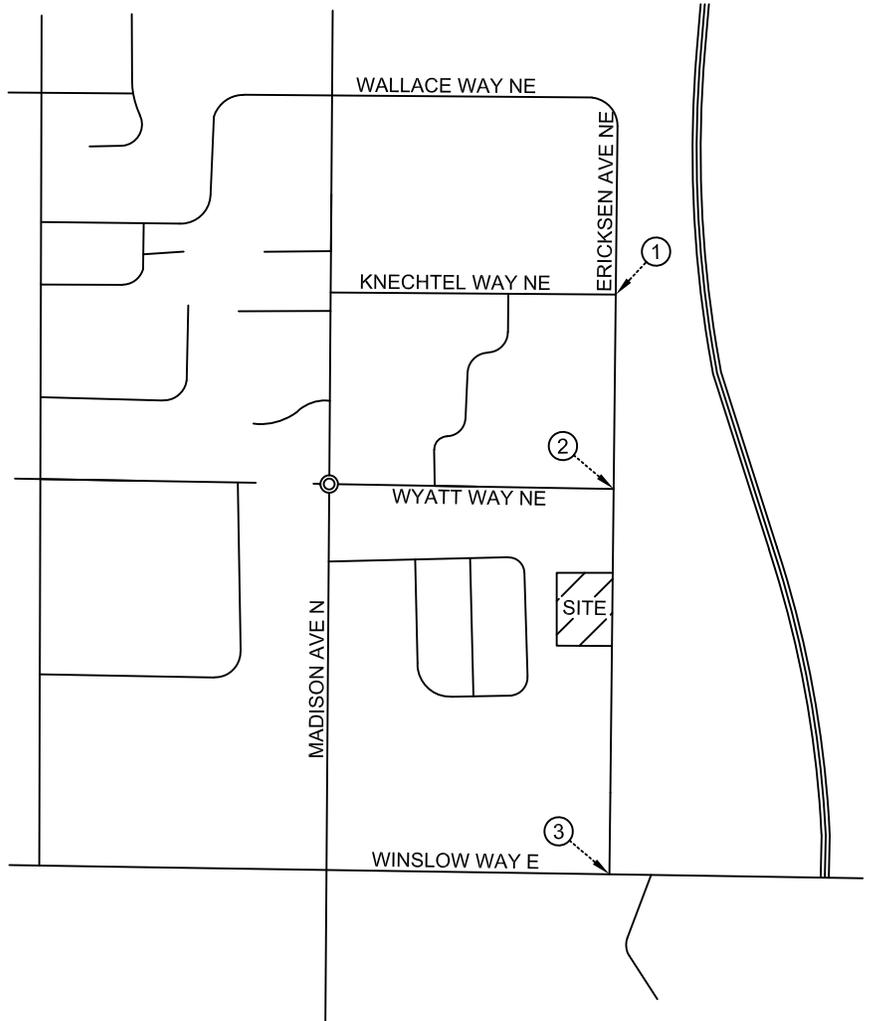
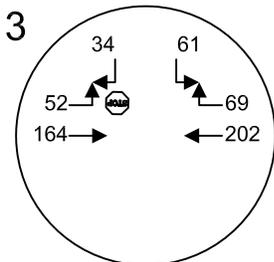
ERICKSEN AVE NE / KNECHTEL WAY NE



ERICKSEN AVE NE / WYATT WAY NE



ERICKSEN AVE NE / WINSLOW WAY E



HEATH & ASSOCIATES
TRAFFIC AND CIVIL ENGINEERING

HYLA HIGH SCHOOL
EXISTING 2022 PM PEAK HOUR VOLUMES
FIGURE 5

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 range¹ for intersection level of service is LOS A to LOS F with the former indicating the best operating conditions with low control delays and the latter indicating the worst conditions with heavy control delays. Level of service calculations were made through the use of the *Synchro 11* analysis program. Delays presented represent overall weighted average delays for all-way stop-controlled (AWSC) intersections. For unsignalized, side-street stop-controlled intersections, LOS is determined by the movement with the highest delay

Table 4: Existing 2022 Weekday Peak Hour Level of Service

Delays Given in Seconds per Vehicle

Ref #	Ericksen Avenue at:	Control Type	<u>School AM</u>		<u>School PM</u>	
			LOS	Delay	LOS	Delay
1	Knechtel Way	Stop	A	9.7	A	9.8
2	Wyatt Way	AWSC	A	7.7	A	7.9
3	Winslow Way	Stop	B	12.9	C	23.2

AWSC: All-Way Stop-Control

City Level of Service Standards²: 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.

¹ *Signalized Intersections - Level of Service*

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

Stop Controlled Intersections – Level of Service

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

Highway Capacity Manual, 6th Edition

² City of Bainbridge Island Comprehensive Plan, *Transportation Element*, (2017).

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 Manual*, 11th Edition. It should be noted that the existing structures located on-site are currently utilized as office space. The corresponding Land Use Code (LUC) for the existing on-site buildings are collectively defined under *LUC 710 – General Office*. The proposed LUC that is the most representative of the project was determined to be ITE's *LUC 534 – Private High School*. Number of students was applied as the input variable and average rates were used in determining trip ends.

Table 5: Project Trip Generation

Land Use	Variable	AWDT	AM Peak-Hour Trips			PM Peak-Hour Trips		
			In	Out	Total	In	Out	Total
Private High School	Up to 160 students	347	65	41	106	25	39	64
General Office	14,260 sq. ft.	-155	-19	-3	-22	-3	-18	-21
	Net New	192	46	38	84	22	21	43

Based on ITE data, the proposed school is estimated to generate approximately 347 daily weekday trips with 106 trips (65 inbound / 41 outbound) occurring in the AM peak hour and 64 trips (25 inbound / 39 outbound) in the PM peak hour. When taking into consideration the former use, a net increase of 84 AM and 43 PM peak hour trips are expected.

It should be taken into consideration the Hyla's intent and goals are to minimize environmental impact and is therefore promoting walking and biking as a first means of transport. For students outside walking distance, public transit and/or Hyla's Shuttle Service could be utilized—further reducing reliance on parent-student drop-off. Students of driving age may rent spaces at the ferry to park and subsequently walk to the school campus. These trip reduction strategies are not commonly employed at schools that were likely surveyed in the ITE database and the trip forecasts may therefore be considered conservative. With a good (and growing) network of multi-modal infrastructure, and aligned with the City's Sustainable Transportation Goals, Hyla High School could attract alternative transport modes from single-occupant passenger vehicle arrival/dismissal.

4.2 Distribution & Assignment

Trip distribution describes the anticipated travel routes for inbound and outbound project traffic during the peak hour study periods. While the school does not yet exist, Hyla has taken early sign-up registrations for prospective students. Therefore, student address samples were requested from the school to evaluate potential travel assignments leading both to and from school. A total of 50 addresses were provided which gives context to origin and destination points. Available in the appendix is a map with address locates for reference. Most of the initial addresses are located within the city of Bainbridge Island.

Consistent with the existing site configuration, Hyla proposes to maintain two driveways from Ericksen Avenue with the northern approach serving ingress with a one-way, southerly circulation around the west side of the buildings and egressing at the south driveway. Figures 6 & 7 illustrate travel assignment and percentages for the respective AM and PM peak hours.

4.3 Future Peak Hour Volumes

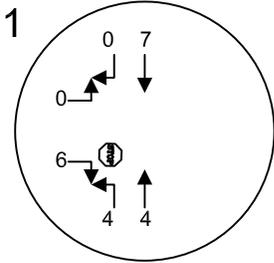
A three-year horizon of 2025 was used for forecast analysis and is assumed to reflect normal operating conditions with the proposed high school at full student capacity (160 students). A count comparison at the intersection of Ericksen Avenue NE & Wyatt Way NE from 2014 and 2018 (both pre-COVID for accurate comparison) showed similar peak hour volumes indicating stable conditions with modest area growth. Moreover, common background percentages used in past traffic studies within the city typically used a one percent background growth rate.

To remain conservative, a 1.5 percent annualized growth rate was applied to all existing traffic volumes. In addition, pipeline volumes from two nearby planned developments (Madison Apartments & HRB Ferncliff Apartments) were also included given their proximity to the subject site. Pipeline volumes have been included in the appendix. Forecast 2025 peak hour volumes without project are illustrated in Figures 8 & 9. Forecast 2025 peak hour volumes with Hyla High School are illustrated in Figures 10 & 11. Please refer to the appendix for count comparisons.

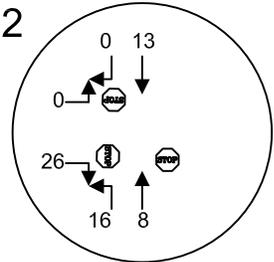


TOTAL AM PEAK HOUR TRIPS
INBOUND: 65 VPH
OUTBOUND: 41 VPH

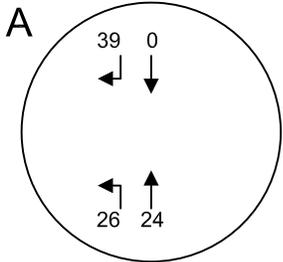
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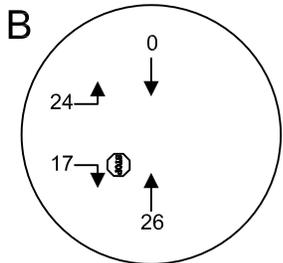
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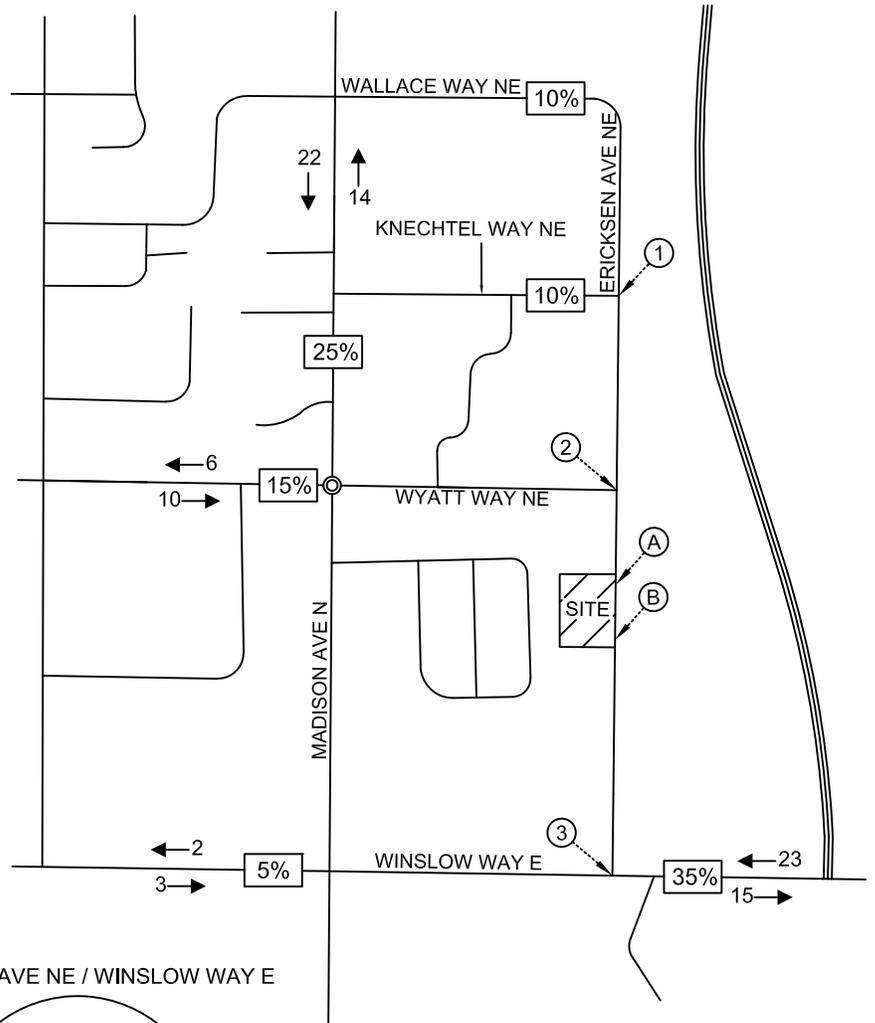
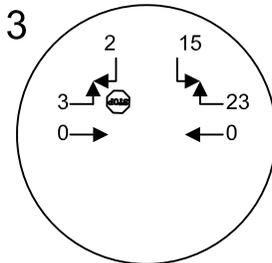
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ERICKSEN AVE NE / EXIT



ERICKSEN AVE NE / WINSLOW WAY E



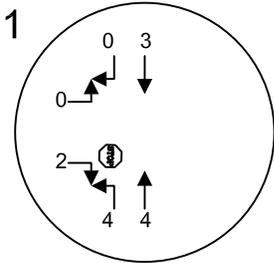
HEATH & ASSOCIATES
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HYLA HIGH SCHOOL
AM PEAK HOUR TRIP DISTRIBUTION & ASSIGNMENT
FIGURE 6

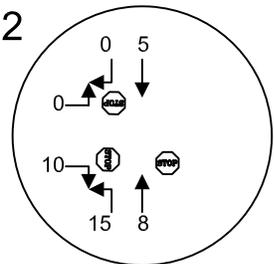


TOTAL AM PEAK HOUR TRIPS
INBOUND: 25 VPH
OUTBOUND: 39 VPH

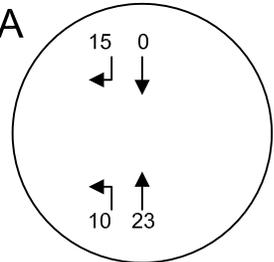
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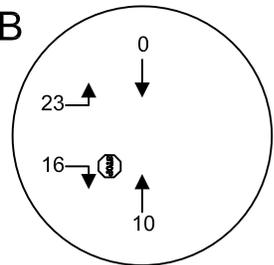
ERICKSEN AVE NE / WYATT WAY NE



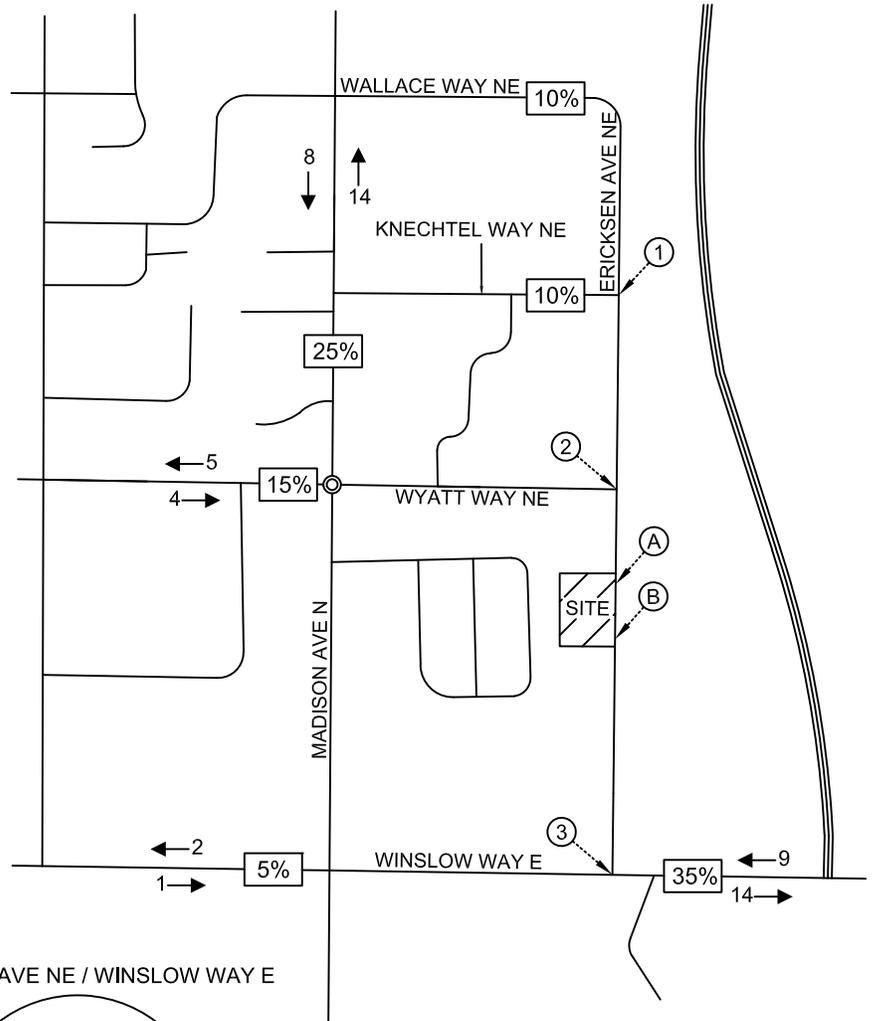
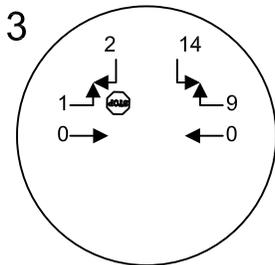
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ERICKSEN AVE NE / EXIT



ERICKSEN AVE NE / WINSLOW WAY E

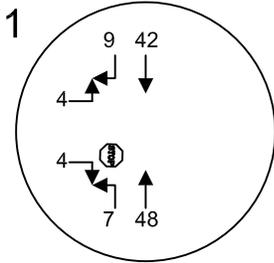


HEATH & ASSOCIATES
TRAFFIC AND CIVIL ENGINEERING

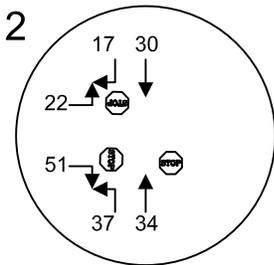
HYLA HIGH SCHOOL
PM PEAK HOUR TRIP DISTRIBUTION & ASSIGNMENT
FIGURE 7



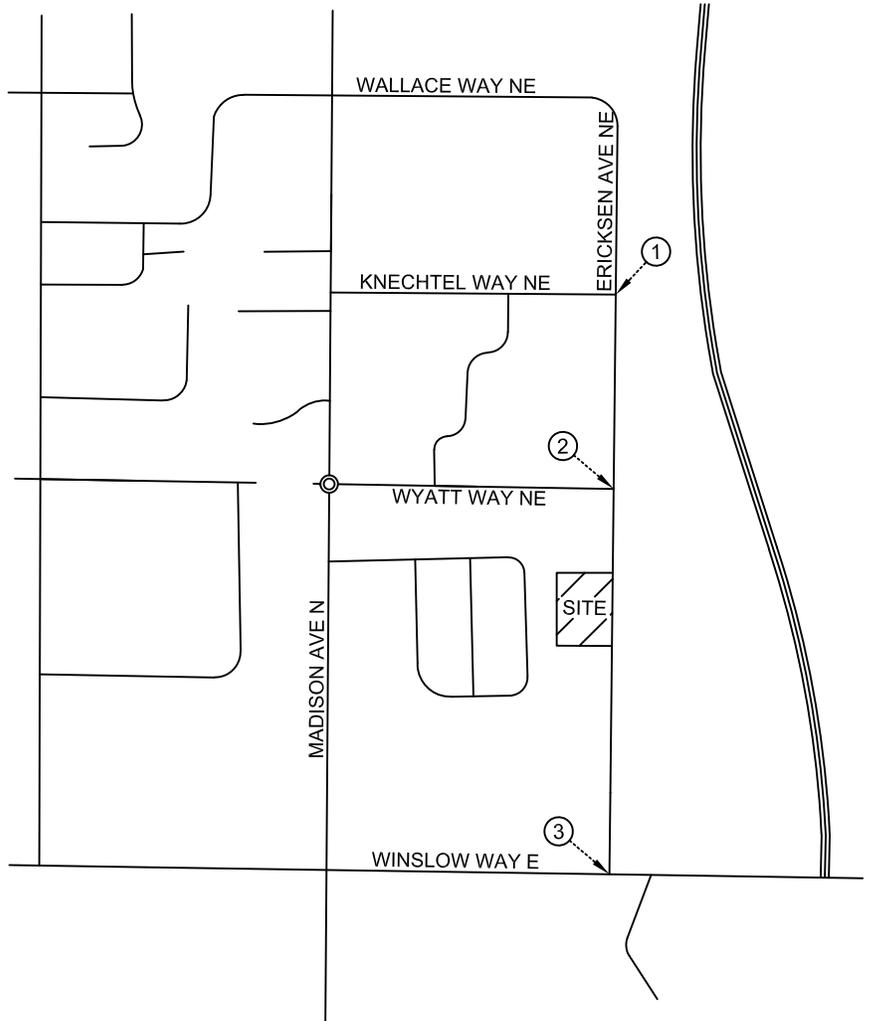
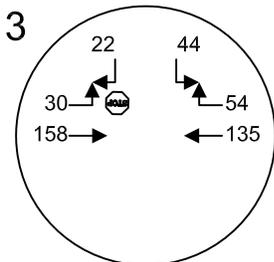
ERICKSEN AVE NE / KNECHTEL WAY NE



ERICKSEN AVE NE / WYATT WAY NE



ERICKSEN AVE NE / WINSLOW WAY E

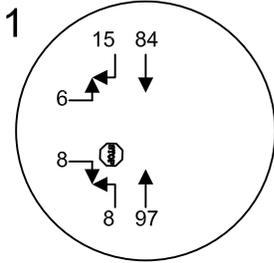


HEATH & ASSOCIATES
TRAFFIC AND CIVIL ENGINEERING

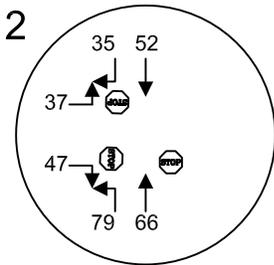
HYLA HIGH SCHOOL
FORECAST 2025 AM PEAK HOUR VOLUMES WITHOUT PROJECT
FIGURE 8



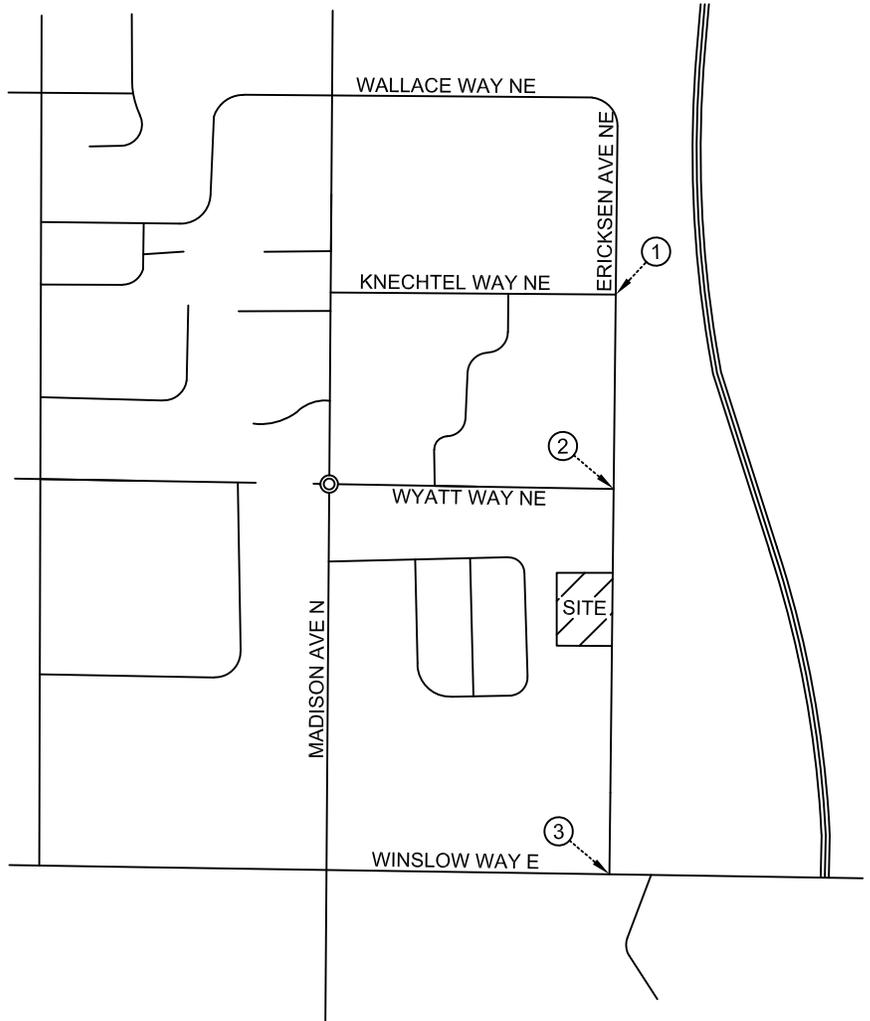
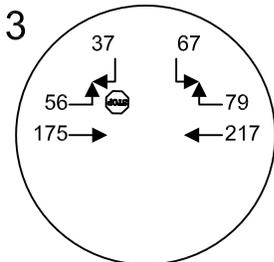
ERICKSEN AVE NE / KNECHTEL WAY NE



ERICKSEN AVE NE / WYATT WAY NE



ERICKSEN AVE NE / WINSLOW WAY E

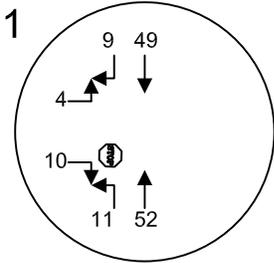


HEATH & ASSOCIATES
TRAFFIC AND CIVIL ENGINEERING

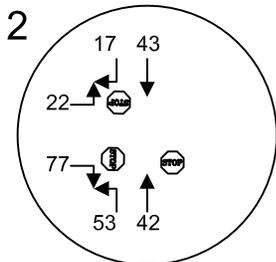
HYLA HIGH SCHOOL
FORECAST 2025 PM PEAK HOUR VOLUMES WITHOUT PROJECT
FIGURE 9



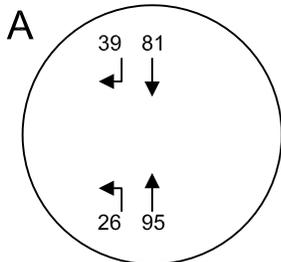
ERICKSEN AVE NE / KNECHTEL WAY NE



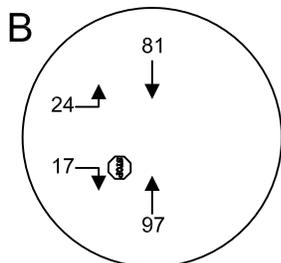
ERICKSEN AVE NE / WYATT WAY NE



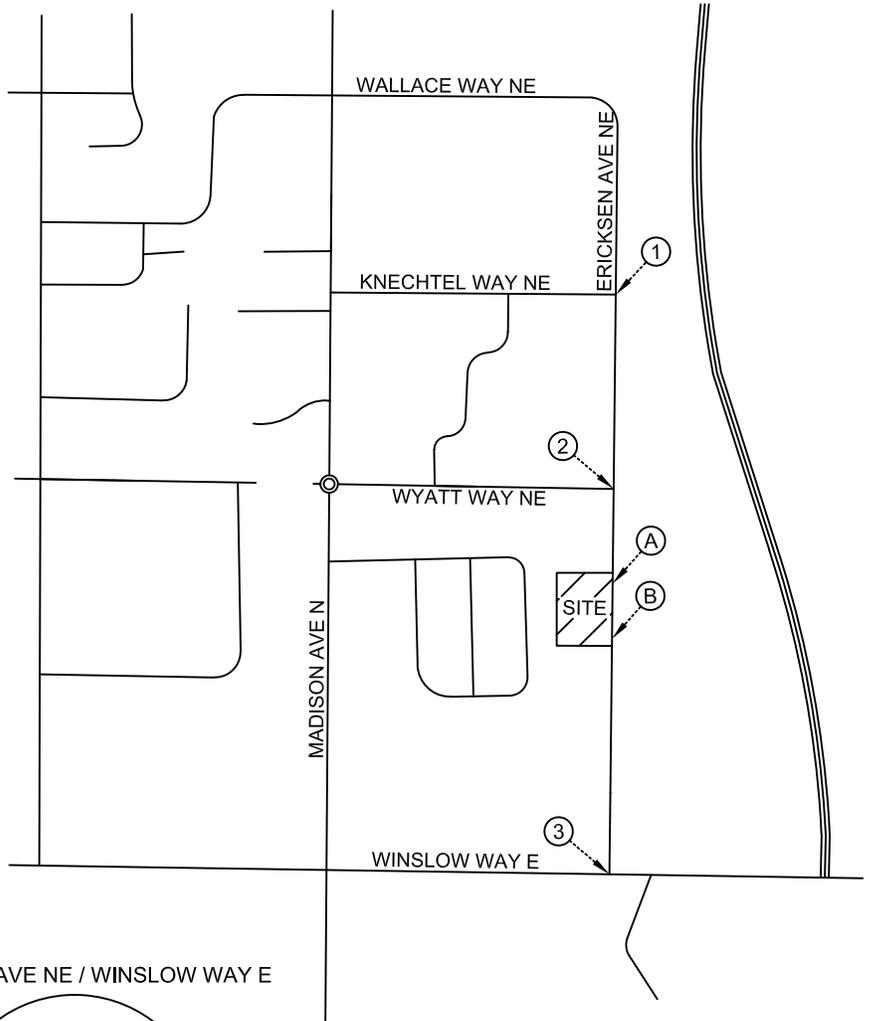
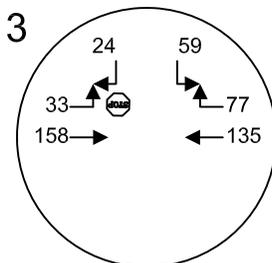
ERICKSEN AVE NE / ENTRANCE



ERICKSEN AVE NE / EXIT



ERICKSEN AVE NE / WINSLOW WAY E

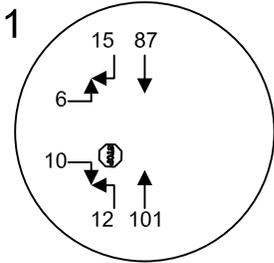


HEATH & ASSOCIATES
TRAFFIC AND CIVIL ENGINEERING

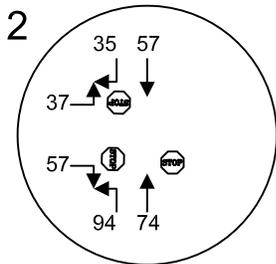
HYLA HIGH SCHOOL
FORECAST 2025 AM PEAK HOUR VOLUMES WITH PROJECT
FIGURE 10



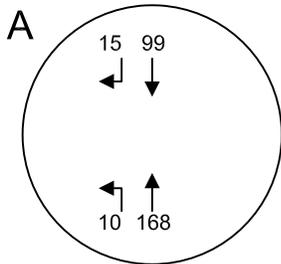
ERICKSEN AVE NE / KNECHTEL WAY NE



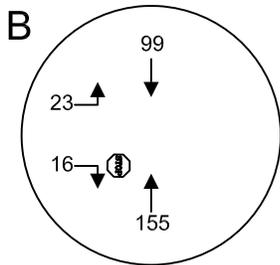
ERICKSEN AVE NE / WYATT WAY NE



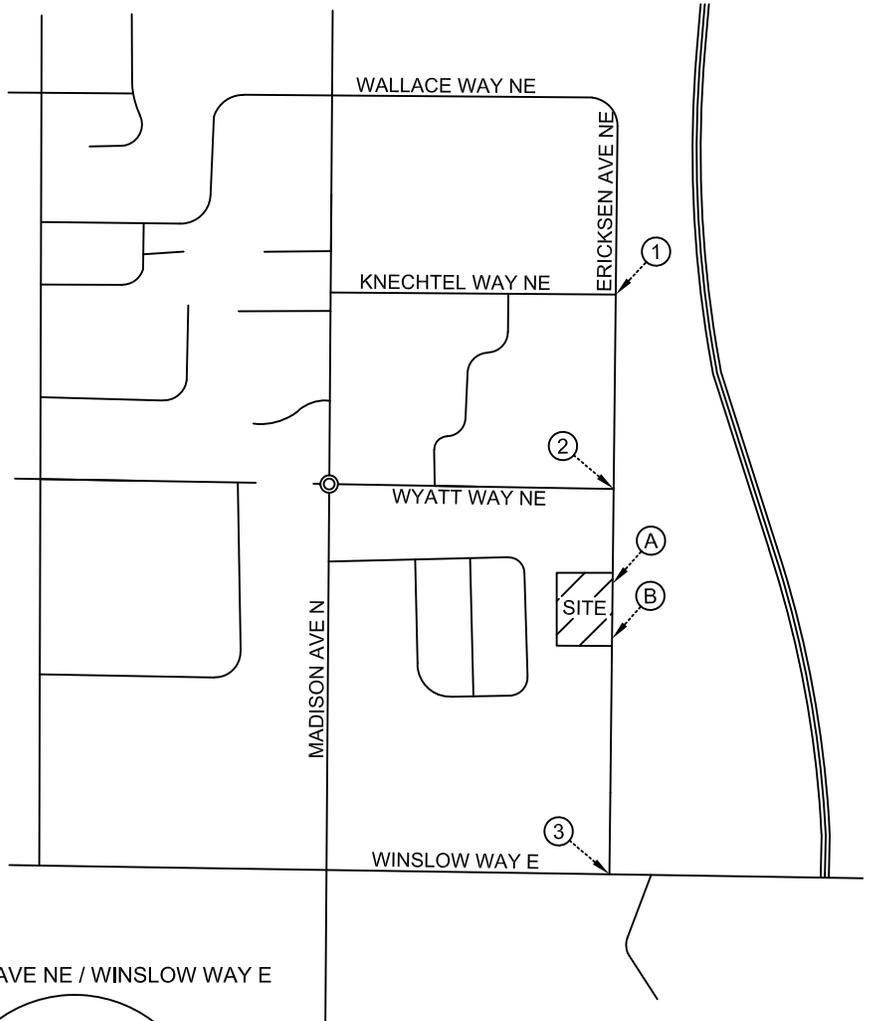
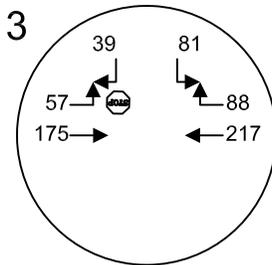
ERICKSEN AVE NE / ENTRANCE



ERICKSEN AVE NE / EXIT



ERICKSEN AVE NE / WINSLOW WAY E



HEATH & ASSOCIATES
TRAFFIC AND CIVIL ENGINEERING

HYLA HIGH SCHOOL
FORECAST 2025 PM PEAK HOUR VOLUMES WITH PROJECT
FIGURE 11

4.4 Future Level of Service

Level of service analyses were made of the forecast 2025 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 2025 Weekday Peak Hour Level of Service

Delays given in seconds per vehicle

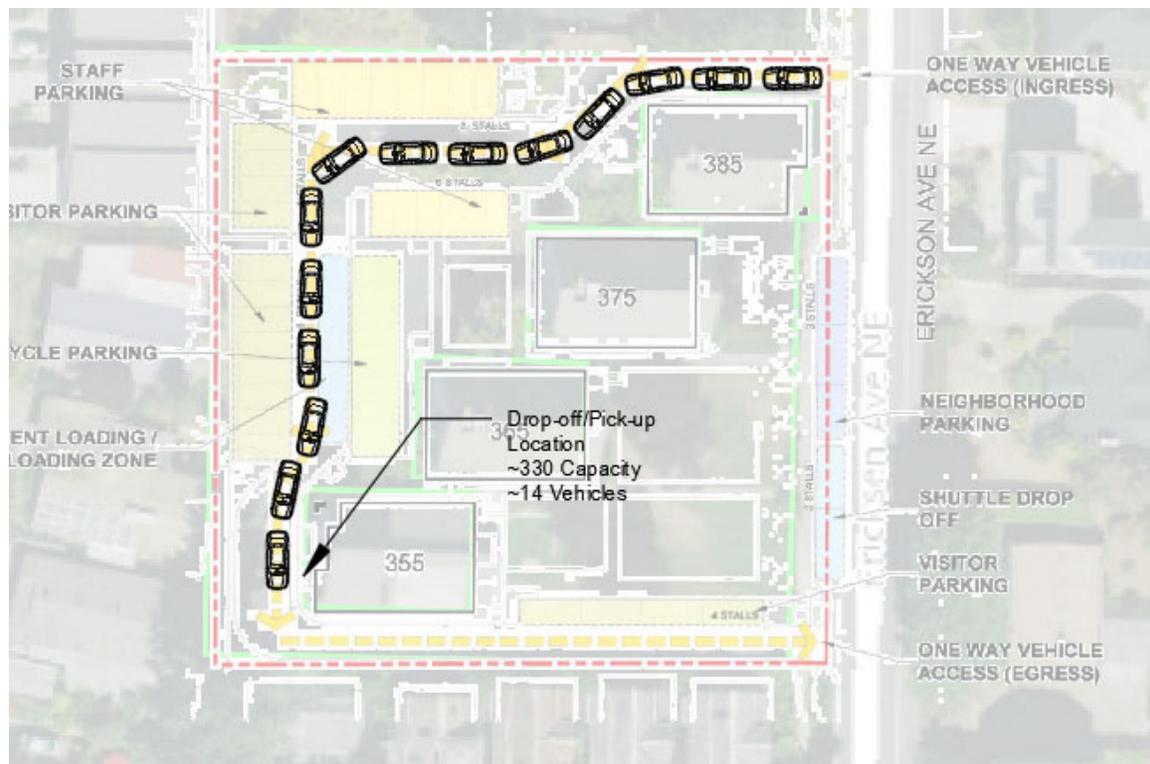
Ref #	Ericksen Avenue at	Control Type	Peak Hour	Without Project		With Project	
				LOS	Delay	LOS	Delay
1	Knechtel Way	Stop	AM	A	9.8	A	9.9
			PM	A	9.9	A	9.9
2	Wyatt Way	AWSC	AM	A	7.8	A	8.2
			PM	A	8.0	A	8.2
3	Winslow Way	Stop	AM	B	13.6	B	14.5
			PM	D	25.7	D	28.9
A	Project Entrance	Stop	AM	-	-	A	7.5
			PM	-	-	A	7.5
B	Project Exit	Stop	AM	-	-	A	9.4
			PM	-	-	A	9.8

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

Queuing & Parking

While the school would work with parents and students in educating about their preferred modes of transport, some parents may need to drive to school for pick-up and drop-off. On-site stacking capacity was examined within the existing parking loop. While determining projected queuing demands is highly variable and school/location dependent, a general rule-of-thumb that has been applied to in the past is one queued vehicle per ten students. Assuming a 160-student enrollment, this would indicate an approximate need for 16 queued vehicles during peak drop-off/pick-up. Again, this estimation was observed from traditional schools without the goals and strategies as being implement at Hyla.

As illustrated in the image below, the proposed drop-off/pick-up zone could accommodate approximately 14 vehicles. While this is slightly below the estimated 16 vehicle capacity, the school is expected to have a higher degree of multi-modal transport which could reduce the queuing demands. Moreover, additional parking on-site could be used for student loading as well as a potential overflow area that contains four parallel parking spaces on the south side of the school. With 14 staff, and assuming each staff to occupy a parking stall, 16 on-site spaces may be open to further be utilized for drop-off/pick-up. These parking spaces, during off-peak periods, could then be used for visitor and other miscellaneous parking needs. Hyla staff would work in educating parents about minimizing impacts along Ericksen Avenue, and if needed, assist in facilitating parents to enter and park on-site so as to avoid any spillover onto the public right-of-way.



In discussion with Hyla School staff, approximately 5-7 after-school events would be held per year (curriculum nights, admission nights, and other miscellaneous functions). This is based on their current experience from the middle school which would be consistent with the high school's plans. Most of the school's events consist between 20-30 people which parking would be able to be accommodated on-site. For the rare, infrequent events wherein parking demands would exceed on-site capacity (curriculum night) with approximately 130-person attendance consisting of students and parents, a parking map identifying public parking options in the adjacent downtown area would be provided. As these events are typically off-peak hours, parking is expected to be accommodated via a

combination of on-site and off-site. Moreover, most larger events would be held at the recently constructed auditorium located at the middle school.

Lastly, Hyla is proposing to designate two of the five existing parallel parking spaces along the Ericksen Avenue frontage to be used for Hyla Shuttle loading and unloading. The frontage allows for a convenient loading zone without the shuttle having to enter on-site and comingling with parent and staff activity.



Use of the frontage for Hyla shuttle would be at the discretion of the city. Depending on use and frontage availability, the city may want to explore blocking off and/or restriping the southernmost parking space and designate the next two northerly stalls, thereby eliminating three of the five parallel parking spaces, to expand sight lines as drivers exit the driveway and look north. With a car or shuttle occupying the southernmost parking space, visibility could become restricted. Use and design on the frontage is subject to city review and approval.

5. SUMMARY

Hyla School is proposing to repurpose four existing office buildings in the city of Bainbridge Island to open a new private high school serving grades 9-12. The subject site is situated on the west side of Ericksen Avenue NE and positioned between Wyatt Way NE and Winslow Way E. Each building would accommodate a single classroom (four total) and 40 students (160 total) with 14 on-site staff. The site would continue to use two driveways for ingress and egress with the northern driveway allowing inbound movements only and the southern driveway for outbound movements only. Based on ITE data, the conversion from office to a high school is estimated to yield a net increase of 192 average weekday daily trips with 84 new trips occurring in the AM peak hour and 43 new trips in the PM peak hour.

A total of three off-site intersections along Ericksen Avenue NE were examined in terms of baseline conditions and operations. Table 4 summarizes existing Level of Service (LOS) which are shown to operate with up to LOS C or better conditions meeting the city LOS standards. A forecast horizon year of 2025 with and without school and background growth indicated the study intersections to operate with up to LOS D (PM peak hour) and LOS B (AM peak hour) conditions and continuing to meet city standards. Moreover, the school's proposed driveways are estimated to operate at LOS A indicating no operational deficiencies. The trip generation estimates used in this analysis may be considered conservative given the school's approach and not permitting any student drivers to park on-site. Hyla encourages walking, biking, transit, carpooling, etc., to reduce their environmental and overall impacts.

It is recommended for the school to continually work and educate parents in the unique operating characteristics and compliance with no student drivers to the site. The school could also assist in coordinating multi-family carpooling trips. The shuttle system should be coordinated with families to determine optimal stop locations where multi-occupants can be loaded at a given stop. Any frontage modifications for shuttle loading and/or elimination of parallel parking spaces should be coordinated with city staff.

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.

HYLA HIGH SCHOOL
TRAFFIC IMPACT ANALYSIS

APPENDIX

INTERSECTION COUNT SHEETS

Heath & Associates

PO Box 397
Puyallup, WA 98371

File Name : 4835f
Site Code : 00004835
Start Date : 5/19/2022
Page No : 1

Groups Printed- Passenger + - Heavy - Bikes

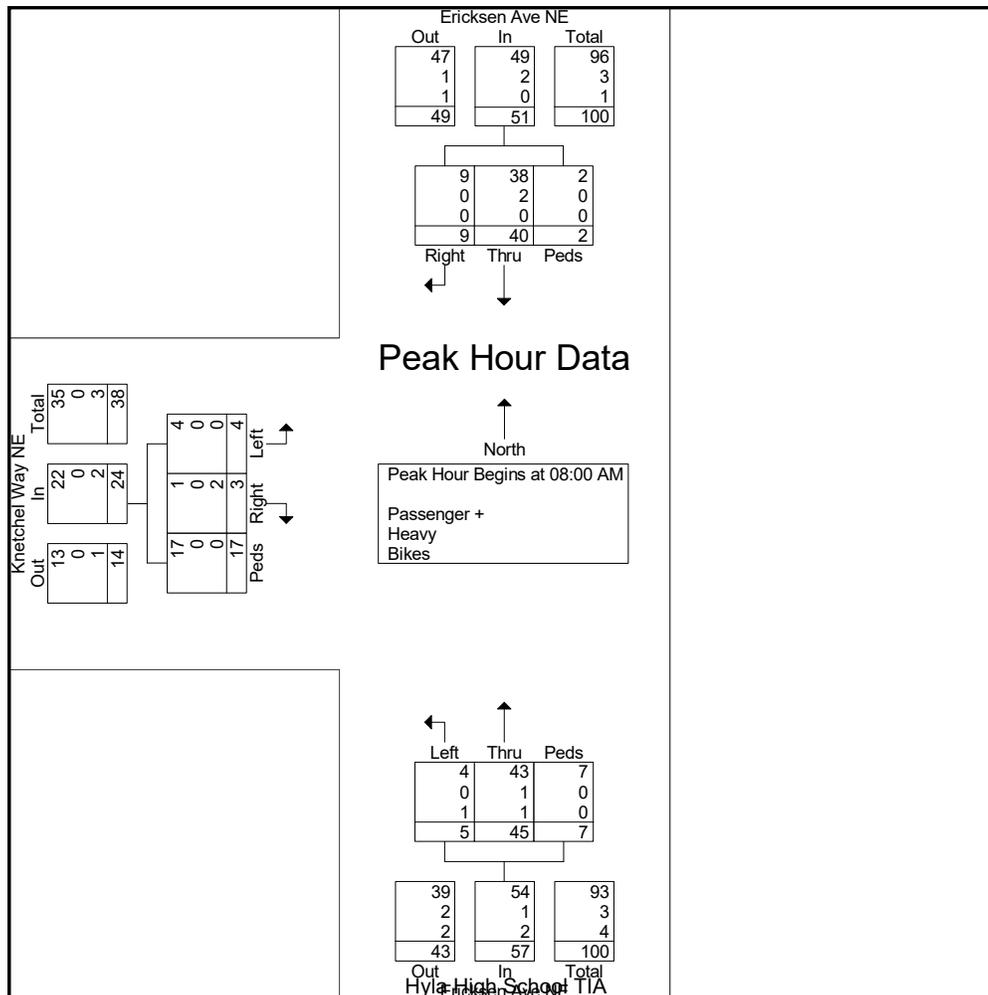
Start Time	Ericksen Ave NE Southbound				Ericksen Ave NE Northbound				Knetchel Way NE Eastbound				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
07:45 AM	3	2	0	5	10	0	0	10	5	0	4	9	24
Total	3	2	0	5	10	0	0	10	5	0	4	9	24
08:00 AM	1	7	1	9	10	0	2	12	0	0	3	3	24
08:15 AM	4	11	1	16	9	3	4	16	0	1	4	5	37
08:30 AM	3	14	0	17	13	1	0	14	3	3	8	14	45
08:45 AM	1	8	0	9	13	1	1	15	0	0	2	2	26
Total	9	40	2	51	45	5	7	57	3	4	17	24	132
09:00 AM	2	9	1	12	6	2	0	8	0	0	3	3	23
Grand Total	14	51	3	68	61	7	7	75	8	4	24	36	179
Apprch %	20.6	75	4.4		81.3	9.3	9.3		22.2	11.1	66.7		
Total %	7.8	28.5	1.7	38	34.1	3.9	3.9	41.9	4.5	2.2	13.4	20.1	
Passenger +	14	49	3	66	59	6	7	72	5	4	24	33	171
% Passenger +	100	96.1	100	97.1	96.7	85.7	100	96	62.5	100	100	91.7	95.5
Heavy	0	2	0	2	1	0	0	1	0	0	0	0	3
% Heavy	0	3.9	0	2.9	1.6	0	0	1.3	0	0	0	0	1.7
Bikes	0	0	0	0	1	1	0	2	3	0	0	3	5
% Bikes	0	0	0	0	1.6	14.3	0	2.7	37.5	0	0	8.3	2.8

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PO Box 397
Puyallup, WA 98371

File Name : 4835f
Site Code : 00004835
Start Date : 5/19/2022
Page No : 2

Start Time	Ericksen Ave NE Southbound				Ericksen Ave NE Northbound				Knetchel Way NE Eastbound				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
Peak Hour Analysis From 07:45 AM to 09:00 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	1	7	1	9	10	0	2	12	0	0	3	3	24
08:15 AM	4	11	1	16	9	3	4	16	0	1	4	5	37
08:30 AM	3	14	0	17	13	1	0	14	3	3	8	14	45
08:45 AM	1	8	0	9	13	1	1	15	0	0	2	2	26
Total Volume	9	40	2	51	45	5	7	57	3	4	17	24	132
% App. Total	17.6	78.4	3.9		78.9	8.8	12.3		12.5	16.7	70.8		
PHF	.563	.714	.500	.750	.865	.417	.438	.891	.250	.333	.531	.429	.733
Passenger +	9	38	2	49	43	4	7	54	1	4	17	22	125
% Passenger +	100	95.0	100	96.1	95.6	80.0	100	94.7	33.3	100	100	91.7	94.7
Heavy	0	2	0	2	1	0	0	1	0	0	0	0	3
% Heavy	0	5.0	0	3.9	2.2	0	0	1.8	0	0	0	0	2.3
Bikes	0	0	0	0	1	1	0	2	2	0	0	2	4
% Bikes	0	0	0	0	2.2	20.0	0	3.5	66.7	0	0	8.3	3.0



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Puyallup, WA 98371

File Name : 4835g
Site Code : 00004835
Start Date : 5/19/2022
Page No : 1

Groups Printed- Passenger + - Heavy - Bikes

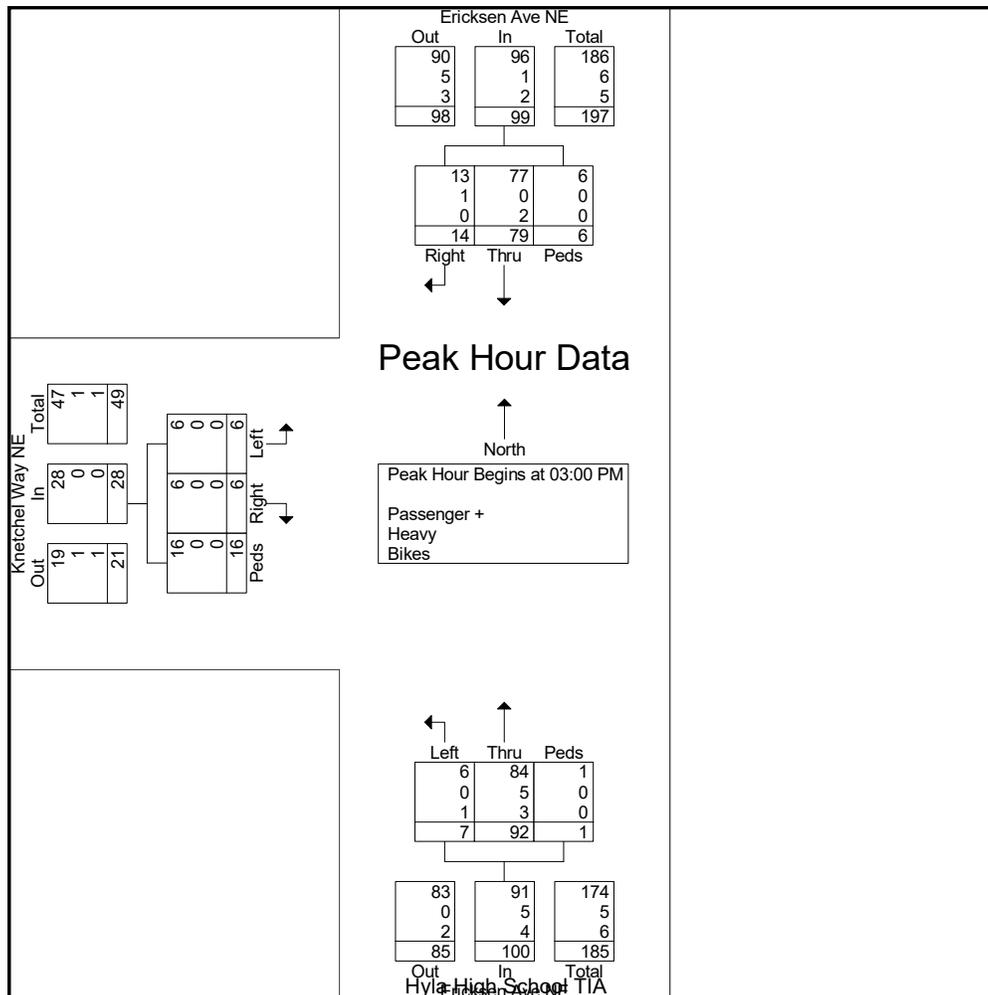
Start Time	Ericksen Ave NE Southbound				Ericksen Ave NE Northbound				Knetchel Way NE Eastbound				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
02:30 PM	3	15	0	18	12	3	1	16	1	1	1	3	37
02:45 PM	7	16	1	24	10	2	1	13	1	2	2	5	42
Total	10	31	1	42	22	5	2	29	2	3	3	8	79
03:00 PM	3	15	2	20	24	1	0	25	0	2	1	3	48
03:15 PM	6	22	0	28	29	2	0	31	2	2	5	9	68
03:30 PM	4	21	4	29	16	1	1	18	3	0	6	9	56
03:45 PM	1	21	0	22	23	3	0	26	1	2	4	7	55
Total	14	79	6	99	92	7	1	100	6	6	16	28	227
Grand Total	24	110	7	141	114	12	3	129	8	9	19	36	306
Apprch %	17	78	5		88.4	9.3	2.3		22.2	25	52.8		
Total %	7.8	35.9	2.3	46.1	37.3	3.9	1	42.2	2.6	2.9	6.2	11.8	
Passenger +	22	107	7	136	104	10	3	117	7	9	19	35	288
% Passenger +	91.7	97.3	100	96.5	91.2	83.3	100	90.7	87.5	100	100	97.2	94.1
Heavy	1	1	0	2	6	1	0	7	0	0	0	0	9
% Heavy	4.2	0.9	0	1.4	5.3	8.3	0	5.4	0	0	0	0	2.9
Bikes	1	2	0	3	4	1	0	5	1	0	0	1	9
% Bikes	4.2	1.8	0	2.1	3.5	8.3	0	3.9	12.5	0	0	2.8	2.9

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Puyallup, WA 98371

File Name : 4835g
Site Code : 00004835
Start Date : 5/19/2022
Page No : 2

Start Time	Ericksen Ave NE Southbound				Ericksen Ave NE Northbound				Knetchel Way NE Eastbound				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
Peak Hour Analysis From 02:30 PM to 03:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:00 PM													
03:00 PM	3	15	2	20	24	1	0	25	0	2	1	3	48
03:15 PM	6	22	0	28	29	2	0	31	2	2	5	9	68
03:30 PM	4	21	4	29	16	1	1	18	3	0	6	9	56
03:45 PM	1	21	0	22	23	3	0	26	1	2	4	7	55
Total Volume	14	79	6	99	92	7	1	100	6	6	16	28	227
% App. Total	14.1	79.8	6.1		92	7	1		21.4	21.4	57.1		
PHF	.583	.898	.375	.853	.793	.583	.250	.806	.500	.750	.667	.778	.835
Passenger +	13	77	6	96	84	6	1	91	6	6	16	28	215
% Passenger +	92.9	97.5	100	97.0	91.3	85.7	100	91.0	100	100	100	100	94.7
Heavy	1	0	0	1	5	0	0	5	0	0	0	0	6
% Heavy	7.1	0	0	1.0	5.4	0	0	5.0	0	0	0	0	2.6
Bikes	0	2	0	2	3	1	0	4	0	0	0	0	6
% Bikes	0	2.5	0	2.0	3.3	14.3	0	4.0	0	0	0	0	2.6



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File Name : 4835c
Site Code : 00004835
Start Date : 5/19/2022
Page No : 1

Groups Printed- Passenger + - Heavy - Bikes

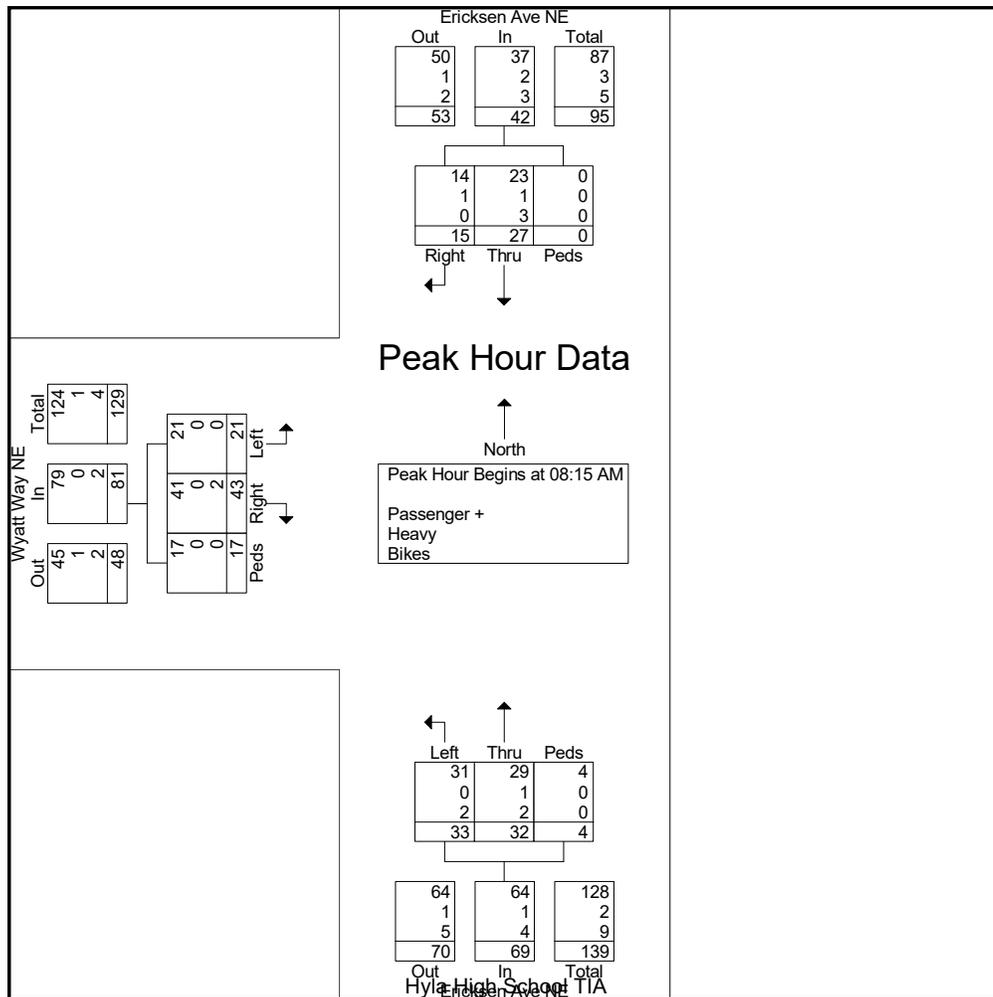
Start Time	Ericksen Ave NE Southbound				Ericksen Ave NE Northbound				Wyatt Way NE Eastbound				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
07:45 AM	0	8	0	8	5	7	0	12	6	3	4	13	33
Total	0	8	0	8	5	7	0	12	6	3	4	13	33
08:00 AM	2	8	1	11	2	2	0	4	6	8	2	16	31
08:15 AM	5	3	0	8	4	1	3	8	10	9	3	22	38
08:30 AM	6	10	0	16	12	18	0	30	17	6	6	29	75
08:45 AM	3	6	0	9	12	7	1	20	6	5	4	15	44
Total	16	27	1	44	30	28	4	62	39	28	15	82	188
09:00 AM	1	8	0	9	4	7	0	11	10	1	4	15	35
Grand Total	17	43	1	61	39	42	4	85	55	32	23	110	256
Apprch %	27.9	70.5	1.6		45.9	49.4	4.7		50	29.1	20.9		
Total %	6.6	16.8	0.4	23.8	15.2	16.4	1.6	33.2	21.5	12.5	9	43	
Passenger +	16	37	1	54	36	40	4	80	53	32	23	108	242
% Passenger +	94.1	86	100	88.5	92.3	95.2	100	94.1	96.4	100	100	98.2	94.5
Heavy	1	1	0	2	1	0	0	1	0	0	0	0	3
% Heavy	5.9	2.3	0	3.3	2.6	0	0	1.2	0	0	0	0	1.2
Bikes	0	5	0	5	2	2	0	4	2	0	0	2	11
% Bikes	0	11.6	0	8.2	5.1	4.8	0	4.7	3.6	0	0	1.8	4.3

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File Name : 4835c
Site Code : 00004835
Start Date : 5/19/2022
Page No : 2

Start Time	Ericksen Ave NE Southbound				Ericksen Ave NE Northbound				Wyatt Way NE Eastbound				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
Peak Hour Analysis From 07:45 AM to 09:00 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:15 AM													
08:15 AM	5	3	0	8	4	1	3	8	10	9	3	22	38
08:30 AM	6	10	0	16	12	18	0	30	17	6	6	29	75
08:45 AM	3	6	0	9	12	7	1	20	6	5	4	15	44
09:00 AM	1	8	0	9	4	7	0	11	10	1	4	15	35
Total Volume	15	27	0	42	32	33	4	69	43	21	17	81	192
% App. Total	35.7	64.3	0		46.4	47.8	5.8		53.1	25.9	21		
PHF	.625	.675	.000	.656	.667	.458	.333	.575	.632	.583	.708	.698	.640
Passenger +	14	23	0	37	29	31	4	64	41	21	17	79	180
% Passenger +	93.3	85.2	0	88.1	90.6	93.9	100	92.8	95.3	100	100	97.5	93.8
Heavy	1	1	0	2	1	0	0	1	0	0	0	0	3
% Heavy	6.7	3.7	0	4.8	3.1	0	0	1.4	0	0	0	0	1.6
Bikes	0	3	0	3	2	2	0	4	2	0	0	2	9
% Bikes	0	11.1	0	7.1	6.3	6.1	0	5.8	4.7	0	0	2.5	4.7



Heath & Associates

PO Box 397
Puyallup, WA 98371

File Name : 4835d
Site Code : 00004835
Start Date : 5/19/2022
Page No : 1

Groups Printed- Passenger + - Heavy - Bikes

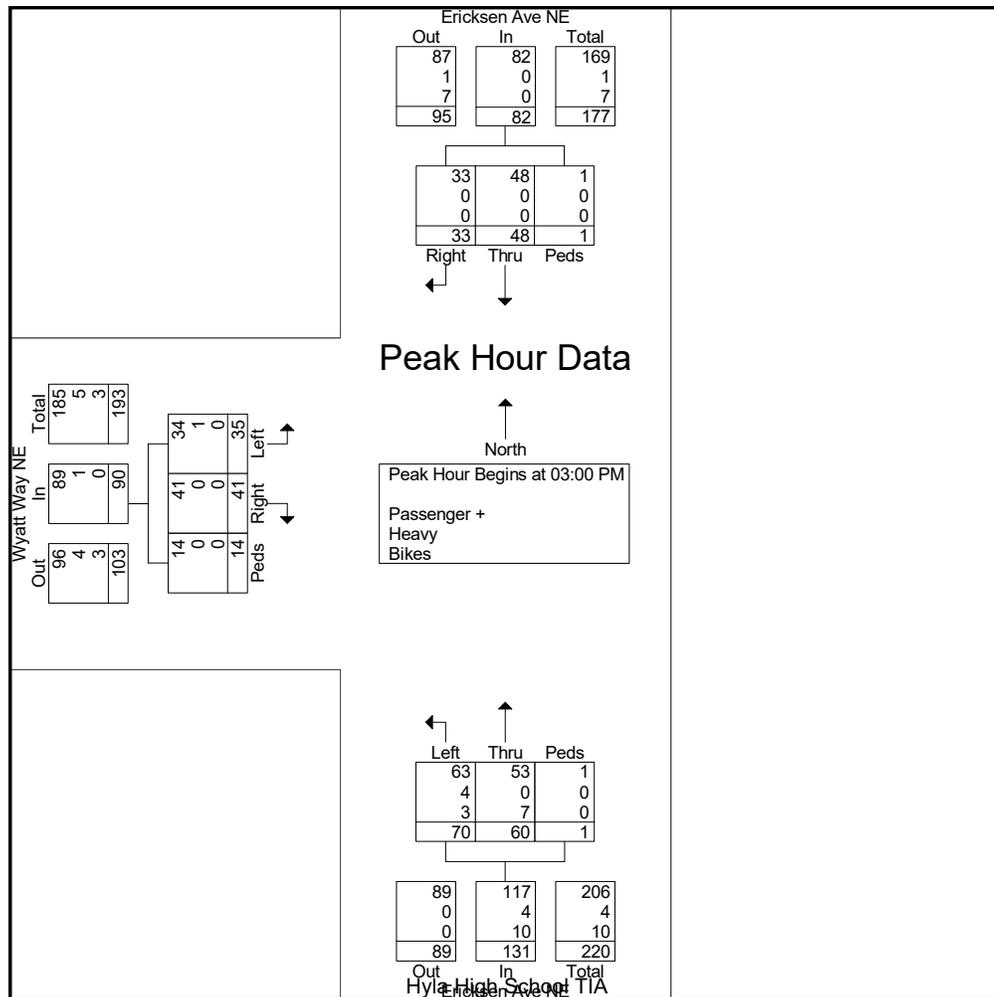
Start Time	Ericksen Ave NE Southbound				Ericksen Ave NE Northbound				Wyatt Way NE Eastbound				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
02:30 PM	5	11	0	16	10	9	0	19	1	5	9	15	50
02:45 PM	7	11	0	18	8	14	0	22	14	3	1	18	58
Total	12	22	0	34	18	23	0	41	15	8	10	33	108
03:00 PM	9	6	0	15	19	23	0	42	7	6	1	14	71
03:15 PM	8	16	0	24	9	16	0	25	11	20	4	35	84
03:30 PM	8	14	1	23	10	8	1	19	15	3	5	23	65
03:45 PM	8	12	0	20	22	23	0	45	8	6	4	18	83
Total	33	48	1	82	60	70	1	131	41	35	14	90	303
Grand Total	45	70	1	116	78	93	1	172	56	43	24	123	411
Apprch %	38.8	60.3	0.9		45.3	54.1	0.6		45.5	35	19.5		
Total %	10.9	17	0.2	28.2	19	22.6	0.2	41.8	13.6	10.5	5.8	29.9	
Passenger +	44	70	1	115	70	84	1	155	55	42	24	121	391
% Passenger +	97.8	100	100	99.1	89.7	90.3	100	90.1	98.2	97.7	100	98.4	95.1
Heavy	1	0	0	1	0	6	0	6	0	1	0	1	8
% Heavy	2.2	0	0	0.9	0	6.5	0	3.5	0	2.3	0	0.8	1.9
Bikes	0	0	0	0	8	3	0	11	1	0	0	1	12
% Bikes	0	0	0	0	10.3	3.2	0	6.4	1.8	0	0	0.8	2.9

Heath & Associates

PO Box 397
Puyallup, WA 98371

File Name : 4835d
Site Code : 00004835
Start Date : 5/19/2022
Page No : 2

Start Time	Ericksen Ave NE Southbound				Ericksen Ave NE Northbound				Wyatt Way NE Eastbound				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
Peak Hour Analysis From 02:30 PM to 03:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:00 PM													
03:00 PM	9	6	0	15	19	23	0	42	7	6	1	14	71
03:15 PM	8	16	0	24	9	16	0	25	11	20	4	35	84
03:30 PM	8	14	1	23	10	8	1	19	15	3	5	23	65
03:45 PM	8	12	0	20	22	23	0	45	8	6	4	18	83
Total Volume	33	48	1	82	60	70	1	131	41	35	14	90	303
% App. Total	40.2	58.5	1.2		45.8	53.4	0.8		45.6	38.9	15.6		
PHF	.917	.750	.250	.854	.682	.761	.250	.728	.683	.438	.700	.643	.902
Passenger +	33	48	1	82	53	63	1	117	41	34	14	89	288
% Passenger +	100	100	100	100	88.3	90.0	100	89.3	100	97.1	100	98.9	95.0
Heavy	0	0	0	0	0	4	0	4	0	1	0	1	5
% Heavy	0	0	0	0	0	5.7	0	3.1	0	2.9	0	1.1	1.7
Bikes	0	0	0	0	7	3	0	10	0	0	0	0	10
% Bikes	0	0	0	0	11.7	4.3	0	7.6	0	0	0	0	3.3



Heath & Associates

PO Box 397
Puyallup, WA 98371

File Name : 4835a
Site Code : 00004835
Start Date : 5/19/2022
Page No : 1

Groups Printed- Passenger + - Heavy - Bikes

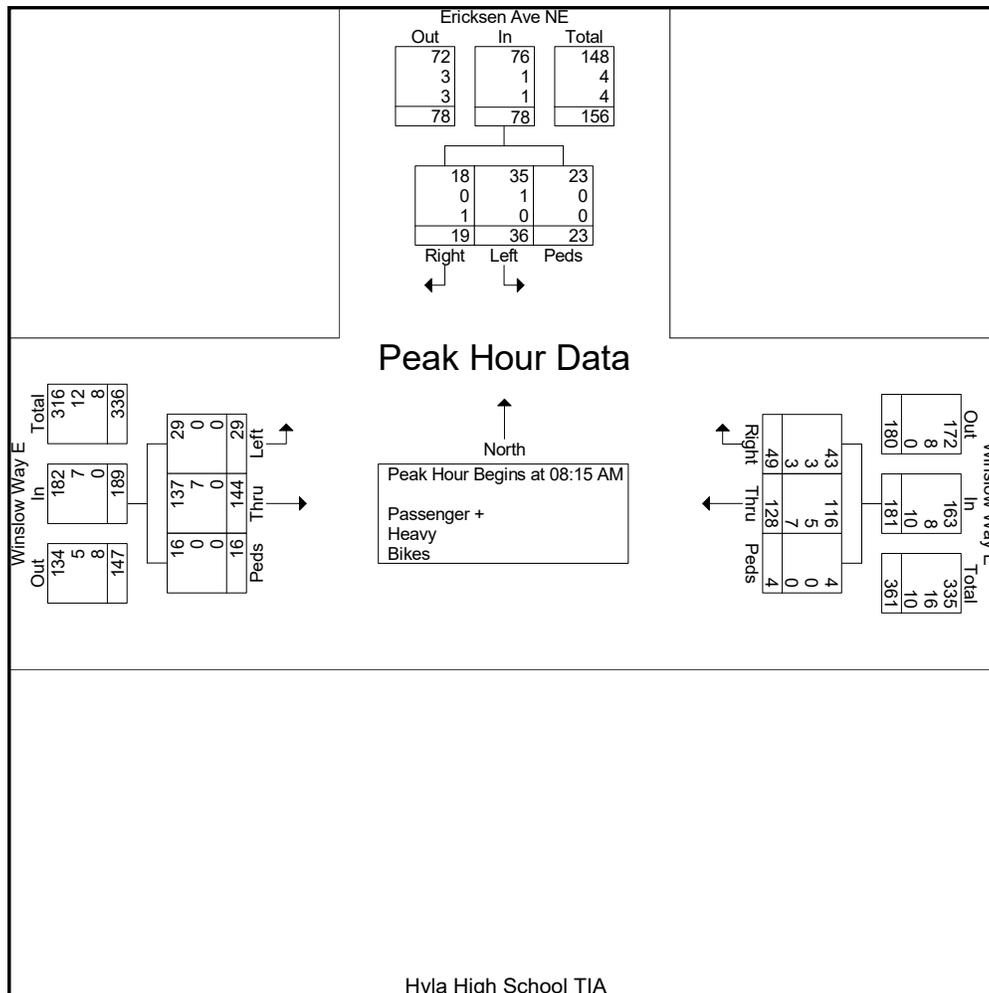
Start Time	Ericksen Ave NE Southbound				Winslow Way E Westbound				Winslow Way E Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
07:45 AM	3	8	6	17	15	40	2	57	19	2	2	23	97
Total	3	8	6	17	15	40	2	57	19	2	2	23	97
08:00 AM	1	4	2	7	7	20	1	28	24	1	2	27	62
08:15 AM	5	7	3	15	10	22	1	33	33	7	3	43	91
08:30 AM	1	15	5	21	19	43	0	62	42	7	4	53	136
08:45 AM	4	4	7	15	9	30	1	40	36	9	2	47	102
Total	11	30	17	58	45	115	3	163	135	24	11	170	391
09:00 AM	9	10	8	27	11	33	2	46	33	6	7	46	119
Grand Total	23	48	31	102	71	188	7	266	187	32	20	239	607
Apprch %	22.5	47.1	30.4		26.7	70.7	2.6		78.2	13.4	8.4		
Total %	3.8	7.9	5.1	16.8	11.7	31	1.2	43.8	30.8	5.3	3.3	39.4	
Passenger +	22	47	31	100	62	169	7	238	178	32	20	230	568
% Passenger +	95.7	97.9	100	98	87.3	89.9	100	89.5	95.2	100	100	96.2	93.6
Heavy	0	1	0	1	4	7	0	11	8	0	0	8	20
% Heavy	0	2.1	0	1	5.6	3.7	0	4.1	4.3	0	0	3.3	3.3
Bikes	1	0	0	1	5	12	0	17	1	0	0	1	19
% Bikes	4.3	0	0	1	7	6.4	0	6.4	0.5	0	0	0.4	3.1

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PO Box 397
Puyallup, WA 98371

File Name : 4835a
Site Code : 00004835
Start Date : 5/19/2022
Page No : 2

Start Time	Ericksen Ave NE Southbound				Winslow Way E Westbound				Winslow Way E Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:45 AM to 09:00 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:15 AM													
08:15 AM	5	7	3	15	10	22	1	33	33	7	3	43	91
08:30 AM	1	15	5	21	19	43	0	62	42	7	4	53	136
08:45 AM	4	4	7	15	9	30	1	40	36	9	2	47	102
09:00 AM	9	10	8	27	11	33	2	46	33	6	7	46	119
Total Volume	19	36	23	78	49	128	4	181	144	29	16	189	448
% App. Total	24.4	46.2	29.5		27.1	70.7	2.2		76.2	15.3	8.5		
PHF	.528	.600	.719	.722	.645	.744	.500	.730	.857	.806	.571	.892	.824
Passenger +	18	35	23	76	43	116	4	163	137	29	16	182	421
% Passenger +	94.7	97.2	100	97.4	87.8	90.6	100	90.1	95.1	100	100	96.3	94.0
Heavy	0	1	0	1	3	5	0	8	7	0	0	7	16
% Heavy	0	2.8	0	1.3	6.1	3.9	0	4.4	4.9	0	0	3.7	3.6
Bikes	1	0	0	1	3	7	0	10	0	0	0	0	11
% Bikes	5.3	0	0	1.3	6.1	5.5	0	5.5	0	0	0	0	2.5



Heath & Associates

PO Box 397
Puyallup, WA 98371

File Name : 4835bb
Site Code : 00004835
Start Date : 5/19/2022
Page No : 1

Groups Printed- Passenger + - Heavy - Bikes

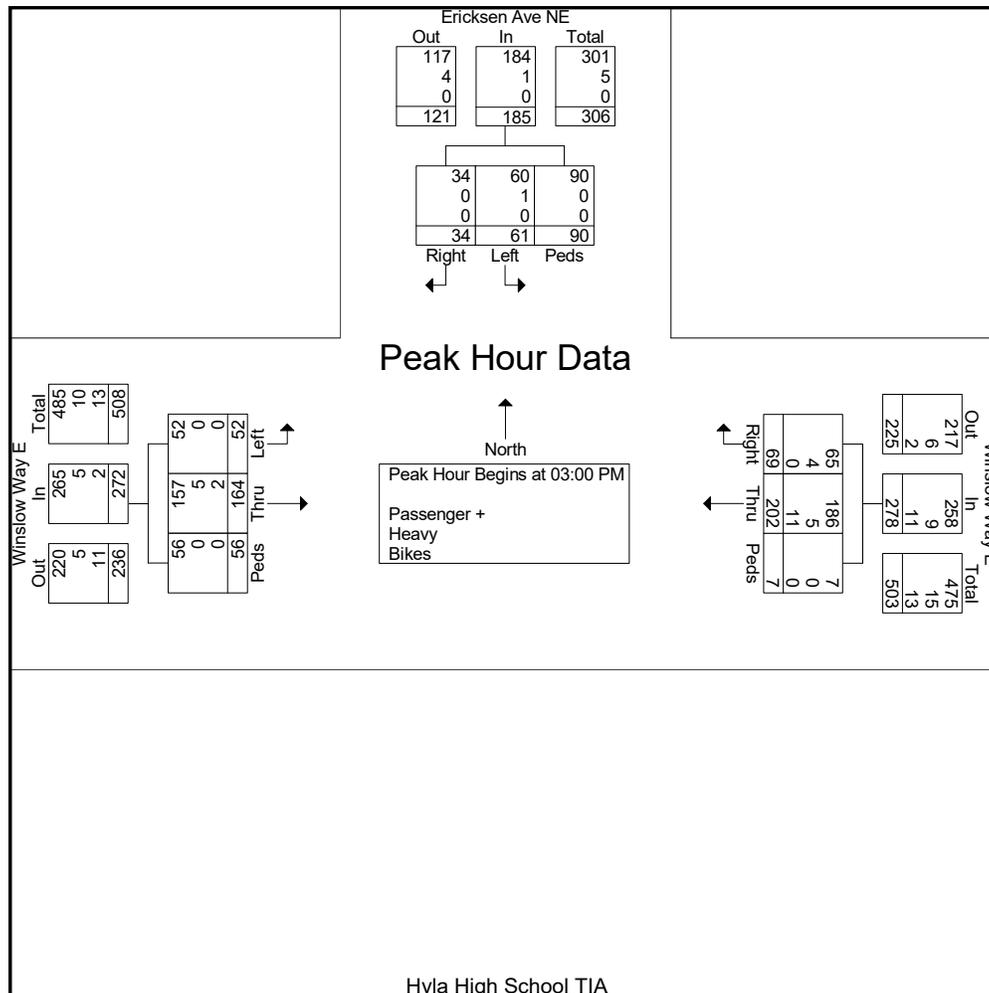
Start Time	Ericksen Ave NE Southbound				Winslow Way E Westbound				Winslow Way E Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
02:30 PM	9	6	8	23	7	40	4	51	51	9	12	72	146
02:45 PM	8	15	11	34	23	65	0	88	34	9	9	52	174
Total	17	21	19	57	30	105	4	139	85	18	21	124	320
03:00 PM	4	9	30	43	19	53	2	74	37	16	20	73	190
03:15 PM	7	20	17	44	13	40	2	55	39	14	12	65	164
03:30 PM	11	18	21	50	18	49	2	69	55	7	9	71	190
03:45 PM	12	14	22	48	19	60	1	80	33	15	15	63	191
Total	34	61	90	185	69	202	7	278	164	52	56	272	735
Grand Total	51	82	109	242	99	307	11	417	249	70	77	396	1055
Apprch %	21.1	33.9	45		23.7	73.6	2.6		62.9	17.7	19.4		
Total %	4.8	7.8	10.3	22.9	9.4	29.1	1	39.5	23.6	6.6	7.3	37.5	
Passenger +	51	81	109	241	93	287	11	391	239	69	77	385	1017
% Passenger +	100	98.8	100	99.6	93.9	93.5	100	93.8	96	98.6	100	97.2	96.4
Heavy	0	1	0	1	6	5	0	11	7	0	0	7	19
% Heavy	0	1.2	0	0.4	6.1	1.6	0	2.6	2.8	0	0	1.8	1.8
Bikes	0	0	0	0	0	15	0	15	3	1	0	4	19
% Bikes	0	0	0	0	0	4.9	0	3.6	1.2	1.4	0	1	1.8

Heath & Associates

PO Box 397
Puyallup, WA 98371

File Name : 4835bb
Site Code : 00004835
Start Date : 5/19/2022
Page No : 2

Start Time	Ericksen Ave NE Southbound				Winslow Way E Westbound				Winslow Way E Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 02:30 PM to 03:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:00 PM													
03:00 PM	4	9	30	43	19	53	2	74	37	16	20	73	190
03:15 PM	7	20	17	44	13	40	2	55	39	14	12	65	164
03:30 PM	11	18	21	50	18	49	2	69	55	7	9	71	190
03:45 PM	12	14	22	48	19	60	1	80	33	15	15	63	191
Total Volume	34	61	90	185	69	202	7	278	164	52	56	272	735
% App. Total	18.4	33	48.6		24.8	72.7	2.5		60.3	19.1	20.6		
PHF	.708	.763	.750	.925	.908	.842	.875	.869	.745	.813	.700	.932	.962
Passenger +	34	60	90	184	65	186	7	258	157	52	56	265	707
% Passenger +	100	98.4	100	99.5	94.2	92.1	100	92.8	95.7	100	100	97.4	96.2
Heavy	0	1	0	1	4	5	0	9	5	0	0	5	15
% Heavy	0	1.6	0	0.5	5.8	2.5	0	3.2	3.0	0	0	1.8	2.0
Bikes	0	0	0	0	0	11	0	11	2	0	0	2	13
% Bikes	0	0	0	0	0	5.4	0	4.0	1.2	0	0	0.7	1.8



APPENDIX

HISTORIC INTERSECTION COUNT SHEETS

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

Project Name: Ericksen Townhomes

Intersection: Knechtel Way NE & Ericksen Ave

Jurisdiction: City of Bainbridge

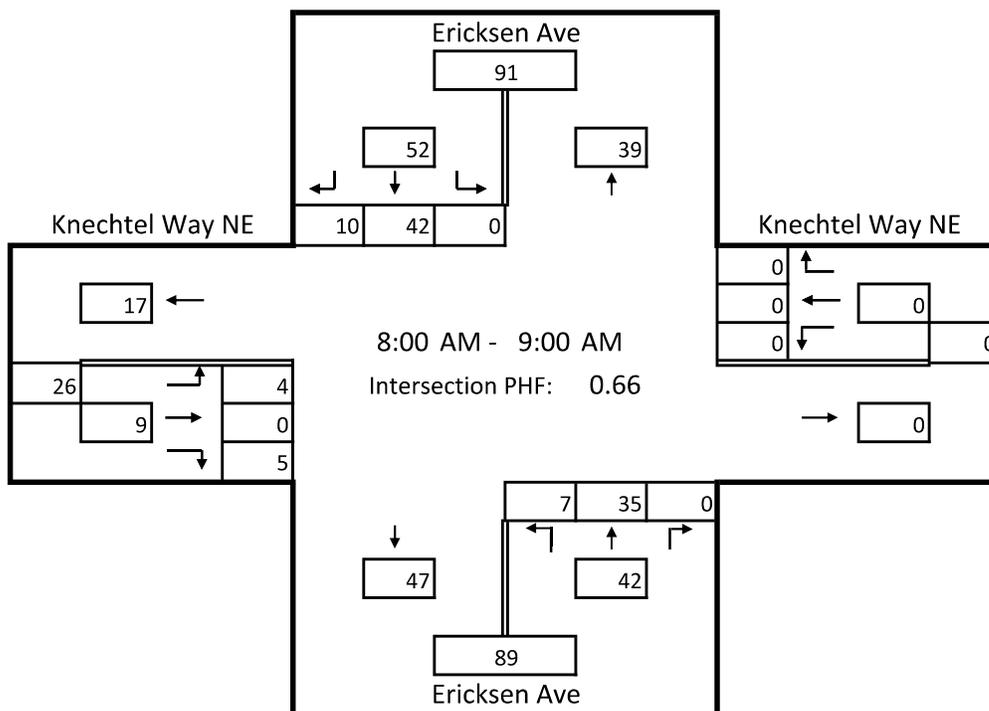
Date of Count: 8/8/2018

Project Number: 4161

Time Period	Southbound Ericksen Ave				Westbound Knechtel Way NE				Northbound Ericksen Ave				Eastbound Knechtel Way NE				Total
	HV	R	T	L	HV	R	T	L	HV	R	T	L	HV	R	T	L	
7:00 AM	0	1	4	0	0	0	0	0	0	0	5	0	0	1	0	2	13
7:15 AM	0	0	7	0	0	0	0	0	0	0	2	1	0	2	0	1	13
7:30 AM	1	0	10	0	0	0	0	0	0	0	6	0	0	0	0	0	17
7:45 AM	0	2	8	0	0	0	0	0	0	1	6	0	0	1	0	0	18
8:00 AM	0	0	9	0	0	0	0	0	0	0	7	1	0	3	0	1	21
8:15 AM	1	4	11	0	0	0	0	0	0	0	6	3	0	0	0	0	25
8:30 AM	0	2	6	0	0	0	0	0	1	0	7	2	0	1	0	0	19
8:45 AM	0	4	16	0	0	0	0	0	0	0	15	1	0	1	0	3	40

Total	2	13	71	0	0	0	0	0	1	1	54	8	0	9	0	7	166
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Peak Hour	8:00 AM to 9:00 AM																Total
Peak Total	1	10	42	0	0	0	0	0	1	0	35	7	0	5	0	4	103
Heavy Veh.	2.4%				0.0%				1.6%				0.0%				
PHF	0.65				0.00				0.66				0.56				



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

Project Name: Ericksen Townhomes

Intersection: Wyatt Way NE & Ericksen Ave

Jurisdiction: City of Bainbridge

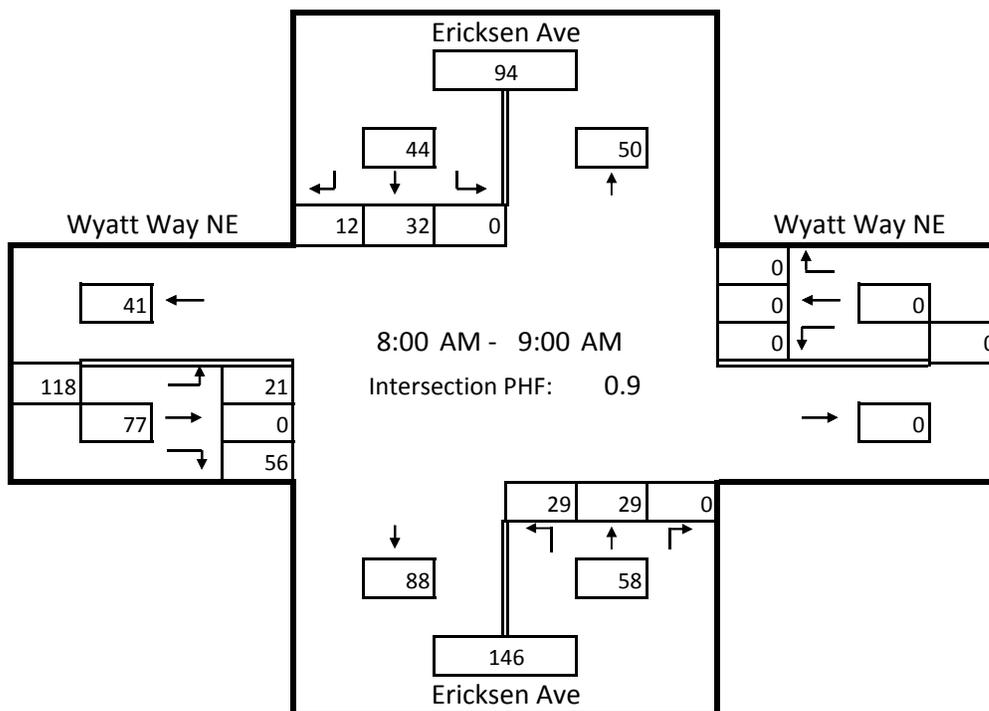
Date of Count: 8/8/2018

Project Number: 4161

Time Period	Southbound Ericksen Ave				Westbound Wyatt Way NE				Northbound Ericksen Ave				Eastbound Wyatt Way NE				Total
	HV	R	T	L	HV	R	T	L	HV	R	T	L	HV	R	T	L	
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	39	44	1	120	0	31	307						
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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

Date of Count: 8/7/2018

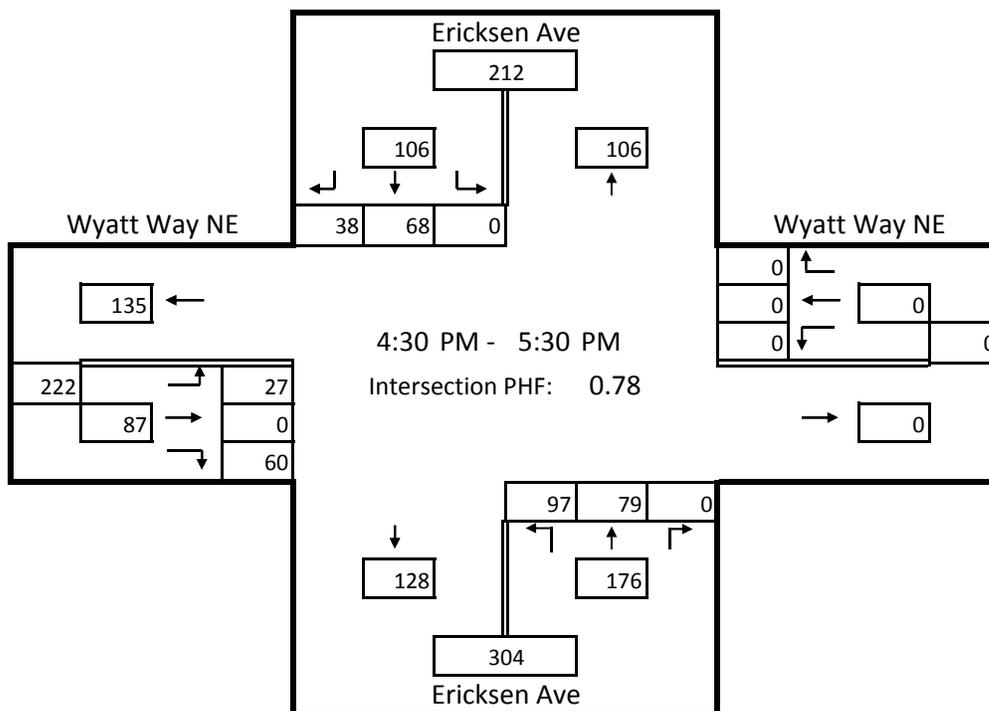
Jurisdiction: City of Bainbridge

Project Number: 4161

Time Period	Southbound Ericksen Ave				Westbound Wyatt Way NE				Northbound Ericksen Ave				Eastbound Wyatt Way NE				Total
	HV	R	T	L	HV	R	T	L	HV	R	T	L	HV	R	T	L	
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
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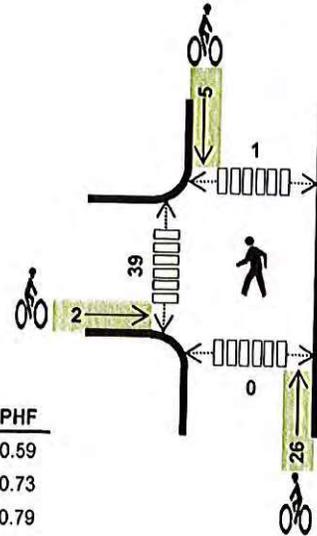
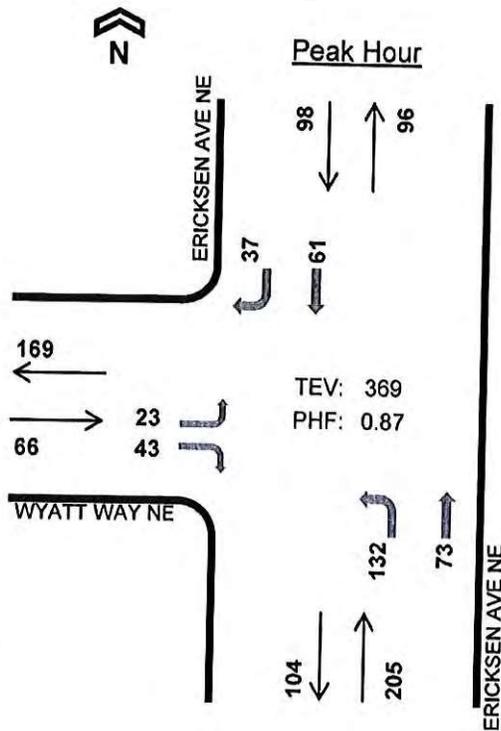
Peak Hour	4:30 PM to 5:30 PM																Total
Peak Total	0	38	68	0	0	0	0	0	0	0	79	97	1	60	0	27	369
Heavy Veh.	0.0%				0.0%				0.3%				0.7%				
PHF	0.91				0.00				0.62				0.84				



ERICKSEN AVE NE WYATT WAY NE



Date: Wed, Jun 11, 2014
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	1.5%	0.59
NB	0.5%	0.73
SB	0.0%	0.79
TOTAL	0.5%	0.87

Two-Hour Count Summaries

Interval Start	WYATT WAY NE			WYATT WAY NE			ERICKSEN AVE NE			ERICKSEN AVE NE			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	8	0	9	0	0	0	15	25	0	0	16	6	79	
4:15 PM	5	0	11	0	0	0	31	17	0	0	17	5	86	
4:30 PM	5	0	6	0	0	0	28	21	0	0	16	7	83	
4:45 PM	1	0	12	0	0	0	22	19	0	0	17	5	76	324
5:00 PM	10	0	18	0	0	0	26	19	0	0	17	14	104	349
5:15 PM	7	0	7	0	0	0	56	14	0	0	11	11	106	369
5:30 PM	7	0	11	0	0	0	16	12	0	0	14	7	67	353
5:45 PM	1	0	5	0	0	0	14	18	0	0	8	8	54	331
Count Total	44	0	79	0	0	0	208	145	0	0	116	63	655	
Peak Hr	23	0	43	0	0	0	132	73	0	0	61	37	369	

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

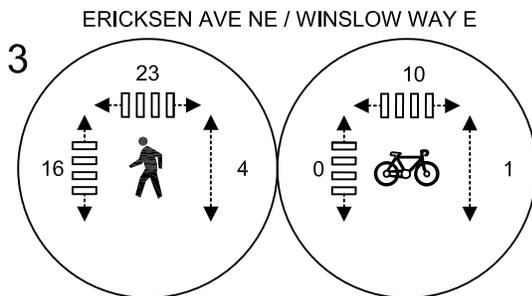
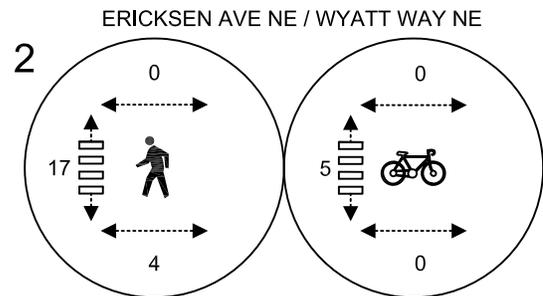
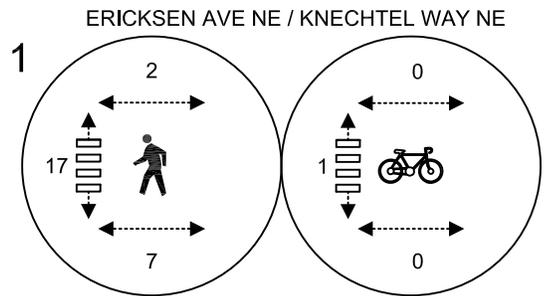
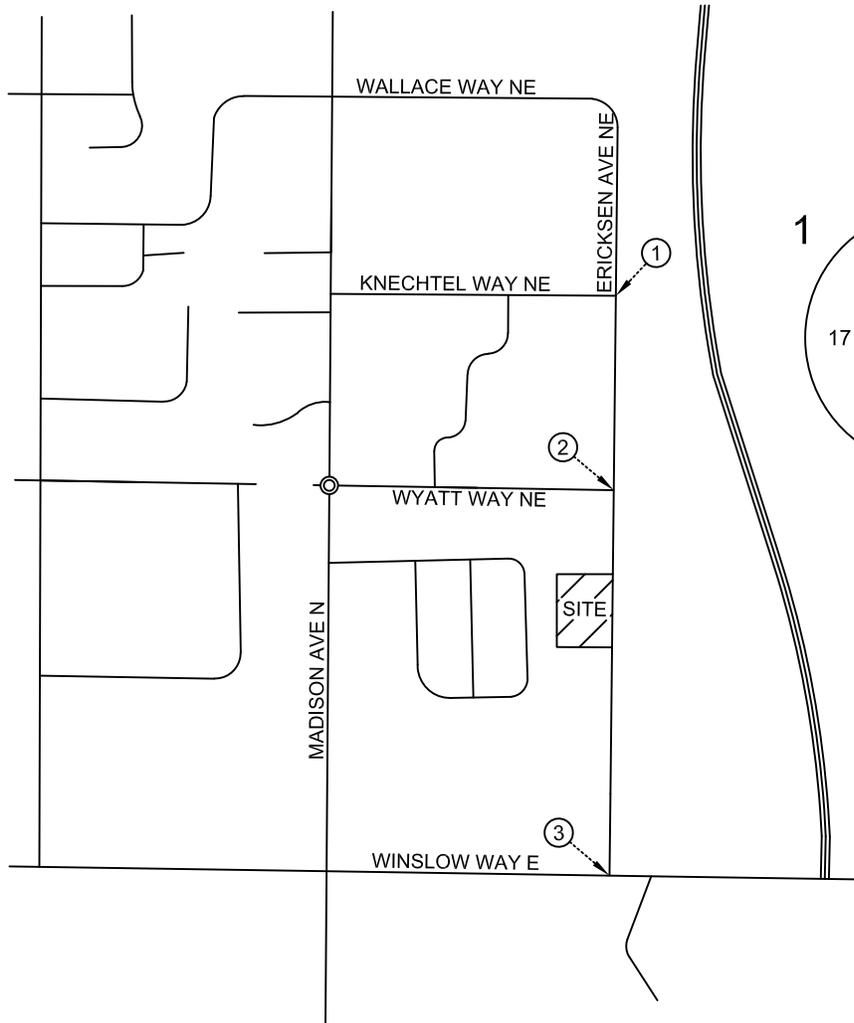
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	7	1	0	8
4:15 PM	0	0	0	0	0	0	0	1	4	5	0	0	0	0	0
4:30 PM	1	0	1	0	2	0	0	1	0	1	0	13	0	0	13
4:45 PM	0	0	0	0	0	0	0	5	2	7	0	1	0	0	1
5:00 PM	0	0	0	0	0	0	0	3	2	5	0	11	1	0	12
5:15 PM	0	0	0	0	0	2	0	17	1	20	0	14	0	0	14
5:30 PM	0	0	1	0	1	1	0	0	0	1	0	14	0	3	17
5:45 PM	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3
Count Total	1	0	2	0	3	3	0	28	9	40	0	63	2	3	68
Peak Hr	1	0	1	0	2	2	0	26	5	33	0	39	1	0	40

Mark Skaggs: 425 - 250 - 0777

mark.skaggs@idaxdata.com

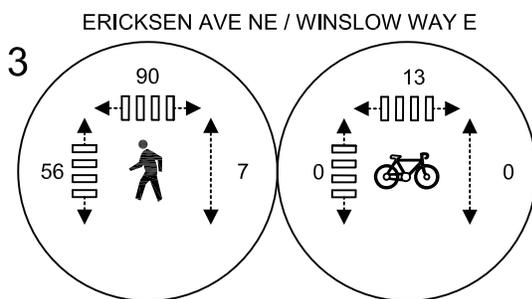
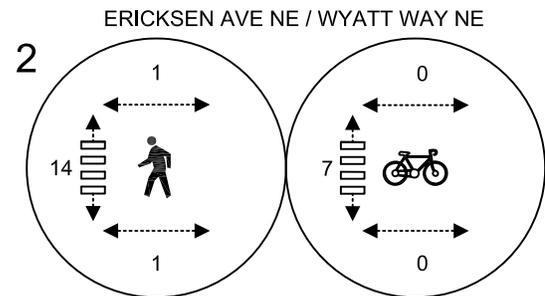
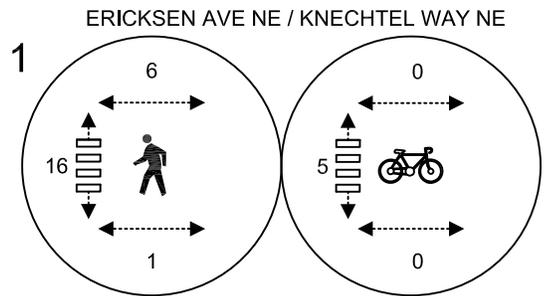
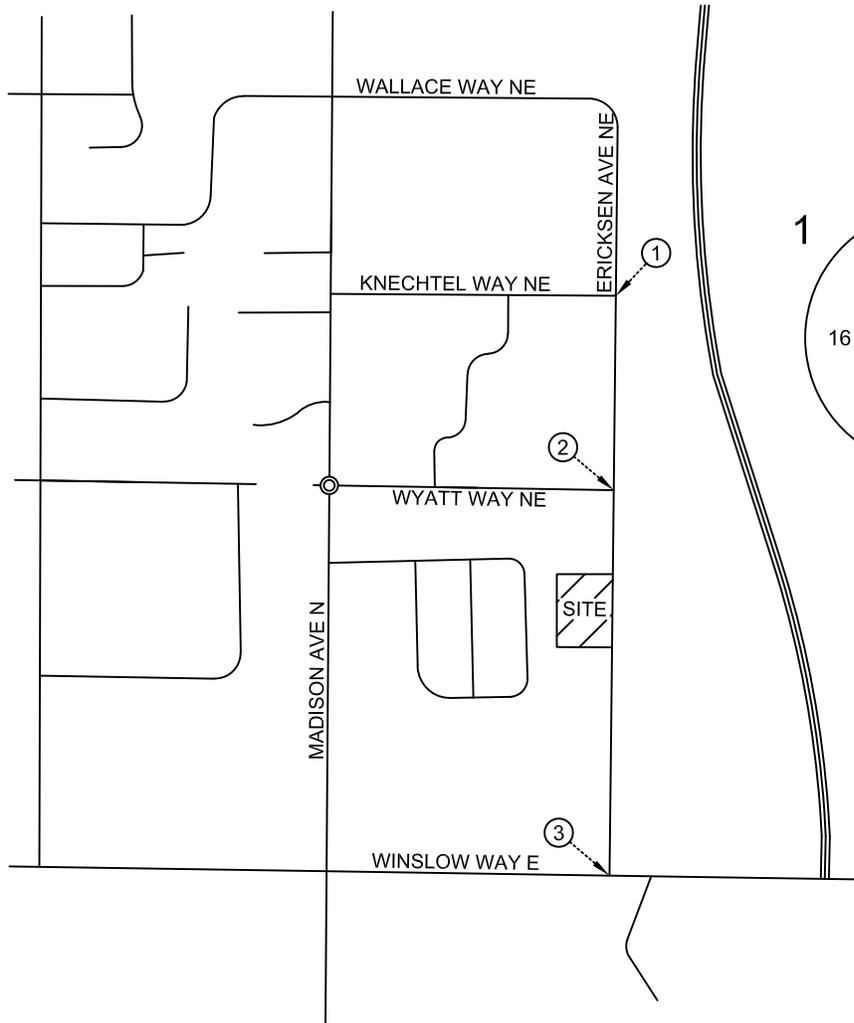
APPENDIX

EXISTING PEAK HOUR
NON-MOTORIST VOLUMES



HEATH & ASSOCIATES
TRAFFIC AND CIVIL ENGINEERING

HYLA HIGH SCHOOL
AM PEAK HOUR NON-MOTORIST VOLUMES
FIGURE A



HEATH & ASSOCIATES
TRAFFIC AND CIVIL ENGINEERING

HYLA HIGH SCHOOL
PM PEAK HOUR NON-MOTORIST VOLUMES
FIGURE B

APPENDIX

ITE TRIP GENERATION SHEETS
LUC 710 – GENERAL OFFICE BUILDING

General Office Building (710)

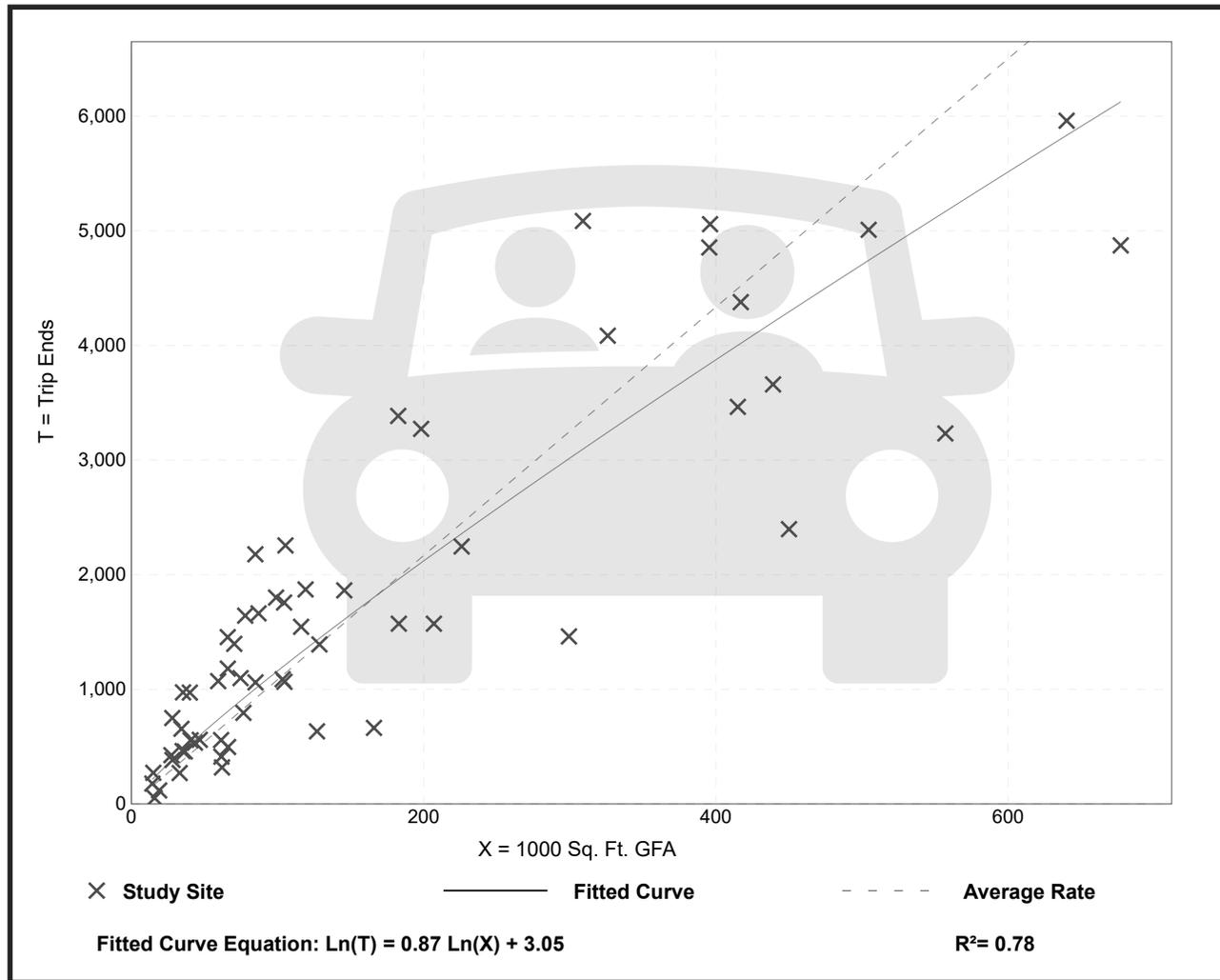
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 59
Avg. 1000 Sq. Ft. GFA: 163
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
10.84	3.27 - 27.56	4.76

Data Plot and Equation



General Office Building (710)

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.

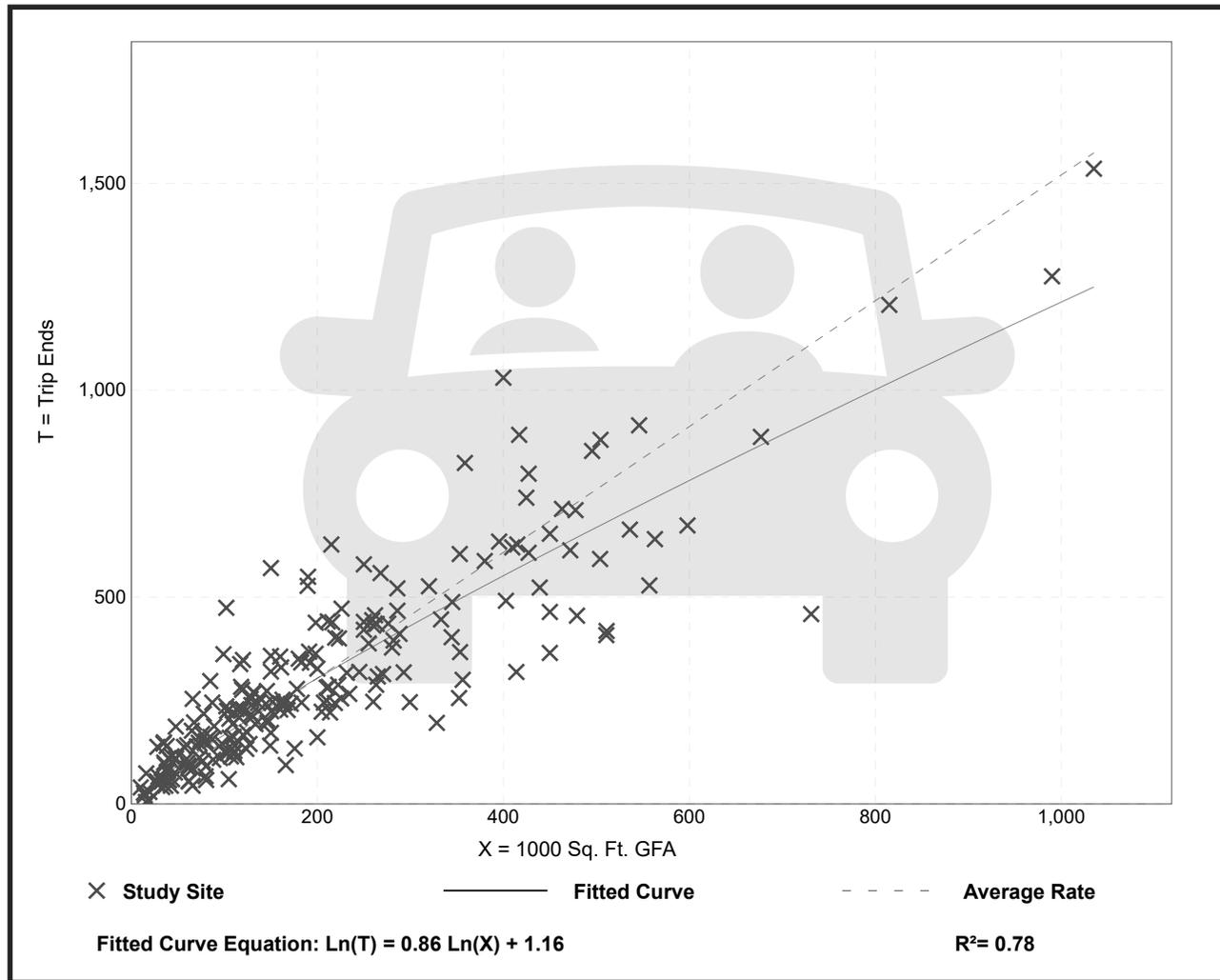
Setting/Location: General Urban/Suburban

Number of Studies: 221
 Avg. 1000 Sq. Ft. GFA: 201
 Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.52	0.32 - 4.93	0.58

Data Plot and Equation



General Office Building (710)

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.

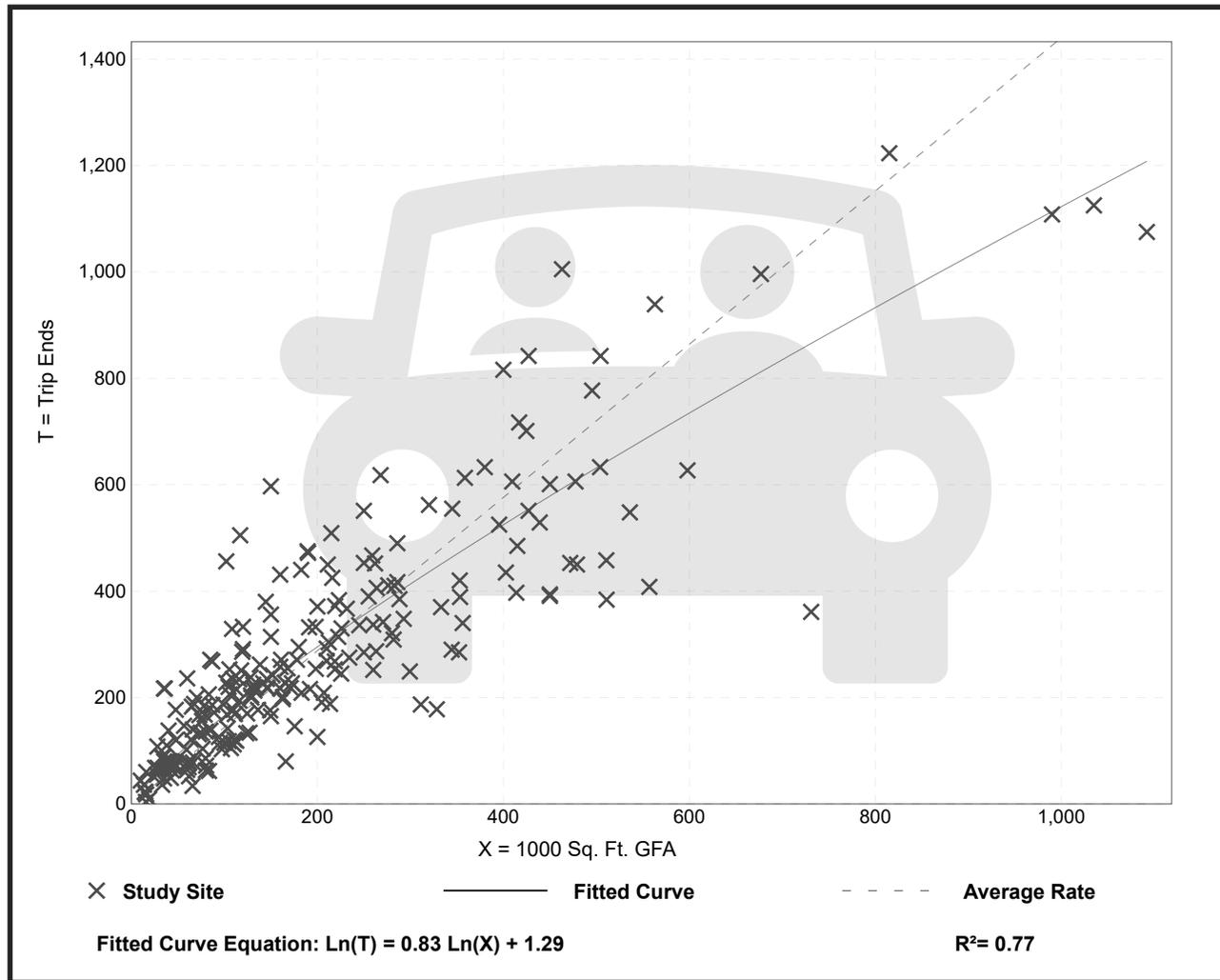
Setting/Location: General Urban/Suburban

Number of Studies: 232
 Avg. 1000 Sq. Ft. GFA: 199
 Directional Distribution: 17% entering, 83% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.44	0.26 - 6.20	0.60

Data Plot and Equation



APPENDIX

ITE TRIP GENERATION SHEETS
LUC 534 – PRIVATE HIGH SCHOOL

Private High School (534)

Vehicle Trip Ends vs: Students
On a: Weekday

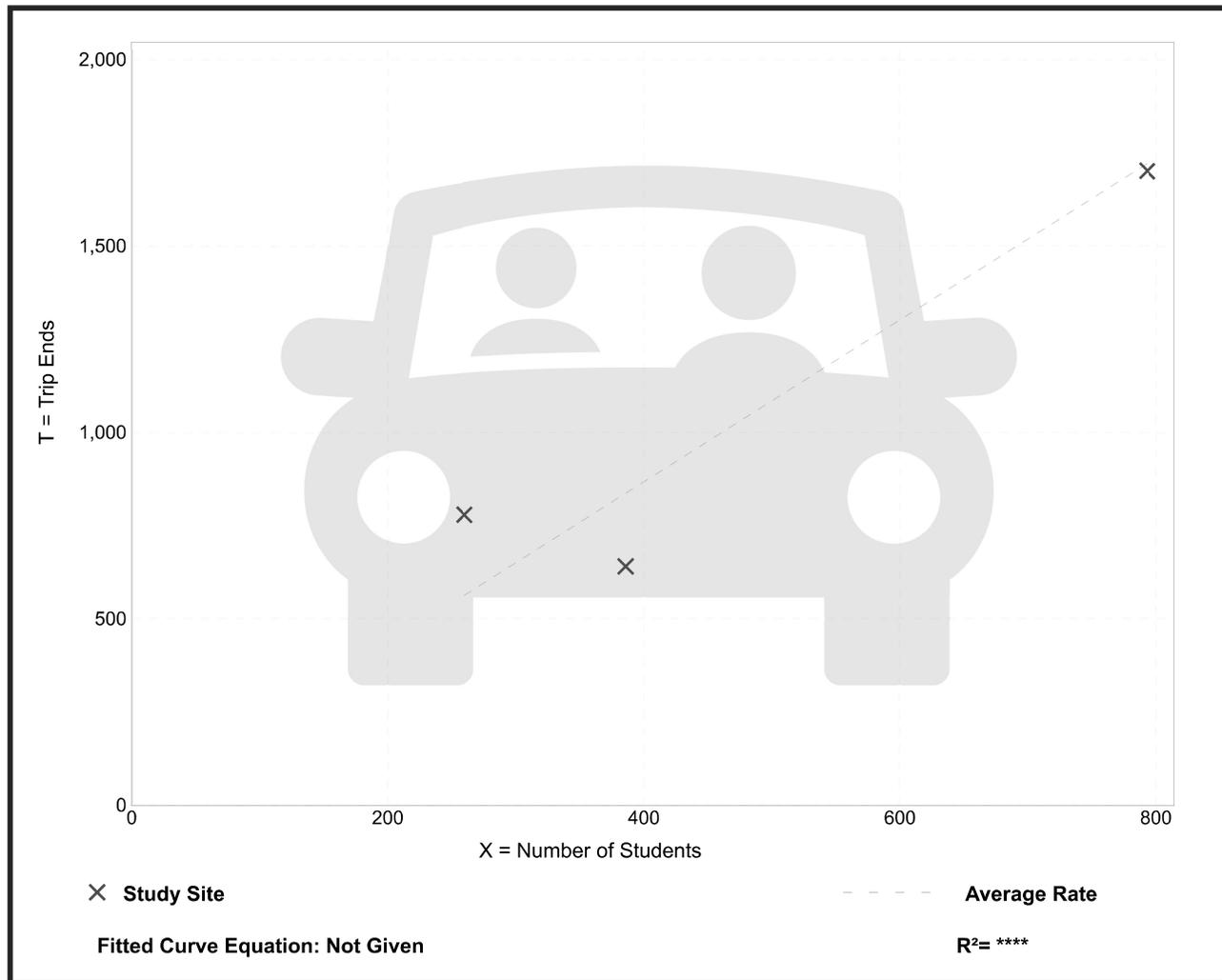
Setting/Location: General Urban/Suburban
Number of Studies: 3
Avg. Num. of Students: 480
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
2.17	1.66 - 3.00	0.54

Data Plot and Equation

Caution – Small Sample Size



Private High School (534)

Vehicle Trip Ends vs: Students
On a: Weekday,
AM Peak Hour of Generator

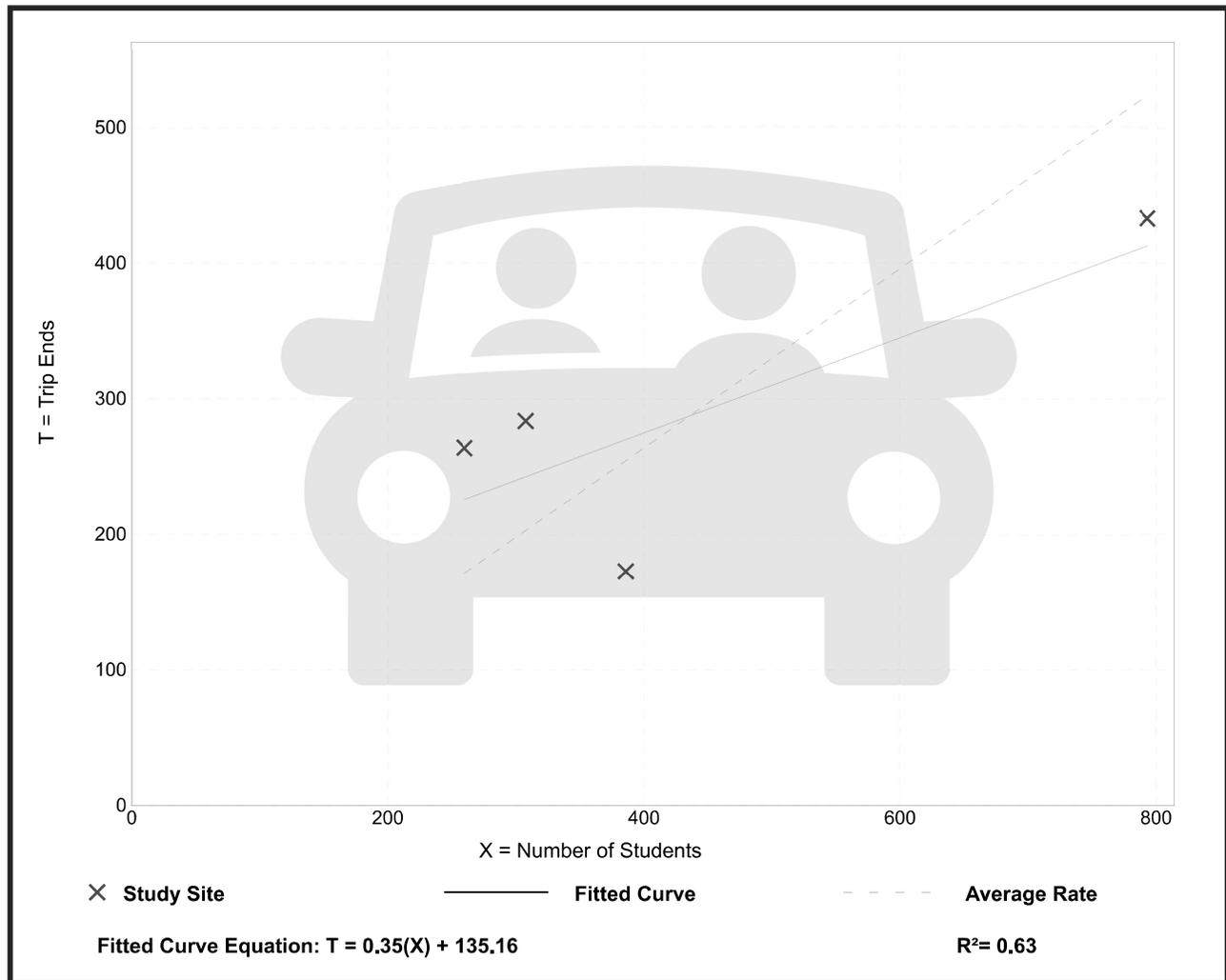
Setting/Location: General Urban/Suburban
 Number of Studies: 4
 Avg. Num. of Students: 437
 Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.66	0.45 - 1.02	0.25

Data Plot and Equation

Caution – Small Sample Size



Private High School (534)

Vehicle Trip Ends vs: Students
On a: Weekday,
PM Peak Hour of Generator

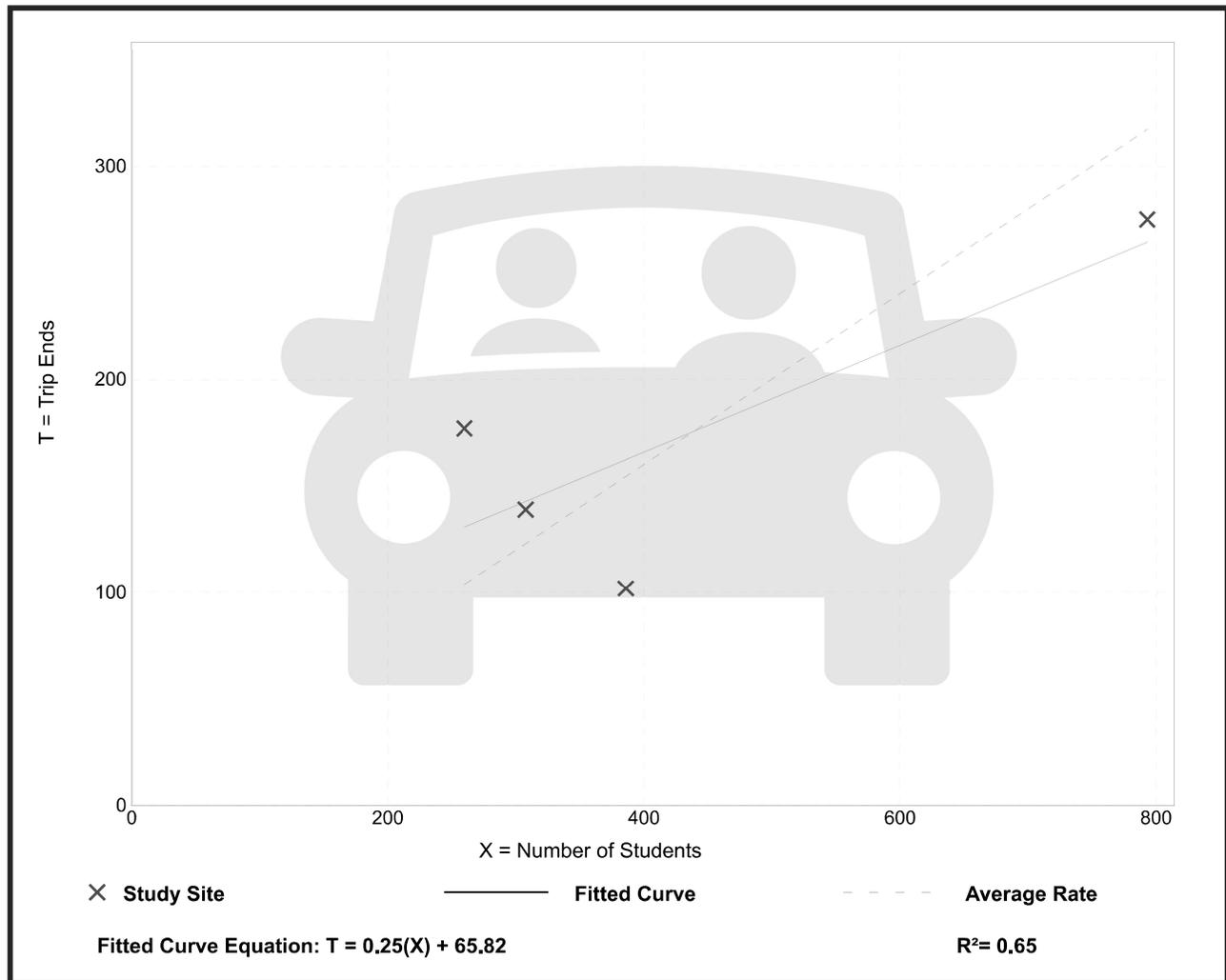
Setting/Location: General Urban/Suburban
 Number of Studies: 4
 Avg. Num. of Students: 437
 Directional Distribution: 39% entering, 61% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.40	0.26 - 0.68	0.15

Data Plot and Equation

Caution – Small Sample Size



APPENDIX

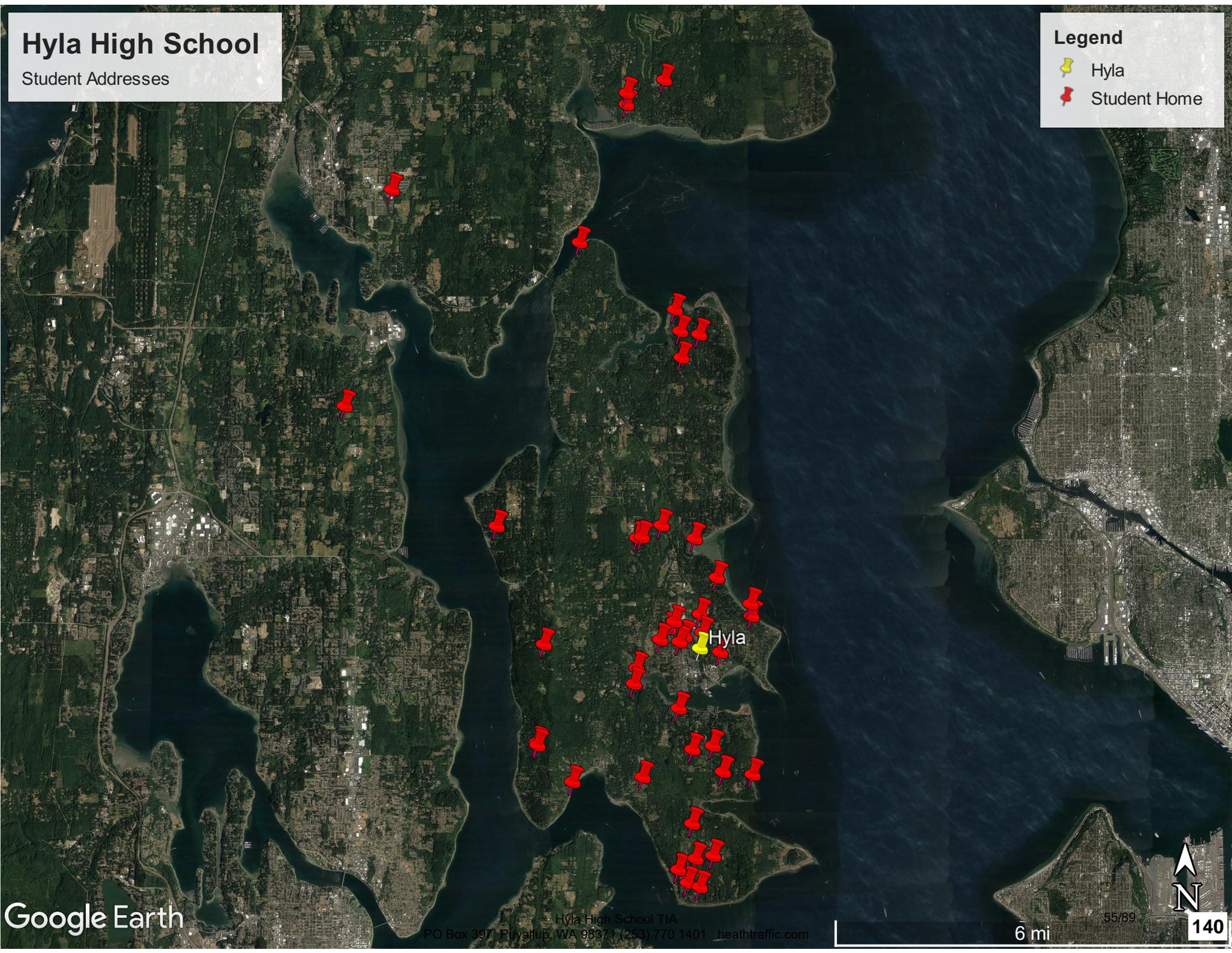
STUDENT ADDRESS MAP

Hyla High School

Student Addresses

Legend

-  Hyla
-  Student Home

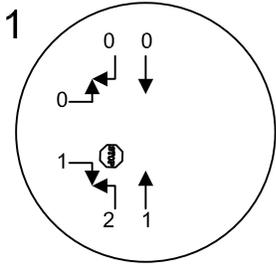


APPENDIX

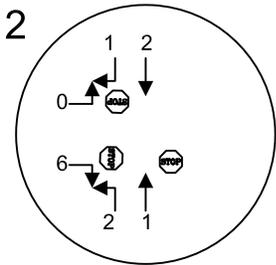
PIPELINE VOLUMES



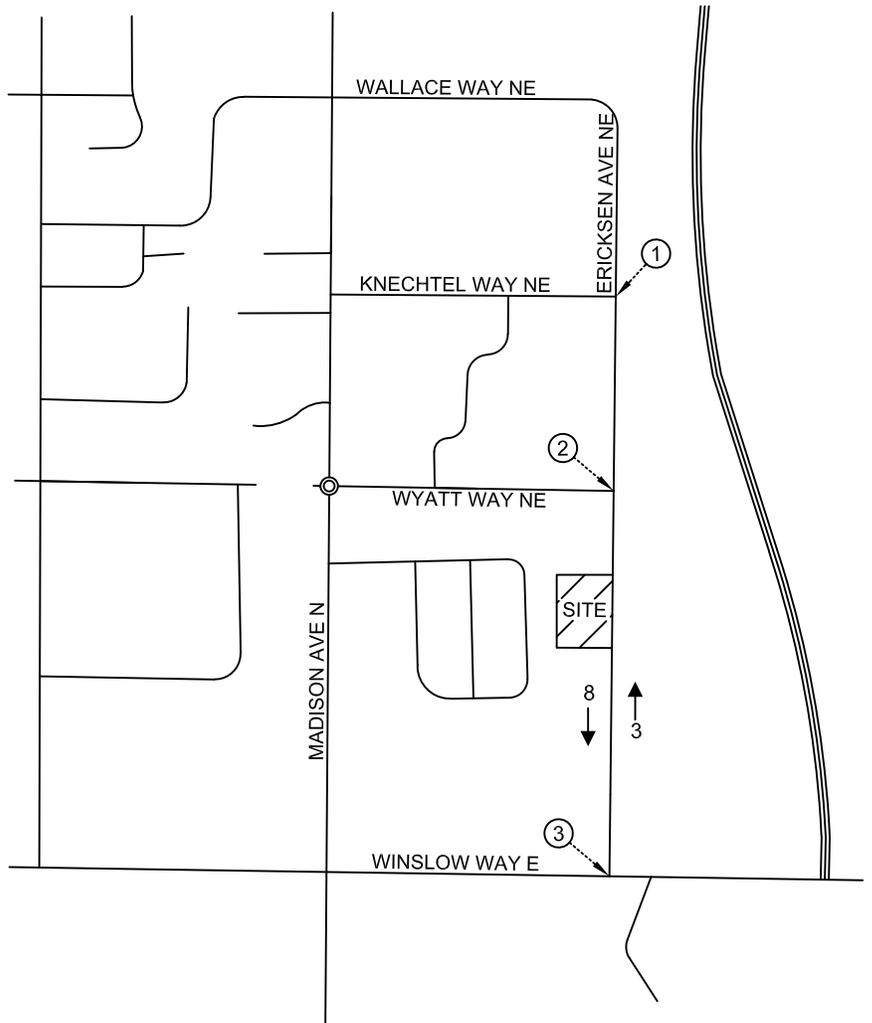
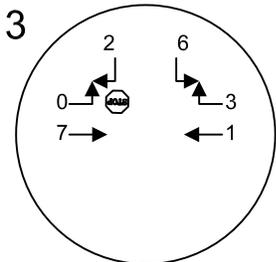
ERICKSEN AVE NE / KNECHTEL WAY NE



ERICKSEN AVE NE / WYATT WAY NE



ERICKSEN AVE NE / WINSLOW WAY E

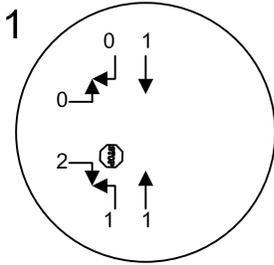


HEATH & ASSOCIATES
TRAFFIC AND CIVIL ENGINEERING

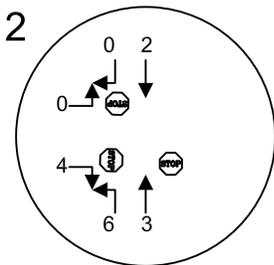
HYLA HIGH SCHOOL
AM PEAK HOUR PIPELINE VOLUMES
FIGURE D



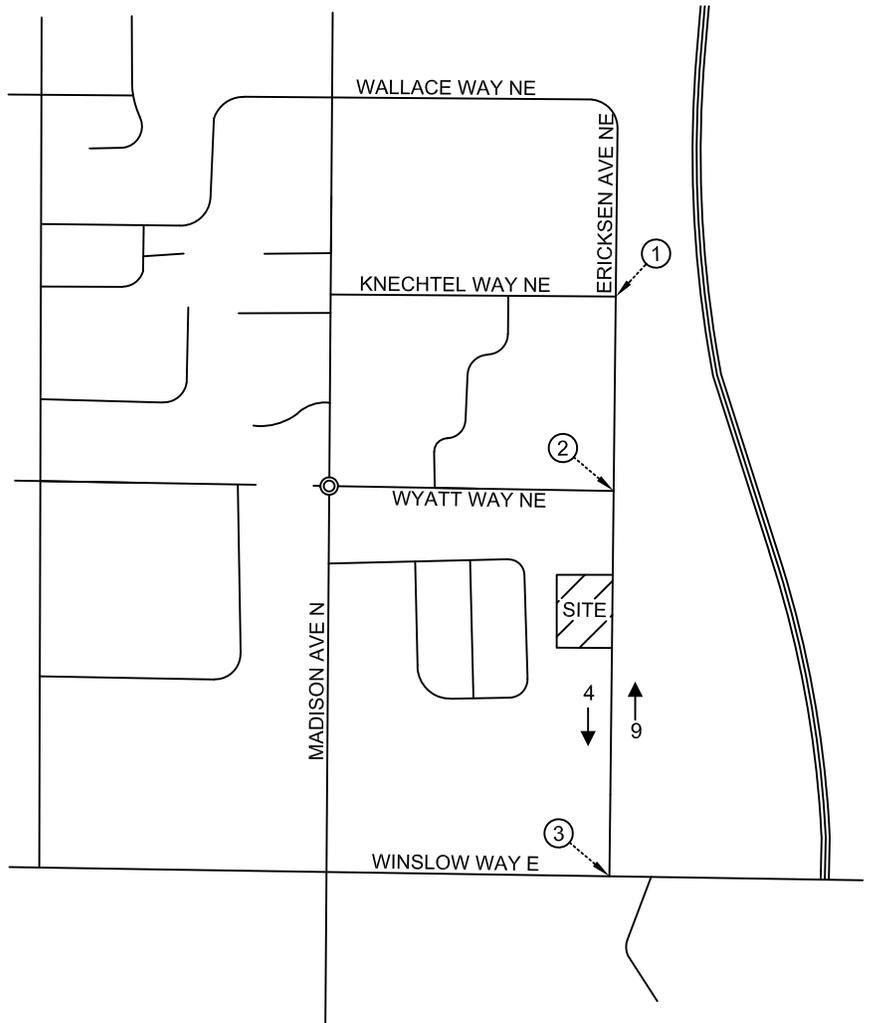
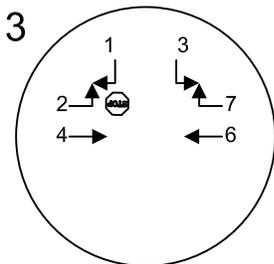
ERICKSEN AVE NE / KNECHTEL WAY NE



ERICKSEN AVE NE / WYATT WAY NE



ERICKSEN AVE NE / WINSLOW WAY E



HEATH & ASSOCIATES
TRAFFIC AND CIVIL ENGINEERING

HYLA HIGH SCHOOL
PM PEAK HOUR PIPELINE VOLUMES
FIGURE E

APPENDIX

FORECAST 2025 VOLUMES

APPENDIX

LEVEL OF SERVICE

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	3	5	45	40	9
Future Vol, veh/h	4	3	5	45	40	9
Conflicting Peds, #/hr	20	20	20	0	0	20
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	2	67	20	2	2	2
Mvmt Flow	5	4	7	62	55	12

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	177	101	87	0	-	0
Stage 1	81	-	-	-	-	-
Stage 2	96	-	-	-	-	-
Critical Hdwy	6.42	6.87	4.3	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.903	2.38	-	-	-
Pot Cap-1 Maneuver	813	803	1403	-	-	-
Stage 1	942	-	-	-	-	-
Stage 2	928	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	779	773	1376	-	-	-
Mov Cap-2 Maneuver	779	-	-	-	-	-
Stage 1	919	-	-	-	-	-
Stage 2	910	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.7	0.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1376	-	776	-	-
HCM Lane V/C Ratio	0.005	-	0.012	-	-
HCM Control Delay (s)	7.6	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	43	33	32	27	15
Future Vol, veh/h	21	43	33	32	27	15
Peak Hour Factor	0.64	0.64	0.64	0.64	0.64	0.64
Heavy Vehicles, %	2	5	6	6	11	2
Mvmt Flow	33	67	52	50	42	23
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.5	8	7.5
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	51%	33%	0%
Vol Thru, %	49%	0%	64%
Vol Right, %	0%	67%	36%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	65	64	42
LT Vol	33	21	0
Through Vol	32	0	27
RT Vol	0	43	15
Lane Flow Rate	102	100	66
Geometry Grp	1	1	1
Degree of Util (X)	0.122	0.108	0.075
Departure Headway (Hd)	4.33	3.881	4.127
Convergence, Y/N	Yes	Yes	Yes
Cap	823	907	860
Service Time	2.383	1.974	2.193
HCM Lane V/C Ratio	0.124	0.11	0.077
HCM Control Delay	8	7.5	7.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.4	0.4	0.2

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	29	144	128	49	36	19
Future Vol, veh/h	29	144	128	49	36	19
Conflicting Peds, #/hr	43	0	0	43	43	43
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	6	6	2	5
Mvmt Flow	35	176	156	60	44	23

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	259	0	-	0	518 272
Stage 1	-	-	-	-	229 -
Stage 2	-	-	-	-	289 -
Critical Hdwy	4.12	-	-	-	6.42 6.25
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.345
Pot Cap-1 Maneuver	1306	-	-	-	518 760
Stage 1	-	-	-	-	809 -
Stage 2	-	-	-	-	760 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1253	-	-	-	462 699
Mov Cap-2 Maneuver	-	-	-	-	462 -
Stage 1	-	-	-	-	752 -
Stage 2	-	-	-	-	729 -

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	12.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1253	-	-	-	523
HCM Lane V/C Ratio	0.028	-	-	-	0.128
HCM Control Delay (s)	8	0	-	-	12.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	6	7	92	79	14
Future Vol, veh/h	6	6	7	92	79	14
Conflicting Peds, #/hr	23	23	23	0	0	23
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	14	3	3	2
Mvmt Flow	7	7	8	111	95	17

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	277	150	135	0	0
Stage 1	127	-	-	-	-
Stage 2	150	-	-	-	-
Critical Hdwy	6.42	6.22	4.24	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.326	-	-
Pot Cap-1 Maneuver	713	896	1379	-	-
Stage 1	899	-	-	-	-
Stage 2	878	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	678	857	1349	-	-
Mov Cap-2 Maneuver	678	-	-	-	-
Stage 1	874	-	-	-	-
Stage 2	859	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1349	-	757	-	-
HCM Lane V/C Ratio	0.006	-	0.019	-	-
HCM Control Delay (s)	7.7	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	35	41	70	60	48	33
Future Vol, veh/h	35	41	70	60	48	33
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	4	12	2	2
Mvmt Flow	39	46	78	67	53	37
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.7	8.3	7.5
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	54%	46%	0%
Vol Thru, %	46%	0%	59%
Vol Right, %	0%	54%	41%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	130	76	81
LT Vol	70	35	0
Through Vol	60	0	48
RT Vol	0	41	33
Lane Flow Rate	144	84	90
Geometry Grp	1	1	1
Degree of Util (X)	0.172	0.099	0.099
Departure Headway (Hd)	4.293	4.219	3.948
Convergence, Y/N	Yes	Yes	Yes
Cap	828	855	894
Service Time	2.358	2.219	2.035
HCM Lane V/C Ratio	0.174	0.098	0.101
HCM Control Delay	8.3	7.7	7.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.6	0.3	0.3

Intersection						
Int Delay, s/veh	4.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	52	164	202	69	61	34
Future Vol, veh/h	52	164	202	69	61	34
Conflicting Peds, #/hr	146	0	0	97	97	146
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	96	96	96	96	96	96
Heavy Vehicles, %	2	2	5	2	2	2
Mvmt Flow	54	171	210	72	64	35

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	428	0	-	0	768 538
Stage 1	-	-	-	-	392 -
Stage 2	-	-	-	-	376 -
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	1131	-	-	-	370 543
Stage 1	-	-	-	-	683 -
Stage 2	-	-	-	-	694 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	974	-	-	-	258 402
Mov Cap-2 Maneuver	-	-	-	-	258 -
Stage 1	-	-	-	-	552 -
Stage 2	-	-	-	-	598 -

Approach	EB	WB	SB
HCM Control Delay, s	2.1	0	23.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	974	-	-	-	296
HCM Lane V/C Ratio	0.056	-	-	-	0.334
HCM Control Delay (s)	8.9	0	-	-	23.2
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	1.4

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	4	7	48	42	9
Future Vol, veh/h	4	4	7	48	42	9
Conflicting Peds, #/hr	20	20	20	0	0	20
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	2	67	20	2	2	2
Mvmt Flow	5	5	10	66	58	12

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	190	104	90	0	-	0
Stage 1	84	-	-	-	-	-
Stage 2	106	-	-	-	-	-
Critical Hdwy	6.42	6.87	4.3	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.903	2.38	-	-	-
Pot Cap-1 Maneuver	799	800	1399	-	-	-
Stage 1	939	-	-	-	-	-
Stage 2	918	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	763	770	1372	-	-	-
Mov Cap-2 Maneuver	763	-	-	-	-	-
Stage 1	914	-	-	-	-	-
Stage 2	901	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1372	-	766	-	-
HCM Lane V/C Ratio	0.007	-	0.014	-	-
HCM Control Delay (s)	7.6	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	51	37	34	30	17
Future Vol, veh/h	22	51	37	34	30	17
Peak Hour Factor	0.64	0.64	0.64	0.64	0.64	0.64
Heavy Vehicles, %	2	5	6	6	11	2
Mvmt Flow	34	80	58	53	47	27
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.6	8.1	7.6
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	52%	30%	0%
Vol Thru, %	48%	0%	64%
Vol Right, %	0%	70%	36%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	71	73	47
LT Vol	37	22	0
Through Vol	34	0	30
RT Vol	0	51	17
Lane Flow Rate	111	114	73
Geometry Grp	1	1	1
Degree of Util (X)	0.134	0.127	0.085
Departure Headway (Hd)	4.363	3.994	4.156
Convergence, Y/N	Yes	Yes	Yes
Cap	814	903	850
Service Time	2.433	1.994	2.239
HCM Lane V/C Ratio	0.136	0.126	0.086
HCM Control Delay	8.1	7.6	7.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.5	0.4	0.3

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	30	158	135	54	44	22
Future Vol, veh/h	30	158	135	54	44	22
Conflicting Peds, #/hr	43	0	0	43	43	43
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	6	6	2	5
Mvmt Flow	37	193	165	66	54	27

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	274	0	-	0	551 284
Stage 1	-	-	-	-	241 -
Stage 2	-	-	-	-	310 -
Critical Hdwy	4.12	-	-	-	6.42 6.25
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.345
Pot Cap-1 Maneuver	1289	-	-	-	495 748
Stage 1	-	-	-	-	799 -
Stage 2	-	-	-	-	744 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1236	-	-	-	440 688
Mov Cap-2 Maneuver	-	-	-	-	440 -
Stage 1	-	-	-	-	740 -
Stage 2	-	-	-	-	713 -

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1236	-	-	-	500
HCM Lane V/C Ratio	0.03	-	-	-	0.161
HCM Control Delay (s)	8	0	-	-	13.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	8	8	97	84	15
Future Vol, veh/h	6	8	8	97	84	15
Conflicting Peds, #/hr	23	23	23	0	0	23
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	14	3	3	2
Mvmt Flow	7	10	10	117	101	18

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	293	156	142	0	0
Stage 1	133	-	-	-	-
Stage 2	160	-	-	-	-
Critical Hdwy	6.42	6.22	4.24	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.326	-	-
Pot Cap-1 Maneuver	698	890	1370	-	-
Stage 1	893	-	-	-	-
Stage 2	869	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	662	851	1340	-	-
Mov Cap-2 Maneuver	662	-	-	-	-
Stage 1	866	-	-	-	-
Stage 2	850	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	0.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1340	-	758	-	-
HCM Lane V/C Ratio	0.007	-	0.022	-	-
HCM Control Delay (s)	7.7	0	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	37	47	79	66	52	35
Future Vol, veh/h	37	47	79	66	52	35
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	4	12	2	2
Mvmt Flow	41	52	88	73	58	39
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.8	8.4	7.6
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	54%	44%	0%
Vol Thru, %	46%	0%	60%
Vol Right, %	0%	56%	40%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	145	84	87
LT Vol	79	37	0
Through Vol	66	0	52
RT Vol	0	47	35
Lane Flow Rate	161	93	97
Geometry Grp	1	1	1
Degree of Util (X)	0.193	0.11	0.107
Departure Headway (Hd)	4.316	4.257	3.98
Convergence, Y/N	Yes	Yes	Yes
Cap	823	847	885
Service Time	2.389	2.257	2.078
HCM Lane V/C Ratio	0.196	0.11	0.11
HCM Control Delay	8.4	7.8	7.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.7	0.4	0.4

Intersection						
Int Delay, s/veh	5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	56	175	217	79	67	37
Future Vol, veh/h	56	175	217	79	67	37
Conflicting Peds, #/hr	146	0	0	97	97	146
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	96	96	96	96	96	96
Heavy Vehicles, %	2	2	5	2	2	2
Mvmt Flow	58	182	226	82	70	39

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	454	0	-	0	808 559
Stage 1	-	-	-	-	413 -
Stage 2	-	-	-	-	395 -
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	1107	-	-	-	350 529
Stage 1	-	-	-	-	668 -
Stage 2	-	-	-	-	681 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	953	-	-	-	242 392
Mov Cap-2 Maneuver	-	-	-	-	242 -
Stage 1	-	-	-	-	536 -
Stage 2	-	-	-	-	586 -

Approach	EB	WB	SB
HCM Control Delay, s	2.2	0	25.7
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	953	-	-	-	280
HCM Lane V/C Ratio	0.061	-	-	-	0.387
HCM Control Delay (s)	9	0	-	-	25.7
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.2	-	-	-	1.8

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	10	11	52	49	9
Future Vol, veh/h	4	10	11	52	49	9
Conflicting Peds, #/hr	20	20	20	0	0	20
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	2	67	20	2	2	2
Mvmt Flow	5	14	15	71	67	12

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	214	113	99	0	-	0
Stage 1	93	-	-	-	-	-
Stage 2	121	-	-	-	-	-
Critical Hdwy	6.42	6.87	4.3	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.903	2.38	-	-	-
Pot Cap-1 Maneuver	774	790	1388	-	-	-
Stage 1	931	-	-	-	-	-
Stage 2	904	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	737	760	1362	-	-	-
Mov Cap-2 Maneuver	737	-	-	-	-	-
Stage 1	903	-	-	-	-	-
Stage 2	887	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	1.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1362	-	753	-	-
HCM Lane V/C Ratio	0.011	-	0.025	-	-
HCM Control Delay (s)	7.7	0	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			↑	↑	
Traffic Vol, veh/h	22	77	53	42	43	17
Future Vol, veh/h	22	77	53	42	43	17
Peak Hour Factor	0.64	0.64	0.64	0.64	0.64	0.64
Heavy Vehicles, %	2	5	6	6	11	2
Mvmt Flow	34	120	83	66	67	27
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8	8.6	8
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	56%	22%	0%
Vol Thru, %	44%	0%	72%
Vol Right, %	0%	78%	28%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	95	99	60
LT Vol	53	22	0
Through Vol	42	0	43
RT Vol	0	77	17
Lane Flow Rate	148	155	94
Geometry Grp	1	1	1
Degree of Util (X)	0.188	0.175	0.115
Departure Headway (Hd)	4.564	4.074	4.417
Convergence, Y/N	Yes	Yes	Yes
Cap	791	883	814
Service Time	2.564	2.087	2.433
HCM Lane V/C Ratio	0.187	0.176	0.115
HCM Control Delay	8.6	8	8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.7	0.6	0.4

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	33	158	135	77	59	24
Future Vol, veh/h	33	158	135	77	59	24
Conflicting Peds, #/hr	43	0	0	43	43	43
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	6	6	2	5
Mvmt Flow	40	193	165	94	72	29

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	302	0	-	0	571 298
Stage 1	-	-	-	-	255 -
Stage 2	-	-	-	-	316 -
Critical Hdwy	4.12	-	-	-	6.42 6.25
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.345
Pot Cap-1 Maneuver	1259	-	-	-	482 734
Stage 1	-	-	-	-	788 -
Stage 2	-	-	-	-	739 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1207	-	-	-	427 675
Mov Cap-2 Maneuver	-	-	-	-	427 -
Stage 1	-	-	-	-	728 -
Stage 2	-	-	-	-	709 -

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	14.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1207	-	-	-	478
HCM Lane V/C Ratio	0.033	-	-	-	0.212
HCM Control Delay (s)	8.1	0	-	-	14.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	0	0	26	95	81	39
Future Vol, veh/h	0	0	26	95	81	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	28	103	88	42

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	268	109	130	0	0
Stage 1	109	-	-	-	-
Stage 2	159	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	721	945	1455	-	-
Stage 1	916	-	-	-	-
Stage 2	870	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	707	945	1455	-	-
Mov Cap-2 Maneuver	707	-	-	-	-
Stage 1	898	-	-	-	-
Stage 2	870	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	1.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1455	-	-	-	-
HCM Lane V/C Ratio	0.019	-	-	-	-
HCM Control Delay (s)	7.5	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	24	17	0	97	81	0
Future Vol, veh/h	24	17	0	97	81	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	18	0	105	88	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	193	88	88	0	0
Stage 1	88	-	-	-	-
Stage 2	105	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	796	970	1508	-	-
Stage 1	935	-	-	-	-
Stage 2	919	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	796	970	1508	-	-
Mov Cap-2 Maneuver	796	-	-	-	-
Stage 1	935	-	-	-	-
Stage 2	919	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1508	-	860	-	-
HCM Lane V/C Ratio	-	-	0.052	-	-
HCM Control Delay (s)	0	-	9.4	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	10	12	101	87	15
Future Vol, veh/h	6	10	12	101	87	15
Conflicting Peds, #/hr	23	23	23	0	0	23
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	14	3	3	2
Mvmt Flow	7	12	14	122	105	18

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	310	160	146	0	-	0
Stage 1	137	-	-	-	-	-
Stage 2	173	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.24	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.326	-	-	-
Pot Cap-1 Maneuver	682	885	1366	-	-	-
Stage 1	890	-	-	-	-	-
Stage 2	857	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	645	847	1336	-	-	-
Mov Cap-2 Maneuver	645	-	-	-	-	-
Stage 1	861	-	-	-	-	-
Stage 2	838	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	0.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1336	-	758	-	-
HCM Lane V/C Ratio	0.011	-	0.025	-	-
HCM Control Delay (s)	7.7	0	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	37	57	94	74	57	35
Future Vol, veh/h	37	57	94	74	57	35
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	4	12	2	2
Mvmt Flow	41	63	104	82	63	39
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.9	8.7	7.7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	56%	39%	0%
Vol Thru, %	44%	0%	62%
Vol Right, %	0%	61%	38%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	168	94	92
LT Vol	94	37	0
Through Vol	74	0	57
RT Vol	0	57	35
Lane Flow Rate	187	104	102
Geometry Grp	1	1	1
Degree of Util (X)	0.225	0.125	0.118
Departure Headway (Hd)	4.343	4.294	4.14
Convergence, Y/N	Yes	Yes	Yes
Cap	816	839	869
Service Time	2.432	2.299	2.151
HCM Lane V/C Ratio	0.229	0.124	0.117
HCM Control Delay	8.7	7.9	7.7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.9	0.4	0.4

Intersection						
Int Delay, s/veh	6.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	57	175	217	88	81	39
Future Vol, veh/h	57	175	217	88	81	39
Conflicting Peds, #/hr	146	0	0	97	97	146
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	96	96	96	96	96	96
Heavy Vehicles, %	2	2	5	2	2	2
Mvmt Flow	59	182	226	92	84	41

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	464	0	-	0	815 564
Stage 1	-	-	-	-	418 -
Stage 2	-	-	-	-	397 -
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	1097	-	-	-	347 525
Stage 1	-	-	-	-	664 -
Stage 2	-	-	-	-	679 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	944	-	-	-	239 389
Mov Cap-2 Maneuver	-	-	-	-	239 -
Stage 1	-	-	-	-	532 -
Stage 2	-	-	-	-	585 -

Approach	EB	WB	SB
HCM Control Delay, s	2.2	0	28.9
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	944	-	-	-	273
HCM Lane V/C Ratio	0.063	-	-	-	0.458
HCM Control Delay (s)	9.1	0	-	-	28.9
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.2	-	-	-	2.3

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	0	0	10	168	99	15
Future Vol, veh/h	0	0	10	168	99	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	11	183	108	16

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	321	116	124	0	0
Stage 1	116	-	-	-	-
Stage 2	205	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	673	936	1463	-	-
Stage 1	909	-	-	-	-
Stage 2	829	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	668	936	1463	-	-
Mov Cap-2 Maneuver	668	-	-	-	-
Stage 1	902	-	-	-	-
Stage 2	829	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1463	-	-	-	-
HCM Lane V/C Ratio	0.007	-	-	-	-
HCM Control Delay (s)	7.5	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	23	16	0	155	99	0
Future Vol, veh/h	23	16	0	155	99	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	17	0	168	108	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	276	108	108	0	-	0
Stage 1	108	-	-	-	-	-
Stage 2	168	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	714	946	1483	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	862	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	714	946	1483	-	-	-
Mov Cap-2 Maneuver	714	-	-	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	862	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1483	-	794	-	-
HCM Lane V/C Ratio	-	-	0.053	-	-
HCM Control Delay (s)	0	-	9.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

APPENDIX

HYLA MEMO

Memo From Hyla School

To: City of Bainbridge Island

From: Suzanne Messinger, *Head of School, Hyla School*

Re: School Transportation Plan for Hyla High School campus at 355 Ericksen

Goals

Hyla School's Transportation Plan has aims toward the following goals:

1. To the degree possible, establish a "walk on and walk off campus"
2. Minimize the environmental footprint and impact of Hyla School's high school program
3. Keep additional traffic to Ericksen and the surrounding area to a minimum
4. Wherever and whenever possible, partner with and support local Bainbridge Island community mass transit and private carpooling resources to predominantly meet the transportation needs of our School Program

Strategies

Morning Drop Off - Students and families will have four options for transportation to Hyla High School each morning

1. Students may walk or ride their bikes to school
2. Use the [Kitsap Transit](#) to arrive at the ferry for the 7:55 AM (or future equivalent) Bainbridge to Seattle Ferry; students will walk from the ferry to 355 Ericksen
3. Off-island students may participate in Hyla's Shuttle Service (this has been a service offered to off-island families for many years). The shuttle picks up students each morning from the Casino and then will drop them off at 355 Ericksen; from there the shuttle will go to Hyla Middle School
4. Hyla would propose to designate (with signage) that two of the parallel street parking stalls along Ericksen be dedicated to shuttle & bus parking zones during drop off and pick-up hours on school days only. (during ~1 hour in AM and ~1 hour in PM)
5. Parents drop off students at the ferry on the way to work; then students will walk from the ferry to 355 Ericksen OR at the Hyla Middle School where they will be taken in our small bus to 355 Ericksen
6. Students eligible and wanting to drive to school can rent spaces at the ferry, park there and walk from there to 355 Ericksen.

During school day programming - *Hyla's program includes off-campus Partnerships with several local organizations on and off island. These include BARN, BI, Insight Climbing, Gifts of Dirt Farm, and internships in Seattle to name a few. Hyla will utilize three transportation options for regular off-campus programmatic needs.*

1. Hyla's School vehicles (two small buses and 1 suburban)
2. BI Rides
3. Walking and biking

We acknowledge that incidental private family vehicle drop-off and pick-up will occur during school hours due to things such as illness/injury or personal appointments off campus. Additionally, we do have a few periodic weekly visitors and guests. Given our long operational history at our Bucklin Hill Road Middle School Campus, of similar

student population, we expect that the combination of incidental & guest visits at our Ericksen Campus would be similar and would create an average of ~2 vehicle trips per hour over the course of the school day, well below the vehicle trips per hour that the current office/business occupancy use generates at the Ericksen Ave site.

Afternoon Pick Up - *Students and families will have five options for transportation from Hyla High School to their afternoon destination each afternoon*

1. Students may walk or ride their bikes from 355 Ericksen to their afternoon destination each afternoon
2. Students may take BI Rides to their afternoon destinations each afternoon
3. Off-island students may participate in Hyla's Shuttle Service (this has been a service offered to off-island families for many years). The shuttle will pick up students each afternoon at 355 Ericksen and drop them off at the Casino
4. At dismissal, students can walk to the ferry from 355 Ericksen; parents arriving on the ferry, heading home from work, may pick up their students at the ferry and take them to their afternoon destinations.
5. Use the [Kitsap Transit](#) bus that most closely aligns with students' departure from school time; walk from 355 Ericksen to the ferry to use Kitsap Transit
6. Students eligible and wanting to drive to and from school can rent spaces at the ferry, park there each morning and then at the end of the school day walk from 355 Ericksen to their car.
7. Hyla would propose to designate (with signage) that two of the parallel street parking stalls along Ericksen be dedicated to shuttle & bus parking zones during drop off and pick-up hours on school days only. (during ~1 hour in AM and ~1 hour in PM)

Parking at the Hyla High School campus, 355-385 Ericksen Ave

1. In an overall effort to effectively manage the available on-site parking and minimize individual vehicle trip impacts on the neighborhood:
 - Teachers, staff, and student families will be required to sign a commitment letter during the enrollment process to commit to comply with the aforementioned Hyla School transportation options and policies.
 - Teachers and staff will be issued parking permits for on-site campus designated parking spaces.
 - Visitor spaces will be designated on site sufficient to accommodate our limited number of weekly incidental guests arriving in personal vehicles.
2. See also the attached parking summary table that enumerates existing parking stall counts and existing building occupancies, as well as projected parking stall counts and projected occupancies; sufficient to meet our practical operational needs as well as meet the minimum BIMC parking requirements. When looking at this parking summary table please also note the following:
 - *At this time, we have already applied for TI Permit for the conversion of 50% of the GSF of the 355 Building to (E) Educational Occupancy, while the remaining SF of this building shall remain (B) Office/Business Occupancy. As a result, no change to the parking requirement is shown for the portion of the existing building to remain Office/Business Occupancy.*

- *Our next Building Permit Applications, est. mid Nov 2021, will be for the conversion of 100% of the 385 Building SF to (E) Educational Occupancy from (B) Office/Business Occupancy.*
- *This operational traffic and parking narrative, as well as the attached parking summary, demonstrate that BIMC parking requirements are being met, applicable to the current 355 TI Permit, as well as the forthcoming 385 Building renovation project, requiring Minor (administrative) SPR process approval.*
- *While we are not applying for 365 & 375 building renovations at this time, we have included the projection of their future reduced on-site parking demands over time, compared to the sites existing office/business occupancy use, for reference.*
- *We recognize that these future building renovations may require additional SPR Applications, and that parking and traffic issues may need to be revisited at the time of those applications.*

APPENDIX

SITE PLAN



PARKING ACCESS PLAN



A 3

HYLA HIGH SCHOOL, BLDGS 365 & 375

BAINBRIDGE ISLAND, WA

01/20/22
PRE-APPLICATION



WENZLAU ARCHITECTS



Date: March 23, 2022

To: Charlie Wenzlau
Wenzlau Architects

From: Aaron Van Aken, PE, PTOE

Subject: Hyla High School – Parking Assessment

The intent of this memo serves to provide a parking demand analysis as it relates to the proposed Hyla High School—a 160-student high school seeking to occupy four existing buildings located within the city of Bainbridge Island.

Project Description

Hyla School currently operates a middle school (grades 6-8) out of 7861 Bucklin Hill Road within the city of Bainbridge Island and is proposing to offer a high school consisting of grades 9-12. The school would operate out of four existing buildings, each serving a grade accommodating up to 40 students for a campus total of up to 160 students and 14 staff. The subject buildings, totaling a collective area of 14,260 square feet, are located on the west side of Ericksen Avenue NE between Winslow Way and Wyatt Way. Parking would be provided on-site for staff and guests with 30 parking spaces in addition to 5 street-side parking spaces along the site’s Ericksen Avenue frontage. The school is proposing that driving-aged students would not be permitted to park on-site and would therefore need an alternative transport mode with the school prioritizing and encouraging students to walk, bike, taking public transit, or using the Hyla Shuttle Service.

Figure 1: Aerial Vicinity



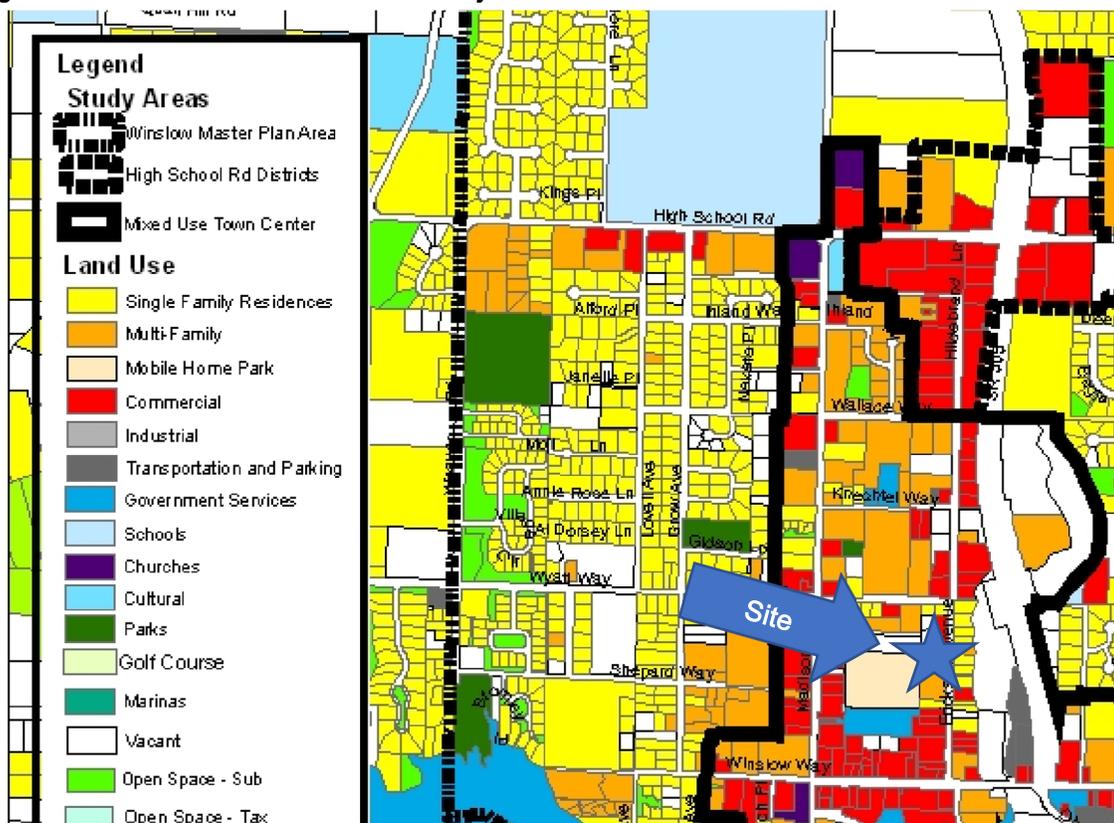
Parking Requirements

The subject site is situated within the city's Mixed Use Town Center of the Winslow Master Plan Area and is therefore subject to off-street parking requirements in accordance with Table 18.15.020-2 in BIMC Chapter 18.15. In review of the aforementioned table, no applicable off-street parking standards were identified for a high school use. However, a provision for "Special Case" outlines the following:

For special cases not covered by this table, parking requirements shall be established by the director. For determination by the director, the applicant shall supply (a) documentation regarding actual parking demand for the proposed use; or (b) technical studies prepared by a qualified professional relating to the parking need for the proposed use; or (c) required parking for the proposed use as determined by other comparable jurisdictions.

This technical memo will review several nearby jurisdictions to determine and establish an acceptable on-site parking supply in accordance with option "C" listed above.

Figure 2: Mixed Use Town Center & Project Location



Source: City of Bainbridge Winslow Subarea Plan

Comparable Jurisdictions

Off-street parking requirements were reviewed under several nearby agencies to identify parking ratios typically applied to high school uses. Most commonly found variables for projecting school-related parking demands use student, employee, and classroom counts. See below for Hyla's operating characteristics.

Hyla High School

Total Square Footage: 14,260

Parking Supply: 30 on-site + 5 off-site = 35 total

Max Student Enrollment: 160

Staff: 14

No. of Classrooms: 12 (It should also be taken into consideration that the classroom sizes for Hyla are considerably smaller than what's commonly found at a high school. With 12 classrooms and 160 students, class sizes on average would be around 13-14 students.)

Listed below is each jurisdiction with their respective off-street parking requirements for high schools. Also included is the estimated parking count if applied to the proposed Hyla High School and whether parking as provided would meet standards.

Poulsbo: 1/employee + 1 per 10 students

Required Parking: 14 employee + 16 student = 30 total

Meets Standards: Yes/No

Kitsap County: 1/employee + 1 per 10 students

Required Parking: 14 employee + 16 student = 30 total

Meets Standards: Yes/No

Bremerton: 1 per 10 students + 1 per classroom + 1/200 sf of admin office.

Admin space at Hyla High School is expected to be minimal; however, ~10 percent (1,400 square feet) was allocated for parking calculation assumptions.

Required Parking: 16 student + 12 classroom + 7 admin = 35 total

Meets Standards: Yes/No (with off-site parking included)

Bainbridge Island (Residential Area): 1/employee + 1 per 10 students

While code-parking for the subject area was discussed above for the Mixed-Use Town Center, it is worth pointing out that Bainbridge Island has high school off-street parking requirements under their residential and neighborhood center areas.

Required Parking: 14 employee + 16 student = 30 total

Meets Standards: Yes/No

As shown from the above four examples (including Bainbridge Island outside the Mixed-Use Town Center) required parking would fall between 30-35 parking spaces. With a total parking supply of 35 spaces, Hyla would meet all standards and is therefore expected to have an appropriate parking supply. It should also be taken into consideration Hyla's unique approach for what they are attempting to achieve as a "multi-modal" campus. Attached to this parking memo are the School's goals and strategies as obtained from the Head of School. Summarized below are a few measures the school would implement.

Parking Reduction Strategies

As part of the school's intended operations, prospective students (of driving age) and parents would need to sign a form of consent/waiver that acknowledges that students cannot drive and park on-site. As a goal to minimize the environmental impact, Hyla School, when feasible, is promoting walking and biking as a first means of transport. For students outside walking distance, public transit and Hyla's Shuttle Service could be utilized. Students of driving age may rent spaces at the ferry to park and subsequently walk to the school campus. See attached memo for more details on the school's efforts in minimizing traffic to Ericksen Avenue. As an additional measure, the school may also want to assist in coordinating carpooling opportunities between families.

Event Parking

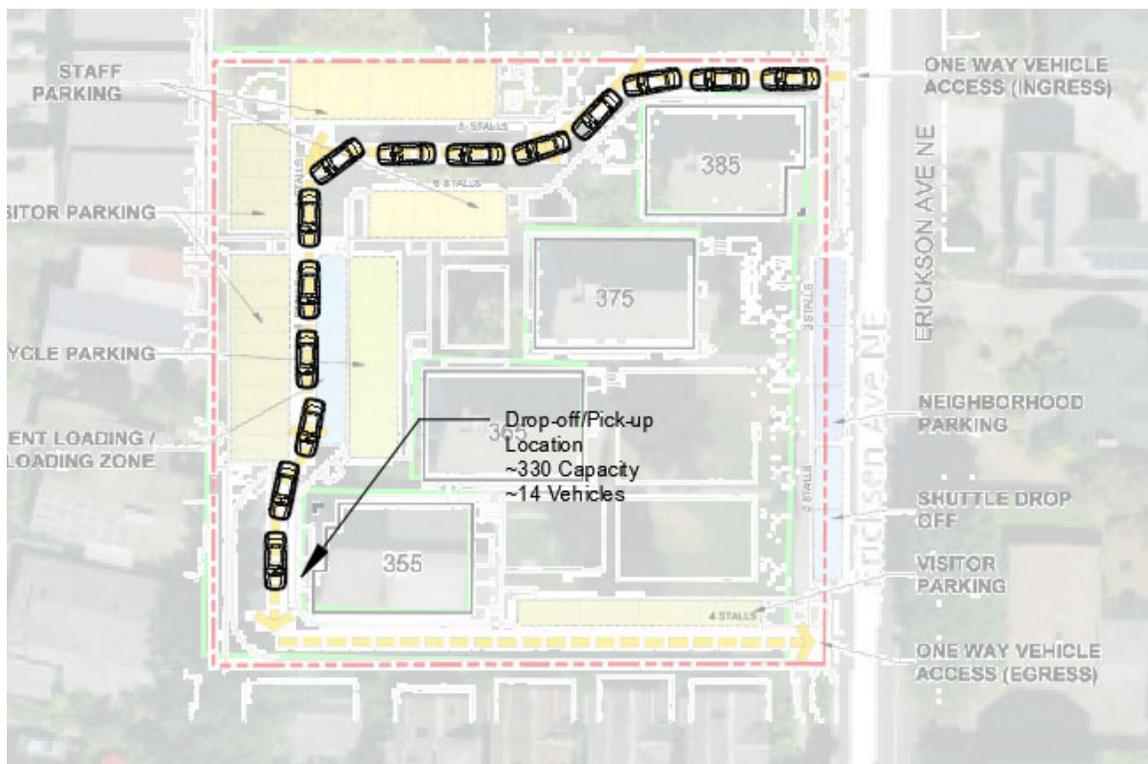
In discussion with Hyla School staff, approximately 5-7 after-school events would be held per year (curriculum nights, admission nights, and other miscellaneous functions). This is based on their current experience from the middle school which would be consistent with the high school's plans. Most of the school's events consist between 20-30 people which parking would be able to be accommodated on-site. For the rare, infrequent events wherein parking demands would exceed on-site capacity (curriculum night) with approximately 130-person attendance consisting of students and parents, a parking map identifying public parking options in the adjacent downtown area would be provided. As these events are typically off-peak hours, parking is expected to be accommodated via a combination of on-site and off-site. Moreover, most larger events would be held at the recently constructed auditorium located at the middle school.

It should also be noted that parking provisions are generally not designed to accommodate the highest-demanded events as this can lead to providing an oversupply of parking spaces that would otherwise be underutilized and increases impervious area.

Queuing

While the school would work with parents and students in educating about their preferred modes of transport, some parents may need to drive to school for pick-up and drop-off. On-site stacking capacity was examined at the existing parking loop. While determining projected queuing demands is highly variable and school/location dependent, a general rule-of-thumb that has been applied to in the past is one queued vehicle per ten students. Assuming a 160-student enrollment, this would indicate an approximate need for 16 queued vehicles during peak drop-off/pick-up. Again, this estimation was observed from traditional schools without the goals and strategies as being implement at Hyla.

As illustrated in the image below, the proposed drop-off/pick-up zone could accommodate approximately 14 vehicles. While this is slightly below the estimated 16 vehicle capacity, the school is expected to have a higher degree of multi-modal transport which could reduce the queuing demands. Moreover, additional parking on-site could be used for student loading as well as a potential overflow area that contains four parallel parking spaces on the south side of the school. With 14 staff, and assuming each staff to occupy a parking stall, 16 on-site spaces may be open to further be utilized for drop-off/pick-up. These parking spaces, during off-peak periods, could then be used for visitor and other miscellaneous parking needs. Additional evaluation with respect to the driveway operations and queuing would be conducted as part of a subsequent traffic study.



Conclusion

Hyla School is proposing to introduce a high school in the city of Bainbridge Island. The subject area has no code-specific standards with respect to off-street parking requirements. A code review from three comparable jurisdictions indicates between 30-35 off-street parking spaces would be needed for the proposed 160-student, 12-classroom, 14 staff, high school. This is consistent with the City's high school parking requirements in residential areas which would require 30 parking spaces. With a parking supply of 30 on-site and 5 off-site parking spaces, all referenced code standards would be met.

It is recommended for the school to continually work and educate parents in the unique operating characteristics and compliance with no student drivers to the site. The school could also assist in coordinating multi-family carpooling trips. A shuttle system, if offered, could further reduce parking needs/demands and reduce overall vehicular trips to and from the school site. The shuttle could ideally stage along the Ericksen Avenue frontage where street-parking is currently available.

Based on the above analysis, the parking supply as proposed is found to be consistent with several jurisdictional standards and is therefore recommended to be considered as acceptable.

Please call if you require additional information.

Aaron Van Aken, PE, PTOE

To: City of Bainbridge Island

From: Suzanne Messinger, *Head of School, Hyla School*

Re: School Transportation Plan for Hyla High School campus at 355 Ericksen

Goals

Hyla School's Transportation Plan has aims toward the following goals:

1. To the degree possible, establish a "walk on and walk off campus"
2. Minimize the environmental footprint and impact of Hyla School's high school program
3. Keep additional traffic to Ericksen and the surrounding area to a minimum
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5. Parents drop off students at the ferry on the way to work; then students will walk from the ferry to 355 Ericksen OR at the Hyla Middle School where they will be taken in our small bus to 355 Ericksen
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- *We recognize that these future building renovations may require additional SPR Applications, and that parking and traffic issues may need to be revisited at the time of those applications.*

Katy Bigelow
206.351.1375
arboristkaty@gmail.com

March 2, 2022

ATTN: Suzanne Messinger
Head of School
Hyla High School
Bainbridge Island, WA 98110

Re: Preliminary Arborist report for Hyla High School development

Dear Mrs. Messinger:

Thank you for the opportunity to provide consulting arborist services for the Hyla High School development project.

My Scope of Work for the preliminary portion of this project included:

- Site visit - tree data collection for located significant trees and trees on the north property line that overhang the subject property at least 50%.
- Reporting including but not limited to the general health of significant trees and recommendations for the tree retention potential of each tree.

A report discussing valuation of trees to be retained will be provided when the site plan has been finalized.

On March 1, 2022 I completed a site visit, completed Level 2 tree assessments and gathered the remaining data as detailed in the Scope of Work. All levels of tree assessment are explained in an attachment to this report.

To evaluate the trees in the field I combined my field experience and education with current accepted practices as defined by the American National Standards Institute (ANSI) and the International Society of Arboriculture (ISA).

The tools I used to make this assessment were limited to binoculars, compass, digging tool, mallet and diameter tape. A visual tree assessment and other methods are only conclusive for the day of inspection and do not guarantee that conditions will remain the same in the future.

Site Summary Observations

The site is very gently sloped and already developed with buildings and asphalt parking areas.

I was provided with a preliminary site plan noting the locations of 20 significant trees which are

located sporadically throughout the site ([Map 1](#)). One of the trees did not exist in the field so only data for 19 trees was recorded. It should be noted that Trees 17 and 18 are mostly standing off property and were only included on the map as portions of their canopies overhang the subject property. None of the 19 trees I assessed are “Landmark Trees” per BIMC 16.32.

Tree data summary

The preliminary site plan provided to me color coded the 19 trees I assessed in three categories that I was asked to confirm: red:remove, blue:potential to retain and green:desired retention. The table below shows my confirmation or alternate recommendation for each tree (also color coded) based on its condition or structure characteristics.

		potential retain			
		remove			
		retain			
Tree #	Species	Diameter	Condition	Additional Comments	Recommendations
1	Thundercloud plum (<i>Prunus cerasifera</i> 'Thundercloud')	15"	Fair	Poor structure	Remove
2	Japanese maple (<i>Acer palmatum</i>)	4"	Fair	Surrounded by hardscape, difficult to transplant successfully	Remove
3	Thundercloud plum (<i>Prunus cerasifera</i> 'Thundercloud')	5", 11"	Fair	Average structure	Remove
4	Thundercloud plum (<i>Prunus cerasifera</i> 'Thundercloud')	10", 7", 4", 4"	Fair	Poor structure	Remove
5	Thundercloud plum (<i>Prunus cerasifera</i> 'Thundercloud')	16.5"	Good	Good structure	Potential to retain with tree protection measures

Tree #	Species	Diameter	Condition	Additional Comments	Recommendations
6	Honey locust (<i>Gleditsia triacanthos</i>)	8.5"	Fair	Poor structure, limited growing area	Remove
7	Honey locust (<i>Gleditsia triacanthos</i>)	4.5"	Poor	Limited growing area, poor root and overall structure	Remove
8	Honey locust (<i>Gleditsia triacanthos</i>)	6"	Fair	Limited growing area, poor root and overall structure	Remove
9	Honey locust (<i>Gleditsia triacanthos</i>)	8"	Poor	Limited growing area, large open wound on trunk	Remove
10	Honey locust (<i>Gleditsia triacanthos</i>)	8.5"	Fair	Limited growing area, poor structure	Remove
11	Honey locust (<i>Gleditsia triacanthos</i>)	10"	Fair	Limited growing area, poor structure	Remove
12	Honey locust (<i>Gleditsia triacanthos</i>)	8.5"	Fair	Limited growing area, poor structure	Remove
13	Honey locust (<i>Gleditsia triacanthos</i>)	13.5"	Fair	Poor structure	Remove
14	Honey locust (<i>Gleditsia triacanthos</i>)	9"	Good	Great structure	Potential to retain with tree protection measures
15	Douglas-fir (<i>Pseudotsuga menziesii</i>)	23"	Fair	Very close to parking lot - potential for root damage during development is high	Potential to retain with tree protection measures
16	Honey locust (<i>Gleditsia triacanthos</i>)	8"	Fair	Potential for damage during development is high	Potential to retain with tree protection measures

Tree #	Species	Diameter	Condition	Additional Comments	Recommendations
17	Douglas-fir (<i>Pseudotsuga menziesii</i>)	22"	Fair	Significant internal lower trunk rot. Not a good candidate for any disturbance.	Not a good candidate for retention. Discuss tree with owners prior to any site work.
18	Douglas-fir (<i>Pseudotsuga menziesii</i>)	30"	Fair	Very close to driveway- potential for root and trunk damage during development is high	Potential to retain with tree protection measures
19	Thundercloud plum (<i>Prunus cerasifera</i> 'Thundercloud')	21"	Fair	Good structure	Potential to retain with tree protection measures

Tree, Vegetation and Soil Protection Plan

Purpose

A Tree, Vegetation and Soil Protection Plan (TVSPP) dictates how trees, associated vegetation and soils in which they grow should be protected prior to and during the development of this property. This plan should be reviewed and incorporated into any Project Schedule before any mobilization of construction activities.

Tree protection measures in the form of a TVSPP will be detailed in the final report when those trees that will remain have been identified.

Thank you for working with me on this project,



Katy Bigelow
 Board Master Certified Arborist
 PNW ISA member # PN-6039B
 Tree Risk Assessment Qualified
 Registered Consulting Arborist® #490

Levels of Tree Assessment

LEVEL 1: The Level 1 assessment is a visual assessment from a specified perspective of an individual tree or a population of trees near specified targets to identify obvious defects or specified conditions. A limited visual assessment typically focuses on identifying trees with an imminent and/or probable likelihood of failure.

Limited visual assessments are the fastest but least thorough means of assessment and are intended primarily for large populations of trees.

LEVEL 2: This is a basic assessment completing a detailed visual inspection of a tree and surrounding site, and a synthesis of the information collected. This assessment requires that a tree risk assessor walk completely around the tree—looking at the site, buttress roots, trunk, and branches.

A basic assessment may include the use of simple tools to gain additional information about the tree or defects. Basic is the standard assessment that is performed by arborists in response to a client's request for tree risk assessment. Simple tools may be used for measuring the tree and acquiring more information about the tree or defects. However, the use of these tools is not mandatory unless specified in the Scope of Work.

LEVEL 3: Advanced assessments are performed to provide detailed information about specific tree parts, defects, targets, or site conditions. They are usually conducted in conjunction with or after a basic assessment if the tree risk assessor needs additional information and the client approves the additional service. Specialized equipment, data collection and analysis, and/or expertise are usually required for advanced assessments. These assessments are therefore generally more time intensive and more expensive.

Assumptions, Limiting Conditions and General Waiver

I, Katy Bigelow, certify that:

I have personally inspected the tree(s) and or the property referred to in this report;

I have no current or prospective financial or other interest in the vegetation or the property which is the subject of this report and have no personal interest or bias in favor of or against any of the involved parties or their respective position(s), if any;

The analysis, opinions and conclusions stated herein are the product of my independent professional judgment and based on current scientific procedures and facts, and the foregoing report was prepared according to commercially reasonable and generally accepted arboricultural standards and practices for the Pacific Northwest and Puget Sound areas;

The information included in this report covers only those trees that were examined and reflects the condition of the trees as of the time and date of inspection;

This report and the opinions expressed herein are not intended, nor should they be construed, as any type of warranty or guarantee regarding the condition of the subject trees in the future;

Covenants, Conditions, and Restrictions ("CC&Rs") may restrict the number, type and height of vegetation on the subject property, and I have made no investigation regarding whether the property is subject to such CC&Rs; and

To the best of my knowledge and belief, all statements and information in this report are true and correct and information provided by others is assumed to be true and correct.

I am not an attorney or engineer. This report does not cover these areas of expertise and represents advice only of arboricultural nature. Without limiting the generality of the preceding sentence, it is specifically understood that nothing contained in this report is intended as legal advice, or advice or opinions regarding soil stability or zoning laws, and this report should not be relied upon to take the place of such advice.



Katy Bigelow
Board Master Certified Arborist
PNW ISA member # PN-6039B
Tree Risk Assessment Qualified
Registered Consulting Arborist® #490

Marlene Schubert

From: E. Robert Greenberg <E.Robert.Greenberg@dartmouth.edu>
Sent: Monday, July 11, 2022 11:13 AM
To: PCD
Cc: gerrilou@gmail.com; sharellewa2@gmail.com; okhenshaw@msn.com; Charlie Wenzlau
Subject: Hyla High School project

CAUTION: THIS EMAIL ORIGINATED FROM OUTSIDE THE CITY OF BAINBRIDGE ISLAND EMAIL SYSTEM -Take caution NOT to open attachments or links unless you know the sender AND you were expecting the attachment or the link.

Dear Kelly Tayara,

We live at the Ericksen Cottages adjacent to the planned new Hyla High School. Our bedrooms, like those of four other cottages, are at the back of our cottage roughly 15 feet from the driveway of the proposed school.

We are a retired educators in our late 70s, and we both support quality education. Our principal concerns about the planned high school have to do with traffic safety and noise. Ericksen Avenue is currently heavily used for motor vehicle travel to-and-from the ferry and downtown Winslow businesses. It can be especially busy and hazardous around ferry departures and arrivals, when drivers regularly disregard the posted speed limit of 25 mph. Thus, there already are four periods each hour during the day when traffic conditions on Ericksen may pose a risk to other drivers and to pedestrians. Additional traffic associated with the planned school will likely increase these risks unless the City and Hyla School mitigate them.

We have two suggestions in this regard:

1. We request that the City post and enforce a speed limit of 20 mph on Ericksen Avenue, at least during times when the school building is occupied, if not at all times.
2. We ask that Hyla School implement a policy that students are dropped off and picked up at a site away from Ericksen Avenue and the school building, such as at the parking area near the City offices and the BPA.

In addition to these safety measures, we would appreciate the school discouraging drivers from idling their vehicles in the driveway adjacent to our cottages. In past, the sound and smells from vehicles using this driveway have interrupted our work and sleep.

Thank you for considering our concerns about these safety and quality of life issues.

Bob and Jane Greenberg

329 Ericksen Ave. NE

Bainbridge Island, WA, 98110

206 949-2474 (c)



DESIGN for BAINBRIDGE City of Bainbridge Island, WA

COMMERCIAL AND MULTI-FAMILY HOUSING WORKSHEET

INTRODUCTION

Design for Bainbridge (DforB) provides guidance for applicants to successfully navigate the design review process. The design review process, standards, and guidelines are structured to support good design and a deliberate design process from context and site down to design detailing. Design review is an iterative process intended to help applicants apply relevant standards and guidelines and develop designs for the project that fit Bainbridge Island and the unique context of the site. This iterative process contains three touch points with the Design Review Board (DRB). This worksheet is used to capture design information to be presented to the DRB at each step in the iterative process.

#1 Conceptual Proposal Review Meeting

The conceptual proposal review meeting is an informal meeting between the applicant and the Design Review Board to review site-specific conditions and contextual considerations for the design of development on site. This discussion is intended to inform strategies for site planning and massing that respond sensitively to the neighborhood context.

Applicant Submittal Requirements

- See DforB pages 12 & 16

#2 Design Guidance Review Meeting

Design guidance review meetings with the Design Review Board offer guidance to potential applicants during the design process on conceptual alternatives. The purpose of the design guidance review meeting is to review how the proposed alternatives fit the surrounding context with a focus on the development's program, uses, site plan, and massing. The DRB will also consider any requested departures, the rationale for those departures and their consistency with the intent and principles of the guidelines.

Applicant Submittal Requirements

- See DforB page 13
- Initial Design for Bainbridge Worksheet (below)

#3 Final Design Review Meeting

At this meeting, the Board will review the application plans for compliance with Design Standards and Design Guidelines and ensure that the project reflects any revisions recommended by the Board at previous meetings. The Board will document its findings and transmit a written recommendation to the Planning Commission. The Board's recommendation may include conditions to ensure compliance with all standards.



DESIGN for BAINBRIDGE City of Bainbridge Island, WA

COMMERCIAL AND MULTI-FAMILY HOUSING WORKSHEET

Applicant Submittal Requirements

- See DforB page 15
- Final Design for Bainbridge Worksheet (below)



DESIGN for BAINBRIDGE City of Bainbridge Island, WA

COMMERCIAL AND MULTI-FAMILY HOUSING WORKSHEET

PROJECT: Hyla High School (at EAOP)
PROJECT ADDRESS or PARCEL: 355-365-375-385 Ericksen Ave NE
DATE: 05/02/2022
PROJECT PLANNER: Kelly Tayara
Design Review Board Meeting Dates: 03/07/22 DRB-CON; 04/18/22 DRB-DG;
05/02/22 DRB-FRR

CONTEXT ANALYSIS

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

Context Analysis Complete:

Yes: No:

5/2/22– at initial Conceptual meeting, DRB was concerned about traffic flow and the effect on Ericksen cottages; flow has since been reversed to start at the north and exit south.

Parking/transportation plan has been discussed as well as Hyla’s proactive approach to the same. A parking/transportation narrative that will be provided as part of the Site Plan Review will reflect Hyla’s approach.

If no, required additional information:



DESIGN for BAINBRIDGE City of Bainbridge Island, WA

COMMERCIAL AND MULTI-FAMILY HOUSING WORKSHEET

SITE DESIGN STANDARDS

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

Applicant Response – Site Design S1 through S6:

S1 PROTECT AND REPAIR NATURAL SYSTEMS

Site is a predeveloped site where many of the existing improvements (buildings and parking) will be retained. Site opportunities include selective tree retention, native and habitat friendly plantings (songbirds) and infiltration enhancements to extent feasible.

S2 PRESERVE AND ENRICH WILDLIFE HABITAT

See comment S1

S3 RESPECT AND MAGNIFY UNIQUE ASPECTS OF SITE AND CONTEXT

Key opportunity is to enhance outdoor spaces into useable activity spaces for socializing and limited activities. The proximity of outdoor spaces along Ericksen provide opportunity for interaction between community and the students. The edge along the sidewalk will act as an “outdoor porch”. The exterior renovation will more closely reflect the character of the older homes with proposed material and fenestration.



**DESIGN for BAINBRIDGE
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**COMMERCIAL AND MULTI-FAMILY
HOUSING WORKSHEET**

S4 COMPLEMENT AND CONTRIBUTE TO THE BUILT ENVIRONMENT AND LOCAL IDENTITY

See comment S3

S5 FIT THE PROJECT INTO THE SYSTEMS OF ACCESS AND MOVEMENT, PRIORITIZING PEDESTRIANS AND BICYCLES

The proposed pedestrian circulation will allow a mid-block non-motorized connection from Ericksen Avenue to Madrone Lane, supporting neighborhood walkers and students arriving by bicycle.

S6 SUPPORT AND CONTRIBUTE TO A VIBRANT PUBLIC REALM

See comment S3

DRB Discussion – Site Design:

- ~~Unclear if there is a perimeter landscape buffer required~~
- ~~Lack of clarity in code regarding this buffer (18.15.010—3)~~
- 5/2/22 - Perimeter landscape buffer is not required

DRB Findings – Site Design:

	<u>Met</u>	<u>Does Not Meet</u>
S1	<input checked="" type="checkbox"/>	<input type="checkbox"/>
S2	<input checked="" type="checkbox"/>	<input type="checkbox"/>
S3	<input checked="" type="checkbox"/>	<input type="checkbox"/>
S4	<input checked="" type="checkbox"/>	<input type="checkbox"/>
S5	<input checked="" type="checkbox"/>	<input type="checkbox"/>
S6	<input checked="" type="checkbox"/>	<input type="checkbox"/>



DESIGN for BAINBRIDGE City of Bainbridge Island, WA

COMMERCIAL AND MULTI-FAMILY HOUSING WORKSHEET

PUBLIC REALM STANDARDS

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

Applicant Response – Public Realm P1 through P6:

P1 CREATE A SAFE AND COMFORTABLE ENVIRONMENT FOR WALKING AND CYCLING
The school will encourage a “walk-on, walk off” concept for students. The school program will have connections with local organizations and facilities to broaden the school experience and create stronger connections within the community. The site plan itself will be pedestrian oriented allowing both students and local residents to move through the site. Site improvements will include new covered bike parking.

P2 MINIMIZE IMPACT OF VEHICLES ON THE PUBLIC REALM
The site currently has the main parking areas located to the rear of the buildings, as recommended by code. Drop off and pickup will happen within the site to mitigate impacts to local roads. The number of vehicles parked on site will be limited to staff and visitors. No student parking will be permitted.

P3 DESIGN TO SUPPORT A LEGIBLE HIERARCHY OF PUBLIC SPACES
The primary open space is established in front of the buildings along Ericksen Avenue. This open space will be redesigned to support a range of school activities, including passive and active uses. One proposed feature is to create a large green to support a range of activities. The amount of open space will be increased on the west or backside of the buildings so the school sits surrounded by green space. The layout will also include campus gateway features (both from east and west) to as a wayfinding measure to allow passage though the campus.

P4 STRENGTHEN PUBLIC SPACE CONNECTIONS
See comment P3

P5 DRAW FROM AND ENHANCE EXISTING BLOCK PATTERNS
See comment P1



DESIGN for BAINBRIDGE City of Bainbridge Island, WA

COMMERCIAL AND MULTI-FAMILY HOUSING WORKSHEET

P6 FOSTER INTEREST AND ACTIVITY ALONG COMMERCIAL STREETS

Key opportunity is to enhance outdoor spaces into useable activity spaces for socializing and limited activities. The proximity of outdoor spaces along Ericksen provide opportunity for interaction between community and the students. The edge along the sidewalk will act as an “outdoor porch”.

DRB Discussion - Public Realm:

5/52/22 – at initial Conceptual meeting, DRB was concerned about traffic flow and the effect on Ericksen; flow has since been reversed to start at the north and exit south

DRB Findings – Public Realm:

	<u>Met</u>	<u>Does Not Meet</u>
P1	<input checked="" type="checkbox"/>	<input type="checkbox"/>
P2	<input checked="" type="checkbox"/>	<input type="checkbox"/>
P3	<input checked="" type="checkbox"/>	<input type="checkbox"/>
P4	<input checked="" type="checkbox"/>	<input type="checkbox"/>
P5	<input checked="" type="checkbox"/>	<input type="checkbox"/>
P6	<input checked="" type="checkbox"/>	<input type="checkbox"/>



DESIGN for BAINBRIDGE City of Bainbridge Island, WA

COMMERCIAL AND MULTI-FAMILY HOUSING WORKSHEET

BUILDING DESIGN STANDARDS

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

Applicant Response – Building Design B1 through B5:

B1 EXPRESS A CLEAR ORGANIZING ARCHITECTURAL CONCEPT

The site design is based upon a pre-existing layout. However numerous site improvements are proposed to enhance use of outdoor spaces, encourage community interaction along Ericksen, and better reflect the character of the neighborhood (exterior improvements).

B2 USE AN ARCHITECTURAL LANGUAGE APPROPRIATE TO BAINBRIDGE ISLAND

The exterior renovation will more closely reflect the character of the older homes with proposed material and fenestration. Improvements include new siding (board and batten, natural Cedar siding) and window replacement (with energy efficient glazing).

B3 CREATE WELL COMPOSED FACADES AT ALL SCALES

Facades are existing but will be upgraded per comment above.

B4 CELEBRATE AND PROMINENTLY FEATURE SUSTAINABLE DESIGN The most significant sustainability measure is carbon sequestration achieved by the adaptive re-use for the buildings. This will extend the life of the buildings for another 50 years and will include energy efficiency upgrades (HVAC, lighting, reduced water use). All buildings will be PV ready. The other key sustainability measure is reduction in single vehicle trips to the site. Students will have multiple options to help reduce dependence on private vehicle trips and associated emissions.

B5 USE HIGH QUALITY MATERIALS AND WELL-CRAFTED DETAILS

The exterior materials described above reflect the quality of surrounding buildings and are both durable and well crafted, as evidence by the already completed South building #355.



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DRB Discussion - Building Design:

DRB Findings – Building Design:

	<u>Met</u>	<u>Does Not Meet</u>
B1	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B2	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B3	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B4	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B5	<input checked="" type="checkbox"/>	<input type="checkbox"/>



DESIGN for BAINBRIDGE City of Bainbridge Island, WA

COMMERCIAL AND MULTI-FAMILY HOUSING WORKSHEET

LANDSCAPE STANDARDS

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

Applicant Response - Landscape L1 through L6:

L1 INTEGRATE THE LANDSCAPE CONCEPT TO COMPLEMENT THE ARCHITECTURAL CONCEPTS

Renovation of the buildings for a high school requires that the landscape is completely rethought so that it can support learning, gathering, socializing, and play in coordination with what is being proposed for indoor spaces. Architectural concepts include the addition of large roll up doors on the east side to facilitate indoor/outdoor learning, also known as “maker’s space.” These spaces will have standard hardscape, pavers, seat walls, and raised garden beds in front of one of them. The orientation of the existing buildings, which are staggered, creates small outdoor spaces that will be multi-functional programmatically.

L2 SUPPORT THE PUBLIC REALM WITH THE LANDSCAPE DESIGN

The orientation of the existing buildings, which are staggered, creates small outdoor spaces that will be multi-functional programmatically. Improvements to the streetscape along Erickson Avenue will support the aesthetic along this historic drive- adding a linear planter, street trees, and raised garden beds. A path through the site will connect Erickson Avenue on the east to Madrona Way and “The Walk” neighborhood to the west. An arbor or gateway feature would identify the location of this entry and connection along the Erickson streetscape. A large, rectangular “campus green” will be flanked by seat walls to the east and west and a set of monumental seating steps to the north. This open space will be used for a variety of school events and activities and can be enjoyed by the public as well during non-school hours.



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L3 INTEGRATE SUSTAINABLE FEATURES INTO THE LANDSCAPE AND MAKE THEM VISIBLE WHEREVER POSSIBLE

Sustainable features in the landscape will include the use of native plants and regionally adapted plants that use less water. Irrigation systems will utilize drip technology, primarily for the establishment of plants. Permeable pavers will be considered for various pedestrian spaces (see below).

L4 INTEGRATE AND HIGHLIGHT GREEN INFRASTRUCTURE PRACTICES

Some of the planting beds could potentially be used for stormwater management, however, most of them are not adequate size in the parking areas and an underground tank system is being used instead. We have identified special outdoor spaces that would have different pavement surfaces, such as the play area, raised bed area, and the outdoor classroom- permeable pavers could be used to encourage infiltration where soils allow.

L5 SUPPORT HEALTHY HABITAT IN THE LANDSCAPE

Plants selected for the landscape will be robust and sturdy to survive a school ground environment while providing benefits to the urban ecology. This will be accomplished with native plants and regionally adapted plants that can provide shelter or food source for insects and birds. An example would be Oregon grape- a tough plant whose flowers provide for pollinators such as bees, moths, butterflies and hummingbirds and whose fruit, which lasts into winter, provides food for birds and small mammals.

L6 PRESERVE AND ENHANCE IMPORTANT VIEWS AND VIEW CORRIDORS

Views and view corridors from and within the site are minimal except for the view corridor down Erickson Ave to the south. This view corridor will not be impacted by proposed changes to the landscape as the street frontage is not proposed to be changed (parallel parking and sidewalk). Street trees along Ericksen will be set back from the sidewalk in a linear planter and reinforce the view corridor down Erickson.



DESIGN for BAINBRIDGE City of Bainbridge Island, WA

COMMERCIAL AND MULTI-FAMILY HOUSING WORKSHEET

DRB Discussion – Landscape:

- More detail on cedar walkway structures
- Refine plant list for Landscape plan
- 05/02/22 FRR: The 2 above items have been provided.

DRB Findings - Landscape:

	<u>Met</u>	<u>Does Not Meet</u>
L1	<input checked="" type="checkbox"/>	<input type="checkbox"/>
L2	<input checked="" type="checkbox"/>	<input type="checkbox"/>
L3	<input checked="" type="checkbox"/>	<input type="checkbox"/>
L4	<input checked="" type="checkbox"/>	<input type="checkbox"/>
L5	<input checked="" type="checkbox"/>	<input type="checkbox"/>
L6	<input checked="" type="checkbox"/>	<input type="checkbox"/>



DESIGN for BAINBRIDGE City of Bainbridge Island, WA

COMMERCIAL AND MULTI-FAMILY HOUSING WORKSHEET

STREET TYPES AND FRONTAGES

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

Applicant Response - Street Types:

Street Type is Neighborhood Mixed Use. The proposal will add pedestrian connection to Madrone Lane. Frontage has existing bike lane. No residential uses are proposed. Proposed open space improvements along Ericksen (described in preceding responses) will add activity areas for students and create welcoming interface for pedestrians.

DRB Discussion - Street Types:

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

Applicant Response - Frontages:

Building Frontage (existing) functions as a 'Forecourt' and meets prescribed width and depth.

DRB Discussion - Frontages:



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LARGER SITES

STANDARD 1 DESIGN THE SITE BY CLUSTERING BUILDINGS AND ARRANGING THEM WITH FRONTAGES ON PUBLIC STREETS, PUBLIC SPACES, OR OPEN SPACE.

STANDARD 2 DESIGN SITES TO MINIMIZE THE VISUAL IMPACT OF PARKING ON THE PUBLIC REALM.

Applicant Response - Larger Sites Standard 1 and 2:

Not applicable (site is less than 1 acre)

DRB Discussion - Larger Sites:

DRB Findings - Larger Sites:

	<u>Met</u>	<u>Does Not Meet</u>	<u>Not Applicable</u>
Standard 1	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard 2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



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HISTORIC PLACES

STANDARD1 DESIGN THE SITE, BUILDING(S), AND LANDSCAPE TO BE COMPATIBLE WITH HISTORIC BUILDINGS WITHOUT DIRECTLY MIMICKING HISTORIC ARCHITECTURAL STYLES.

STANDARD2 MAINTAIN THE HISTORIC INTEGRITY OF BUILDINGS OVER 50 YEARS OLD LISTED OR ELIGIBLE FOR THE NATIONAL OR LOCAL REGISTER OF HISTORIC PLACES.

Applicant Response – Historic Places Standards 1 and 2:

The proposed building forms are existing and will not be altered. The exterior materials are compatible with older homes. The resulting improvements will strengthen the compatibility with surrounding buildings, by giving them a more historic appearance without mimicking the older homes.

DRB Discussion - Historic Places:

DRB Findings - Historic Places:

	<u>Met</u>	<u>Does Not Meet</u>	<u>Not Applicable</u>
Standard 1	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard 2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



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CIVIC USES

STANDARD1 DESIGN CIVIC USES AND SITES TO REFLECT AND CONTRIBUTE TO THEIR FUNCTION AND ROLE IN THE COMMUNITY WHILE BEING CLEARLY IDENTIFIABLE AS A CIVIC USE.

STANDARD2 DESIGN CIVIC SITES AND BUILDINGS TO SERVE MULTIPLE FUNCTIONS SUCH AS PUBLIC SPACE, COMMUNITY GATHERINGS, PUBLIC ART, AND OTHER COMPATIBLE USES.

Applicant Response – Civic Uses Standards 1 and 2:

Not applicable.

DRB Discussion - Civic Uses:

DRB Findings - Civic Uses:

	<u>Met</u>	<u>Does Not Meet</u>	<u>Not Applicable</u>
Standard 1	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard 2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



DESIGN for BAINBRIDGE
City of Bainbridge Island, WA

COMMERCIAL AND MULTI-FAMILY
HOUSING WORKSHEET

This project is recommended for:

Approval

Approval with the following conditions:

Denial with the following deficiencies:

Todd Thiel

SIGNATURE: _____

Chair, Design Review Board

DATE: 5/2/2022