

Bainbridge Island *Washington*

City of Bainbridge Island
PLANNING COMMISSION
SPECIAL MEETING
May 22, 2014

1. 6:00 P.M. CALL TO ORDER
Call to Order, Agenda Review, Conflict Disclosure

1.1. APPROVAL OF MINUTES

Documents: PC AGE 052214.DOCX, PC 032714 DRAFT.DOCX, PC 042414.PDF

2. 6:10 P.M. PUBLIC COMMENT
Accept public comment on off-agenda topics
3. 6:30 P.M. GROW COMMUNITY PHASE II
Study Session/Recommendation

Documents: A. BLA.PDF, C. PRELIM PLAT.PDF, D. Q AND A.PDF, E. DRB 0819.PDF, F. SEPA CKLST.PDF, H. PUBLIC COMMENT.PDF, I. FIRE.PDF, J. TRANSPORT ADDENDUM.PDF, K. IMPACT ANALYSIS.PDF, L. DRB 0407.PDF, M. HDDP DENSITY.PDF, N. PROJ DESCRIPTION.PDF, O. TREE ASSESSMENT.PDF, P. DAVIS COMMENT.PDF, Q. R8 CHECKLISY.PDF, R. COMM CHECKLIST.PDF, S. GROW1.PDF, T. WATER AVAIL.PDF, 13551 STAFF REPORT SUB SPR BLA SUBA 31 (2) (B).PDF, U. DRB 050514.PDF, B. PH II PLANS (2).PDF

4. 8:45 P.M. NEW/OLD BUSINESS
5. 9:00 P.M. ADJOURN

Times listed on this agenda are approximate. Public Comment may be limited to allow time for Commission to deliberate.

Americans with Disabilities Act (ADA) accommodations provided upon request. Those requiring special accommodations, please contact 206-842-2552 (pcc@bainbridgewa.gov) by noon on the day preceding the Meeting.



**CITY OF BAINBRIDGE ISLAND
REGULAR PLANNING COMMISSION MEETING
THURSDAY, MAY 22, 2014
280 MADISON AVENUE N., BAINBRIDGE ISLAND, WASHINGTON**

AGENDA

- | | Action |
|---|------------------------------|
| 1. CALL TO ORDER
6:00 PM Call to Order, Agenda Review, Conflict Disclosure, Approval of Minutes | |
| 2. PUBLIC COMMENT – ITEMS NOT ON AGENDA
8:30 PM | Accept Comment |
| 3. GROW COMMUNITY PHASE II
6:10 PM | Study Session/Recommendation |
| 4. NEW/OLD BUSINESS
8:55 PM | Discussion |
| 5. ADJOURNMENT
9:00 PM | Adjourn |

*****TIMES ARE ESTIMATES*****

Public comment time at meeting may be limited to allow time for Commissioners to deliberate. To provide additional comment to the City outside of this meeting, email us at pcd@bainbridgewa.gov or write us at Planning and Community Development, 280 Madison Avenue, Bainbridge Island, WA 98110.

**PLANNING COMMISSION REGULAR MEETING
MARCH 27, 2011**

DISCUSSION ITEMS

1. CALL TO ORDER
2. PUBLIC COMMENT
3. RODRIGUEZ OPEN SPACE
4. PLANNING COMMISSION RECOMMENDATION FOR REGULATING MARIJUANA-RELATED USES
5. REVISIONS TO COMMERCIAL PARKING REGULATIONS
6. NEW/OLD BUSINESS
7. ADJOURNMENT

1. CALL TO ORDER

Chair J. Mack Pearl called the City of Bainbridge Island Planning Commission to order at 7:02 p.m. A quorum was established with the following commissioners in attendance: Maradel Gale, Michael Lewars, J. Mack Pearl, Kate Kelly, and John Thomas.

No conflicts of interest were disclosed.

The minutes for the meeting of February 13, 2014 were approved with one correction: “farm” at the end of the 8th paragraph on page 3 should be replaced with “home business”.

2. PUBLIC COMMENT – ITEMS NOT ON THE AGENDA

There was no public comment.

3. RODRIGUEZ OPEN SPACE

[7:08:38 PM](#) The Commission discussed the level of taxes for each type of open space classification and the restrictions that would be placed on the remaining property.

Mr. Rodriguez, the property owner, explained that it’s becoming more difficult to maintain the income level to qualify (until his orchard comes back) as a farm. He has no intention of developing any further even if he doesn’t earn enough to be classified as a farm.

Commissioner Lewars moved to recommend approval of the application. Commissioner Gale seconded the motion, which passed unanimously.

4. PLANNING COMMISSION RECOMMENDATION REGULATING MARIJUANA-RELATED USES

7:17 PM Commissioner Lewars pointed out that the verbiage about collective gardens should be deleted from section 3.K on page 2 of the draft ordinance.

The Commission asked staff to add the zoning restrictions for growing and distributors (sections 4 and 5).

[7:21:38 PM](#) Commissioner Gale raised two issues for Commission consideration: adding a limitation on the number of employees and the definition of greenhouses.

**PLANNING COMMISSION REGULAR MEETING
MARCH 27, 2011**

The Commission asked staff to add a recommendation to the transmittal memo for Council to consider clarifying that growing in greenhouses is intended to rely primarily on natural light.

5. COMMERCIAL PARKING STANDARDS

[7:35:52 PM](#) Planning Director Cook talked briefly about the history of the ordinance leading to passage of interim regulations for temporary parking that were adopted in response to requests from businesses that were having trouble providing parking for employees.

The City Council asked that the Planning Commission look at the interim regulations, temporary contractor parking regulations, and temporary storage in temporary parking lots. Commissioners asked staff to include the parking policies from the Winslow Master Plan and regulations from comparable jurisdictions, as well information about parking structures.

The Planning Commission is very interested in encouraging the city to pursue the sort of parking structure that was previously considered for the downtown area.

6. NEW/OLD BUSINESS

No new or old business was discussed.

7. ADJOURNMENT

The meeting adjourned at 8:22 p.m. The next regular meeting is scheduled for 7:00 p.m. on Thursday, April 10th.

**PLANNING COMMISSION REGULAR MEETING
APRIL 24, 2014**

DISCUSSION ITEMS

1. CALL TO ORDER
2. PUBLIC COMMENT – ITEMS NOT ON AGENDA
3. REVISIONS TO COMMERCIAL PARKING REGULATIONS
4. NEW/OLD BUSINESS
5. ADJOURNMENT

1. CALL TO ORDER [6:59:21 PM](#)

The regular meeting of the Bainbridge Island Planning Commission was called to order at 6:59 PM. All Commissioners were present. Court Clerk Rose monitored the recording of the meeting and prepared the minutes. There were no conflicts of interest and no additions to the agenda.

2. PUBLIC COMMENT – ITEMS NOT ON AGENDA

There was no public comment.

3. REVISIONS TO COMMERCIAL PARKING REGULATIONS [7:00:36 PM](#)

Special Project Planner, Jennifer Sutton, gave a presentation on permanent regulations for temporary commercial parking as well as parking policies in the Winslow Master Plan, as described in her April 24, 2014, Memorandum to the Planning Commission. Currently, there are temporary contractor parking provisions in the Code that were put in place approximately 6 years ago. The Town & Country remodel precipitated an emergency interim ordinance to be passed to provide flexibility for construction-related parking for commercial downtown businesses. Tonight's presentation addresses how to merge those two together in Ordinance 2014-14 as well as amendments to temporary storage regulations.

Commission questions and discussion included the following:

[7:01:49 PM](#) In response to a question from Commissioner Lewars, Planner Sutton confirmed that the ordinance would have to go to a public hearing both before the Planning Commission and City Council.

[7:02:11 PM](#) Commissioner Gale asked if the existing temporary contractor parking was being rewritten to which Planner Sutton replied yes.

[7:04:50 PM](#) Planner Sutton noted that at tonight's meeting the Commission would look at temporary commercial parking and at a future meeting permanent commercial parking as a primary use would be discussed.

[7:10:07 PM](#) Town & Country temporary construction parking has been resolved until August with an option for extension.

[7:11:20 PM](#) There is an option to have two ordinances: one for temporary parking and one for permanent parking.

[7:11:53 PM](#) Commissioner Kelly asked what was the current situation with Avalara parking to which Planner Sutton replied she thought they have not yet located an area for their employees and currently they may be allowed to move their cars every two to three hours.

[7:13:20 PM](#) Chair Pearl asked for clarification on Section 3.3.a of the Ordinance regarding small car spaces and the Commission requested that the item be stricken. He also referred to item 6 regarding trees being impacted by construction activity and requested clarification.

PLANNING COMMISSION REGULAR MEETING
APRIL 24, 2014

[7:16:07 PM](#) Commissioner Gale suggested looking at Section 3.1.2 regarding clearing permits and her concern about trees being removed for a temporary lot. Planner Sutton suggested adding a cross reference to protecting trees during construction as cited in BIMC 18.15.010.

[7:22:19 PM](#) Commissioner Gale referred to Section 3.1.6 regarding removal of hazardous trees and asked what is the difference between 15.08.040 and 16.40.040. Planner Sutton stated she would request further clarification from Director Cook.

[7:26:54 PM](#) Commissioner Gale asked if the new language in Section 3.1.2 regarding clearing and grading permits should be included. Planner Sutton described clearing vs. grading permits.

[7:33:00 PM](#) Commissioner Gale suggested language stating that clearing and grading permits “must” be required rather than “may” and refer to the section that addresses removal of significant trees.

[7:34:01 PM](#) Commissioner Gale referred to Section 3.1.3.d. Planner Sutton verified that drainage requirements are covered again under Section 3.1.5.

[7:36:45 PM](#) Referring again to 3.1.3.d, can language be added to protect critical areas? Planner Sutton verified that a temporary lot would have to meet all applicable provisions of the Code.

[7:38:04 PM](#) Commissioner Kelly had a question regarding the extension provisions referred to in Section 3.1.4. Planner Sutton explained the intent of the condition. Further Commission discussion followed.

[7:45:17 PM](#) Commissioner Thomas noted that the intent is to address temporary vs. long term, permanent parking lots.

[7:46:01 PM](#) Commissioner Gale asked why “site plan review” was deleted from Section 3.1.4. Planner Sutton explained that it was deleted because it was more applicable to the building permit approval and suggested substituting “building permit approval” instead.

[7:50:26 PM](#) Commissioner Gale commented on the eighteen months provision. Planner Sutton asked the Commission if they wanted to change the language from eighteen months to twelve months. Further discussion followed regarding length of projects in general.

[7:57:59 PM](#) Planner Sutton described the history of the of the ordinance and referred to the reason for deleting Section 3.1.4 in the previous ordinance.

[8:01:48 PM](#) Planner Sutton stated that temporary lots could be used for different projects.

[8:02:24 PM](#) Commissioner Kelly asked if there is a concern over the 2 year limit to which Commissioner Kreigh replied that it would depend upon the scale and size of the project.

[8:04:27 PM](#) Commissioner Gale asked if the restrictions would apply to the upcoming Visconsi project to which Planner Sutton replied yes and suggested it might be applied to the neighborhood service center as well.

[8:04:56 PM](#) Commissioner Thomas said that the preference would be to use existing parking.

**PLANNING COMMISSION REGULAR MEETING
APRIL 24, 2014**

[8:05:37 PM](#) Planner Sutton suggested adding a statement to the introductory paragraph of the Ordinance that an applicant should explore existing service lots, such as park and ride lots, churches, community centers etc. prior to planning for needing this use.

[8:08:00 PM](#) Commissioner Quitsland had a question regarding Section 3.1.3 and noted that there was no “c.” and on page 2, asked for clarification regarding Section 2.1.2.a. and b. Planner Sutton explained the language and asked the Commission if they thought two was appropriate. She also noted the difference between residential and commercial mixed use zones.

[8:13:06 PM](#) **MOTION:** *I move that we pass this on for Jennifer to incorporate the comments and suggestions and revisions that were made tonight and bring it back for a public hearing which is to be scheduled.*

GALE/LEWARS – *Motion carried unanimously.*

4. NEW/OLD BUSINESS

[8:15:22 PM](#) Commissioners Quitsland and Kelly will be out of town on May 8.

[8:15:50 PM](#) Commissioner Gale suggested advertising an open public forum for people to share their concerns and ideas rather than limiting them to three minutes.

[8:17:12 PM](#) In response to a question regarding the Comprehensive Plan, Planner Sutton noted that around the second half of the year they would start to develop the public participation plan and the City Council would like to have that completed by the end of the year. The bulk of the work will be done in 2015 and it must be adopted by June 2016.

[8:21:51 PM](#) Planner Sutton suggested using the City’s Community Engagement Specialist to advertise a public forum. Further discussion followed regarding the intention and structure of the meeting and how it could be advertised.

[8:29:12 PM](#) Commissioner Gale commented on the Manitou Beach and Lovgreen properties and felt that the City should consider keeping its properties.

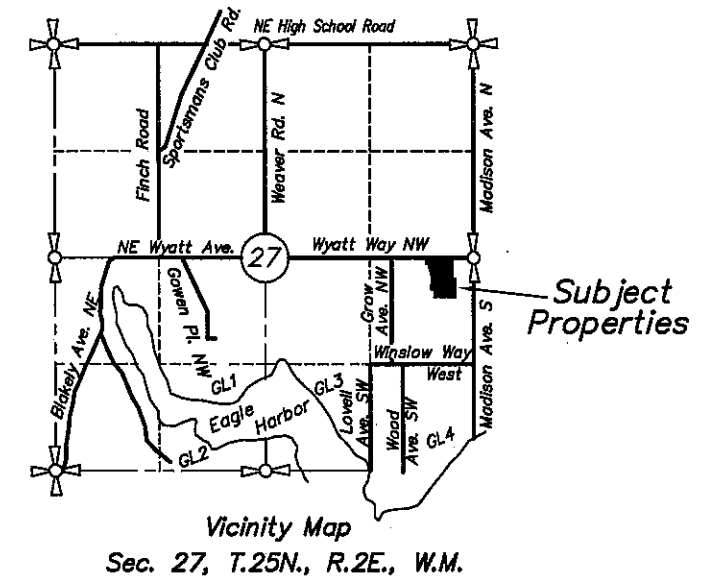
[8:32:00 PM](#) Commissioner Kreigh spoke to the Seattle Green Tools meeting she attended regarding eco-districts and there is going to be a workshop. She sent the information to Director Cook. Planner Sutton stated that she is considering attending and will find out if it is in the budget for Planning Commissioners to attend as well.

5. ADJOURNMENT [8:34:17 PM](#)

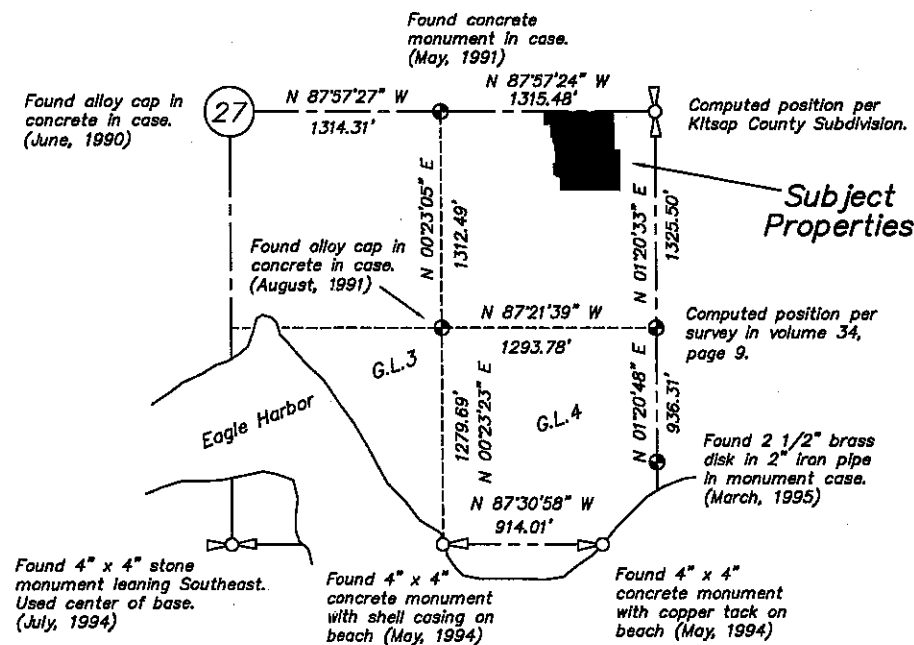
The meeting adjourned at 8:34 PM.

Grow Community II
Boundary Line Adjustment
 NE 1/4, SE 1/4, Sec.27, T.25N., R.2E., W.M.
 City of Bainbridge Island, Kitsap County, Washington

Owner:	Bainbridge Community Development LLC 710 John Nelson Lane Bainbridge Island, WA. 98110
Current use:	Residential
Proposed water service:	City of Bainbridge Island
Proposed sewer service:	City of Bainbridge Island
Assessor's Account Nos.	272502-4-186-2002; 272502-4-187-2001; 272502-4-188-2000; 272502-4-189-2009; 272502-4-190-2006; 272502-4-191-2005 272502-4-192-2004; 5595-000-026-0000 5595-000-025-0001
Zoning:	R-14
Comprehensive Plan:	UMF
Application File No.	



**National Flood Insurance
 Program Designation**
 Zone X
 Flood Insurance Rate Map 53035C0244D
 Effective Date: December 18, 2007



**ADAM
 &
 GOLDSWORTHY, INC.**
LAND SURVEYING

1015 NE HOSTMARK ST. 360-779-4299
 POULSBORO, WA 98370 206-842-9598

DATE 10/16/13 FIELD BOOK --
 DRAWING 5459BLA1 SHEET 1 / 3

OCT 23 2013

Original Parcels

Found concrete monument
with metal pin. (June, 1990)
North 0.1' from subdivision
line. Used for the centerline
of Grow Avenue NW.

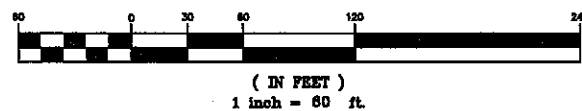
Note

1. The subject property is generally open and slopes gently from the North to the South with developed single family residences on either side of the paved roadway (Government Way). The properties surrounding are either developed single family residences, multi-family residences or to the East, commercial buildings.
2. All the existing buildings shown on Lots B and C are to be removed for new construction.

Lot Areas		
B	12,845 sf	0.29 acres
C	193,804 sf	4.45 acres
D	5,041 sf	0.12 acres
E	5,041 sf	0.12 acres
F	5,041 sf	0.12 acres
G	5,041 sf	0.12 acres
H	5,041 sf	0.12 acres
Parking Tract	19,809 sf	0.45 acres
Tract A	30,656 sf	0.71 acres
Total	282,319 sf	6.48 acres

LINE TABLE		
LINE	BEARING	LENGTH
L1	S 84°54'34" E	13.49'
L2	S 02°02'36" W	31.77'
L3	S 87°57'24" E	57.20'
L4	S 02°02'36" W	50.50'
L5	N 87°57'24" W	15.53'
L6	S 02°02'36" W	18.50'
L7	N 87°57'24" W	8.62'
L8	S 00°51'57" W	12.01'

GRAPHIC SCALE



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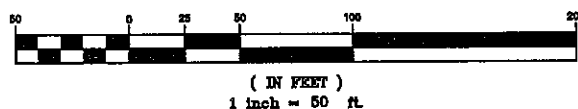
DATE 10/16/13 FIELD BOOK --
DRAWING 5459BLA2 SHEET 2 / 3

OCT 23 2012

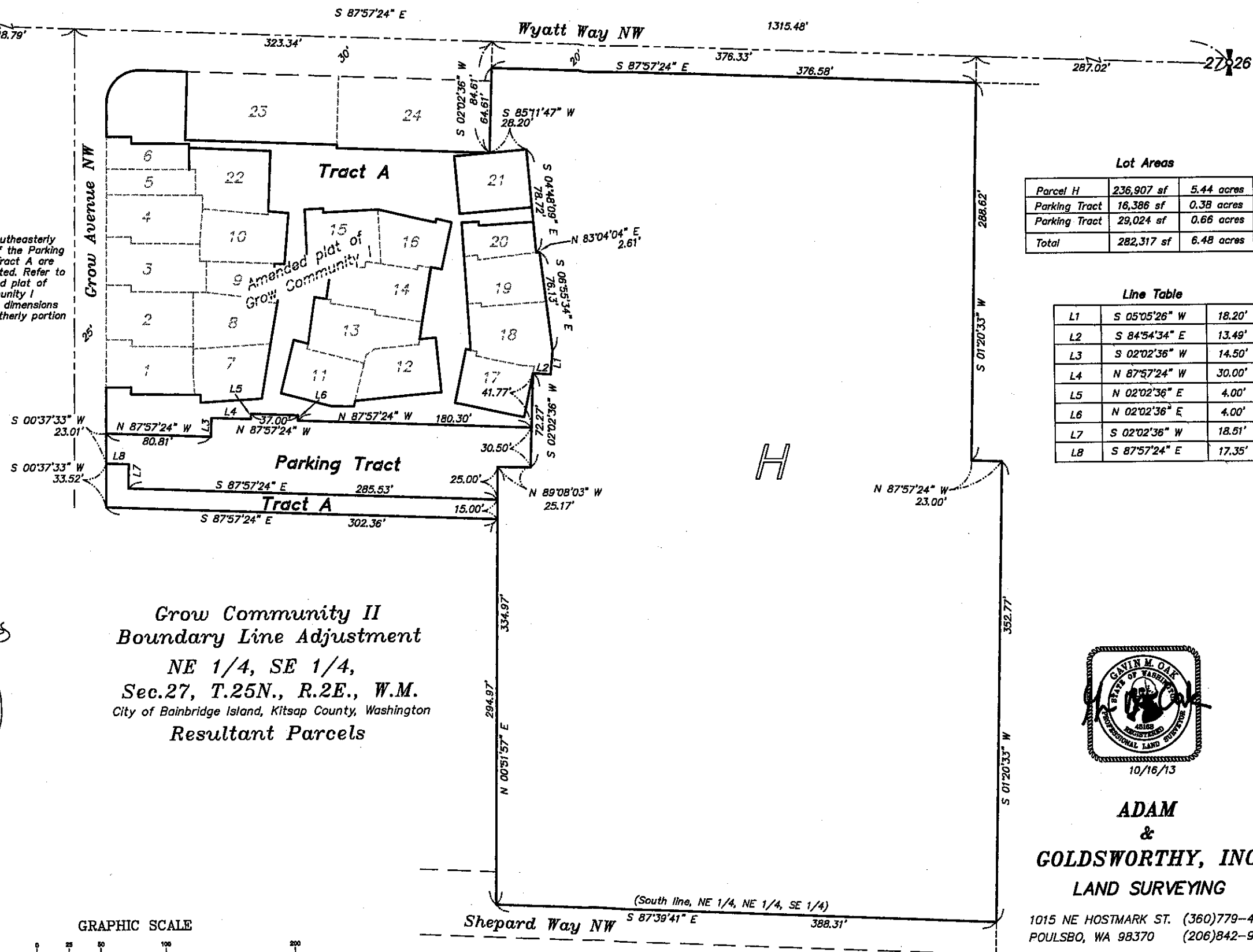
Note:
Only the Southeasterly boundary of the Parking Tract and Tract A are being adjusted. Refer to the amended plat of Grow Community I showing lot dimensions for the Northerly portion of Tract A.

Scale: 1"=50'
Assumed

GRAPHIC SCALE



**Grow Community II
Boundary Line Adjustment
NE 1/4, SE 1/4,
Sec.27, T.25N., R.2E., W.M.
City of Bainbridge Island, Kitsap County, Washington
Resultant Parcels**



Lot Areas

Parcel H	236,907 sf	5.44 acres
Parking Tract	16,386 sf	0.38 acres
Parking Tract	29,024 sf	0.66 acres
Total	282,317 sf	6.48 acres

Line Table

L1	S 05°05'26" W	18.20'
L2	S 84°54'34" E	13.49'
L3	S 02°02'36" W	14.50'
L4	N 87°57'24" W	30.00'
L5	N 02°02'36" E	4.00'
L6	N 02°02'36" E	4.00'
L7	S 02°02'36" W	18.51'
L8	S 87°57'24" E	17.35'



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LAND SURVEYING**

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POULSBORO, WA 98370 (206)842-9598

DATE 10/16/13 FIELD BOOK
DRAWING 5459BLA3 SHEET 3 / 3

OCT 23 2013

Preliminary Plat of Grow Community II

Housing Design Demonstration Project

NE 1/4, SE 1/4

Sec.27, T.25N., R.2E., W.M.

City of Bainbridge Island, Kitsap County, Washington

Dedication

KNOW ALL PERSONS BY THESE PRESENTS that the undersigned owner in fee simple of the land hereby platted, dedicate to the use of the public forever the right of way for Wyatt Way NW and Shepard Way NW as shown on the plat, and the use thereof for any and all public purposes not inconsistent with the use thereof for public highway purposes. The right of way dedicated may include right of way that was previously granted or dedicated. We reserve the right to make all slopes for cuts and fills upon the lots shown on the plat in the reasonable original grading of said right of way and the easements described below and we also reserve the right to allow surface drainage from said right of way and easements to flow over and across all lots where water might take a natural course after site development is completed.

Dimensions and uses of all lots, tracts or parcels of land embraced in this plat are subject to and shall be in conformance with City of Bainbridge Island Zoning Ordinance. The owners hereof, their successors and assigns, hereby waive all claims for damage against any governmental authority arising from the construction and/or maintenance of public facilities and public property within this development.

Upon recording of this plat, ownership of Tract B is hereby granted and conveyed to The Grow Community II Neighborhood Association.

Easement Provisions

Easements shown on the drawings are over, under and across the areas shown for the purposes stated. Access and utilities easements refer to easements for ingress and egress and the construction, maintenance and repair of underground utilities and their appurtenances. Utilities easements refer to easements for the construction, maintenance and repair of underground utilities and their appurtenances. Private pedestrian easements refer to easements for pedestrian access. Public pedestrian easements refer to easements for pedestrian access.

In witness whereof we have hereunto set our hands and seals.

Bainbridge Community Development LLC
Bill Carruthers, Managing Member

Surveyors Certificate

I, Gavin M. Oak, registered as a land surveyor by the State of Washington, certify that this plat is based on an actual survey of the land described herein, conducted by me, or under my supervision, during the period of September, 2013 through October, 2013, that the distances, courses and angles are shown correctly, and that monuments have been set and lot corners staked on the ground as depicted on the plat, except for those that have been approved to be set at a later date.

Gavin M. Oak, PLS
Registered Land Surveyor
Certificate No. 45168

Owner's Association

The Owner's Association for this plat is a Washington non-profit corporation known as The Grow Community II Neighborhood Association.

Approvals

Engineer

Approved by the City Engineer this _____ day of _____, 2013.

John Cunningham, Interim Director
Public Works Department

Health District

Examined and approved by the Bremerton-Kitsap County Health District this _____ day of _____, 2013.

Scott W. Lindquist, MD, MPH
Director of Health, Bremerton-Kitsap County Health District

Planning and Community Development

Approved by the Director of Planning and Community Development this _____ day of _____, 2013.

Katharine Cook, Planning Director
Planning and Community Development
City of Bainbridge Island

City Council

Approved by the City Council of Bainbridge Island this _____ day of _____, 2013.

Steve Bankowski
Mayor, City of Bainbridge Island

Treasurer's Certificate

I, Meredith Green, Treasurer of Kitsap County, Washington, hereby certify that all taxes on the above described property are fully paid up to and including _____.

Meredith Green
Kitsap County Treasurer

Recording Certificate

Filed for record at the request of _____, on this _____ day of _____, 2013 recorded in Volume _____ of plats, Pages _____ records of Kitsap County, Washington.

Walter E. Washington
Kitsap County Auditor

Attest: _____
Deputy

Covenants

The "Declaration of Easements, Covenants, Conditions and Restrictions on the Plat of Grow Community II" is recorded under Auditor's File No. _____ records of Kitsap County, Washington.

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GOLDSWORTHY, INC.
LAND SURVEYING

1015 NE HOSTMARK ST. 360-779-4299
POULSBORO, WA 98370 206-842-9598

DATE 2/13/14 FIELD BOOK --
DRAWING 5458PP1 SHEET 1 / 9



2/13/14

Preliminary Plat of Grow Community II

Housing Design Demonstration Project

NE 1/4, SE 1/4, Sec.27, T.25N., R.2E., W.M.

City of Bainbridge Island, Kitsap County, Washington

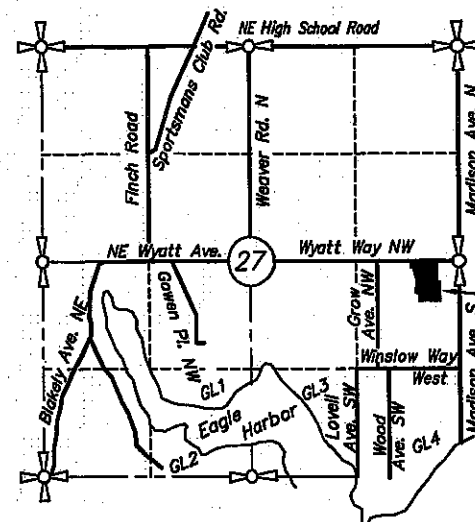
Acknowledgment

State of Washington
County of Kitsap

I certify that I know or have satisfactory evidence that Bill Carruthers is the person who appeared before me, and said person acknowledged that he signed this instrument, on oath stated that he was authorized to execute the instrument and acknowledged it as the Managing Member of Bainbridge Community LLC, a Washington Limited Liability Company, to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

Dated: _____

Notary Public in and for the State of Washington
My appointment expires _____



Vicinity Map
Sec. 27, T.25N., R.2E., W.M.

Owner:	Bainbridge Community Development LLC 710 John Nelson Lane Bainbridge Island, WA. 98110 Jean Stolzman, Cutler-Anderson Architects 206-842-4710
Current use:	Residential
Proposed water service:	City of Bainbridge Island
Proposed sewer service:	City of Bainbridge Island
Assessor's Account Nos.	272502-4-186-2002; 272502-4-187-2001; 272502-4-188-2000; 272502-4-189-2009; 272502-4-190-2006; 272502-4-191-2005 272502-4-192-2004
Zoning:	R-14
Comprehensive Plan:	UMF
Compliance with the fire flow requirements of BIMC 20.04 will be by fire flow from the City water system.	
Storm drainage from new site construction will be reduced by low impact development practices, treated and detained through underground detention facilities and rain gardens, then discharged to the City system.	
Application File No.	

Legal Description

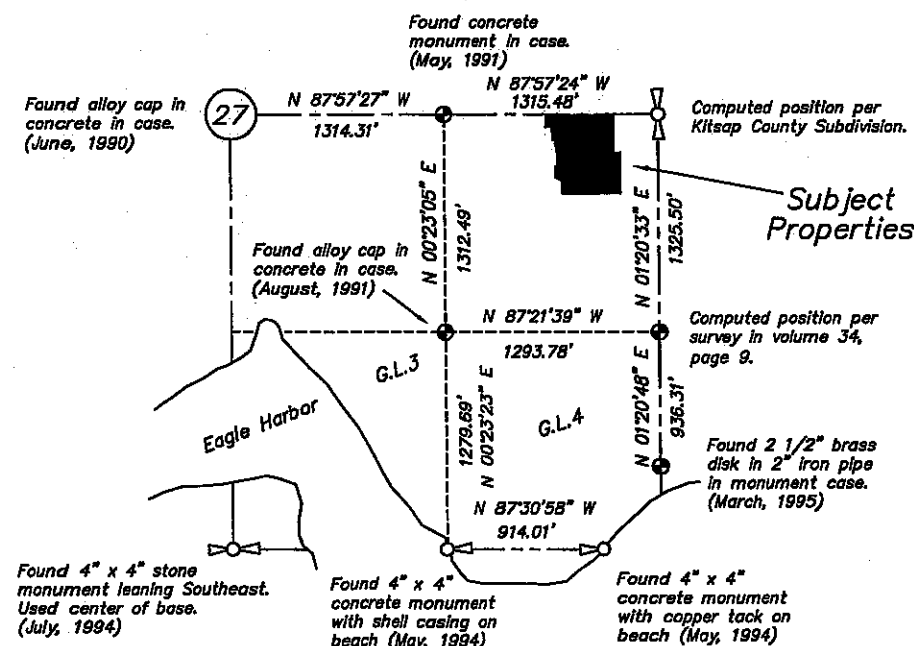
Resultant Parcel H of The Grow Community II
Boundary Line Adjustment recorded under Auditor's
File No. _____ and as depicted on the
survey recorded under Auditor's File No. _____
in Volume _____ of
surveys, Page _____ records of Kitsap County,
situate in the Northeast quarter of the Southeast
quarter of Section 27, Township 25 North, Range 2
East, W.M., City of Bainbridge Island, Kitsap County,
Washington.

National Flood Insurance Program Designation

Zone X
Flood Insurance Rate Map 53035C0244D
Effective Date: December 18, 2007

Notes

- 1) This survey was accomplished by field traverse with a three second total station.
- 2) This survey conforms to the minimum field traverse standards for land boundary surveys as listed in WAC 332-130-090.
- 3) Refer to the plat certificate prepared by Pacific Northwest Title under order no. _____



Section Subdivision
SE 1/4 Sec. 27, T.25N., R.2E., W.M.
No Scale



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POULSBORO, WA 98370 206-842-9598

DATE 2/13/14 FIELD BOOK --
DRAWING 5459PP2 SHEET 2 / 9

Preliminary Plat of Grow Community II
Housing Design Demonstration Project
NE 1/4, SE 1/4, Sec.27, T.25N., R.2E., W.M.
City of Bainbridge Island, Kitsap County, Washington

Conditions

SEPA CONDITIONS

NON-SEPA CONDITIONS



2/13/14

**ADAM
&
GOLDSWORTHY, INC.
LAND SURVEYING**

1015 NE HOSTMARK ST. 360-779-4299
POULSBORO, WA 98370 206-842-9598

DATE 2/13/14 FIELD BOOK --
DRAWING 5458PP3 SHEET 3 / 9

Preliminary Plat of Grow Community II

Housing Design Demonstration Project

NE 1/4, SE 1/4, Sec.27, T.25N., R.2E., W.M.

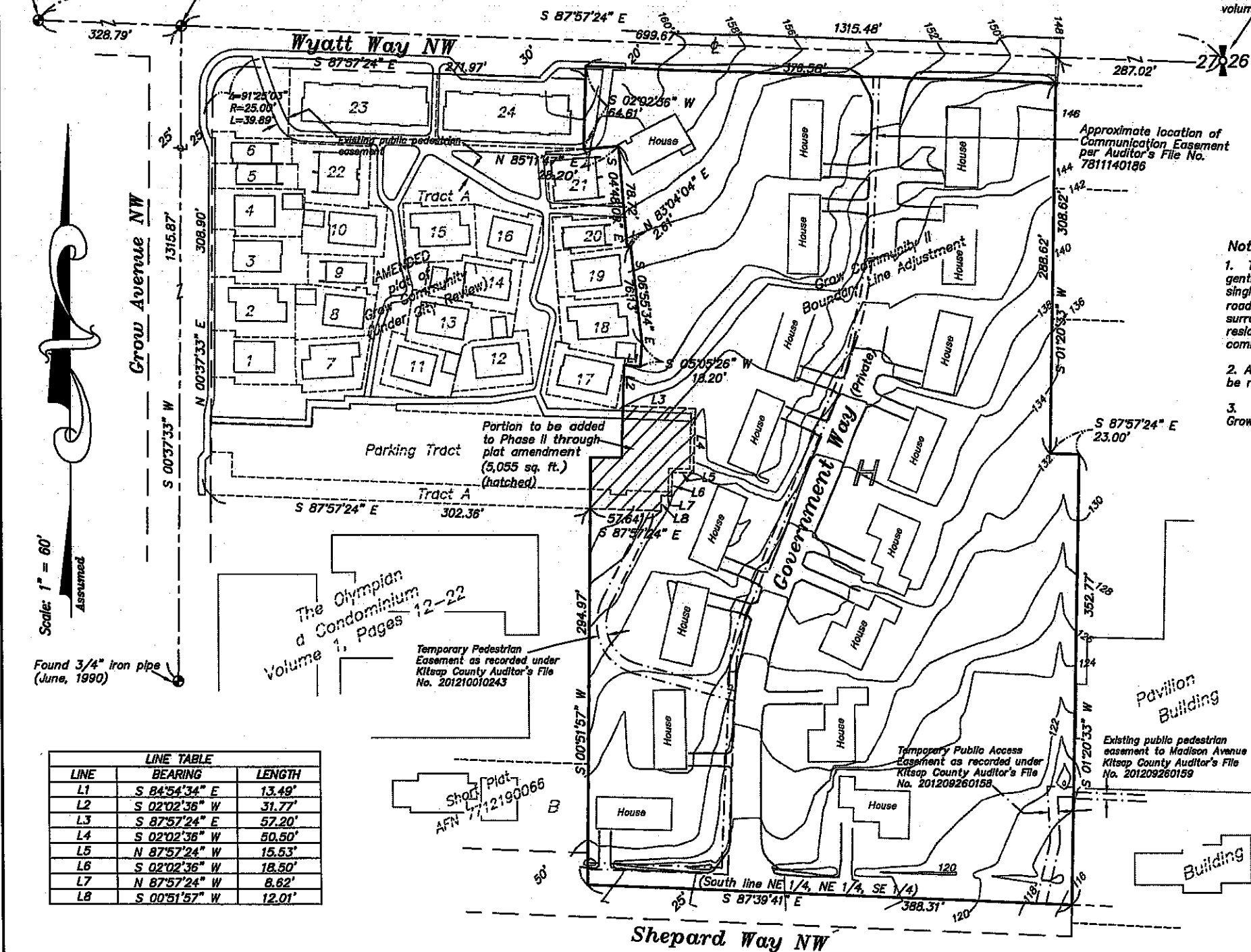
City of Bainbridge Island, Kitsap County, Washington

Existing Conditions

Found concrete monument in case. (May, 1991)

Found concrete monument with metal pin. (June, 1990)
North 0.1' from subdivision line. Used for the centerline of Grow Avenue NW.

Computed position per Kitsap County Subdivision. Refer to the survey in volume 40, page 193.



Note

1. The subject property is generally open and slopes gently from the North to the South with developed single family residences on either side of the paved roadway (Government Way). The properties surrounding are either developed single family residences, multi-family residences or to the East, commercial buildings.
2. All the existing buildings shown on Lot H are to be removed for new construction.
3. The buildings and pathways shown on the plat of Grow Community I are currently under construction.

Lot Area		
Total Area	236,907 sf	5.44 acres

Scale: 1" = 60'
Assumed

Found 3/4" iron pipe (June, 1990)

The Olympian
a Condominium
Volume 1, Pages 12-22

Temporary Pedestrian
Easement as recorded under
Kitsap County Auditor's File
No. 201210010243

Short Plat
AFN 1712190066

Temporary Public Access
Easement as recorded under
Kitsap County Auditor's File
No. 201209260158

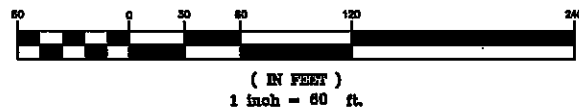
Pavilion
Building

Existing public pedestrian
easement to Madison Avenue
Kitsap County Auditor's File
No. 201209260159

Building

LINE TABLE		
LINE	BEARING	LENGTH
L1	S 84°54'34" E	13.49'
L2	S 02°02'36" W	31.77'
L3	S 87°57'24" E	57.20'
L4	S 02°02'36" W	50.50'
L5	N 87°57'24" W	15.53'
L6	S 02°02'36" W	18.50'
L7	N 87°57'24" W	8.62'
L8	S 00°51'57" W	12.01'

GRAPHIC SCALE



2/13/14

ADAM

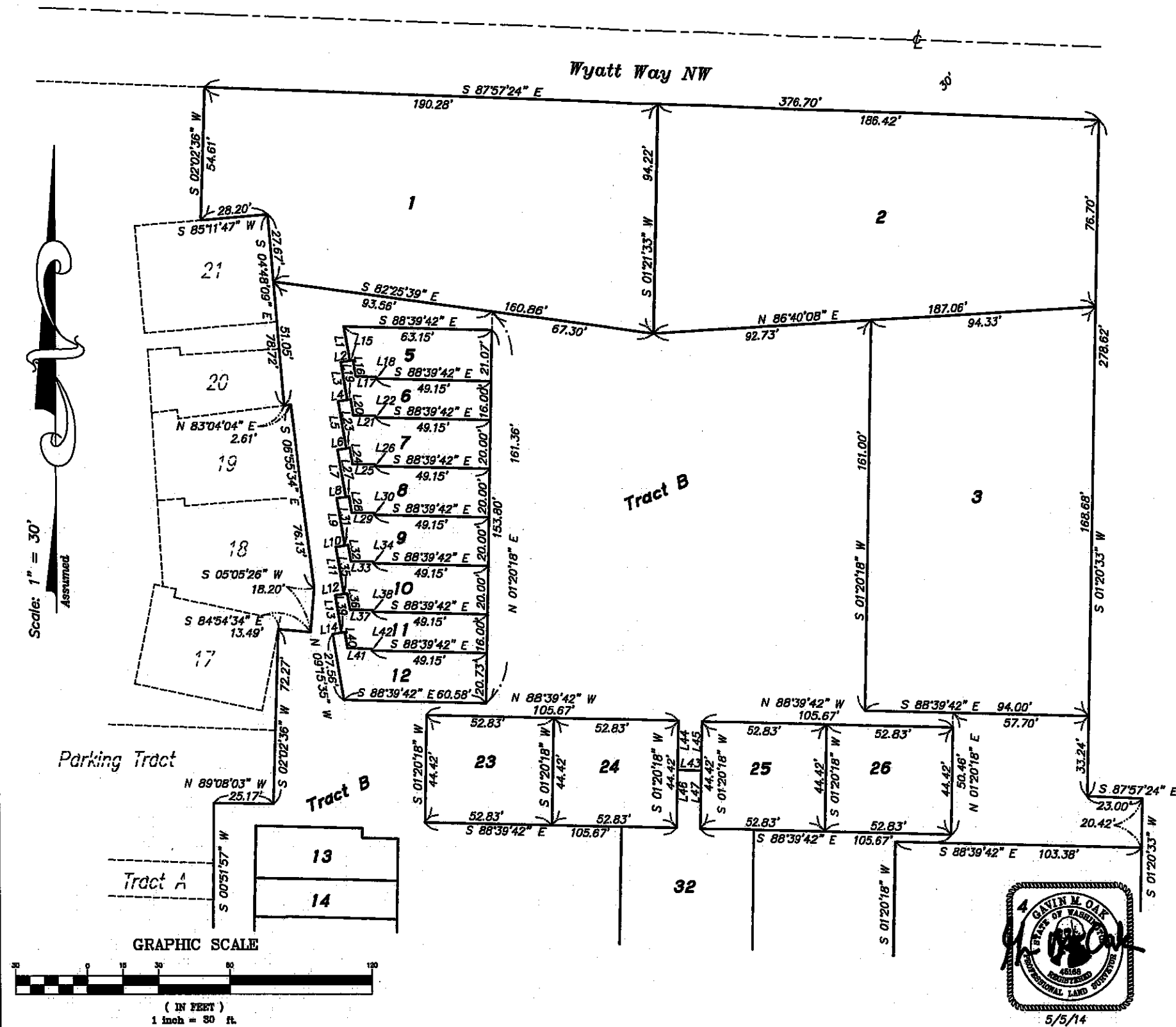
&

GOLDSWORTHY, INC.
LAND SURVEYING

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POULSBORO, WA 98370 (206)842-9598

DATE 2/13/14 FIELD BOOK ---
DRAWING 5459PP4 SHEET 4 / 9

Preliminary Plat of Grow Community II
Housing Design Demonstration Project
NE 1/4, SE 1/4, Sec.27, T25N., R.2E., W.M.
City of Bainbridge Island, Kitsap County, Washington



Line Table		
L1	S 09°15'50" E	14.20'
L2	S 80°44'10" W	3.68'
L3	S 09°15'50" E	15.66'
L4	S 80°44'10" W	3.70'
L5	S 09°15'50" E	19.66'
L6	N 80°44'21" E	3.68'
L7	S 09°16'57" E	19.66'
L8	N 80°43'03" E	3.66'
L9	N 09°15'50" W	19.66'
L10	N 80°44'10" E	3.70'
L11	N 09°15'34" W	19.66'
L12	N 80°44'33" E	3.68'
L13	N 09°15'35" W	15.59'
L14	N 80°44'25" E	3.68'
L15	N 88°44'10" E	1.32'
L16	S 09°15'50" E	6.81'
L17	N 88°39'21" W	8.84'
L18	N 01°20'39" E	0.66'
L19	N 80°44'10" E	1.32'
L20	N 09°15'50" W	6.73'
L21	N 88°39'21" W	9.59'
L22	S 01°20'39" W	0.68'
L23	N 88°44'21" E	1.32'
L24	S 09°15'39" E	6.76'
L25	N 88°39'21" W	9.58'
L26	N 01°20'39" E	0.64'
L27	N 80°43'03" E	1.32'
L28	N 09°16'57" W	6.72'
L29	N 88°39'21" W	9.58'
L30	S 01°20'39" W	0.68'
L31	N 80°44'10" E	1.32'
L32	N 09°15'50" W	6.72'
L33	N 88°39'21" W	9.57'
L34	S 01°20'39" W	0.68'
L35	N 88°44'33" E	1.33'
L36	S 09°15'26" E	6.72'
L37	N 88°39'21" W	9.59'
L38	N 01°20'39" E	0.69'
L39	N 80°44'25" E	1.33'
L40	N 09°15'35" W	6.72'
L41	N 88°39'21" W	10.34'
L42	S 01°20'39" W	0.69'
L43	N 88°39'42" W	9.67'
L44	S 01°20'18" W	20.41'
L45	S 01°20'18" W	20.41'
L46	S 01°20'18" W	24.00'
L47	S 01°20'18" W	24.00'

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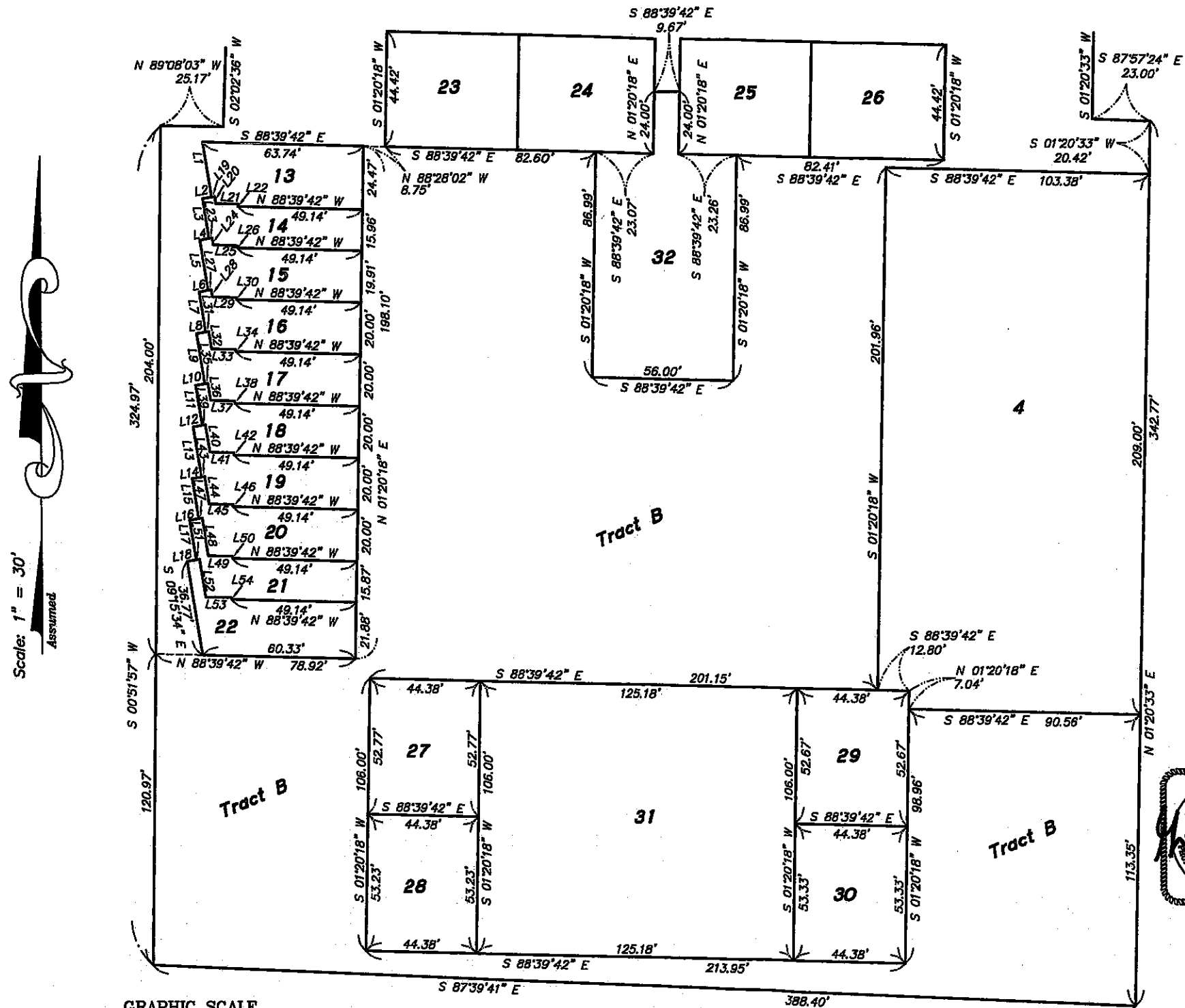
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DATE 5/5/14 FIELD BOOK
DRAWING 5459PP6 SHEET 6 / 9



5/5/14

Preliminary Plat of Grow Community II
Housing Design Demonstration Project
NE 1/4, SE 1/4, Sec.27, T25N., R.2E., W.M.
City of Bainbridge Island, Kitsap County, Washington



Line Table

L1	N 09°15'35" W	21.44'
L2	N 80°44'25" E	3.65'
L3	N 09°15'35" W	15.60'
L4	N 80°44'25" E	3.70'
L5	N 09°15'35" W	19.66'
L6	N 80°44'25" E	3.68'
L7	N 09°15'35" W	15.66'
L8	N 80°44'26" E	3.66'
L9	N 09°15'34" W	19.66'
L10	N 80°44'26" E	3.67'
L11	N 09°15'34" W	15.66'
L12	N 80°44'26" E	3.69'
L13	N 09°15'34" W	19.66'
L14	N 80°44'26" E	3.67'
L15	N 09°15'34" W	15.66'
L16	N 80°44'26" E	3.68'
L17	N 09°15'34" W	15.59'
L18	N 80°44'26" E	3.68'
L19	N 80°44'25" E	1.31'
L20	N 09°15'35" W	2.72'
L21	N 88°39'42" W	8.86'
L22	S 01°20'18" W	0.96'
L23	N 80°44'25" E	1.31'
L24	N 09°15'35" W	2.72'
L25	N 88°39'42" W	9.58'
L26	N 01°20'18" E	0.92'
L27	N 80°44'25" E	1.32'
L28	N 09°15'35" W	2.76'
L29	N 88°39'42" W	9.58'
L30	N 01°20'18" E	0.79'
L31	N 80°44'26" E	1.32'
L32	N 09°15'34" W	6.76'
L33	N 88°39'42" W	9.58'
L34	S 01°20'18" W	0.79'
L35	N 80°44'26" E	1.32'
L36	N 09°15'34" W	6.72'
L37	N 88°39'42" W	9.58'
L38	S 01°20'18" W	0.84'
L39	N 80°44'26" E	1.32'
L40	S 09°15'34" E	10.72'
L41	N 88°39'42" W	9.57'
L42	S 01°20'37" W	0.84'
L43	N 80°44'26" E	1.33'
L44	S 09°15'34" E	10.72'
L45	N 88°39'42" W	9.58'
L46	S 01°20'18" W	0.84'
L47	N 80°44'26" E	1.32'
L48	S 09°15'34" E	14.76'
L49	N 88°39'42" W	9.57'
L50	S 01°20'18" W	0.80'
L51	N 80°44'26" E	1.32'
L52	S 09°15'34" E	14.76'
L53	N 88°39'42" W	10.32'
L54	S 01°20'18" W	0.67'



5/5/14

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DATE 5/5/14 FIELD BOOK
DRAWING 5459PP7 SHEET 7 / 9

**Preliminary Plat of
Grow Community II**
Housing Design Demonstration Project
**NE 1/4, SE 1/4,
Sec.27, T.25N., R.2E., W.M.**
City of Bainbridge Island, Kitsap County, Washington

**Open Space, Lot Coverage
& Tree Plan**

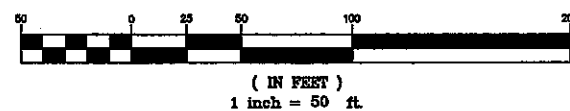
Legend

-  = Open Space
-  = Existing significant deciduous tree
-  = Existing significant evergreen tree
-  = Significant evergreen tree to be retained (5)
-  = Significant deciduous tree to be retained (1)

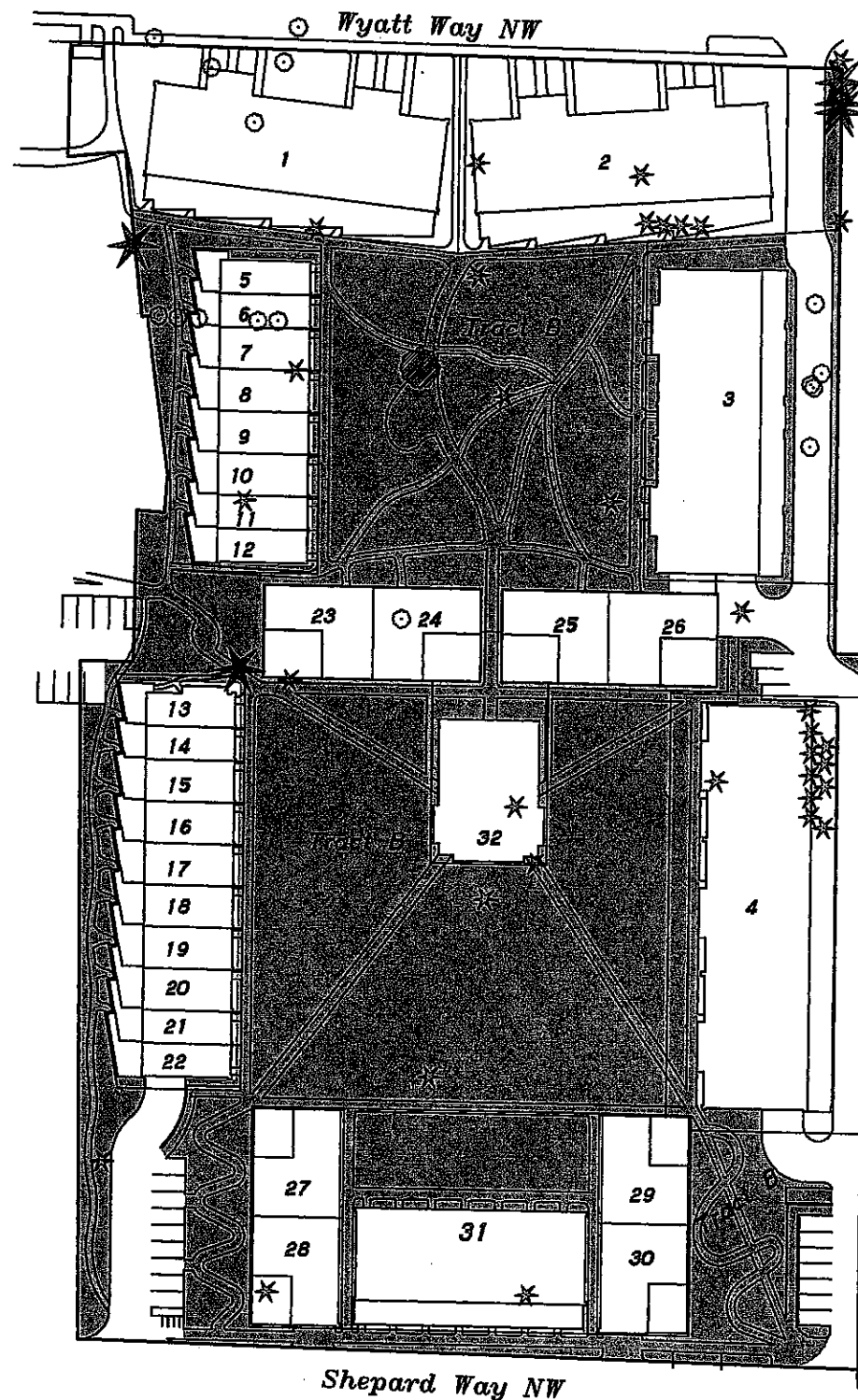
Tree Plan

1. Total site tree unit requirements for R-14 zoning = 40 units per acre
2. Total site area = 5.26 acres = 211 tree units
3. Final landscaping will result in a minimum of 211 tree units using a combination of retaining existing significant trees and planted trees.

GRAPHIC SCALE



Scale: 1"=50'
Assumed



Open Space

Total area after Wyatt Way = 229,257 sq. ft.
& Shepard Way right of
way dedication

Total Open Space Area = 99,500 sq. ft. (43%)

Lot Coverage

Total area prior to Wyatt Way = 236,907 sq. ft.
& Shepard Way right of
way dedication

Maximum lot coverage of 40% = 94,762 sq. ft.

Lot 1	9,100 sq. ft.
Lot 2	9,100 sq. ft.
Lot 3	9,500 sq. ft.
Lot 4	12,500 sq. ft.
Lots 5-12	8,500 sq. ft.
Lots 13-22	10,700 sq. ft.
Lots 23-24	4,500 sq. ft.
Lots 25-26	4,500 sq. ft.
Lots 27-28	4,500 sq. ft.
Lots 29-30	4,500 sq. ft.
Lot 31	6,300 sq. ft.
Lot 32	3,500 sq. ft.
Bus shelter	100 sq. ft.
Total	87,300 sq. ft. (37%)

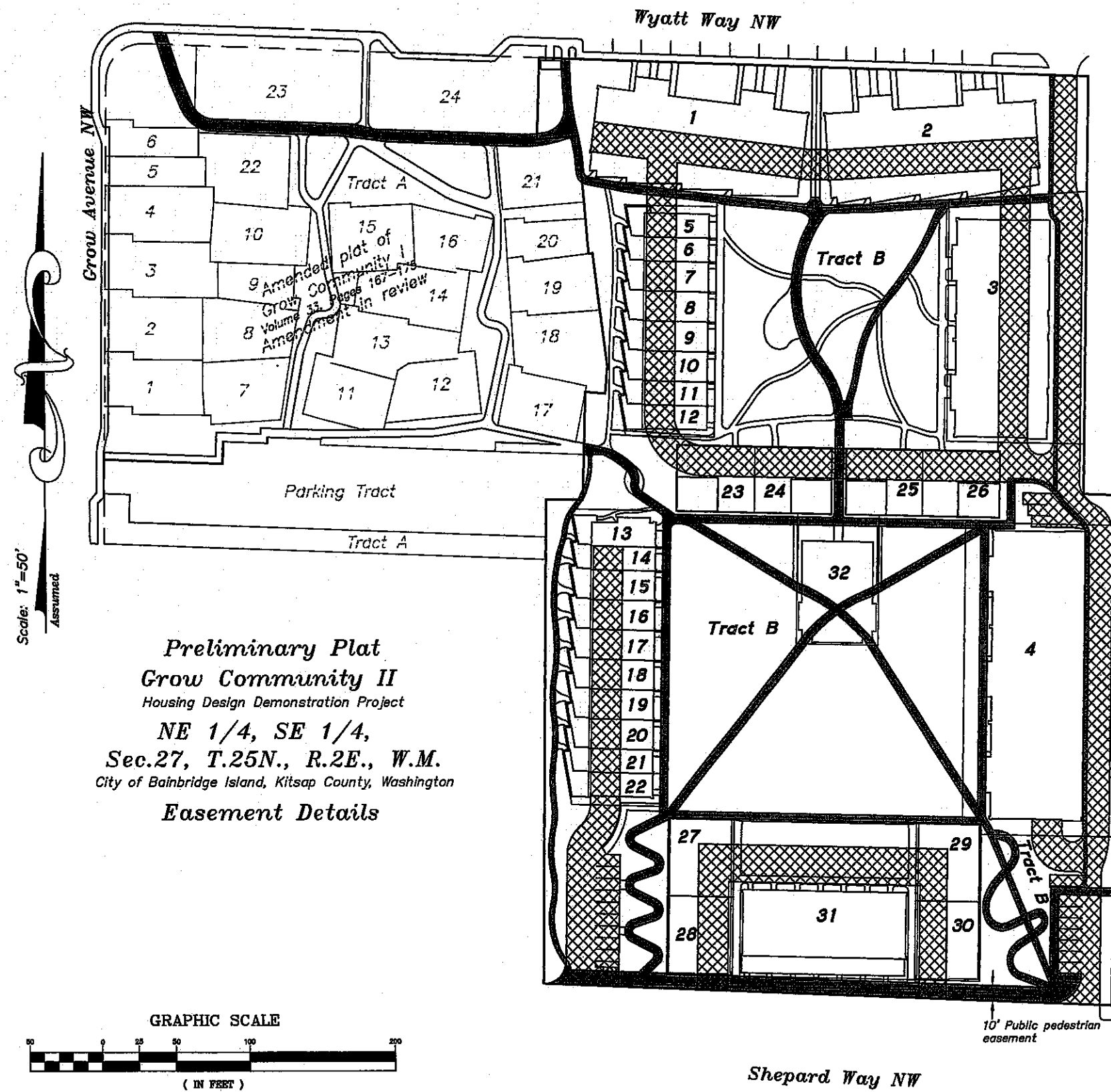


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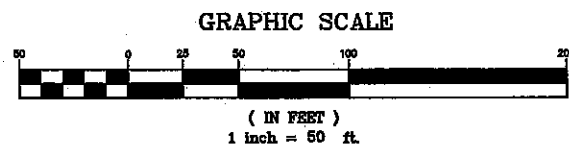
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DATE 5/14/14 FIELD BOOK
DRAWING 5459PP8 SHEET 8 / 9



Preliminary Plat
Grow Community II
 Housing Design Demonstration Project
 NE 1/4, SE 1/4,
 Sec.27, T.25N., R.2E., W.M.
 City of Bainbridge Island, Kitsap County, Washington
Easement Details



Legend
 [Hatched Box] = Access & utilities easements
 [Solid Black Box] = Public pedestrian easements



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DATE 5/14/14 FIELD BOOK
 DRAWING 5459PP9 SHEET 9 / 9

ISSUE/QUESTION	RESPONSE/COMMENTS FROM APPLICANT OR CITY
What is the height change along Wyatt?	The elevation drops 12' along Wyatt.
What drove the location of the commercial buildings along Shepard?	It is off of a major arterial.
Where will there be parking for the commercial building?	Underneath the building.
Can you describe the accessibility and universal design features?	That level of detail has not been done yet. Some units will be "zero threshold".
What kind of housing will you provide?	A mixture of rental & owner including condominiums.
Is there another phase?	No, there is no more land after these 8 acres.
How will you make this phase connect to the first phase?	The public open space. Possibly use the same building materials.
How will you design for natural light?	The nature of a City is diversity and change over time. The units will be a depth of 44', there will be glass walls overlooking gardens.
How will emergency vehicles maneuver through the site?	They can travel all the way around the site, going from the Grow entrance, down to Shepard and up to Wyatt.
How will the Community building be used?	It will be designed as a multipurpose room. It could be used for weddings, meetings by the community members.
Are wheelchair users out of luck?	40 out of 87 units will be wheelchair accessible. They are designed so an elevator could be put in the units.
With so many garages, are you promoting car use?	We are making parking available and ensuring that it won't dominate the landscape.
Where will the trail through the site end up?	At the diner.
Are you still adhering to one planet principles?	Yes, with solar panels, for example.
Where do guests park?	Along Wyatt, eastern side, along SW corner.
Is the school a dead issue?	At this time, yes.



**CITY OF BAINBRIDGE ISLAND
MINUTES**

DESIGN REVIEW BOARD

Regular Meeting

Monday, August 19, 2013



DESIGN REVIEW BOARD MEMBERS PRESENT

**Russ Hamlet, Chair, Alan Grainger, Vice Chair
Jim McNett, Jason Gibson, John Thomas, Mark Levine, Adrian Sawyer**

CITY STAFF PRESENT

Heather Beckmann, Planner

PROJECT REPRESENTATIVES PRESENT

**Devin Johnson, Johnson Squared Arch.
Amy Gibson, Johnson Squared Arch.
Priscilla Zimmerman, Zimmerman Arch.
Sandra Fischer, Fischer Bauma (Landscape)
Susan Allen, Town and Country Markets
Bill Weymer, Town and Country Markets
Marja Preston, Asani LLC
Jim Cutler, Cutler Anderson Arch.
Jean Stolzman, Cutler Anderson Arch.**

MEMBERS OF THE PUBLIC PRESENT

**Tom Haggar
Bill Isley
Tom Chiado
Tad Sooter
Cecilia Garza**

ITEMS DISCUSSED

**Design Review Board – Old and New Business
Town and Country Market Remodel Site Plan Design Review
Grow Community Phase 2**

MEETING MINUTES:

TOWN AND COUNTRY MARKET REMODEL (SITE PLAN DESIGN REVIEW 2ND MEETING)

1. 2:03 Call to Order
2. Approval of past Meeting Minutes
3. Pre-discussion about Town and Country
4. 2:10 Applicant brought in for Town and Country
5. Introductions around the room
6. Applicant began presentation, discussing specifically, the changes that have been made since the Previous Site Plan Design Review
 - a. Increased glazing percentage on North façade.
 - b. Lowered sill heights at center bay of north façade.
7. 2:17 a motion for Recommendation for Approval was made
 - a. Motion seconded
 - b. 6 yays— 0 nays
8. DRB: Recommends Town and Country Market Remodel for Approval

GROW COMMUNITY PHASE 2 (PRE-APP MEETING)

9. 2:20 Pre-discussion with Heather Beckmann
 - a. Relevant design guidelines were discussed.
 - b. Heather mentioned a few planning topics that the City Staff had questions in regards to
 - c. Some site planning issues that need clarification according to City Staff were discussed
10. 2:43 Applicant interrupted discussion with City Planner to 'see where we were' and when they might be allowed to join the meeting.
11. 2:50 Applicant brought in by Planner.
12. 2:53 Applicant began presentation, describing how the design has developed since the Previous "Pre-Pre App meeting"
 - a. The housing units are designed to be interchangeable between Condos and Townhouses
 - b. Previously resented conceptual site plan proved to be too restrictive, thus the presented design.
 - c. The Site plan has been redesigned into a 'block' system in order to accommodate phasing of construction.
 - d. The majority of parking is located under the buildings
 - e. North Courtyard is designed to be a replanted 'native forest'
 - f. South Courtyard to be a more manicured area. Largely lawn, for open gathering, play, etc.
 - g. Pedestrian circulation through the site was discussed
 - h. Applicant concluded overall presentation
13. 3:30 DRB discussion began
 - a. DRB: is ther adequate guest parking in this Site Plan design?
 - i. AR: yes. Guest parking is accounted for

- b. DRB: are the buildings taking the most advantage of solar access? And could modulating the building masses increase light penetration into each unit?
 - c. DRB: Shephard Way: the existing pedestrian travel path does not appear to be accommodated in this scheme.
 - d. DRB: East Property Line: there is some concern that the units along the east property line will be looking out over the roof of the Pavilion Building (to the east). Given the scale of the proposed site plan, it seems like a possibility to slide the eastern building masses to the west and still maintain a good proportion for the courtyard areas. The buildings and parking, in general, seem very 'squeezed' to the east.
14. DRB: overall, the plan is a great improvement, however, it still seems very introverted; almost excluding its surroundings.
- a. AR: this is a focus that will happen soon.
15. DRB: the exiting of the pedestrian path onto Madison Ave. should be carefully considered. This was a major point of the review of the last site plan design, and still does not seem to be addressed in this site plan design.
16. DRB: How does the building along Wyatt interact with the other buildings along Wyatt?
- a. AR: "It doesn't. the building will interact with each side just the same, not at all."
17. HDDP requirements were loosely discussed.
18. Process was discussed regarding the possibility for extra meetings on Grow Phase 2, and how that might interact with future agendas.

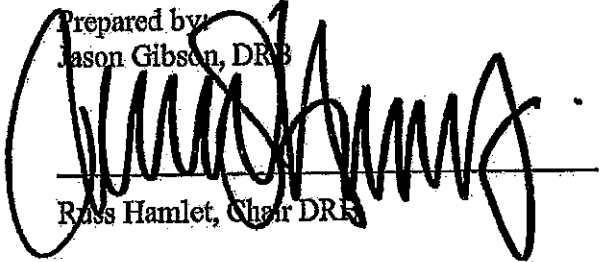
NEXT MEETING

- Regular meeting – Monday, September 16, 2013

ADJOURNMENT

With no further business, the meeting was adjourned at 4:31 p.m.

Prepared by:
Jason Gibson, DRB



Russ Hamlet, Chair DRB

CITY OF BAINBRIDGE ISLAND

ENVIRONMENTAL (SEPA) CHECKLIST

FORM MUST BE COMPLETED IN INK, PREFERABLY BLUE.

PENCIL WILL NOT BE ACCEPTED.



PLEASE READ THE FOLLOWING CAREFULLY BEFORE FILLING OUT THE CHECKLIST

PURPOSE OF THE CHECKLIST:

The State Environmental Policy Act (SEPA), chapter 43.21 RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with possible significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

INSTRUCTIONS FOR APPLICANTS:

This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer or if a question does not apply to your proposal, write "do not know" or "does not apply." Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

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.

USE OF CHECKLIST FOR NONPROJECT PROPOSAL:

Complete this checklist for nonproject proposals, even though questions may be answered "does not apply." In addition, complete the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (Part D). For nonproject actions, the references in the checklist to the words "project," "applicant," and "property or site" should be read as "proposal," "proposer," and "affected geographic area" respectively.

C.O.B.I.

OCT 23 2013

RECEIVED PCD

A. Background

1. Name of proposed project, if applicable:

Grow Community

2. Name of applicant:

Bainbridge Community Development, LLC

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

Applicant: Bainbridge Community Development, LLC

Contact: Marja Preston, AICP

Asani, LLC

710 John Nelson Lane

Bainbridge Island 98110

4. Date checklist prepared: *July 2011, Amended Oct. 2013*

5. Agency requesting checklist: *City of Bainbridge Island*

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

Construction to begin April 2014

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.

- Geotechnical Report, prepared by Myers Biodynamics, Inc., January 29, 2010*
- Site Plan Review Tree Assessment, prepared by Katy Bigelow, September 20, 2013*
- Grow Community Utility Report, prepared by Browne Engineering, Inc., October 2013*
- Transportation Impact Analysis for Grow Community, Phase 2 Addendum, prepared by Rethinking Transportation Consulting (RTC), dated October 2013*
- Phase I Environmental Site Assessment for West Sound*

LEFT COLUMN TO BE COMPLETED BY APPLICANT.**FOR STAFF USE ONLY**

*Housing – Bainbridge Island Navy Region Northwest,
Prepared by C.H. Guernsey & Company, November 2004*

- *Phase II Environmental Site Assessment West Sound
Housing Navy Region Northwest, Washington, prepared by
C.H. Guernsey & Company, December 2004*
- *UST Closure and Voluntary Cleanup Action Report,
Residential West Sound Housing Navy Northwest Region
Washington, Bainbridge Island, Kingston and Keyport,
Washington, prepared by Kleinfelder, Inc., August 2005*

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.

To our knowledge there are no applications pending for approval that would directly affect the project.

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

City of Bainbridge Island:

*Site Plan Review Approval
Subdivision Approval
Minor Subdivision Amendment
Conditional Use Approval
Grading/Utility Construction Permits
Water and Sewer Availability
Building Permits*

*Washington Department of Ecology:
Construction SWPPP approval*

11. Give a brief, complete description of your proposal, including the proposed uses and the size of the project. 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.)

This SEPA Checklist amends the SEPA Checklist for Phases 2 and 3 of the approved Grow Community project. Phases 2 and 3 will include 88 units, a combination of multifamily buildings and zero-lot line homes. A community building is located at the center of the project and will serve all three phases of the Grow Community. A building in the southern portion of the site is designed to accommodate 5,000 square feet of educational, cultural or wellness space. The project includes extensive common open space, community gardens and other community amenities. The project will aim to meet the sustainability principles of the One Planet Communities program, including Zero Carbon buildings by 2020.

12. Location of 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.

Phases 2 and 3 are proposed on the 5-acre parcel bisected by the road currently known as John Adams Lane (formerly Government Way). The project is located in Section 27, Township 25N, Range 2E, W.M.

B. Environmental Elements

1. Earth

- 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 percentage of slope)?

The site slopes gently to the south and southeast. Elevations range from 160 feet in the northwest portion of the site to 116 feet at the southeast corner. Average grades across the site range from less than 5 percent to 10 percent. Some 20 percent grades are present in areas of historic cut and fill from construction of the existing development.

- 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 prime farmland.

The Myers Biodynamics, Inc. geotechnical report (attached) indicates that soil in the area of the project site is generally glacial till, composed of a dense mixture of gravel, sand, silt and clay. Test pits on the site indicate that topsoil thickness ranged from 6 to 18 inches. Weathered native soils are composed of loose gravelly silty sand on the site and glacial till with slightly gravelly to gravelly slightly silty to very silty sand were observed 1 to 3 ½ feet below the existing site grade.

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

No, there are no surface indications of unstable soils in the immediate vicinity.

- e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

Grading will occur to provide level building pads and parking areas. It is not anticipated that substantial amounts of material will be imported to or exported from the project site. Topsoil to amend the existing topsoil in landscape

areas will be brought to the site from a local source that is yet to be determined.

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

Erosion will be controlled during clearing, grading and construction using the mitigation measures listed below. All clearing and grading will be performed in accordance with the erosion control and the Construction Stormwater Plan prepared for review and approval by the City of Bainbridge Island and the Washington Department of Ecology.

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

Impervious surfaces, including roof area, roadways and paths will be 54.8% of the overall area of Phases 2 and 3.

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

A detailed erosion control plan will be developed to reduce erosion on the site during construction. The plan will include best management practices to provide a stabilized construction access, stabilization of disturbed soils, prevent offsite movement of sediment, and schedule construction to minimize erosion potential. A plan has been developed to collect runoff from the site that is contaminated with sediment and will treat the runoff in stormfilters to remove the sediment before discharging from the site. Other Low Impact Stormwater methods will be incorporated into the design, such as topsoil amendment. These plans will meet or exceed the requirements of the Washington State Department of Ecology's Stormwater Management Manual for Western Washington. For more detailed mitigation measures, please refer to the information prepared by Browne Engineering, Inc. and submitted with the Site Plan Review application.

2. Air

- a. What type of emissions to the air would result from the proposal (i.e., dust, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

During construction, minor air quality impacts will be caused by emissions from construction vehicles, equipment, and personnel automobiles. Grading activities associated with general site development will generate localized dust-related impacts.

After build out, auto emissions not presently occurring on the site are expected to occur. Consistent with the One Planet Communities goal of reducing carbon emissions from transportation, strategies such as car share programs and incentives to reduce automobile use will be implemented to reduce automobile emissions.

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

There are no off-site sources of emissions or odor that are expected to affect the proposed project.

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

During construction:

- *The contractor will be responsible for maintaining properly functioning construction equipment to minimize exhaust.*
- *Construction equipment and vehicles will be turned off when not used for extended periods of time.*
- *The core portions of the homes and multifamily units will be constructed in a modular factory, eliminating the majority of vehicle traffic to and from the site typical to construction projects.*
- *To the extent possible, deliveries of construction material and modules will be scheduled during off-peak hours.*
- *Unnecessary idling of construction vehicles will be prohibited.*
- *Contractors will be required to cover stockpiled soils and trucks hauling soil, sand, and other loose materials.*

A number of strategies to reduce vehicle emissions will be put into

place to reduce carbon and other Green House Gas (GHG) emissions from residents. These strategies include, but are not limited to:

- Provision of flex-cars and bikes through a car-share program to provide an alternative to single vehicle ownership*
- Provision of electric car charging stations with solar panels to provide renewable source of electricity*
- Incentives to use alternative modes of transportation.*

3. Water

a. Surface:

- 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.

There are no surface water bodies in the immediate vicinity of the site.

- 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.

The project will not require work over, in, or adjacent to surface waters.

- 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.

No fill or dredge material will be placed in or removed from surface water or wetlands.

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

The proposal will not require surface water withdrawals or diversions.

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

The project does not lie within the 100-year floodplain.

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

No discharge of waste material into surface waters is proposed. Implementation of the stormwater management plan will avoid any discharge of runoff containing waste material into surface waters.

b. Ground

- 1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.

No groundwater will be withdrawn. Water service to the site will be provided by the City of Bainbridge Island. Water from pervious surfaces on the site will discharge to groundwater.

- 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.

No waste material will be discharged into the ground. The project will discharge to the existing Bainbridge Island Sewer Utility.

c. Water Runoff (including storm water):

- 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.

Stormwater runoff will be generated from impervious surfaces, including paved driving and parking areas,

walkways and rooftops. A small amount of runoff may be created from landscaped areas. Filtered stormwater will be captured and conveyed to the City Stormwater System catch basins at various locations on or near the property.

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

Waste materials are not expected to enter ground or surface waters as a result of this project.

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

The project has been designed to maximize open space by placing all resident parking underground. Minimal drive aisles and surface parking for guests will result in a small amount of impervious surface. Runoff from these surfaces will be filtered through StormFilters.

Water quality impacts during construction will be minimized by implementation of a detailed erosion and sedimentation control plan.

4. Plants

- a. Check or circle types of vegetation found on the site:

☒ deciduous tree: alder, maple, aspen, other
☒ evergreen tree: fir, cedar, pine, other
☒ shrubs
☒ grass
☐ pasture
☐ crop of grain
☐ wet soil plants: cattail, buttercup, bulrush, skunk cabbage
☐ 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 to accommodate grading and utilities.

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

There are no threatened or endangered plant species known to exist on or near the site.

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

A landscaping plan has been submitted with the application packet. Native or similar plants and edibles will be used wherever possible. Native trees will be planted throughout the site to increase overall tree canopy.

Edible plants will be used throughout the gardens and the interior of the site to provide a local food source for residents.

5. Animals

- a. Circle any birds and animals that have been observed on or near the site or are known to be on or near the site:

Birds: hawk, heron, eagle, songbirds,

Other: _____

Mammals: deer, bear, elk, beaver,

Other: _____

Fish: bass, salmon, trout, herring, shellfish,

Other: _____

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

There are no threatened or endangered animal species known to exist on or near the site.

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

No. The site is developed with residential housing.

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

Native plantings will enhance the urban habitat on and around the project site, providing habitat for urban bird species and small mammals.

6. Energy and Natural Resources

- 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.

While homes at the Grow Community will draw power from the Puget Sound Electric (PSE) grid, solar panels on the buildings will provide a renewable source of energy for the project. It is a goal of this project to achieve Zero Carbon Emissions from

buildings in the project by 2020, or full buildout.

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

No, buildings in the site plan have been carefully located to avoid impacting the potential use of solar energy by adjacent properties.

- 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:

The Grow Community project will use a number of strategies to conserve energy and reduce carbon and GHG emissions, from construction, buildings, and transportation. These strategies include, but are not limited to:

- Constructing energy efficient buildings, with air-tight building envelopes;*
- Using energy efficient systems, lighting and appliances in all buildings;*
- Providing solar panels as a renewable energy source to achieve Zero Carbon for all buildings;*
- Using efficient construction technologies to reduce energy needs during the construction phase.*
- Sourcing local and sustainable materials with attention paid to the embodied carbon of building materials.*

7. Environmental Health

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

There are no environmental health hazards that could occur as a result of this proposal.

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

Emergency services commonly provided to residential or commercial development may be required; however, no special emergency service needs are anticipated.

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

All buildings will be constructed to meet applicable building and OSHA codes for safety. Emergency vehicle access will be provided to all buildings on the site.

b. Noise

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

Traffic noise from Grow Avenue and Wyatt Way may affect the project. Buildings will be constructed with extensive insulation and triple or double-paned windows to minimize noise impacts.

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

Short-term noise impacts will occur during construction, including noise from construction equipment and traffic. Long-term noise associated normal residential uses will occur.

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

Vegetated buffers surrounding the property will mitigate noise impacts between the proposed development and adjacent areas. Additional vegetation will be installed in the landscape buffers.

8. Land and Shoreline Use

- a. What is the current use of the site and adjacent properties?

The site is developed with individual residences. One home, currently used as a job site office is located along Wyatt Way. Sixteen homes are located along John Adams Lane.

The adjacent properties are developed as follows:

*To the South: Multi-family housing
To the North: Single-family residences
To the East: Commercial Development
To the West: Single-family residences*

- b. Has the site been used for agriculture? If so, describe.

The site was part of a large farm owned by the Grow Family since 1881. The site has not been farmed in the last 60 years.

- c. Describe any structures on the site.

Residential structures currently occupy the site. The homes are currently rented under short-term leases.

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

All of the existing homes will be demolished and replaced with housing.

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

The site is currently zoned R-14.

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

The current comprehensive plan designation is UMF – Urban Multi-family.

- 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 an “environmentally critical” area? If so, specify.

No.

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

The completed project (including Phase 1 under construction) will result in 132 Residential units. Approximately 200-250 people will live in these homes when the entire project is complete.

A 5,000-square foot space to accommodate an educational, cultural or medical use may be located in the project.

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

Renters living in the remaining rental units on the property will relocate. All renters are currently on short-term leases and have given notice that their leases will end in February 2014.

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

The developer is working with current residents of the rental homes on the property to ensure they have the option to move into the new rental units if they choose. Most have chosen not to.

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

The site plan is consistent with the R-14 zoning code and with the intent and requirements of the HDDP Ordinance. The project is consistent with the Urban Multifamily zoning of the site and with the Winslow Master Plan. The project also forwards the goals of the Non-Motorized Transportation Plan for the area, providing trails and bike lanes that connect the adjacent neighborhoods to the Winslow Core.

9. Housing

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

Approximately 132 residential units will be provided in the completed project, including Phase 1 (already under construction), 2 and 3. (see site plan).

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

Three homes were eliminated for Phase 1. The additional 17 existing homes will be eliminated prior to construction of Phases 2 and 3.

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

Rental units are being constructed in Phase 1, providing a variety of home ownership and rental options in different price ranges.

10. Aesthetics

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

All buildings will be one, two, or three-story buildings, under 40 feet in height, as required by code.

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

No views in the immediate vicinity will be altered or obstructed.

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

The buildings have been intentionally located so as to respond to the surrounding homes. Careful attention has been paid to the streetscape along Wyatt and Shepard, with entrances and landscaping activating and enhancing the street experience.

11. Light and Glare

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

The pedestrian corridor and parking areas will be appropriately lit and illumination from these areas may be visible from surrounding areas during the evening. All lighting will be consistent with the lighting regulations.

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

Light from the project is not expected to have adverse impacts on views. Landscaping will be carefully placed to shield adjacent properties from lights.

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

There are no off-site sources of light or glare that may affect the project.

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

All lighting will be consistent with the requirements of BIMC 15.34.

12. Recreation

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

A public park, Gideon Park, is located to the north, on Grow Avenue. Waterfront park is located within walking distance of the project.

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

There are no public recreational uses on the existing property. Two small playground spaces currently exist on the property for

the use of the residents.

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

The site plan has been designed with a focus on the public open spaces located throughout the center of the property. Community gardens exist in various locations on the site. Several designated play areas will be constructed in appropriate locations. A community center will provide both indoor and outdoor gathering spaces for the community members.

13. Historic and Cultural Preservation

- a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.

There are no places or objects on the site that are known to be on or proposed to be on national, state or local preservation registers.

- b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

There are no landmarks or evidence of historic, archaeological, scientific or cultural importance known to be on or near the site. The 16 homes along John Adams Way were constructed by the US Navy to house employees. These homes are approximately 57 years old and are not listed on state or national registers.

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

The history of the site as part of the Grow Family farm is honored both in the name of the project and with the emphasis on bringing back local and organic farming to the site. The history of a portion of the site as Navy housing will be documented in the One Planet Sustainability Action Plan. An exploration of the history of the Grow Family and the Grow Farm is on file with the original SPR application (SPR 13551).

14. Transportation

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

The site is accessed from Wyatt Way, a secondary arterial. Proposed circulation plans are shown on the attached site plan.

- b. Is the site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

The site is within walking distance of services in Winslow and is within 0.6 miles of the ferry terminal. Two bus routes stop near the site on Madison Avenue.

- c. How many parking spaces would the completed project have? How many would the project eliminate?

The project would eliminate driveways associated with the existing rental homes. No parking used by adjacent properties or by the public would be eliminated. Approximately 190 parking spaces are proposed overall, in Phases 1-3. The Transportation Impact Analysis, by RTC, Inc. describes the parking strategy and is enclosed with the application package.

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

Non-motorized improvements will be made to Wyatt Way and Shepard Avenue. The existing John Adams Lane will be reconfigured from an outlet on Shepard Way to Grow Avenue, connecting the new parking area in the northeast corner of the site to the parking area that is accessed off of Grow Avenue.

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

The site is within 5 or 10-minute walking distance to the Ferry Terminal. Residents will be able to walk or bike quickly to the ferry either to commute or spend time in Seattle.

- f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur?

The RTC Transportation Impact Analysis estimates that the amended site plan will generate similar traffic to the already approved plan. Please refer to the RTC Transportation Impact Analysis for Grow Community Phase 2 Addendum for more detailed information.

- g. Proposed measures to reduce or control transportation impacts, if any.

A variety of strategies will be implemented to reduce automobile trips in order to minimize the carbon impact of the project and to minimize the impact to nearby intersections. These strategies are discussed in detail in the RTC report and include: car share program, non-reserved parking spaces, shared parking, and performance management strategies.

15. Public Services

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

Public services, including fire and police serve the area. The project is not expected to increase the level of public service required.

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

Appropriate fire and emergency vehicle access is provide throughout the site plan. Fire flow, as required by the fire department has been shown to be adequately provided at the site.

16. Utilities

- 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.

Water, Sewer and Storm Sewer are provided by the City of Bainbridge Island. Electricity is provided by Puget Sound Energy. On- and off-site solar panels, connected with the PSE grid will provide a renewable source of power for the Grow Community.

Refuse service is provided by Bainbridge Island Disposal. Locations of trash, recycling and compost pickup have been coordinated with Bainbridge Disposal. In addition, a plan toward Zero Waste will be implemented in partnership with Sustainable Bainbridge and Bainbridge Disposal.

C. Signature

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:

US701man

Date submitted: OCTOBER 21 2013

Any comments or changes made by the department are entered in the body of the checklist and contain the initials of the review.

This checklist was reviewed by:

Planner, Dept. of Planning and Community Development

H:\City Exchange\Frms\PCD\Other\Environmental_Checklist.doc



Grow
SUB 13551B

Theresa Rice

From: Kathryn Keve [kbkeve@earthlink.net]
Sent: Wednesday, January 15, 2014 4:22 PM
To: PCD
Subject: Grow Community changes?

To City of Bainbridge Island Planning Department

I understand that the Grow Community wants to add a commercial building, possibly on Shepard Way and also I have a recent site plan that show dual-use units on Shepard Way like the 2-story ones on Madrona Lane. When will a hearing be held? There has not been anything posted in the neighborhood.

Shepard Way is not a commercial street, and I'm not aware that any commercial activity is allowed west of the west side of Madison. Grow Avenue is residential. Shepard Way is a heavily used pedestrian street and a marked City Trail.

Finally, I hope the City never again allows the sidewalk design used by the Grow Community on Grow Ave. There is no place to pull over to pick up or drop off people or to make deliveries without blocking traffic. I think the open ditch falls into the category of an attractive nuisance for active pedestrians and even potentially for cars.

Kathryn Keve
385 Shepard Way
780-3528

Bainbridge Island

JAN 16 2014

**Dept. of Planning &
Community Development**



Tom & Janice Geisness
295 Shepard Way NW
Bainbridge Is. WA 98110

GROW SUB 13551B
Dept. of Planning &
Community Development

JAN 13 2014

Bainbridge Island

January 12, 2014

Department of Planning &
Community Development
280 Madison Ave. N.
Bainbridge Is. WA 98110

Dear Planners...

Since my previous letter, I have acquired the drawings for Phase II of the Grow Community.

We own the property directly across the street on Shepard Way. In the current proposal, the building design calls for 7 commercial spaces with glass fronts on the ground level of this 3 story building.

We would prefer a two story unit which would be more in keeping with the surrounding buildings.

We are not in favor of any commercial spaces. This will just add to the traffic that you have already created. Lighting is also a big concern and we feel it will impact the buildings across Shepard Way.

Please take this into consideration.

Sincerely,

Janice Geisness



Theresa Rice

From: musigal2@gmail.com
Sent: Sunday, January 05, 2014 10:45 AM
To: PCD
Subject: Grow Community

I tried to call you last week but you were on vacation, so now I'm emailing a little late.

My main concern is that this housing development alone will create a lot of additional traffic & noise. Please do not build a school or community center in the quiet neighborhood location that is not an area planned to handle the amount of additional traffic!!!! I live at the end of Shepard Way & work in Poulsbo. With the housing development alone, I'm concerned that it will take me 10 additional minutes to work. I currently drive out on John Adams which appears to be gone in your plans. Wyatt way is already a steady stream of traffic coming from Lynnwood Center!!! Where is the additional street out to Madison in your plans to keep traffic moving? 89 more cars & no plans????? People will come with cars even though they are walking distance to everything.

When & where is the public hearing to discuss these plans?

Thank you,

Susan

Bainbridge Island

JAN 6 2014

Dept. of Planning &
Community Development

ENTERED

Grow
SPRA 13551C

Theresa Rice

From: aimee@thrivingnutrition.com
Sent: Friday, January 03, 2014 4:20 PM
To: PCD
Cc: joeherb@gmail.com; Jonathan Davis
Subject: Grow Community Phase II Comments

Bainbridge Island

JAN 6 2014

Attn to: Heather Beckman

Dept. of Planning &
Community Development

We are a family of four with two young children who currently reside in phase I of the Grow Community and have thoughts/concerns with the second phase of the community development. The thoughts/concerns are as follows:

Phase 2 Thoughts

Issue: Access to phase 2 though the phase 1 parking lot.

We believe that having access through the phase 1 parking lot is unnecessary and will create a safety issue due to increased traffic. Adequate access to phase two is available via other routes. A vehicle travelling through the phase 1 parking lot must pass dozens of parking spaces. Drivers going through the phase 1 parking lot may have little incentive to proceed slowly since it will feel to them more like a road on the way to their own parking lot than a parking lot itself.

Request: Do not allow access to phase 2 though the phase 1 parking lot.

Issue: Permanent public path though phase 2

We believe that the path through the development from north-west to south-east is uninviting and circuitous. The steep hill at the south-east corner presents challenges for bicycles, strollers and wheelchairs..

Request: Provide a more free-flowing direct path from the north-west to the south-east, free of choke points. Grade the site so that the main path does not require stairs, particularly in the south-east corner.

Issue: Temporary public path through phase 2 during construction

Residents living in phase 1 frequently walk to downtown for school and work. If no temporary path is provided through phase 2 during construction, pedestrians will be forced to walk along Wyatt or Grow, both of which are busy and lacking sidewalks. Many phase 1 families include small children who must be very closely supervised along these routes. If forced to use Wyatt or Grow, many trips that could be made on foot will instead be made in vehicles due to safety issues.

Request: During construction, provide a temporary path through the phase 2 connecting phase 1 to Madison.

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Thriving Nutrition
Aimee M Hayes-Herb, MS, CN
123 Bjune Dr SE #111, Bainbridge Is, WA 98110
Phone: 206-214-7966
Fax: 206-219-3051

 **ENTERED**

Tom & Janice Geisness
295 Shepard Way NW
Bainbridge Is. WA 98110

GROW
SPRINKLER

Bainbridge Island
JAN - 3 2014
Dept. of Planning &
Community Development

January 2, 2014

Department of Planning &
Community Development
280 Madison Ave. N.
Bainbridge Is. WA 98110

Dear Planners...

We own the property directly across the street on Shepard and we feel, as well as our neighbors, that we will be directly and negatively affected by the latest proposal for Phase II of the Grow Community.

We are wondering why the turn of events. What was a scattering of individual residences has turned into blocks of 3 story high rises with 67 parking spaces. I wonder in terms of density how many more living units you have added, all adding to the congestion of the area.

What has been a walkable, quiet, basically dead end street, will become a busy, noisy one. I once had a realtor say to me that whatever was developed on that property would add to the value of mine. I think at this point you are devaluing my property and that of my neighbors.

By eliminating John Adams Way, you are now directing all the traffic from the Winslow Way Condominiums down Shepard Way as well.

I have glanced through the drawings at City Hall but requested a full set to study with my neighbors. Kathy Cook was to call me when they were ready. When I called to inquire I discovered she was out of town until Jan 6 and Heather Beckman is also out of town. In your notice you ask us to call but obviously they are unavailable.

If you wonder why you have had few comments, your signs on Shepard Way have been laying on the lawn for weeks from one of our windy days.

At the very least, can we get these units down to two stories to blend in more with the neighborhood.

Thank you for your consideration,



Janice Geisness



Grow
SPRA13551C

Comments on the Grow Community Phase 2 plan recently submitted by Asani LLC and designed by Cutler Anderson Architects

Submitted: January 3, 2014

Comments submitted by the current residents of Grow Community Phase 1:

Lyle and Liz McRae
Len and Beth Eisenhood
Patty Lyman and Ron Kaplan
Sid and Carole Miller
Ray Victurine and Sara Tiff
Jonathan and Mary Jo Davis
John Peck
Lisa Ellis
Vince and Laurinda Lanza
Kathleen Macferran
Nadine Larose
Joe and Aimee Herb

Bainbridge Island
JAN - 3 2014
Dept. of Planning &
Community Development

Executive Summary

- Limit changes to the current parking lot
- Create an accessible path
- Locate Community Center centrally
- Integrate two communities
- Consider allergens in alder forest
- Dialogue with Asani re Phase 2

Limit changes to the current parking lot

The current parking lot was not initially designed as a through-street for contractor vehicles or for car access for Phase 2 residents. Phase 1 buyers understood it would be a cul-de-sac, used for parking and garbage/recycling. The design for Phase 1 located parking at the corners of the property, thereby eliminating the need for through-vehicular circulation and keeping pedestrians and pedal traffic separate from automobiles. Part of the promise to Phase 1 buyers was the diminished emphasis on automobiles.

The proposed Phase 2 design is ringed with vehicular access-ways, which then need to be crossed by pedestrian paths in two places. Connecting the Phase 2 ring of driveways to the existing parking lot will generate additional through-traffic. This makes the site less safe for children, while these proposed roads become a virtual moat that separates the proposed community from its neighbors and gives a lot of attention to the car.

Create an accessible path

Phase 1 buyers were informed that, as part of the *One Planet* design, there would be a gently-graded, car-free path from the NW corner of the community to the SE and then to Madison,

making downtown access safe for children, walkers and those with with strollers or wheeled carriers, and bikers. This path was to encourage foot traffic and neighbor interaction. The path was 8 feet wide as a minimum, had an accessible slope of one in twenty that did not require landings or handrails, and most importantly it did not cross any vehicular driveways, allowing a safe passage for children in particular. Micro-hoods (clusters of 7 or 8 homes) connected to this main path, giving residents access to walk or bike to town. It was a major organizing element of the approved site plan and a major draw for Phase 1 buyers.

The proposed design has no clear central path, rather it is a labyrinth with switchbacks down a grade that will be created but does not currently exist. The proposed paths do not tie into the main path established in the design of the first 3 acres, and in one case one would have to use a narrow parking lot access stair to reach the proposed path system. Paths are only 5 feet wide, have slopes steeper than 1 foot in twenty, sections with stairs, extremely tight hairpin turns (about 5' inner diameter) and are bordered by 12-foot tall site and building walls. The paths go through very narrow 'throats' (10 to 15 feet) between buildings at entry and transition points, cross vehicular drives and then descend an artificial 14-foot-tall steep hill (yet to be created) to the SW corner of the site.

All of these negative features severely affect the usability of the main public path and take away from its potential to be a major safe, interactive, experiential and organizing feature of the site. They also contradict the site plan that Phase 1 buyers bought into.

Locate Community Center centrally

Initially the Community Center was located centrally on the site with easy access to all the micro-hoods and multi-family buildings, as well as adjacent to the central green space. This was to be a place for community to come together, a flagship building allowing the One Planet principles to be evident. There was vehicular access to the Community Center for events, deliveries, etc. The two-story space contained workshops for woodworking, art, bike repair, etc., in the lower level. Phase 1 buyers were told that their ideas for community-center features would be solicited and that this facility would be shared by residents of both phases.

The act of tucking the Community Center underground in the middle of the southern courtyard is clear indication that it is not an important feature of the community, removing any connection to the existing (Phase 1) Grow community and the residents there who are anticipating a vibrant hub for gatherings. Placing a plaza on the roof takes away the opportunity to utilize the roof for photovoltaic panels to offset the energy used in the building and to achieve the *One Planet* goal of Zero Carbon by 2020.

Integrate two communities

Initially an interconnecting network of paths crossed the site, connecting the main path to the micro-hoods, homes, gardens and play areas and on to the parking areas. There were many opportunities for interaction with neighbors as one moved through the site. In the proposed design, by removing the car to below-ground and giving access to all the homes from the parking structure, the opportunity for community interaction on a day-to-day basis has been removed. Putting the car inside the home/building reinforces the suburban condition of empty sidewalks and faceless front doors, with the result being not knowing one's neighbor. The network of paths shown in the

current design traverses large open tracts, with features along them providing only a means to transect a space--not an opportunity for community interaction through gardens, play areas and seating.

Open, flowing green spaces should have porous edges connecting with micro-hoods and other parts of the community, containing multiple community garden spaces and an interconnecting trail of natural play areas for residents to discover as they move around the property. Yet the open spaces in the proposed design are lined by 2-, 3- and 4-story buildings and 10'- to 12'-tall site walls with narrow gaps between them, enclosing courtyards that all residents look into. By enclosing the open space with these building walls, the proposed community is closed off from its neighbors and surrounding environs. The open spaces of the courtyards are featureless; one is even planted with a forest of trees that seems to contradict the need for solar exposure on the photovoltaic panels shown on the roofs.

Consider allergens in alder forest

Alder produces a lot of pollen, an allergen to which some residents are highly sensitive. Alternate trees, or a mix of trees, would decrease this problem.

Dialogue with Asani re Phase 2

Phase 1 residents purchased homes at Grow based on site plans that made visible and concrete the possibility of creating *One Planet* living. Proposed amendments to Phase 2 significantly diminish that possibility. Phase 1 residents are the backbone of the community being created, and many have now moved in. We want to be involved in the discussion for the development of Phase 2 and look forward to engaging with Asani in respectful dialogue.

These comments are respectfully submitted with the intention of improving the community integrity between Phase 1 and 2 using community participation and interaction, which was used so successfully to design Phase 1.

The Residents of Grow Community



Bainbridge Island
SPRA 13551C
JAN 3 2014
GROW

To: City of Bainbridge Island
From: Shepard Townhome Home Owners Association
Date: 1/3/2014

Dept. of Planning &
Community Development

Subject: Comments to Grow Community Phase II Land Use: SPRA13551C,
CUP13551, SUB13551B SUBA13551B, BLA13551C

This letter is in response to the legal notification sent by the City of Bainbridge Island and dated December 13, 2013. The Shepard Townhome Home Owners Association (STHOA) represents the four single-family townhome units on Shepard Way, which are situated across the street facing the Phase II portion of the project.

As good neighbors, we expect any new development that impacts Shepard Way to respect the following principles:

1. Preserving the pedestrian friendly quality of the Shepard Way.
2. Maintaining or improving the neighborhood property values, which include visual curb side appeal.

To adhere to these principles, the STHOA would be opposed to:

1. Any development that would represent a substantial increase in traffic and parking on Shepard Way.
2. Any unsightly or inappropriate structures that negatively impact the quality of the street, such as large parking areas or uncharacteristically large multi-story buildings.

Our specific concerns are:

1. Per a marketing document sent by the Grow Community developers, we are aware that there is a proposal to situate one or more businesses on Shepard Way. As stated above, we would be opposed to any business that significantly impacts pedestrian quality and parking situation on Shepard Way.
2. We have heard from neighbors that the multi-family unit on Shepard Way is a 3-story structure. We have concerns that such a large structure would not be in character of the street, especially if the structure presented it's rear-facing side to Shepard Way.

To determine whether STHOA supports or opposes the Grow Community Phase II, we would like to request further information to answer the following questions:

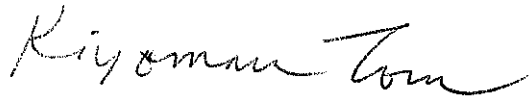
1. Is there a business planned to be situation on Shepard Way? If so, where is that business located? What is the nature of the business? How will this business impact traffic and parking on the street?
2. How will the the multi-family units on Shepard Way appear to those walking on Shepard Way? Is it true that this will be a 3-story building? How far back the building be situated? Are there any visuals that will help us understand what the design will

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be as it appears from Shepard Way pedestrian view? Will there be any landscaping to obstruct views of unsightly structures such as parking, waste or recycling disposal, etc?

Please advise as to the best way to procure this information by emailing Kiyo Toma at kiyo.toma@mac.com or calling me at (206) 200-4198.

Thank you.

A handwritten signature in cursive script that reads "Kiyo Toma". The signature is written in dark ink and is positioned above the printed name and title.

Mr. Kiyo Toma
President, Shepard Townhome Home Owners Association

Bainbridge Island

JAN - 3 2014

Dept. of Planning &
Community DevelopmentJanuary 2, 2014Comments on Grow Community Phase 2 -

To: Heather Beckman, Planner

I make these comments as the architect of the currently approved 8-acre site plan which includes the first 44 residential units on the three acres at currently being developed at Grow Community. I also make these comments as a homeowner and resident of one of these first homes.

In the original design by davis studio Architecture + Design which was submitted by Asani LLC in 2011, there were several over-riding principals that we used to create the site plan. Following is a list of these principals and the ideas behind them that if followed would help make Grow Community a vibrant community not only within itself but a part of the larger Winslow community. Following each principle are comments on how the currently proposed design is falling short from these central planning strategies and thereby diminishing a sense of community and potentially reducing the value of the individual properties.

Principal 1. A public, accessible, pedestrian and bike path

The approved pedestrian/bike path would connect Grow Community residents and surrounding neighborhoods from the northwest corner of the Grow Community property through the site to the southeast corner of the property and then to Madison Avenue and downtown Winslow. This path was 8 feet wide as a minimum, had an accessible slope of one in twenty that did not require landings or handrails, and importantly it did not cross any vehicular driveways, allowing a safe passage, particularly for kids, across the property. Micro-hoods, clusters of 7 or 8 homes, connect to this main path giving residents access to walk or bike to town. It was a major organizing element of the approved site plan.

Comments on proposed design

The proposed design has no clear central path. The proposed path system does not connect into the main path established in the design of the first 3 acres and in one case pedestrians have to use a narrow parking lot access stair to reach the proposed path system. The paths that crisscross the proposed courtyard spaces have no clear route to take pedestrians and cyclists through the community. The proposed paths:

- are only 5 feet wide; have slopes steeper than 1 foot in 20;
- have sections with stairs;
- have extremely tight hair-pin turns (about 5' inside diameter);
- are bordered by 12 feet tall site and building walls;
- go through very narrow "throats" (10 to 15 feet) between buildings at entry and transition points;
- cross vehicular drives;
- descend an artificial 14 foot tall steep hill in the south west corner of the site, that does not currently exist.

All these negative features severely affect the usability of this main public path and take away from the potential for it to be a major interactive, experiential and organizing feature of the site and will force pedestrians out on to

Grow SPR 13551C



ENTERED

davis studio

ARCHITECTURE + DESIGN

Jonathan Davis
Davis Studio Architecture + Design, LLC
310 Madison Ave S
Bainbridge Island, Washington 98110
206.842.5543

Grow Avenue. Grow Avenue is already of questionable safety for pedestrians as it has no sidewalk and with the increased vehicular and pedestrian traffic due to Grow Community it will only become more dangerous.

Principle 2. Opportunities to interact with neighbors and create community

In the previously approved plan, an interconnecting network of paths connects the main path (Principle 1) to micro-hoods, homes, gardens and play areas and on to parking areas. Along these paths there are many opportunities for interaction with neighbors as residents move through the site on the way to downtown or the ferry, go to the community gardens, outdoors spaces, community center, tend the gardens, sit on their front porch, move between their car to house.

Comments on proposed design

In the proposed design, parking is located below ground and access to all the homes is primarily from these underground parking garages, play areas are minimized, community gardens are removed. The opportunity for community interaction on a day-to-day basis is removed. Putting the car inside the home reinforces the suburban condition of empty sidewalks and faceless front doors and not knowing your neighbor. The network of paths shown in the proposed design traverse large open tracts with no features in them and provide only a means to transect a space not an opportunity for community interaction at gardens, play areas and seating.

Principle 3. Central community center

The community center was originally located centrally on the site with easy access to all the micro-hoods and multi-family buildings as well as adjacent and open to the central green space. This was to be a place for community to come together and be a flagship building that allows the One Planet Principles to be evident. There was vehicular access to the community center for events, deliveries etc. This 2-story space contained workshops for woodworking, art, bike repair etc in the lower level.

Comments on proposed design

The act of burying the community center underground in the middle of the southern courtyard is clear indication that it is not an important feature of the community. Its non-central location removes any connection to the existing Grow Community and the residents there who are anticipating a vibrant community hub and expecting this feature to add value to their already purchased properties. Placing a plaza on the roof also takes away the opportunity to utilize the roof for photovoltaic panels to offset the energy used in the building and achieve the One Planet goal of Zero Carbon by 2020.

Principle 4. Open, flowing green spaces

The approved design of the green spaces has porous edges that connect with the micro-hoods to other parts of the community and contain multiple community garden spaces, an interconnecting trail of natural play areas for kids, or all ages, to discover as they move around the property, and places to sit or gather informally.

Comments on proposed design

The two large courtyard spaces in the proposed design are lined and overlooked by 2, 3 and 4 story buildings and 10 to 12' tall site walls enclosing the spaces. By completely surrounding the open space with these walls of buildings the proposed community closes/cuts itself off from its neighbors, both immediate and in the surrounding environs. The spaces of the courtyards are featureless and one is even planted with a forest of trees that would compromise the need for solar exposure on the photovoltaic panels shown on the roofs. While courtyards like this work when woven and repeated through the fabric of the larger urban context of a densely populated city like Paris or Berlin, they tend to be empty, fishbowl spaces that go unused in the context of a small US town like Bainbridge. For example, the courtyard at Vineyard Lane is beautifully landscaped but void of any community use. The proposed design boasts expansive open space, but the children are relegated to a miniscule "play area". The pristine landscape design of the proposed

courtyards discourages children from using these spaces thereby reducing the One Planet Health and Happiness Principle of some of our most important residents, our children.

Principle 5. Encourage pedestrian and bike traffic; reduce vehicular traffic

By locating parking to the corners of the property, the original site plan eliminated the need for through vehicular circulation thereby keeping pedestrian and pedal traffic separated from automobiles. Given that this One Planet community has the goal of zero carbon by 2020, the approved design focused on walking and bikes as the main transportation to help achieve this goal.

Comments on proposed design

The proposed design is ringed with vehicular access ways, which then need to be crossed by pedestrian paths in at least two places. This makes it less safe to cross the site, especially for children and bikes. These roads become a virtual moat adding to the separation of the proposed community from the existing Grow Community and its Winslow neighbors. It gives a lot of attention to the car, again counter to One Planet Principles. In addition the connection of this ring of roadways to the parking area of the existing Grow Community will generate through traffic in this parking area making it less safe and will inevitably mean that parking spaces intended for Phase 1 will be taken by visitors to Phase 2. This area was designed and built as a parking lot, not a through street that connects to Shepard St as now proposed.

In closing, I would suggest that the developer:

- Creates a clear, well-graded main path that connects all areas of the community, from one end of the site to the other.
- Locates the community center at the east end of the existing Phase 1 parking area to unite Phase 1 and Phase 2 of Grow Community into one Community.
- Replaces the 8-unit town house building in the northwest corner of Phase 2 with another micro-hood of some single-family homes to open up that edge of the proposed rigid blocks and continue the fabric of the 3-acre existing Grow Community into the proposed phase.
- Replace the 4 single-story courtyard homes in the middle of the site with freestanding homes to remove the heavy wall that now disconnects the two proposed courtyards. This would open up the courtyards thereby creating a better connection between the two spaces.

All these changes would help to weave the whole community together and integrate it with the surrounding Winslow neighborhood, making one Grow Community instead of what currently would be two disconnected places with very little to do with each other.

Please feel free to contact me for any further feedback or clarification that I might provide.

Respectfully submitted,



Jonathan Davis, Architect

Davis Studio Architecture + Design, LLC

 **ENTERED**

Bainbridge Island Fire Department

Memo

Bainbridge Island

MAR 14 2014

Dept. of Planning &
Community Development

March 14, 2014

TO: Heather Beckman, Planning Department

FR: Assistant Chief Luke Carpenter, Fire Marshal

RE: Grow Community

SPRA13551C Revision

The submittal has been reviewed resulting in the following comments:

1. All fire apparatus access road shall be marked "FIRE LANE – NO PARKING".

Transportation Impact Analysis for Grow Community Phase 2 Addendum Update



Submitted to
City of Bainbridge Island

Prepared by
Rethinking Transportation Consulting

February 9, 2014

BAINBRIDGE ISLAND
FEB 13 2014
DEPT OF PLANNING &
COMMUNITY DEVELOPMENT

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Grow Community Transportation Impact Analysis

Overview

The Grow Community project is being developed under the City of Bainbridge Island's Housing Design Demonstration Project (HDDP) Ordinance and under the guidance of the One Planet Living, an organization promoting sustainable and low carbon development. This development will emphasize a new style of living for its residents by reducing reliance on privately-owned automobiles, and embracing the use of carsharing, walking, bicycling and transit to meet the transportation needs of this neighborhood development.

This analysis identifies how this new form of development will provide lower levels of traffic demand from national standards, as well as lower parking needs. As a One Planet Community, the development will include a variety of innovative programs, treatments, and facilities which will lower the impact of the development, including transportation and parking.

Three previous studies were conducted for this project:

The July 2011 *Transportation Impact Analysis for Grow Community* evaluated the impact of the residential development but excluded the north eastern portion of the site as a later phase. The study detailed the research on the potential traffic reductions of the development.

The January 2012 *Grow Community Traffic Report – Addendum* evaluated a revised December 2011 site plan and included the traffic impacts associated with a potential school with 284 students or alternative commercial use.

The October 2013 *Transportation Impact Analysis for Grow Community Phase 2 Addendum* analyzed a new second phase of the development, including the early childcare facility and additional housing. The 284 student private school was no longer part of the development.

This study reflects a revision of the October 2013 analysis, using updated housing unit counts and revised trip generation assumptions. At the request of City staff, the study revises the trip generation assumptions to reflect a 25 percent reduction from ITE Trip Generation rates, rather than the 40 percent reduction assumed in the previous analyses.

Scope of Study

The study evaluates the entire Grow Community development (Phase 1 and Phase 2). Phase 1 is the northwest portion of the site that accesses Grow Avenue and is currently under construction. Phase 2 reflects the development of additional housing, a community center, and a proposed Early Childhood center.

This study includes the analysis of the nearby intersections most likely to be impacted by evening (PM peak hour) travel patterns. For each of the intersections, the analysis includes a level of service calculation for existing and future conditions, and reflects the expected impact

of the project. The analysis also includes estimates of the number of new daily and peak hour trips to be generated by the development.

Existing Conditions

This section describes the characteristics and operations of the site and area intersections under existing conditions (2011). This analysis describes the area's traffic conditions, summarizes the non-motorized facilities and transit services, analyses the PM peak hour traffic volumes and the level of service operation for nearby intersections.

Project Site Description

The Grow Community development is located to the east of Grow Avenue, between Wyatt Way and Shepard Way. The site is adjacent to the Winslow urban core, and is within walking distance of the Bainbridge Island ferry terminal, City Hall, library, and the Bainbridge High School, as well as the retail, entertainment and services of the Winslow area.

The project site is approximately 8 acres, made up of seven parcels and twenty-one single family residential homes. To the west, there are residential homes along Grow Avenue; to the east, there is the Pavilion retail and commercial center as well as restaurants and a car wash along Madison Avenue; to the north, there are residential homes along Wyatt Way; and to the south there is the Olympian Condominiums and residential homes.

Roadways

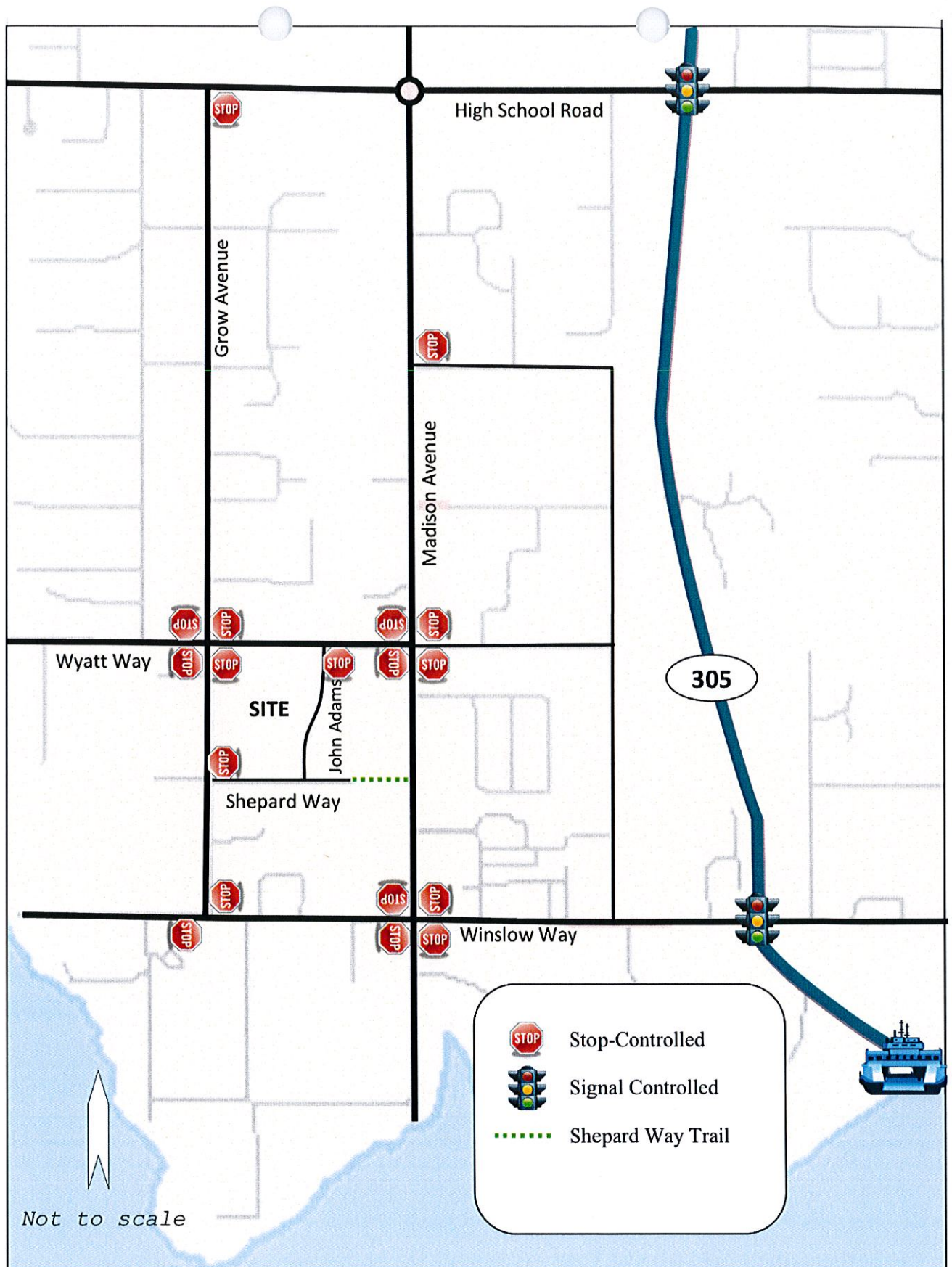
Figure 1 provides the characteristics of the transportation system near the project site. This section reflects the 2011 conditions assumed in the July 2011 report.

John Adams Lane (formerly Government Way) bisects the property and will be eliminated as part of the development of the property.

Grow Avenue runs north-south to the west of the site connecting to Winslow Way and Wyatt Way. The divided road has a single travel lane and striped 2-3 foot paved shoulders in each direction. The posted speed limit is 25 mph. There are no sidewalks. There is an all-way stop controlled intersection at Wyatt Way and Grow Avenue. Grow Avenue continues to the north to High School Road.

Shepard Way runs east-west from west of Grow Avenue to just past John Adams Lane along the south side of the site. The road has a travel lane in each direction and has a small stretch of sidewalk along the south side.

Wyatt Way runs east-west along the north of the property. Wyatt is classified by the City as an arterial roadway and is a primary corridor for travel between Winslow and the neighborhoods of the south Island. Wyatt Way lacks sidewalks and has a narrow 1-2 foot striped paved shoulder only in the eastbound direction.



Grow Community

**Figure 1
Transportation
System**

Pedestrian and Bicycle Facilities

There are no contiguous sidewalks in the area, with only piecemeal segments where recent development has occurred. Generally pedestrians are required to walk along the edge of the roadway or along an unimproved shoulder.

A pedestrian trail connects the east end of Shepard Way to Madison Avenue just south of the Madison Diner. The trail is a gravel footpath, which connects to the Diner property by a set of stairs. The trail continues unmarked through the Diner parking lot to Madison Avenue. This provides a direct non-motorized connection between the project site and Winslow and shortens the walking distance to the ferry terminal.

Study Intersections

The scope of this study includes nearby street intersections surrounding the site. These include:

- Grow Avenue/Wyatt Way
- Madison Avenue/ Wyatt Way
- Madison Avenue/Winslow Way
- High School Road/Madison Avenue

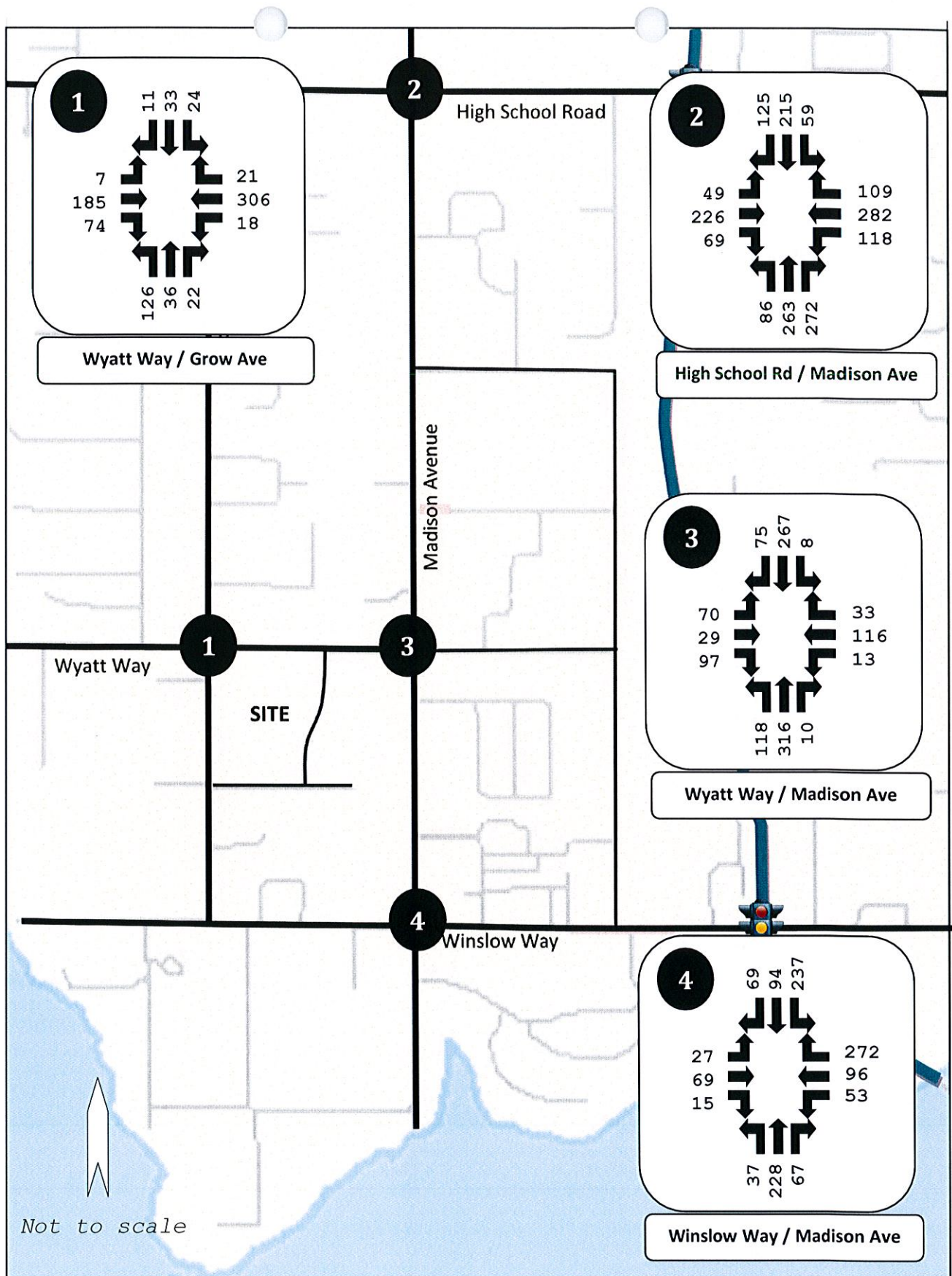
The study's focus is on the PM peak hour of commute hour traffic, which occurs between 4:30 and 5:30 in the afternoon. The analysis of peak hours reflects the operation of the roadway system for a typical weekday.

Traffic Volumes

Counts from previous traffic studies were used for this analysis. All counts were collected between 4:00-6:00 PM with counts summarized every 15-minutes to identify the peak hour of the intersection. The traffic count data included observations on pedestrian and bicycle activity. The analysis applied a 0.5% annual growth factor to allow for traffic growth and to provide a conservative estimate of 2011 existing traffic operations.

In April 2013, three sequential day of turning movement traffic counts were collected for the Madison Avenue/Wyatt Way intersection. This analysis uses the highest of the three counts in this analysis.

Figure 2 displays the existing PM peak hour traffic volumes assumed at each of the study intersections.



Grow Community

**Figure 2
Existing
PM Peak Hour**

Level of Service Traffic Operations

Level of Service (LOS) is a measure of the quality of traffic operations at an intersection. LOS is described using an A to F scale, with LOS A representing minimal traffic delays and LOS F representing severe congestion and long delays. The LOS is the measured average control delay per vehicle and is reported for the worst movement of minor street stop controlled study intersections and as an overall average for all-way stop controlled intersections. **Table 1** describes the LOS for stop-controlled intersections.

Table 1. Level of Service Definitions

LOS	UNSIGNALIZED DELAY PER VEHICLE (SEC/VEH)	ROUNDBOUT VOLUME- TO-CAPACITY RATIO
A	0-10	Less than 0.6
B	>10-15	0.60 to less than 0.70
C	>15-25	0.70 to less than 0.80
D	>25-35	0.80 to less than 0.90
E	>35-50	0.90 to less than 1.00
F	>50	More than 1.00

Source: Highway Capacity Manual (HCM 2000, Transportation Research Board)

Existing Level of Service

Existing traffic counts were analyzed using the Highway Capacity Manual 2000 (HCM) intersection analysis methodology. The HCM inputs include intersection turning movements, lane configurations, and intersection traffic controls to calculate levels of service for the intersections selected for this study. **Table 2** shows the results of the analysis. The HCM LOS analysis reports are found in the Appendix to this document.

Table 2. Existing (2011) LOS Results

Intersection	Existing	
	LOS	Delay
Wyatt Way & Grow Avenue	C	17.6
Wyatt Way & Madison Avenue	C	21.7
Winslow Way & Madison Avenue	D	26.7
High School Road & Madison Avenue	C	0.70

[1]The reported LOS for all-way stops is for the overall intersection.

[2]The results indicate the LOS and volume/capacity ratio for roundabout intersections for the worst approach of the intersection.

Summary of Existing Conditions

The site is located in urban Bainbridge Island surrounded by residential areas to the west and the Winslow urban core to the east. The site is located within a 5-10 minute walk to many amenities including the ferry terminal, grocery stores, cafes and retail, government services, the City library, public and private schools. Results of the analysis find that all study intersections are operating at acceptable conditions during the evening PM peak hours.

Future Conditions without the Project

This section evaluates at the future (2018) traffic operations without the project. For this analysis, 2018 is assumed as the year of when the Grow Community development is complete and fully occupied.

This analysis provides a baseline of traffic conditions to allow comparison with the proposed project. This analysis forecasts future conditions based upon an assumed traffic growth rate and calculates the LOS operation at the study intersections.

Traffic Growth Assumptions

Future traffic growth in the area is obtained by applying an annual growth rate to existing traffic volumes. Because of the low growth in area traffic, a 0.5% annual growth rate was assumed to reflect the general increase in area traffic and other area development from 2011/2013 to 2018. No roadway improvements were assumed. **Figure3** shows the assumed traffic volumes at each of the study areas in 2018.

Without the Project Level of Service

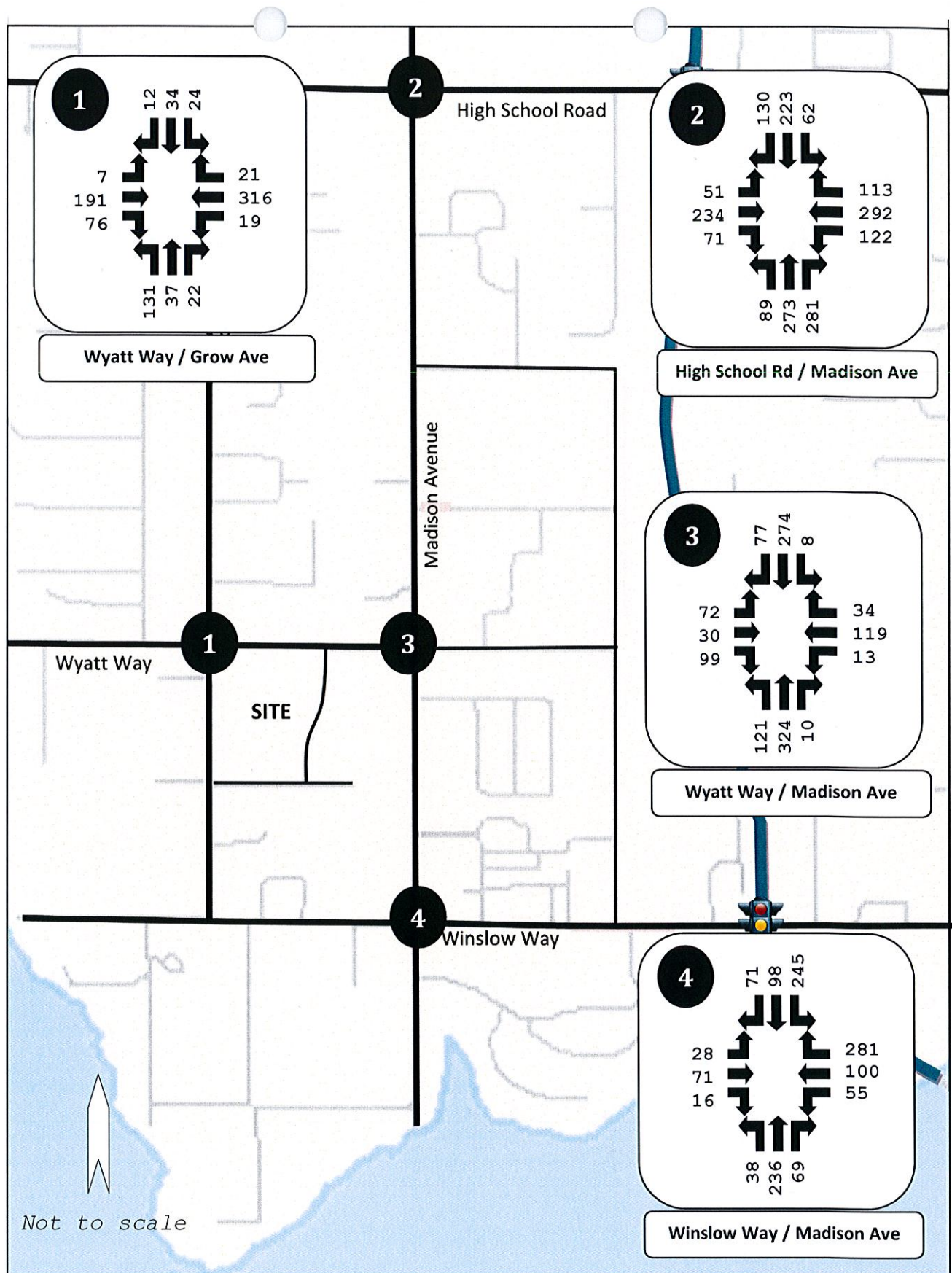
The levels of service were calculated at each of the study intersections using the 2018 without project traffic volumes. **Table 3** compares the average LOS and delay for the existing (2011) and without project (2018) conditions. The table shows that intersection delays will increase but LOS would remain the same as existing conditions.

Table 3. Existing (2011) and Without Project (2018) LOS Results

Intersection	Existing		Without Project	
	LOS	Delay	LOS	Delay
Wyatt Way & Grow Avenue [1]	C	16.5	C	19.9
Wyatt Way & Madison Avenue [1]	C	21.7	C	22.7
Winslow Way & Madison Avenue [1]	D	26.7	D	30.9
High School Road & Madison Avenue [2]	C	0.70	C	0.74

[1]The reported LOS for all-way stops is for the overall intersection.

[2]The results indicate the LOS and volume/capacity ratio for roundabout intersections for the worst approach of the intersection.



Grow Community

**Figure 3
Without Project
PM Peak Hour**

Summary of Future Conditions without the Project

Over the last few years, traffic growth in the Winslow area has been low, even with increases in population. The “without project” analysis assumed continued growth in traffic volumes through 2018 and analyzed the potential traffic impacts. Intersections in the area continue to operate at LOS D or better without improvement to the existing intersections or roadways.

Future Conditions with the Project

The project condition analysis documents the future operation of area roadways and intersections after the completion of the project.

Proposed Project Description

Figure 4 shows a conceptual site map of for Phase 2 of the proposed development. As previously noted, the site plan includes an Early Childhood Center as part of the development. The land uses assumed in used for the analysis consist of the following types of development:

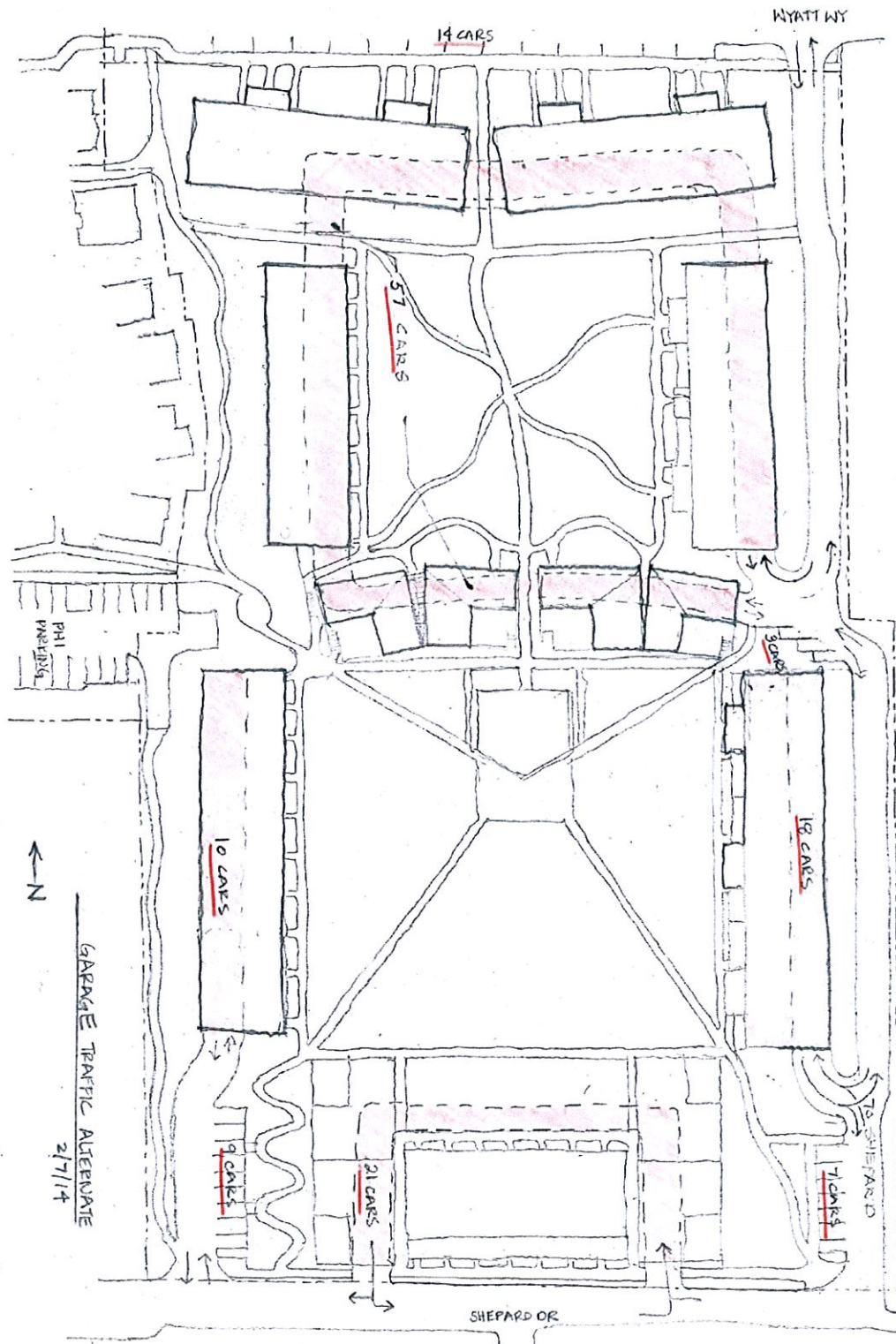
Phase 1	Phase 2	Land Use Type
12 units	8 units	Residential Homes
12 units	80 units	Condominiums/Townhomes
20 units		Apartments
	2500 sq ft	Community Center
	5000 sq ft	Early Childhood Care Center

For the combined development there will be 132 residential units along with a 2,500 square foot community center and a 5,000 square foot Early Childhood Care center.

On-Site Circulation

The site has three driveways which will serve the parking areas of the site. The driveways will be located off of: Grow Avenue serving the first phase of the development; Shepard Drive, serving the southern portion of the development and the early childhood care center; and Wyatt Way, serving the northeast side of the development. Perimeter roadways provide access to garage areas and above ground parking and allow for service and emergency vehicle access.

A northwest to southeast internal pathway/trail will provide non-motorized circulation through the site and community corridor connecting Wyatt Way/Grow Avenue to the Winslow Downtown. This connection will encourage pedestrian and bicycle use and provides a strong and convenient connection between Grow Community, shopping and services, and the ferry terminal.



Grow Community

Figure 4
Site Plan

Factors in Estimating Travel Demand for Grow Community

Trip generation is the number of new additional inbound or outbound trips from a development. Typically, transportation professionals use the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, which is based on the average results of field studies collected throughout the United State. Because trip generation studies are usually conducted in suburban locations and for a single land use, the results may not reflect unique conditions, such as the co-location with other uses, or proximity to heavy transit corridors. Research on transit-oriented developments have found that ITE rates can overstate actual conditions from 40 to 60 percent for residential land uses located near major transit facilities.

In addition, the Grow Community is envisioned and designed to generate considerably fewer trips than a typical US development. The development has considered unique features and programs to reduce the number of daily and peak hour trips including:

- Car sharing – which has been found to reduce vehicle ownership and vehicle miles travel since users are assigned the full cost of driving a vehicle -- depreciation, insurance, maintenance, fuel and depreciation -- on a per hour basis.
- Parking Unbundling – By leasing spaces apart from housing costs more residents may consider forgoing a second car or may consider going car-free or participating the car sharing program.
- One Planet Living -- The success of the One Planet concept will come from creating a community of like-minded individuals who are interested in reducing their impact to the environment.
- Location – The distance to the ferry terminal, shopping, schools, libraries and community amenities are all within a short walking distance.
- Convenience – Housing units will not include garages and in many cases units may be located a distance from parking spaces. By lessening the convenience of vehicles compared to walking or bicycling may increase the likelihood of non-auto trips.

As stated in the July 2011 report, Grow Community has the potential to have reduced trip generation rates up to 60 to 80 percent below the ITE published rates. In previous analyses a 40 percent reduction was assumed.

Trip Generation

At the request of City staff, this analysis assumes a 25 percent reduction from the ITE *Trip Generation Manual* rates. This assumption is standard reduction assumed for developments within the Winslow area reflecting the proximity of the ferry terminal and nearby shopping and services. **Table 4** reflects the assumed adjustments to the ITE rates used in this analysis. **Table 5** shows the daily, AM peak hour and PM peak hour trips associated with the residential component of the Grow Community.

Table 4. ITE Trip Generation and Adjustments

Land Use	Weekday		AM Peak Hour		PM Peak Hour	
	ITE	Adjusted	ITE	Adjusted	ITE	Adjusted
Single Family Homes[1]	9.57	7.18	0.75	0.56	1.01	0.76
Low Rise Apartment[2]	6.59	4.94	0.51	0.38	0.62	0.47
Condo/Townhouse	5.81	4.36	0.44	0.33	0.52	0.39

[1] Assumed 25% reduction from ITE Trip Generation Manual (8th Edition).

[2] Assumed 40% reduction from ITE Trip Generation Manual (8th Edition).

Table 5. Trip Generation Estimates

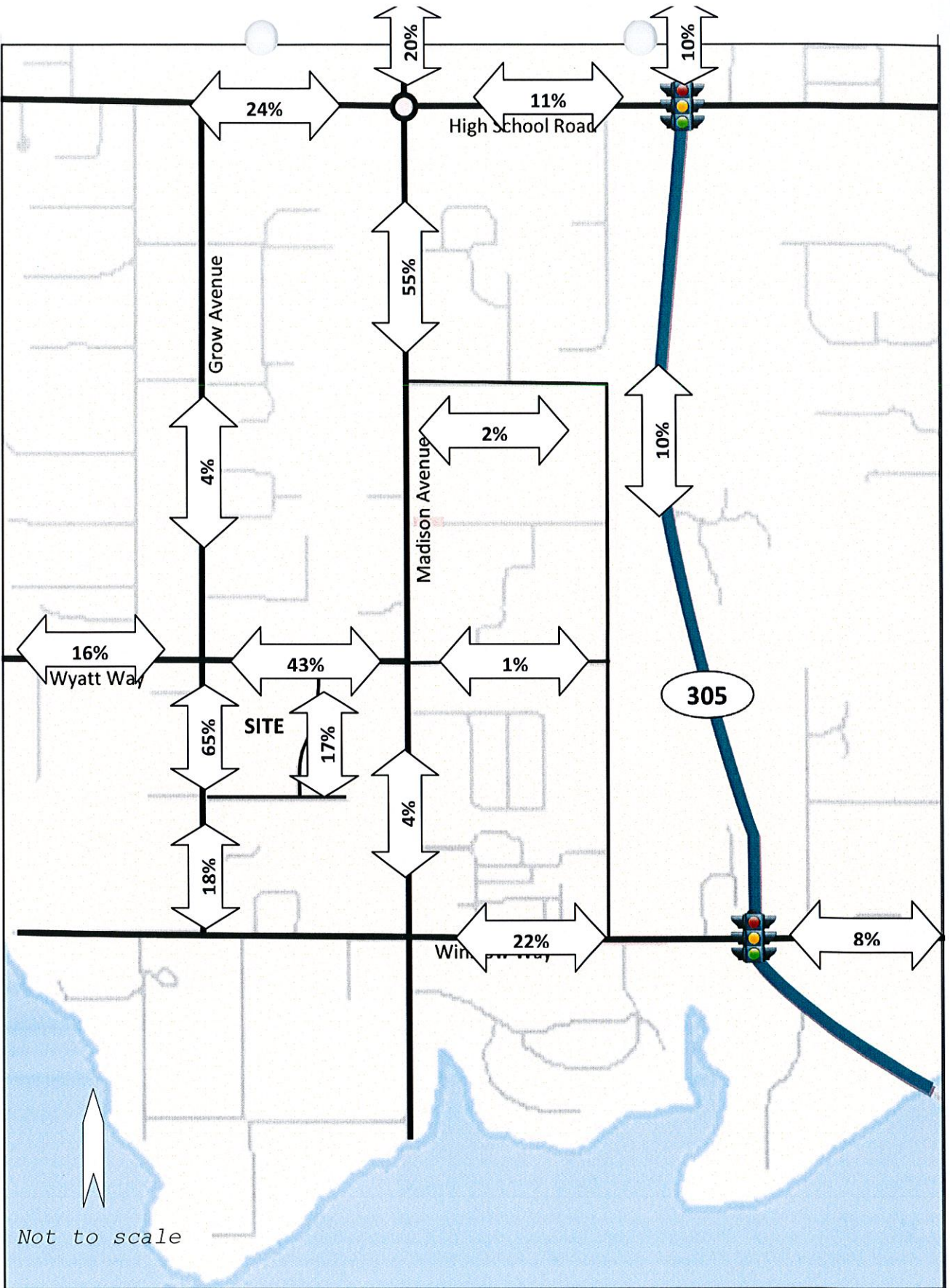
Land Use	Units	Weekday		AM Peak Hour		PM Peak Hour	
		ITE	Adjusted	ITE	Adjusted	ITE	Adjusted
Existing SF Homes	(21)	(201)	(151)	(16)	(12)	(21)	(16)
New SF Homes	20	191	144	15	11	20	15
Low Rise Apartments	20	132	99	10	8	12	9
Condo/Townhouse	94	546	410	41	31	49	36
Community center	2500	57	43	4	3	4	3
Day Care	5000	396	297	61	46	62	47
Total		1121	842	115	87	126	94

Based on this analysis, the project would add 94 trips during the PM peak hour. Of these trips, 52 would be entering the site and 42 would be exiting the site during the PM peak hour.

Trip Distribution and Assignment

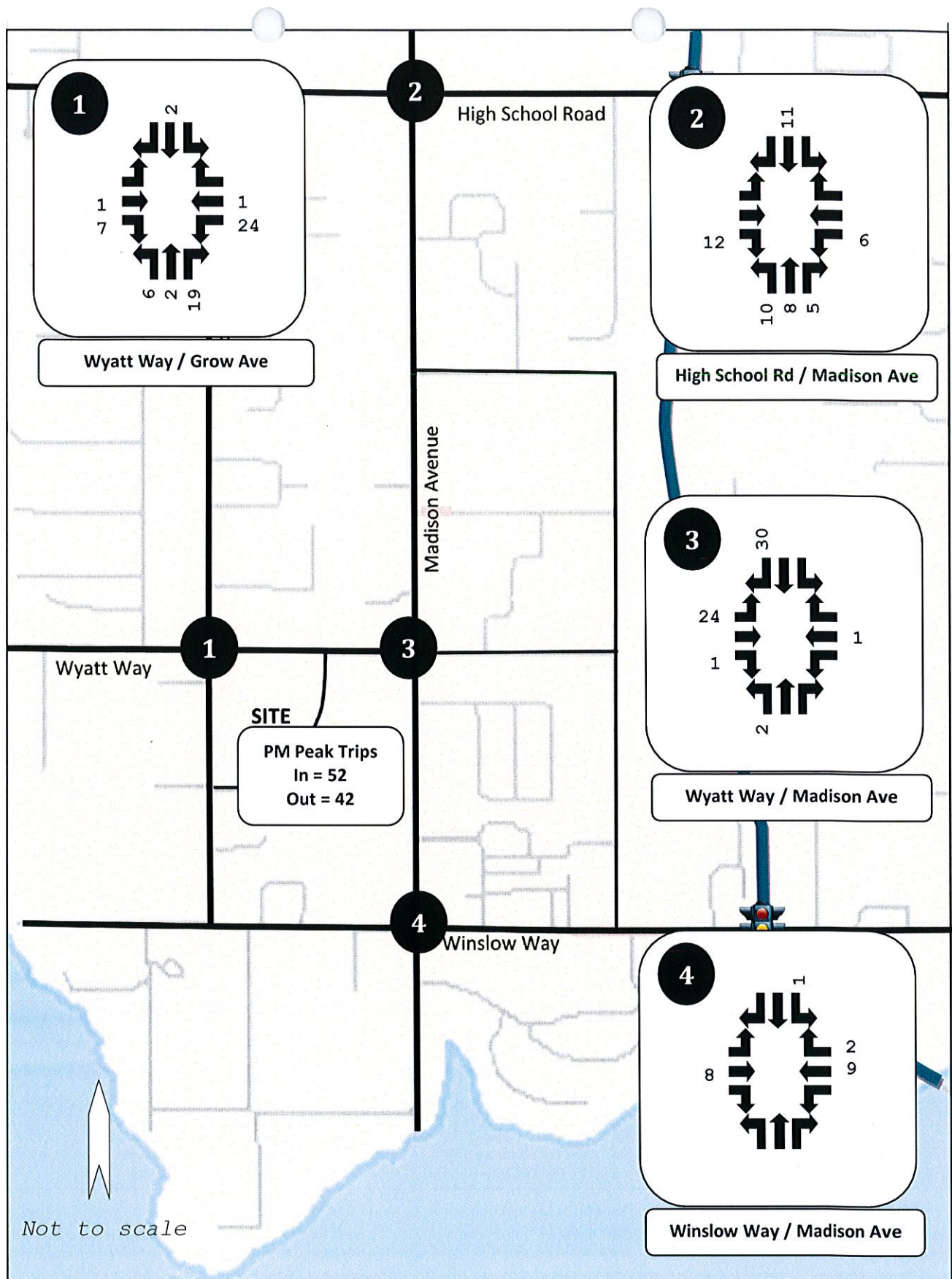
The City of Bainbridge Island requires the distribution and assignment of traffic from the development and the analysis of intersections impacted by 10 or more PM peak hour trips. For this study, we used the general travel distributions from nearby intersection counts to determine the trip distribution for the school. **Figure 5** shows the percent distribution of vehicle trips to and from the site and **Figure 6** identifies the number of new trips at each of the study intersections.

- Wyatt Wy/ Grow Av (62 new trips)
- High School Rd/ Madison Av (52 new trips)
- Wyatt Way/ Madison Av (58 new trips)
- Winslow Wy/Madison Av (20 new trips)



Grow Community

**Figure 5
Trip Distribution
PM Peak Hour**



Grow Community

Figure 6
Trip Assignment
PM Peak Hour

With Project Volumes

Figure 7 show the future traffic volumes for the PM peak hour at each of the study locations. Using the new trips estimated in the trip generation calculation and the trip distribution and assignment, the analysis adds the new trips to the future base volumes to obtain the future with project traffic volumes.

With Project LOS

Table 6 compares show the resulting LOS for each of the study intersections. Using the higher trip generation assumptions, the intersections are expected to operate at LOS C or LOS D with the addition of the Grow Community project traffic.

Table 6. Without Project (2018) and With Project (2018) LOS Results

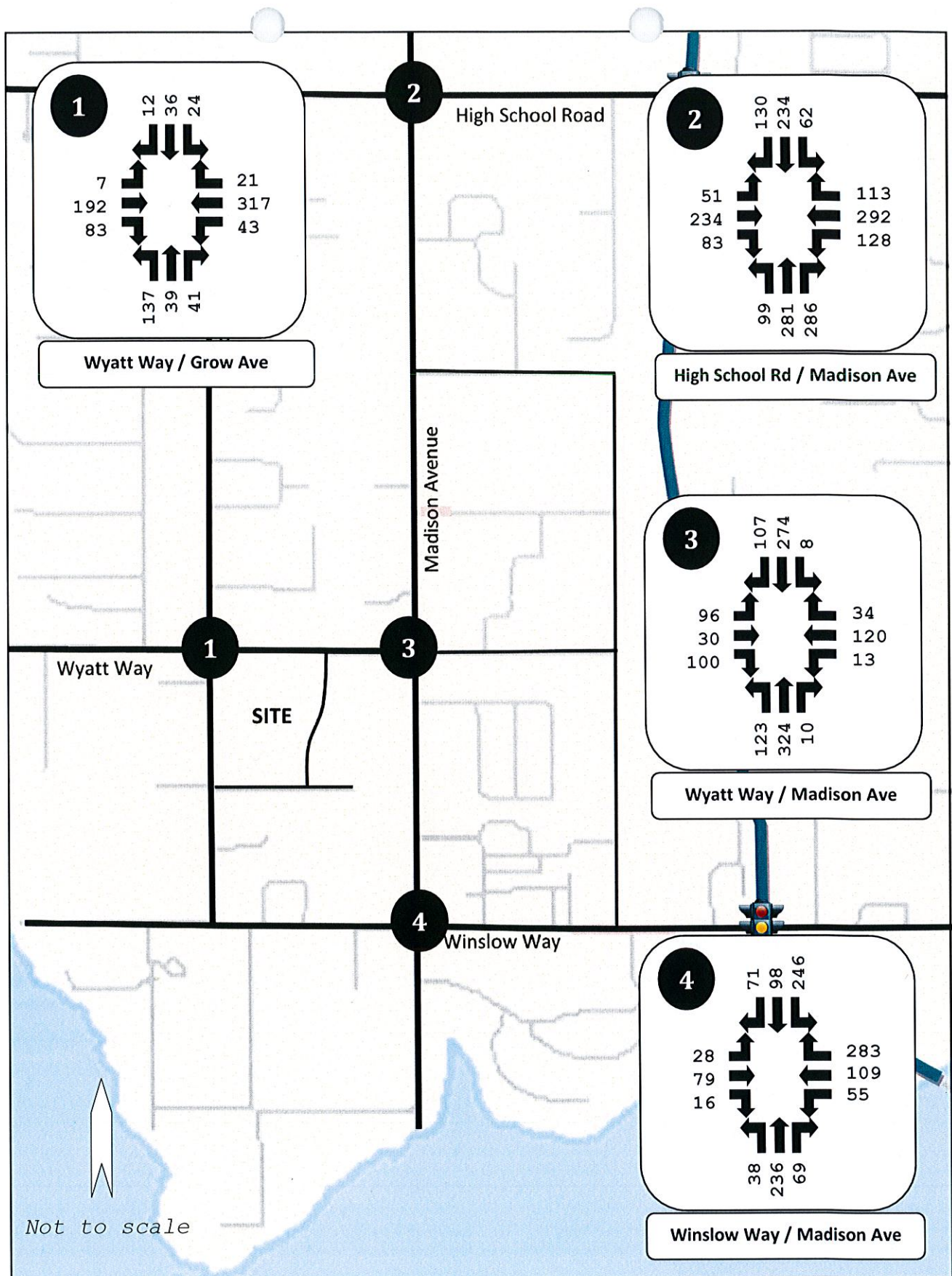
Intersection	Without Project		With Project	
	LOS	Delay	LOS	Delay
Wyatt Way & Grow Avenue [1]	C	19.9	D	26.2
Wyatt Way & Madison Avenue [1]	C	22.7	D	26.9
Winslow Way & Madison Avenue [1]	D	30.9	D	34.1
High School Road & Madison Avenue [2]	C	0.74	C	0.77

[1]The reported LOS for all-way stops is for the overall intersection.

[2]The results indicate the LOS and volume/capacity ratio for roundabout intersections for the worst approach of the intersection.

Summary of With Project Impacts

The Grow Community project is estimated to add 94 additional trips during the PM peak hour adding 10 or more trips to Wyatt Way & Grow Avenue, Wyatt Way & Madison Avenue, and High School Road & Madison Avenue. The results of the traffic analysis using the higher trip generation rates found some increases in delay at the study intersections during the PM peak hour; however, there are no adverse impacts expected for this project.



Grow Community

**Figure 7
With Project
PM Peak Hour**

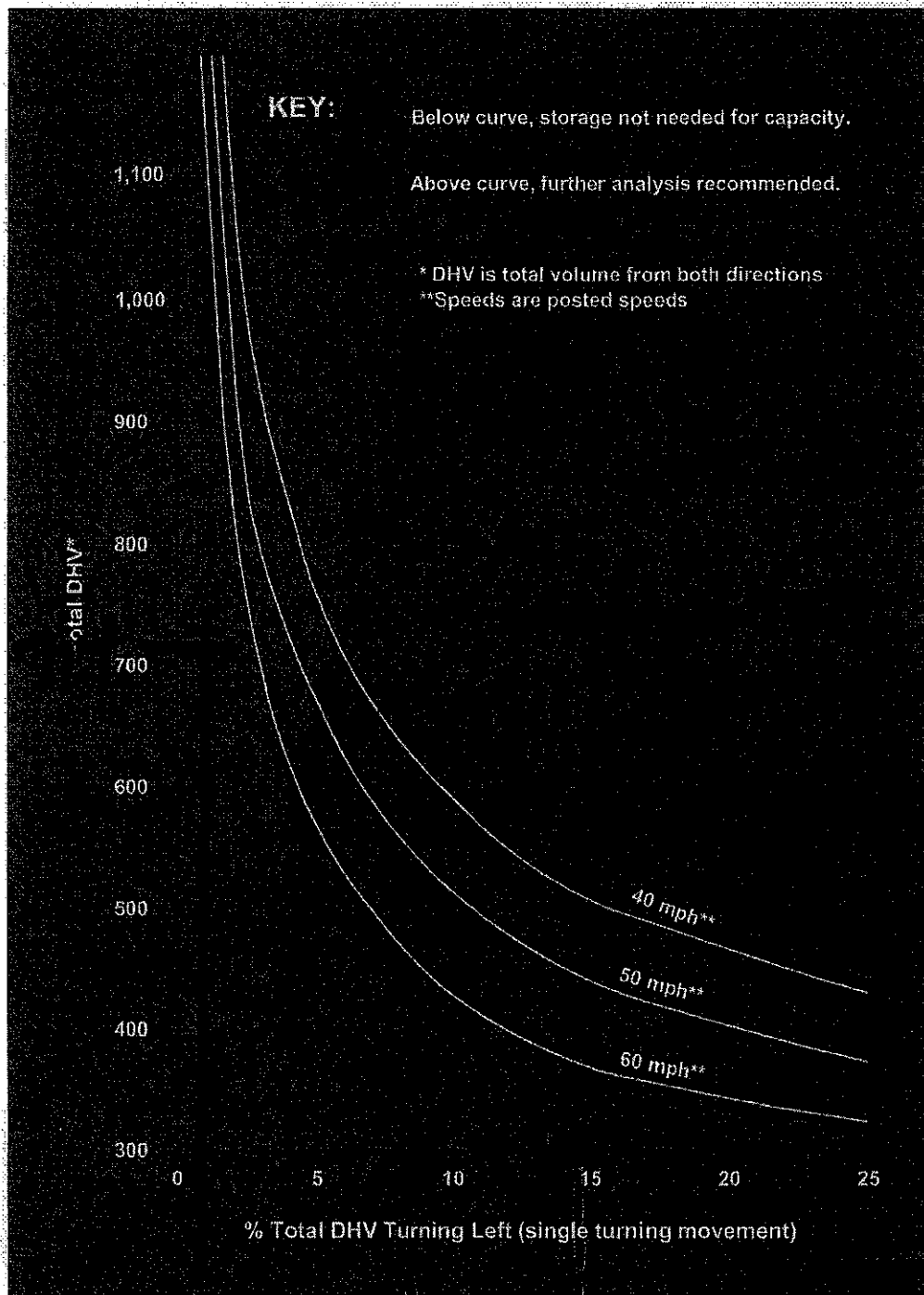
Grow Community Traffic Impact Analysis Review

1. The trip generation assumptions are conservative given that a substantial number of trips are associated with the day care element. The traffic for day care uses, given the linked nature and/or pass-by element of the use would indicate less overall trip generation from the site. The 25 percent adjustment compensates for some of the linked/pass-by element of the day care traffic.
2. The lane configuration for the westbound movement at Madison and Winslow is coded wrong in that the westbound is a right turn plus a through left.
3. The project should analyze the project accesses for LOS and turn lane warrants on Wyatt.
4. Any improvement project planned by the City of Bainbridge in the vicinity of the project needs to be researched. If one is found it should be described in the report. If a project is noted it needs to be discussed as to the effect of Grow Community traffic in terms of percentages going through the project.
5. A recommendation regarding pedestrian connections should be proposed. At the minimum frontage improvements including pedestrian facilities should be proposed along with a discussion for future connection and/or improved pedestrian on Wyatt east to Madison. Full improvements are not expected given that there is a portion that is off-site, however, a safer pedestrian pathway is recommended.

C.O.B.I.

MAY 08 2014

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

ENTRANCE/WYATT
DHV = 714
LT% = $8/714 = 1.1\%$

Heather Beckmann

From: Janelle Hitch
Sent: Thursday, May 08, 2014 1:12 PM
To: 'Marja Preston'
Cc: Heather Beckmann
Subject: FW: Grow Community Response
Attachments: LT Warrant - Grow.pdf

Looks like there is concurrence on the traffic analysis. Janelle

From: Greg Heath [<mailto:gheath@heathtraffic.com>]
Sent: Thursday, May 08, 2014 8:43 AM
To: Janelle Hitch
Cc: Margaret Norris
Subject: RE: Grow Community Response

Hi Janelle,

John's response look good. In terms of left turn warrants at the Wyatt entrance it is best to attach the nomograph to prove it out, in my opinion. I have attached the filled in nomograph that should be used which corroborates that a left turn lane on Wyatt isn't needed. The right turn lane isn't needed by inspection (only 2 trips).

I am okay with his response to the pedestrian connection if you feel it is sufficient. The site plan in the report has a lack of detail regarding pedestrian connection.

He states that no pro-rata share is proposed.

Let me know if you need anything further.

Greg Heath, P.E., P.T.O.E.
Heath and Associates, Inc.
2214 Tacoma Rd
Puyallup, WA 98371
Work 253-770-1401
gheath@heathtraffic.com

From: jhitch@bainbridgewa.gov [<mailto:jhitch@bainbridgewa.gov>]
Sent: Thursday, May 08, 2014 8:11 AM
To: Greg Heath
Cc: Margaret Norris
Subject: FW: Grow Community Response

Hi Greg,

This response from John Davies is attached, let me know what you think. Janelle

From: Marja Preston [<mailto:marja@asanillc.com>]
Sent: Thursday, May 08, 2014 6:53 AM
To: Janelle Hitch
Subject: Fwd: Grow Community Response

Janelle,
Please let me know if these answers will suffice.
Regards,
Marja

Begin forwarded message:

From: "John Davies" <john.davies.seattle@gmail.com>
Subject: Grow Community Response
Date: May 7, 2014 8:53:54 PM PDT
To: "Marja Preston" <marja@asanillc.com>

Marja,

Please find the response from the Peer review. Let me know if you would like a revised report or if the memo is sufficient.

My best,

John Davies, AICP, PTP
RTC Transportation Consulting
M: 206-729-1555
C: 206-715-6405
F: 206-337-5539
john.davies.seattle@gmail.com
<http://www.linkedin.com/in/johnsdavies>

<http://rtc-rethinking.weebly.com/>



**CITY OF BAINBRIDGE ISLAND
MINUTES**

DESIGN REVIEW BOARD

**Regular Meeting
Monday, April 7th, 2014**



DESIGN REVIEW BOARD MEMBERS PRESENT

**Alan Grainger, Chair
Adrian Sawyer, Jim McNett, Mark Epstein**

CITY STAFF PRESENT

Heather Beckmann, Planner

PROJECT REPRESENTATIVES PRESENT

**Asani: Jeff Sharp, Marja Preston
Cutler Anderson Architects: Bruce Anderson**

MEMBERS OF THE PUBLIC PRESENT

Charles Schmid, Jonathan Davis

ITEMS DISCUSSED

Grow Community SPRA13551C Site Plan Review Amendment

Project Location: Wyatt Way & John Adams Lane

(revision to original site plan review to revise the public trail through the site to the Pavilion and removal of the drive from the Grow parking lot to Shepard Way)

MEETING MINUTES:

1. The meeting was called to order at 2:03pm.
2. Minutes approved from 2/24/2014, 3/3/2014, 3/17/2014 and 3/31/2014.
3. DRB discussion with city planner:
 - a. Heather: Site plan changes: removed NW parking area, added parking in SW area, removed zig-zag path (SE corner), providing NE landscape buffer w/ green wall.
 - b. DRB: appears all trees taken down? Heather: Yes.
 - c. DRB: Is parking over or under the requirements? Heather: Should be about 1.5 per.
 - d. Heather: Requirement for day care; called "child development" center, w/ an outdoor play area.
 - e. DRB: Are there any handicap spaces? Heather: Client has not called any out on plans.
 - f. DRB: Only 10 non-resident parking spaces? Heather: Number of guest parking areas is discretionary. There are a total of 126 spaces for 88 units; less than 1.5 per, including street parking.
 - g. DRB: Neighbors were promised a complete diagonal path through phase 1 and 2. This path is no longer there.
 - h. DRB: Issues; number of parking spaces, access to those spaces, no handicap spaces, central units appear isolated. Another issue is all the steps added to SE corner, this is the main public path. Will there be signage there? Heather: Yes, with signage.
4. Client invited in to meeting at 3:00pm. Introductions made.
5. CLIENT: The following changes were made; eliminated knuckle between phase 1 and 2, working with the fire marshal on truck turnaround access in that area. Eliminates drive down and drive up along units on west side. Change in accessibility on SE, handicap access moved to SW side. Walking path retained, through diagonal access. Bikes would take a different route.
6. DRB: How would a neighbor pedestrian cross the site? CLIENT: 1. Down from Wyatt Way, 2. Along Grow and through parking area.
7. CLIENT: Would it be more efficient to just answer DRB questions?
8. DRB: With parking, what are the total number of spaces on site, for phase 1 and phase 2? CLIENT: Entire site meets the 1.5 per unit requirement. CITY: Phase 1 met the 1.5 requirement. Phase 2 seems to be shy, at 126 for 88 units, works out to 1.3. CLIENT: That's close to 1.5 though. Easy to hit 1.5.
9. DRB: Does this include spaces at SE corner? CLIENT: Yes. Units will be sold as one space per unit.
10. DRB: Are all garages secure? CLIENT: None. DRB: Anyone can drive in? CLIENT: Yes.
11. DRB: No handicap parking? CLIENT: Would have to look, but will be 5 or 6 handicap spaces. Whatever would be required. Typically easy to handicap spaces on ends.
12. DRB: How would the handicap get access to certain units, or visitors? CLIENT: Would be located for direct access to units.

13. DRB: Trees; five or six saved the last time. Would be helpful to get a better handle on inventory on size, qty, etc. CITY: We have that inventory. DRB: Trees on phase 1 were a source of contention. CITY: Issue of saving trees known to cause problems for clients.
14. DRB: Out of direction ADA path access is undesirable. This is a step backward. CLIENT: Original design had a snake-back, over a 40ft drop. DRB: SE corner doesn't make sense. Should be changed, more in keeping with original agreement. Since you're already building a retaining wall, for the building, may have an opportunity for a rectilinear ramp along side of building, a solution with a little more room. Currently it's the most necked-down point, between buildings (SE corner) and is not a clear pathway. Investing so much in central green space, why not make it more inviting, with a main path, a clear path. With shared use thru the site. Would not need a sign. Helps to define what is private and what is public. CLIENT: Showed a site path diagram. DRB: Original path seems to have gotten lost. CLIENT: There is a 128 to 140ft drop. Diagonal drop is 200ft. DRB: It is doable. CLIENT: Understand your point.
15. DRB: Central single story units an issue with access and handicap parking. CLIENT: 60% of units are accessible. DRB: How do guests get there? No access from east garage entry to units. CLIENT: Unless guest spaces are interspersed throughout the garages (client showed a work-in-progress parking garage diagram). DRB: Have lots of opportunity for handicap parking throughout the garages. Can move garage walls to gain more spaces, for example.
16. PUBLIC COMMENT: Biggest concern is access thru site. As to the SE corner slope, it's completely artificial, creating a hill there. Parking lot for phase 1 is no longer 1.5 per unit. The end spaces have been removed. CLIENT: Will check the numbers. Grades to try and make all units accessible. Need to stay generally flat for elevators. DRB: Think more outside of the box. Plenty of space to bring path through site.
17. CLIENT: If path is moved, would create a pinch point on SW. DRB: That is not the main access point (SW).
18. DRB: Where is the trash, recycle, compost located? Trash trucks would need room to maneuver. Need to address this. CLIENT: We have staff committed to trash disposal.
19. DRB (to city): What actions are we to take? CITY: On guidelines checklist. DRB: Can't really take action on checklist with the site plan presented. CLIENT: Can make recommendations on handicap access, trails? Trying to move the process along. DRB: How long would it take to make the recommended changes?
20. CITY: Not comfortable with accelerated timeline, would not have enough time to review changes for report. DRB: This would place too much pressure on city staff.
21. DRB: We've been reviewing Grow project for years. And now being asked to take action on incomplete information. CLIENT: Would like to get on planning commission's agenda, not asking for DRB to take action. CITY: Schedule was based on DRB recommendations, and not coming back before the DRB. Agree that it is not ready, changes need to be formalized. DRB: Recommend that it be brought back before the DRB, and are willing to work with planning schedule.
22. CLIENT: To recap, the 3 main concerns are:
- i. Circulation, connectivity through the site.
 - ii. Parking (all together)
 - iii. Service solution (trash, etc.)
23. CITY: And trees. Can completely clear the site. CLIENT: Are looking at saving trees if possible.

24. DRB: Make sure to include mechanical locations on third concern. Digital submittals recommended.
25. DRB: No action being taken.

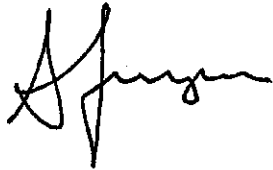
NEXT MEETING

- Monday, April 21st, 2014

ADJOURNMENT

With no further business, the meeting was adjourned at approximately 4:15pm.

Prepared by:



Adrian Sawyer, DRB member

Phase 2:

HDDP DENSITY INCENTIVE SUMMARY (BIMC 18.38.090)		11/12/200	
INCENTIVES		REQUIREMENTS TO MEET INCENTIVES	
T I E R	FLEXIBLE DEVELOPMENT STANDARD INCENTIVES (18.38.080) & BONUS DENSITY INCENTIVE (18.38.090)	INNOVATIVE BUILDING DESIGN PRACTICES/ GREEN BUILDING (18.38.060.B) & INNOVATIVE SITE DEVELOPMENT (18.38.060.C)	HOUSING DIVERSITY REQUIREMENT (18.68.090)
3 G R E E N	Flexible Development Standards & 2.5 x Base Density OR Max. Bonus Mixed-Use FAR	LIVING BUILDING CHALLENGE Net zero energy and water documentation. Qualifies in all six performance areas with required 16 pre-requisites: site (3), energy (1), materials (5), water (2), indoor quality (3), and beauty and inspiration (2)	NA
3 H O U S I N G	Flexible Development Standards & 2.5 x Base Density OR Max. Bonus Mixed-Use FAR	LEED Silver, BuiltGreen 4, or Evergreen Sustainable Development AND Achieve Minimum Required Points in Innovative Site Development Practices	• 20% affordable housing • Home size not larger than 1600 sq. ft.
2 G R E E N	Flexible Development Standards & 1.5 x Base Density OR Max. Bonus Mixed-Use FAR	LEED Platinum or Gold, or Built Green 5 • For projects pursuing LEED, applicant must check off within the LEED checklist a minimum threshold for 20-30% water use reduction • For projects pursuing Built Green, applicant must achieve 20-30% water use reduction • For projects pursuing LEED or Built Green, applicant shall seek to achieve within the checklist a minimum threshold for 25-30% improved energy performance AND Achieve Minimum Required Points in Innovative Site Development Practices	• Home size not greater than 1600 sq. ft. • 4 points in Housing Diversity category
2 H O U S I N G	Flexible Development Standards & 1.5 x Base Density (Zones R-3 & R-14) OR 2.0 x Base Density not to exceed R-8 density (Zones R-2, R-2.9, R-3.5, & R-4.3) OR Max. Bonus Mixed-Use FAR	LEED Silver or Built Green 4 • For projects pursuing LEED, applicant must check off within the LEED checklist a minimum threshold for 20-30% water use reduction • For projects pursuing Built Green, applicant must achieve 20-30% water use reduction • For projects pursuing LEED or Built Green, applicant shall seek to achieve within the checklist a minimum threshold for 20-25% improved energy performance AND Achieve Minimum Required Points in Innovative Site Development Practices	• Home size not greater than 1600 sq. ft. • 10 pts. of affordable housing subcategory • 17 pts. total in Housing Diversity category
1 G R E E N	Flexible Development Standards & NO Density Bonus	LEED Certification	NA
1 H O U S I N G	Flexible Development Standards & NO Density Bonus	NA	• Home size not greater than 1600 sq. ft. • 7 points in Housing Diversity category

C.O.B.I.

OCT 23 2013

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HOUSING DIVERSITY SCORING METHOD									
Description		Affordable Housing		Unit Size		Unit Type		Points Earned	
		Project includes a number of housing units that are designated affordable for a period of fifty years to the spectrum of income levels as defined by BIMC 18.06.555.		Project includes a variety of unit sizes, excluding garages, that provide for a broad mix of income levels and family size. In order to score a point in a unit size range, the project shall provide at least 10% of the total number units in that range. For example, in a 40 unit development, at least 4 units sized between 1001-1250 ft ² would be needed to score points in that range. FLEXIBLE: Where unit size is used to calculate housing diversity points, there is not a minimum point threshold, the category is flexible. This is separate from the requirement that all units must be less than 1600 square feet in size.		Unit Type: Project includes a variety of housing unit types (i.e. single-family style, townhouse, flat, live/work, ADUs) or innovative type of housing (i.e. cottage housing, modular housing). In order to score points for different unit types, the project shall provide at least 10% of the total number units of that type. For example, in a 40 unit development of townhomes and duplexes, at least 4 units of townhomes would be needed to score points for having 2 different unit types. FLEXIBLE: Where unit type is used to calculate housing diversity points, there is not a minimum point threshold, the category is flexible.		Points Earned	
Point Value		% of Affordable Units Value 10% 10 11-15% 12 16-20% 14 21-25% 15 More than 25% 20		Unit Size Range Value 600-800 ft ² 1 801-1000 ft ² 2 1001-1250 ft ² 3 1251-1500 ft ² 4 1501-1800 ft ² 5		Number of Different Unit Types Value 2 2 3 3 4 4 5 5 6 6		Points Earned	
TIER		POINTS		SIZE REQUIREMENT		POINTS		Pts Earned	
3	Housing	At least 50% required		Max. Home size 1600 sq. ft.		NA		NA	
	Green	NA		NA		NA		NA	
2	Housing	At least 10% required		Max. Home size 1600 sq. ft.		FLEX/ 1-5 available		FLEXIBLE/ 1-5 available	
	Green	FLEX/ 10-20 available		Max. Home size 1600 sq. ft.		FLEX/ 1-5 available		FLEXIBLE/ 1-5 available	
1	Housing	FLEX/ 10-20 available		Max. Home size 1600 sq. ft.		FLEX/ 1-5 available		FLEXIBLE/ 1-5 available	
	Green	NA		NA		NA		NA	
Total Housing Diversity Points Required		20 pts		0		17 pts		7 pts	

INNOVATIVE SITE DEVELOPMENT SCORING METHOD

Tier	Description	Low Impact Development (LID)		Landscaping		Common Open Space		Transportation		Biodiversity	
		Min. Pt. Req.	Pts. Earned	Points	Pts. Earned	Points	Pts. Earned	Points	Pts. Earned	Points	Pts. Earned
3	Housing Green	21	FLEXIBLE/2-10 available	FLEXIBLE/1-3 available	1	FLEXIBLE/2-14 available	1	FLEXIBLE/1-5 available	0 or 5 available	0 or 5 available	0 or 5 available
2	Housing Green	NA	NA	NA	1	NA	1	NA	0 or 5 available	0 or 5 available	0 or 5 available
1	Housing Green	NA	NA	NA	3	FLEXIBLE/2-14 available	14	FLEXIBLE/1-5 available	0 or 5 available	0 or 5 available	0 or 5 available
1	Green	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
1	Green	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

Low Impact Development (LID)
The project uses a low impact development approach to storm water management through small scale decentralized practices that infiltrate, evaporate and transport rainwater. Invasive species shall not be incorporated into low impact development plantings. The project reduces the use of conventional stormwater management methods by utilizing LID methods for infiltration, reuse, or evapotranspiration as specified below based on the amount of rainfall from the projects impervious areas).

Landscaping
Low maintenance landscaping that integrates a high proportion of native plants or drought-tolerant plants that are climate and site appropriate. Projects should be carefully designed to minimize disruption to existing appropriate vegetation. To support healthy vegetation, the project provides adequate soil volume to sustain root development.

Common Open Space
Project provides well-designed common open spaces, with at least 5 percent of the gross land area, outside of critical areas and their buffers, set aside as open space and designed as an integrated part of the project rather than an isolated element. Appropriate community amenities such as playgrounds and neighborhood gardens, protecting and restoring riparian, wetland, and shoreline habitat with native plant communities, promoting the production of locally grown food are encouraged. Resident neighborhood community gardens shall be appropriately located for solar exposure, and include water availability, soil amenities, and storage for garden tools. Required growing space for neighborhood gardens is 60 square feet per dwelling unit. Open space dedicated to the public pursuant to the standards of SMMC Sections 18.12.080, A1, A2, A3, & A51s encouraged.

Transportation
Project design provides enhanced sensitivity to pedestrian and bicycle travel to promote the people getting around without a car, a reduced carbon footprint, improved health of humans, and lower pollution levels. Project internally preserves existing informal internal connector to external non-motorized facilities, furthering the Non-motorized Transportation Plan (NMTTP) and using such solutions as woonerfs, green streets, and natural trails and paths. Project reduces reliance on automobiles and trip counts, and promotes alternative transportation, such as integrating parking and charging facilities for electric cars, or bus shelters.

Biodiversity
Offsets
The development addresses biodiversity issues by incorporating development impact offsets as outlined in the policies of the Environmental Element of the Comprehensive Plan. The offset shall be located on Bainbridge Island and processed and enrolled in a recognized biodiversity offset program, i.e. Business and Biodiversity Offset Program.

Permeability Developed Site
Target Volume per Sq. Ft. Impervious Area
Value
0.225" 2
0.45" 4
0.675" 6
0.9" 8
1.125" 10
OR
New Development
Target Volume per Sq. Ft. Impervious Area
Value
0.45" 2
0.9" 4
1.35" 6
1.8" 8
2.25" 10

Plantings
At least 60% native plants
1
Reduce potable water use for landscaping
1
Irrigation by 50% by using drought tolerant or low water consumption plants
1
Private yard areas ≤ 20% turf
1

% of Open Space
Value
5-10% 2
11-15% 4
16-20% 6
21-25% 8
Greater than 25% 10
Incorporator neighborhood garden
6

Alternative Transportation Components
Project creates and integrates internal and external non-motorized connectors
1
Provide walkways, separated paths, or bike lanes within or adjacent to the right-of-way.
1
On-site car sharing program (i.e. Zipcar)
1
Electric vehicle charging stations for 3% of vehicle parking capacity
1
Parking space for sub-compact cars (i.e. smart cars) for 3% of total vehicle parking capacity
1

Value
0 OR 5 points available

Point Value

TOTAL SCORE SUMMARY	
CATEGORY	SCORE
Housing Diversity	
Innovative Site Development	
Green Building Certification Program	
Density Incentive	
Tier Level Achieved (i.e. 2-Green)	
QUALIFY AS HDDP?	Y OR N

Definitions Used in Scoring System

Affordable housing (BIMC 18.06.565)

"Affordable housing" or "affordable dwelling unit" (formerly "HUD-defined affordable housing") means a dwelling unit for use as primary residence by a household in any of the income groups described below, which may be rented or purchased without spending more than 30 percent of monthly household income including utilities other than telephone and cable TV. The department of planning and community development shall calculate and publish annually the maximum purchase prices and maximum rents applicable to each of the following income groups:

Extremely low < 30% of median income household income

Very low income 31% – 50% of median household income

Low income 51% – 80% of median household income

Moderate income 81% – 95% of median household income

Middle income 96% – 120% of median household income

"Median household income" means the amount calculated and published by the United States Department of Housing and Urban Development ("HUD") each year for the Seattle Metropolitan Statistical Area (MSA) as the median household or family income, adjusted by HUD for household size. (Ord. 99-14 § 1, 1999; Ord. 97-15 § 1, 1997; Ord. 96-08 § 3, 1996)

Dedicated public open space

Open space dedicated to the public meeting the requirements on BIMC 18.12.080.A.1, A.2, A.3, & A.5

Neighborhood Community Garden

An area set aside through within a development that can be used as a viable growing space for residents of the neighborhood. The area shall have solar exposure, water availability, a tool storage area, and be easily accessible to residents.

Previously Developed

A property that is substantially developed with buildings, impervious surfaces, or intensive uses or as defined by the LEED for Neighborhood Development certification program.

Phase 3

HDDP DENSITY INCENTIVE SUMMARY (BIMC 18.38.090)			11/12/200
INCENTIVES		REQUIREMENTS TO MEET INCENTIVES	
T I E R	FLEXIBLE DEVELOPMENT STANDARD INCENTIVES (18.38.080) & BONUS DENSITY INCENTIVE (18.38.090)	INNOVATIVE BUILDING DESIGN PRACTICES/ GREEN BUILDING (18.38.060.B) & INNOVATIVE SITE DEVELOPMENT (18.38.060.C)	HOUSING DIVERSITY REQUIREMENT (18.68.090)
3 G R E E N	Flexible Development Standards & 2.5 x Base Density OR Max Bonus Mixed-Use FAR	LIVING BUILDING CHALLENGE Net zero energy and water documentation, Qualifies in all six performance areas with required 16 pre-requisites: site (3), energy (1), materials (5), water (2), indoor quality (3), and beauty and inspiration (2).	NA
3 H O U S I N G	Flexible Development Standards & 2.5 x Base Density OR Max Bonus Mixed-Use FAR	LEED Silver, BuiltGreen 4, or Evergreen Sustainable Development AND Achieve Minimum Required Points in Innovative Site Development Practices	• 50% affordable housing • Home size not larger than 1600 sq. ft.
2 G R E E N	Flexible Development Standards & 1.5 x Base Density OR Max Bonus Mixed-Use FAR	LEED Platinum or Gold, or Built Green 5 • For projects pursuing LEED, applicant must check off within the LEED checklist a minimum threshold for 20-30% water use reduction. • For projects pursuing Built Green, applicant must achieve 20-30% water use reduction. • For projects pursuing LEED or Built Green, applicant shall seek to achieve within the checklist a minimum threshold for 25-30% improved energy performance. AND Achieve Minimum Required Points in Innovative Site Development Practices	• Home size not greater than 1600 sq. ft. • 4 points in Housing Diversity category
2 H O U S I N G	Flexible Development Standards & 1.5 x Base Density (Zones R-8 & R-14) OR 2.0 x Base Density not to exceed R-8 density (Zones P-2, R-2.9, R-3.5, & R-4.3) OR Max Bonus Mixed-Use FAR	LEED Silver or Built Green 4 • For projects pursuing LEED, applicant must check off within the LEED checklist a minimum threshold for 20-30% water use reduction. • For projects pursuing Built Green, applicant must achieve 20-30% water use reduction. • For projects pursuing LEED or Built Green, applicant shall seek to achieve within the checklist a minimum threshold for 20-25% improved energy performance. AND Achieve Minimum Required Points in Innovative Site Development Practices	• Home size not greater than 1600 sq. ft. • 10 pts. of affordable housing subcategory • 17 pts. total in Housing Diversity category
1 G R E E N	Flexible Development Standards & NO Density Bonus	LEED Certification	NA
1 H O U S I N G	Flexible Development Standards & NO Density Bonus	NA	• Home size not greater than 1600 sq. ft. • 7 points in Housing Diversity category

HOUSING DIVERSITY SCORING METHOD									
Description		Affordable Housing		Unit Size		Unit Type		Points Earned	
		Project includes a number of housing units that are designated affordable for a period of fifty years to the spectrum of income levels as defined by BINC 18.06.565.		Project includes a variety of unit sizes, excluding garages, that provide for a broad mix of income levels and family size. In order to score a point in a unit size range, the project shall provide at least 10% of the total number units in that range. For example, in a 40 unit development, at least 4 units sized between 1001-1250 ft ² would be needed to score points in that range. FLEXIBLE: Where unit size is used to calculate housing diversity points, there is not a minimum point threshold, the category is flexible. This is separate from the requirement that all units must be less than 1600 square feet in size.		Unit Type: Project includes a variety of housing unit types (i.e. single-family style, townhouse, flat, live/work, ADUs) or innovative type of housing (i.e. cottage housing, modular housing). In order to score points for different unit types, the project shall provide at least 10% of the total number units of that type. For example, in a 40 unit development of townhomes and duplexes, at least 4 units of townhomes would be needed to score points for having 2 different unit types. FLEXIBLE: Where unit type is used to calculate housing diversity points, there is not a minimum point threshold, the category is flexible.			
Point Value	Total Housing Diversity Points Required	% of Affordable Units		Unit Size Range		Number of Different Unit Types		Points Earned	
		Value	Value	Value	Value	Value	Value	Pts Earned	
3	20 pts	10%	10	600-800 ft ²	1	2	0	NA	
	0	11-15%	12	800-1000 ft ²	1	3	2	NA	
2	17 pts	16-20%	14	1001-1250 ft ²	3	4	3	FLEXIBLE/ 1-5 available	
	10 pts	21-25%	16	1251-1500 ft ²	3	5	4	FLEXIBLE/ 1-5 available	1
1	7 pts	More than 25%	20	1500-1600 ft ²	3	6	5	FLEXIBLE/ 1-5 available	4
	0 pts							NA	
TIER		POINTS		SIZE REQUIREMENT		POINTS		Pts Earned	
Housing	20 pts	At least 50% required		Max. Home size 1600 sq. ft.		NA			
Green	0	NA		NA		NA			
Housing	17 pts	At least 10% required		Max. Home size 1600 sq. ft.		FLEX/ 1-5 available			
Green	10 pts	FLEX/ 10-20 available		Max. Home size 1600 sq. ft.		FLEX/ 1-5 available			
Housing	7 pts	FLEX/ 10-20 available		Max. Home size 1600 sq. ft.		FLEX/ 1-5 available			
Green	0 pts	NA		NA		NA			

TOTAL SCORE SUMMARY	
CATEGORY	SCORE
Housing Diversity	
Innovative Site Development	
Green Building Certification Program	
Density Incentive	
Tier Level Achieved (i.e. 2-Green)	
QUALIFY AS HDDP?	Y OR N

Definitions Used in Scoring System

Affordable housing (BIMC 18.06.565)

"Affordable housing" or "affordable dwelling unit" (formerly "HUD-defined affordable housing") means a dwelling unit for use as primary residence by a household in any of the income groups described below, which may be rented or purchased without spending more than 30 percent of monthly household income including utilities other than telephone and cable TV. The department of planning and community development shall calculate and publish annually the maximum purchase prices and maximum rents applicable to each of the following income groups:

Extremely low < 30% of median income household income

Very low income 31% – 50% of median household income

Low income 51% – 80% of median household income

Moderate income 81% – 95% of median household income

Middle income 96% – 120% of median household income

"Median household income" means the amount calculated and published by the United States Department of Housing and Urban Development ("HUD") each year for the Seattle Metropolitan Statistical Area (MSA) as the median household or family income, adjusted by HUD for household size. (Ord. 99-14 § 1, 1999; Ord. 97-15 § 1, 1997; Ord. 96-08 § 3, 1996)

Dedicated public open space

Open space dedicated to the public meeting the requirements on BIMC 18.12.080.A.1, A.2, A.3, & A.5

Neighborhood Community Garden

An area set aside through within a development that can be used as a viable growing space for residents of the neighborhood. The area shall have solar exposure, water availability, a tool storage area, and be easily accessible to residents.

Previously Developed

A property that is substantially developed with buildings, impervious surfaces, or intensive uses or as defined by the LEED for Neighborhood Development certification program.

Grow Community Phase 2

Site Plan Review Amendment Subdivision Conditional Use

Bainbridge Island, Washington

BAINBRIDGE ISLAND
APR 25 2014
DEPT OF PLANNING &
CITY DEVELOPMENT

April 2014

ONE PLANET MODEL FOR INTERGENERATIONAL LIVING

Grow Community was conceived as an intergenerational neighborhood where interaction amongst residents fosters social durability and strengthens community. Grow is designed to be an involved and connected community supporting the health and longevity of its residents, and providing a model for all ages to live meaningful and productive lives.

While creation of a connected neighborhood community is at the forefront of the Grow concept, the neighborhood is also designed with a focus on sustainability. The entire neighborhood, from the individual homes to the community programs, is designed to make an 80% ecological footprint reduction practical (and even convenient) for residents to achieve – without sacrificing modern comforts. People living in this community will enjoy healthier lifestyles and a higher quality of life, while significantly reducing their environmental footprint.

The first phase of the project, encompassing three acres and including 43 residential units, is currently under construction. This phase includes 23 single-family for-sale homes and 20 rental units. All units are sold and a waiting list exists for the rental units. Completion of Phase 1 is anticipated by late 2013.

Phase 2 & 3

Feedback gathered through interaction with visitors and buyers has led to a revised design that will more completely satisfy the intent to create a universally designed community. Approximately 88 housing units, both rental and for-sale homes, will be built to accommodate a range of age demographics, with families and baby boomer couples making up the majority of residents. A number of homes will be designed for different stages of aging, including possible space for elderly residents to live with in-home caregivers.

Homes will be accessible to ensure that both public and private spaces are welcoming to young children, elders and everyone in between. The homes will range in size from 1,100-square foot, to 1,600 square feet to accommodate the needs of families. All homes will be designed for spacious and flexible living, with high ceilings, plenty of light and connections to private outdoor space.

Bringing the Community Together

The Community Center will be located in a large green space at the core of the neighborhood, surrounded by working gardens and outdoor gathering areas. The central pathway leading from Phase 1 and linking the Grow Community to Winslow will lead residents directly to the Center. The Community Center will bring members of the community together, with spaces such as: a large kitchen for catering and where cooking classes can be held, a library with a fireplace for hosting book clubs and small gatherings, a great room that will do double-duty as a space for morning yoga or tai chi classes and evening educational events. There will be space for teens to gather and young children to play indoors.

One Planet

Grow Community is endorsed as a One Planet Community, one of seven unique and carefully designed communities that will demonstrate how people can live in a manner that reduces their overall ecological impact. Grow Community remains committed to meeting the goals of the Sustainability Action Plan created for the One Planet endorsement.

Phases 2 & 3 of Grow will build on the lessons learned during the design and construction of Phase 1. We will use the information gathered during the last nine months to create a community that more completely fulfills our commitment to the One Planet sustainability principles. The next phase will also meet all of the requirements of the City of Bainbridge Island HDDP ordinance, include buildings powered entirely by solar, incorporating local and sustainable materials and design strategies for water use reduction.

INTRODUCTION

APPLICANT INFORMATION

Applicant:

Bainbridge Community Development LLC
710 John Nelson Lane NE
Bainbridge Island, Washington 98110
206.780.7452

**Authorized Agent
and contact :**

Sean Haste
Cutler Anderson Architects
135 Parfitt Way SW
Bainbridge Island, Washington 98110
206.842.4410
jean@cutler-anderson.com

REQUEST

This permit application includes an Amendment to the Site Plan Review Application 13551 for 26 zero-lot line attached homes and 62 multifamily units, a Single-family/Multifamily Subdivision Application to divide 5.23 acres into 32 separate tax parcels, and a Conditional Use Permit to allow a Community Center and an Early Childhood/Wellness Center in the Grow Community. A minor Subdivision Amendment is submitted to amend the property line between Phases 1 and Phase 2. An amended SEPA Checklist and an HDDP Checklist are included in the application packet.

PROJECT LOCATION

The project is located south of Wyatt Way. John Adams Lane bisects the site and Shepard Way borders the southern boundary of the parcel. Section 27, Township 25N, Range 2 East, W.M. Tax parcel numbers: 272502-4-186-2002, 272502-4-187-2001, 272502-4-188-2000, 272502-4-189-2009, 272502-4-190-2006, 272502-4-191-2005, 272502-4-192-2004.

ZONING DESIGNATION

The property is zoned R-14, 14 units per acre. Surrounding zoning is as follows: North: R-4.3, South: R-14, East: MUTC-CORE, West: R-14.

COMPREHENSIVE PLAN DESIGNATION

The Comprehensive Plan designation is Urban Multi-Family Residential. Surrounding comprehensive plan designations are as follows: North: Urban Residential, South: Urban Multi-Family Residential, East: MUTC-CORE, West: Urban Residential.

ENVIRONMENTAL REVIEW

The project is subject to SEPA review under 197-11-800. An amendment to the approved SEPA Checklist is submitted with this application packet.

SITE CHARACTERISTICS

EXISTING CONDITIONS

The project site for Grow Community Phases 2 and 3 is comprised of seven tax parcels, and totals 5.28 acres. John Adams Lane (formerly Government Way) bisects the property. Sixteen single-family residential houses currently exist along John Adams Lane. Residential landscaping is found throughout the site. A children's play area currently exists in the southeastern portion of the site. Water, sewer and storm utilities exist within John Adams Lane to serve the homes.



SURROUNDING USES

The existing surrounding uses are as follows:

North: One of the properties to the north is undeveloped and one property contains a retirement facility.

South: Properties to the south, across Shepard Way, contain multi-family condominiums with a density of approximately 15 units per acre.

East: Properties to the east are developed with a variety of commercial uses, including a car wash, a restaurant and the Pavilion, a building containing restaurants, a movie theater and other commercial businesses.

West: The Grow Community Phase 1 development is located directly to the west of this property.

Southwest: The property directly adjacent to the project site to the southwest contains a multi-family condominium development at a density of 23 units per acre.

GEOLOGY/TERRAIN

Soil mapping indicates that Kapowsin gravelly loam is the predominant soil type on the site (*Soil Survey of Kitsap County Area, Washington*; U.S. Department of Agriculture, Soil Conservation Service, 1977). The property slopes gently to the southeast, with no steep slopes found on the site. There are no critical areas on or near the site.

CONSISTENCY WITH NEIGHBORHOOD CHARACTER

The project is located within the R-14 Urban Multi-Family zone, a zone that is meant to be a transition between commercial uses and single-family residential neighborhoods. Two condominium developments are located to the south and west of the property. The condominiums to the south, across Shepard Way are built to a density of approximately 15

units per acre, or R-15. The condominiums to the southwest are built to a density of approximately R-23. The proposed project has an overall density of approximately 17 units per acre, consistent with the existing, surrounding development.

The site has been designed with a focus on a central pedestrian corridor and green space. The corridor is designed to invite pedestrians into and through the site from the surrounding neighborhoods north and east of the Grow/Wyatt intersection. This not only provides a safe walking corridor between that intersection and Madison, but it also integrates the new development into the neighborhood. The design of the buildings in Phases 2 & 3 are intended to provide an appropriate transition between the single family neighborhoods to the west and the commercial zone to the east. The buildings along Wyatt Way all have entrances on both Wyatt and on the south side of the building, to create interest along the street. The early childhood/wellness center is located adjacent to the commercial zone to the East. The building includes residences above to fit into the surrounding neighborhood. Both this building and the Community Center provide walkable amenities for the Grow and surrounding neighborhoods. Landscape buffers have been provided along the western side of the project to create screening between the adjacent multifamily use.

BIMC STANDARDS

R-14 ZONE

The project is located in the R-14 zone. Permitted uses in this zone include single-family dwellings, multifamily dwellings, minor home occupations, educational, governmental, religious or health care facilities. Allowed density in this zone with HDDP approval is 21 units per acre. Requested density is not more than 17 units per acre. The height of all buildings will be determined once final elevations are complete. No building will exceed 36 feet in height.

The proposed Community Center and early childhood center/wellness center are conditional uses in this zone. A conditional use permit is submitted concurrently with the Site Plan Review and Subdivision applications.

LANDSCAPING AND TREE REQUIREMENTS

Perimeter landscape requirements for Urban Multifamily Districts are defined in BIMC 18.85.070 and require a 15-foot average/ 10-foot minimum full-screen buffer where the project abuts multifamily residential properties. Roadside buffers are not required for residential subdivisions in the R-14 district. The HDDP ordinance allows reduction of setbacks as described in 2.16.020(Q)(6). A reduction in the landscape perimeter setback along the adjacent multifamily properties to the southwest is not requested. A 15-foot landscape buffer will be provided along the western boundary of Phases 2 and 3, adjacent to Phase 1 and adjacent to the Olympian Condominium parking lot. However, a reduction in the partial-screen buffer on Shepard Way is requested for consistency with the allowed HDDP setbacks. A filtered screen of street trees and appropriate shrubs will be provided adjacent to the sidewalk along Shepard Avenue.

WATER AND WASTEWATER UTILITIES

The project site is served by the City of Bainbridge Island sewer and water utilities. The project will connect to existing water and sewer utility lines in John Adams Lane. Water and sewer availability letters will be included in the application packet.

LIGHTING AND SIGNAGE

Lighting will be adequate and unobtrusive and will meet the requirements of BIMC 15.34. Signs will be unobtrusive and will be required to meet the restrictions of BIMC 15.08.

SITE PLAN REVIEW

The Site Plan Review submitted with this application packet will amend the previously approved SPR 13551. Phase 1, the three-acre portion of the project at Grow Avenue and Wyatt Way, is under construction. This application revises the portion of the project encompassing 5.28 acres to the east of the current area of construction. The amended Site Plan Review is generally consistent with the conditions of the approved site plan. The following conditions may need to be resolved as follows:

Condition #5: To reduce the loss of affordable rental housing the applicant shall continue to work with the renters by ensuring them the opportunity to qualify to rent or purchase before the rental units are demolished. *At this time, two current residents of John Adams Lane have expressed interest in renting in the new project. Rental units have been reserved for these residents.*

Condition #7: To ensure appropriate recreational opportunities, park nodes and associated facilities shall be created for each phase of development as indicated on the site plan. *Park nodes and play areas will be provided in each of the neighborhoods, with ample opportunity for outdoor play and activities for both children and adults.*

Condition #11: The applicant shall follow the phasing schedule to ensure that pedestrian connectivity is provided during each phase of the development. *Pedestrian connectivity shall be provided during each phase of development.*

Condition #21: The 15 designated guest parking spaces shall have adequate 'guest parking' signage and the remaining 48 spaces for the school, temporary event and community building shall have signage that indicates that they are available for guest parking when not in use by the school, temporary events or the community building. *The new site plan incorporates guest parking for all three phases in various locations throughout the site,*

Condition #32: The site plan shall be revised to provide for a 20' full screen buffer between the Shepard parking lot and the adjacent right-of-way. *The 20' buffer requirement was intended to screen the planned parking area from residences to the south. A parking lot is no longer planned in this location. The amended site plan provides a 10' partial screen buffer between the building and Shepard Avenue, as required.*

SUBDIVISION

The subdivision application will create both multifamily/commercial and single-family zero-lot line parcels. A total of 26 single-family lots are proposed and 6 multifamily/commercial lots. A Minor Subdivision Amendment has also been included with the application packet to modify the property line between Phase 1 and Phase 2.

Condition #7 (#40 SPR): *This condition will be satisfied, though the path of connectivity to the Pavilion property has been slightly altered in location. In addition, the pedestrian facilities along Shepard Avenue will be improved beyond what was required by this condition, enhancing pedestrian connectivity from Shepard through to Madison Avenue.*

Condition #13: The applicant shall coordinate with the City's Design Review Board on the design of the bus shelter and shall indicate its location prior to submittal for final subdivision. *The bus shelter will be located along Wyatt Way, between Phase 1 and Phase 2, as indicated on the submittal drawings.*

Condition #19 (14SPR): The development shall provide non-motorized public trail right-of-way easements for the trails as depicted in the site plan drawings, with the addition of an easement from the southeast corner of the site from Shepard through the Pavilion to Madison and an additional connection from Shepard to Wyatt. *These trail right-of-way easements are provided and are modified only slightly in location.*

HDDP EVALUATION

Each phase of the Grow Community is designed to meet the requirements of the HDDP Tier 2 Green Category, achieving LEED Gold or Built Green 5, 20-30% water use reduction, 25-30% improved energy performance, inclusion of innovative site development practices and housing diversity. As the project is also designed to meet the One Planet Communities requirements, each of the HDDP requirements will be met or exceeded.

This Subdivision as well as the amendment to the Grow Community Site Plan Review will be reviewed under the HDDP. The project density does not exceed the density allowed in the zone under the R-14 Chapter 18.12.

The Grow Community is designed to meet the requirements of the HDDP Tier 2 Green Category, achieving:

- Built Green 5,
- Innovative site development practices; and
- Housing diversity.

The project will be designed to meet Built Green 5 certification. To meet the One Planet goals, energy performance and water use reduction will likely exceed the HDDP requirement. Low-flow fixtures and water catchment will reduce water consumption in the buildings. The homes and the community building will be designed to be energy efficient, with airtight building envelopes and energy efficient lighting, appliances and heating systems. Photovoltaics will provide a renewable energy source and meet the goal of net zero carbon buildings by 2020.

Phase 2 HDDP Criteria

Category	Method	Points Achieved
Innovative Building Design Practices/Green Building		
Green Building Certification	Built Green 5	N/A
Housing Diversity	Diversity of Unit Size and Type	4pts
Innovative Site Development		
Low Impact Development	Target Volume per Sq Ft Impervious area of 0.675"	0 pts
Landscaping	60% Native plants, Reduce landscaping irrigation by 50%, private yard areas less than 20% turf	3pts
Common Open Space	Provide 25% Open space, Neighborhood gardens	14 pts
Transportation	Create and integrate internal and external non-motorized connections, provide walkways, separated paths and bike lanes, car share program, electric vehicle charging stations, sub-compact parking spaces	6pts
Total Innovative Site Development Points		23 pts

The project achieves 4 points in housing diversity category. The housing units shown in the plan are a mix of single-level homes, affordably priced zero-lot line homes and multifamily, single-level accessible flats.

The project earns 23 points in the innovative site development practices category. While points were not achieved in the LID category, design features will minimize stormwater impacts, the most significant being underbuilding parking to reduce the overall impervious surface area. Buildings are designed around large open spaces to be planted with native trees. Native and low water consumption plants will be used for landscaping and roof water may be collected to water the pea patches. Community gardens will provide opportunities for residents to grow their own produce and to interact with each other if they wish to participate. A variety of innovative transportation strategies tested in Phase 1 will continue to be implemented, including a flex car/truck/bike program, parking for compact cars, and electric car charging stations. Other strategies are being developed to reduce vehicle miles travelled, reduce the need for additional parking spaces, and reach the carbon footprint reduction goals of the One Planet Sustainability Plan.

HOUSING DIVERSITY: 3 HDDP POINTS, INNOVATIVE SITE DESIGN: 1 POINTS UNIT TYPE DIVERSITY: 1 POINT

The proposed project potentially includes approximately 88 homes in two phases, as shown below:

Unit Type	Bedrooms	Unit SF	Count
Phase 2			
Accessible flat	2-3	1,160-1,600	37
2-story townhomes	2-3	1,408-1,600	8
1-level homes	2-3	1,600	4
		TOTAL	49
Phase 3			
Accessible flat	2-3	1,160-1,600	18
2-story townhomes	2-3	1,408-1,600	17
1-level homes	2-3	1,600	4
		TOTAL	39
PROJECT TOTAL			88

Three different unit types are proposed, with a variety of floor plans, unit sizes and ownership options within each type. Three condominium buildings include a number of floor plan options and configurations. All condominium units will be accessible flats with elevators, especially the ground floor garden apartments. Attached two-story townhomes will create a good option for families. Eight single-level homes create additional one-level living opportunities. Finally, a building in the Southern portion of the site will provide rental units designed specifically for families above the early childhood/wellness center. One point is awarded for unit type, as the 1-level homes do not total 10% of the total units and are therefore not counted toward unit type diversity.

	Unit Size	Count
Phase 2		
	1001-1250	6
	1251-1500	36
	1501-1600	7
	TOTAL	49
Phase 3		
	1001-1250	9
	1251-1500	21
	1501-1600	9
	TOTAL	39

A variety of unit sizes and bedroom configurations are proposed to appeal to a variety of family sizes. Three points are awarded for unit size diversity based on the table above.

We estimate that at least 3 points will be awarded for unit size and at least 1 point for the number of different unit types for a total of 4 points for Housing Diversity under HDDP.

LANDSCAPING: 3 HDDP POINTS, INNOVATIVE SITE DESIGN

A full landscape plan is submitted with the Site Plan Review application and includes primarily native and/or low water consumption plantings to reduce potable water use for landscaping irrigation by at least 50% (1-2 HDDP points). Turf areas will be limited throughout the site (1 HDDP point).

COMMON OPEN SPACE 14 HDDP POINTS, INNOVATIVE SITE DEVELOPMENT

The project is designed around two large, central open spaces, including a community center, a large community pea patch, play areas and a pedestrian pathway linking the northwest corner of the site to the southeast corner. The northern open space will be planted with native trees and will include gathering areas, community gardens and natural play areas. The southern open space will include a community garden on either side of the community center and open areas for play. Total open space is more than 30% of the project site, for a total of 10-12 Innovative Site Development Points. Neighborhood gardens are provided throughout the site, for an extra 2 Innovative Site Development Points.

STORMWATER: 0 HDDP LID POINTS, INNOVATIVE SITE DEVELOPMENT

The site design for Phase 2 places the majority of automobile parking underground, thereby reducing the overall impervious surface and reducing stormwater runoff from surface parking areas. The need for LID features is reduced and will focus more on amending soils in the open spaces and planting native vegetation to control stormwater impacts. Other LID features will be determined as the site and civil design progresses.

PARKING TRANSPORTATION: 6 HDDP POINTS, INNOVATIVE SITE DESIGN

Parking will be provided in accordance with BIMC 18.81.030, as modified by the HDDP ordinance. The project is within a mile of the ferry terminal, therefore parking requirements are reduced for proximity to the ferry as follows:

Unit SF	Count	Parking Required	Total Parking Required	Total Parking Provided
Phase 1				
800-1,500	36	1.25	45	
1,500 +	7	1.5	10.5	
Phase 1 Parking Required			55.5	
Resident Spaces Provided				43
Guest Spaces Provided				15
Total Phase 1 Spaces Provided				58
Phase 2				
800-1,500	42	1.25	52.5	
1,500 +	7	1.5	10.5	
Phase 2 Parking Required			63	
Resident Spaces Provided				57
Guest Spaces Provided				24
Total Phase 2 Spaces Provided				81
Phase 3				
800-1,500	30	1.25	37.5	
1,500 +	9	1.5	13.5	
Early Childhood Center		10	10	
Phase 3 Parking Required			61	
Resident Spaces Provided				43
Early Childhood Center Provided				10
Guest Spaces Provided				18
Total Phase 3 Spaces Provided				71
TOTAL PROJECT PARKING				
			179.5	129

Code requires 124 parking spaces for Phase 2 of Grow Community. A total of 152 parking spaces are provided in Phase 2. This brings the overall residential parking count to 210 spaces for all three phases of the community. Accounting for 10 spaces for the Early Childhood Center the community will be at a ratio of 1.53 parking spaces per residential unit when complete. Guest parking is provided throughout the project, in each phase, as shown on the attached zonal parking diagram.

Phase 1 successfully implemented a one-parking space per residential unit policy, with buyers acquiring the right to use only one parking space for every lot sold. This allows any parking spaces above the ratio of 1:1 to be used as guest spaces. This policy will continue to be implemented through Phase 2.

Parking for all three phases will be distributed as follows: 10 of the spaces allocated to the early childhood/wellness center, 142 spaces for residents, and 57 guest spaces. The car share program is specific to Grow Community and provides an option for a second car for residents. This program has already begun implementation and anticipates adding up to 5 additional cars to support transportation needs of residents (1 HDDP Point). Parking for compact cars will be provided for at least 3% of the total parking capacity (1 HDDP Point). Electric charging stations will be provided for 3% of the parking capacity (1 HDDP Point).

The project earns two points for creating and integrating internal and external non-motorized connections. The central pathway through the site from the intersection of Grow/Wyatt to the southeast corner of the site improves the non-motorized accessibility from the neighborhoods to the north and west through to the commercial center of Winslow (2 HDDP Points). The project will also provide walkways or bike lanes within or adjacent to the Wyatt right-of-way (1 HDDP point).

A bus shelter will be constructed on Wyatt Way, as required by the SPR/SUBD 13551 conditions.

A total of at least 6 HDDP points are intended to be achieved for alternative parking/transportation opportunities.

Bainbridge Island

APR 25 2014

Dept. of Planning &
Community Development



Katy Bigelow
206.351.1375
arboristkaty@gmail.com

September 20, 2013

Jean Stolzman
Cutler Anderson Architects
135 Parfitt Way SW Bainbridge Island 98110

Asani LLC
710 John Nelson Lane
Bainbridge Island, WA 98110

Dear Ms. Stolzman and Ms Preston:

On September 18, 2013, I completed a tree assessment at the Grow Community Phase II. During this time I recorded general notes for all significant trees growing in the eight acre project scope outlined in a map provided to me by Jonathan Davis, Architect.

To evaluate the trees addressed in this letter 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 use to make an assessment are limited to a rubber mallet, binoculars, compass, laser pointer, hand brush, shovel and hand trowel unless otherwise noted. 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.

In 2011 I tagged most significant trees on this site. The purpose of this visit was to document which trees remained and to mark any significant trees that hadn't been tagged before.

Summary:

27 trees total were tagged. Tag numbers are 74-87 and 201, 203, 205, 206, 207 and 214-221

Numbers 219, 220 and 86 refer to clumps of trees which include upwards of four significant tree size stems. View the attached site sketch to see all the trees approximate location.

14 of these tags are new since the 2011 report.

Trees and groups **205, 77 and 86** have conditions or hazards that warrant their removal. They can be considered in poor condition and should not be retained in this project.

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The remaining trees are able to be retained ONLY IF they are encircled at all times during the construction project by tree protection installed at the minimum at their drip lines. Refer to the attachment on tree protection attached to this memo for more information on this process.

Tree 221 is a very good candidate for transplanting elsewhere on site.

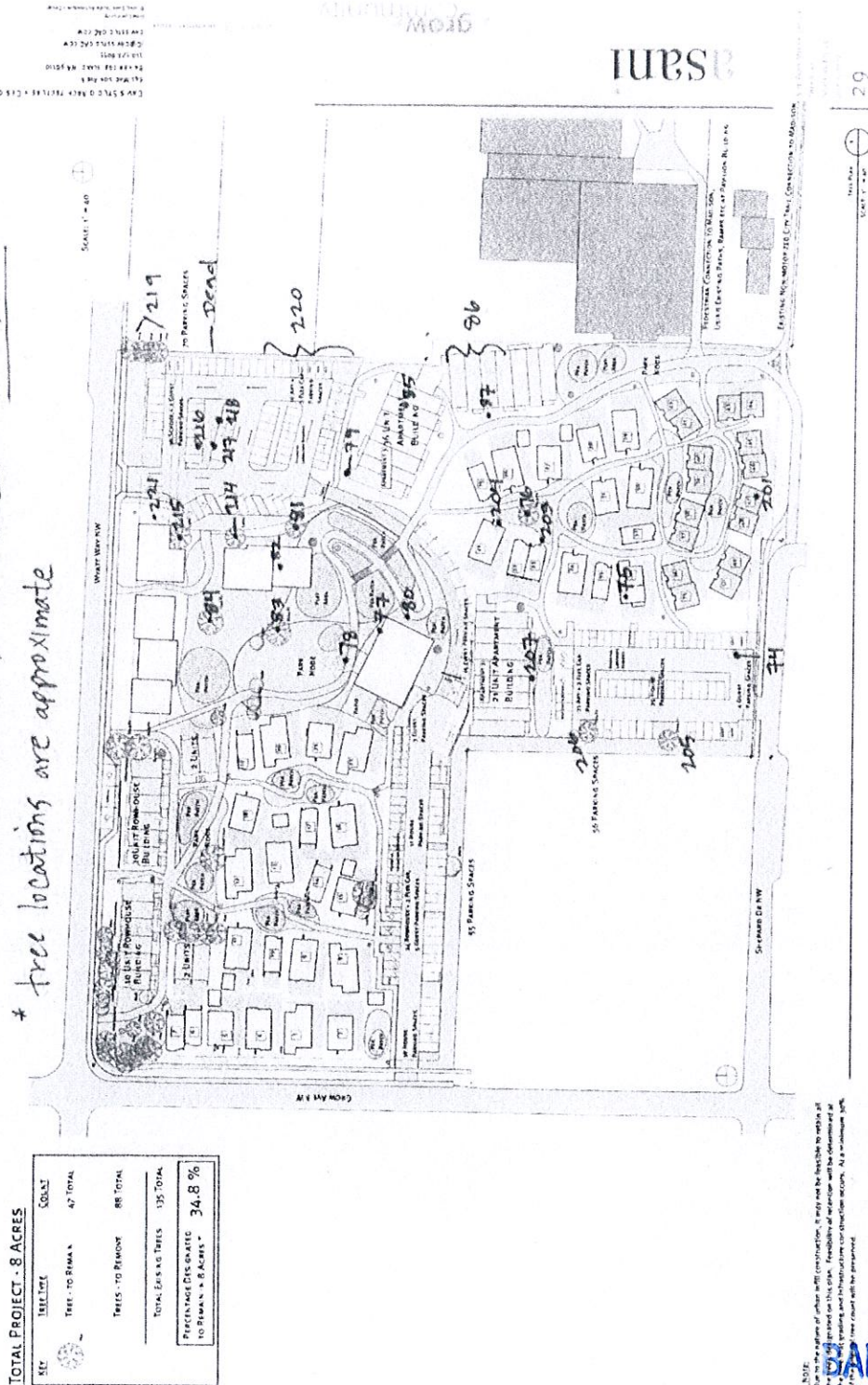
Thank you for continuing to work with me during the Grow Community development.



Katy Bigelow
PNW ISA member # PN-6039A
PNW Certified Tree Risk Assessor # 199
Registered Consulting Arborist® # 490

Site Sketch

Grow Community Phase II. Site sketch
* tree locations are approximate



9/20/13
Tree Plan prepared by: Katy Bigelow

Avoiding Tree Damage Before, During and After Construction

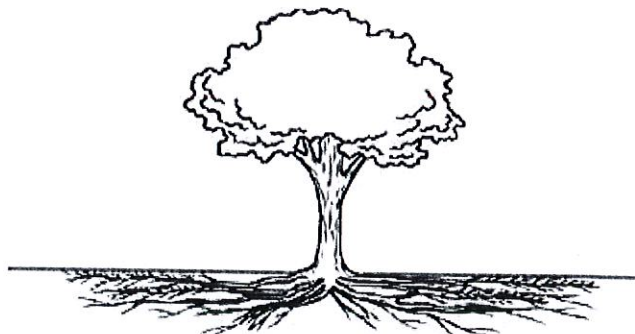
As cities and suburbs expand, wooded lands are being developed into commercial and residential sites. Homes are constructed in the midst of trees to take advantage of the aesthetic and environmental value of the wooded lots. Wooded properties can be worth as much as 20 percent more than those without trees, and people value the opportunity to live among trees.

Unfortunately, the processes involved with construction can be deadly to nearby trees. Unless the damage is extreme, the trees may not die immediately but could decline over several years. With this delay in symptom development, you may not associate the loss of the tree with the construction of your home or business. Nonetheless, it is possible to preserve trees on building sites if the right measures are taken.

How Trees Are Damaged During Construction

Physical Injury to Trunk and Crown. Construction equipment can injure the above ground portion of a tree by breaking branches, tearing the bark, and wounding the trunk. These injuries are permanent and, if extensive, can be fatal.

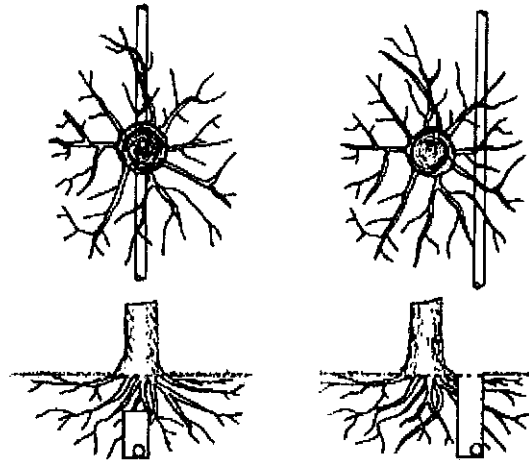
Cutting Roots. The digging and trenching that are necessary to construct a house and install underground utilities can sever a portion of the roots of many trees in the area. It is easy to appreciate the potential for damage if you understand where roots grow. The roots of a tree are found mostly in the upper 6 to 12 inches of the soil. In a mature tree, the roots extend far from the trunk. In fact, roots typically are found growing a distance of one to three times the height of the tree. The amount of damage a tree can suffer from root loss depends, in part, on how close to the tree the cut is made. Severing one major root can cause the loss of 5 to 20 percent of the root system.



The roots of a tree extend far from the trunk and are found mostly in the upper 6 to 12 inches of soil.

Another problem that may result from root loss is that the potential for the trees to fall over is increased. Since roots play a critical role in anchoring a tree, if the major support roots are cut on one side of a tree, the tree has a greater potential for falling or blowing over.

Less damage is done to tree roots if utilities are tunneled under a tree rather than across the roots.



Less damage is done to tree roots if utilities are tunneled under a tree (left, top and bottom) rather than across roots (right, top and bottom).

Soil Compaction. An ideal soil for root growth and development is about 50 percent pore space. These pores—the spaces between soil particles—are filled with water and air. The heavy equipment used in construction compacts the soil and can dramatically reduce the amount of pore space. This compaction not only inhibits root growth and penetration but also decreases oxygen in the soil that is essential to the growth and function of the roots.

Smothering Roots. Roots require space, air, and water and grow best where these requirements are met, usually near the soil surface. Piling soil over the root system or increasing the grade smothers the roots. It takes only a few inches of added soil to stress or even kill a mature tree.

Exposure to the Elements. Trees in a forest grow as a community, protecting each other from the elements. The trees grow tall, with long, straight trunks and high canopies. Removing neighboring trees or opening the shared canopies of trees during construction exposes the remaining trees to sunlight and wind. The remaining trees are more prone to suffering from weather and wind conditions they aren't used to responding to.

Pre-Construction planning checklist:

- Determine which trees are to be preserved and which should be removed. This report should help you determine the best choices for your situation. Keep in mind that the largest, most mature trees are not always the best choices to preserve.
- If necessary, plan for tree maintenance to be conducted prior to or during construction (watering, fertilizing, pruning, and pest control).
- Check that your plans allow for retaining grade level around any tree to be preserved so it will not be lowered within either (a) the area within the critical root zone or (b) the protected area. Also, check for drastic changes in drainage; try to avoid major environmental changes in water flow around the trees.

- Mulch the area within the tree protection fencing with wood chips, hog fuel, or similar materials to a depth of 8 to 10 inches. The materials should be placed prior to beginning of construction and remain until the fencing is taken down. Do not build up soil or mulch around base of tree. Keep the natural flare of tree base above grade.
- Install tree protection fences prior to beginning construction. Place the fencing around each tree or group of trees to be retained. Use four to six-foot high temporary chain link or polyethylene laminar fencing five feet (if possible) outside the dripline(s) of the tree or group of trees. Install fence posts using pier blocks only. Avoid driving posts or stakes into major roots.
- Label the tree protection fences clearly with signs marked “Tree Protection Areas”.
- Instruct construction personnel to keep the fenced area clear of building materials, waste, and excess soil. Do not stockpile construction materials, supplies, soils or debris within the tree protection fences, nor allow vehicle parking or equipment storage. In particular, cement trucks must not be allowed to deposit waste or wash out debris from their trucks within the tree protection fences.
- Designate on-site parking, traffic and storage away from the trees.
- Locate trenches for utilities to minimize the effect on the root system of the trees to be retained.
- Make provision for the disposal of potentially harmful items, e.g., excess concrete, runoff from cleaning equipment, paint thinners, heating oil tanks, etc., away from trees.
- Excavate trenches that are necessary to dig in the drip line by hand or plan for trenchless boring. If you encounter roots, use a sharp saw or pruning blade to make clean cuts.

Specifications

Make sure everyone onsite is on board with your plans by getting your requirements written into the construction specifications. These specs should detail exactly what can and cannot be done to and around the trees. Each subcontractor must be made aware of the barriers, limitations, and specified work zones.

Fines and penalties for violations are often built into the specifications. Not too surprisingly, subcontractors are much more likely to adhere to the tree preservation clauses if their profit is at stake. The severity of the fines should be proportional to the potential damage to the trees and should increase for multiple infractions.

Visit the site at least once a day if possible. Your vigilance will pay off as workers learn to take your wishes seriously. Take photos at every stage of construction. If any infraction of the specifications does occur, it will be important to prove liability. Keep in mind that construction damage to trees is often irreversible.

Final Stages

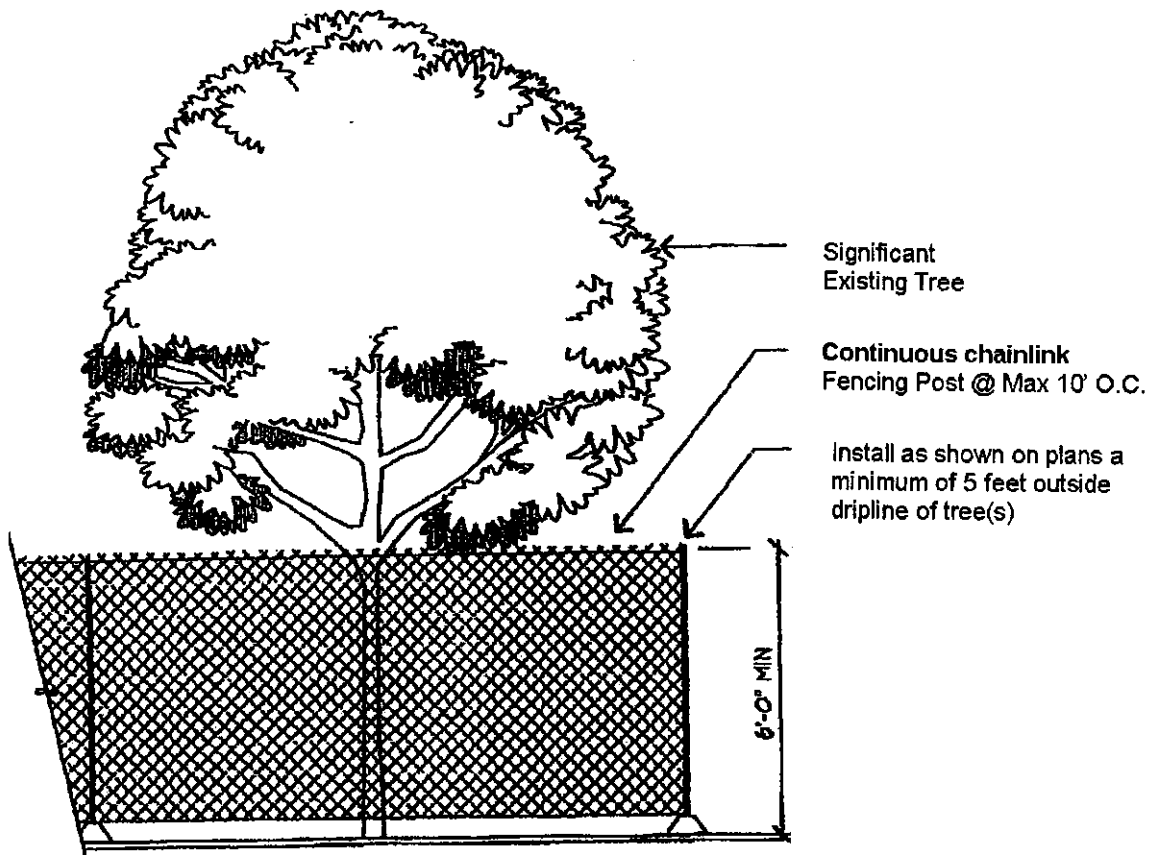
It is not unusual to go to great lengths to preserve trees during construction, only to have them injured during landscaping. Installing irrigation systems and rototilling new or nearby planting beds are two ways the root systems of trees can be damaged. Remember that small increases in grade (as little as 2 to 6 inches) that place additional soil over the roots can be devastating to your trees. Careful planning and communicating with landscape designers and contractors is just as important as avoiding tree damage during construction.

Post-Construction Tree Maintenance

Your trees will require several years to adjust to the injury and environmental changes that occur during construction. Stressed trees are more prone to health problems such as disease and insect infestations. Continue to monitor your trees, and have them periodically evaluated for declining health or safety hazards.

Despite the best intentions and most stringent tree preservation measures, your trees still might be injured from the construction process. If you need more advice, the International Society of Arboriculture offers a companion to this information titled *Treatment of Trees Damaged by Construction*.

Sample Tree Protection Specification



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

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

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

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

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

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
PNW ISA member # PN-6039A
PNW Certified Tree Risk Assessor # 199
Registered Consulting Arborist® # 490

1	2	3
TREE #	SPECIES	DBH
205	Douglas fir (<i>Pseudotsuga menziesii</i>)	28.0"
206	Douglas fir (<i>Pseudotsuga menziesii</i>)	25.0"
74	Douglas fir (<i>Pseudotsuga menziesii</i>)	30.0"
201	Deodar cedar (<i>Cedrus deodara</i>)	25.0"
75	Deodar cedar (<i>Cedrus deodara</i>)	24.0"
203	Deodar cedar (<i>Cedrus deodara</i>)	26", 26"
76	Western red cedar (<i>Thuja plicata</i>)	18", 20", 24"
207	Douglas fir (<i>Pseudotsuga menziesii</i>)	25.0"
77	Tilia (<i>Tilia cordata</i>)	13.0"
78	Douglas fir (<i>Pseudotsuga menziesii</i>)	16.0"
79	Deodar cedar (<i>Cedrus deodara</i>)	30.0"
80	Tilia (<i>Tilia cordata</i>)	20.0"
81	Douglas fir (<i>Pseudotsuga menziesii</i>)	32.0"
82	Pacific madrone (<i>Arbutus menziesii</i>)	20.5"
83	Douglas fir (<i>Pseudotsuga menziesii</i>)	25.0"
84	Douglas fir (<i>Pseudotsuga menziesii</i>)	23.0"
221	Mugo pine (<i>Pinus mugo</i>)	12.0"
215	Deodar cedar (<i>Cedrus deodara</i>)	26.0"
214	Deodar cedar (<i>Cedrus deodara</i>)	28.0"
216	Deodar cedar (<i>Cedrus deodara</i>)	26.0"
217	Douglas fir (<i>Pseudotsuga menziesii</i>)	27.0"
218	Douglas fir (<i>Pseudotsuga menziesii</i>)	27.0"
219	Douglas fir (<i>Pseudotsuga menziesii</i>)	4 x 20"
220	Black locust (<i>Robinia pseudoacacia</i>)	clump of many between 3" and 12"
85	Douglas fir (<i>Pseudotsuga menziesii</i>)	25.0"
86	Scots pine (<i>Pinus sylvestris</i>)	clump of 8 between 8" and 22"
87	Douglas fir (<i>Pseudotsuga menziesii</i>)	26.0"

Legend

Tree #: Tree number corresponding with tag stapled to tree.

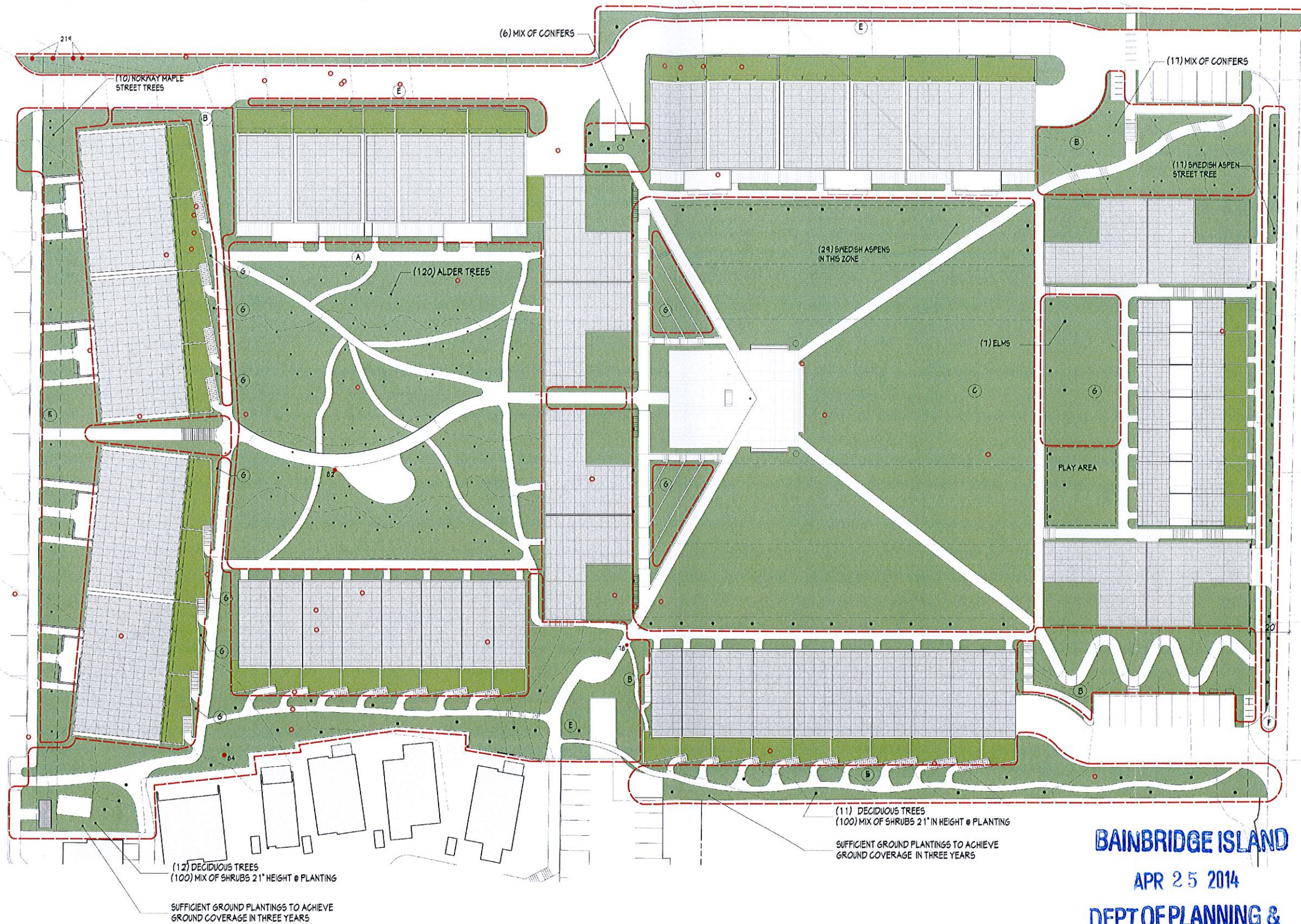
Species: Common and Latin tree name.

DBH: Trunk diameter at 4.5' above average ground level in inches.

BAINBRIDGE ISLAND

APR 25 2014

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CITY DEVELOPMENT



A ALDER FOREST:
RED ALDER
SWORD FERN
DEER FERN
LICORICE FERN
MAIDENHAIR FERN

B NORTHWEST FOREST:

C COMMUNITY LAWN:
SWEDISH ASPEN
ELM
GRASS

D ALLEY:
VINE MAPLE
SALAL
PACIFIC YEW
OCEAN SPRAY

E LANDSCAPE SCREEN:
HONEY LOCUST
CASCARA
OREGON GRAPE
SALAL
EVERGREEN HUCKLEBERRY
RHODODENDRON

F STREETSCAPE:
NORWAY MAPLE
SWEDISH ASPEN
SLOUGH SEDGE
BEAKED SEDGE
SOFT RUSH

G COMMUNITY GARDEN:
PUMPKIN
CORN
CARROTS
ONIONS
CELERY
LETTUCE
CAULIFLOWER
TOMATOES

NOTE: MINIMUM TREE COUNT TO BE 211 TREE UNITS
● EXISTING TREE - REMAIN
○ EXISTING TREE - REMOVED
○ NEW TREE

BAINBRIDGE ISLAND
APR 25 2014
DEPT OF PLANNING & CITY DEVELOPMENT

Submitted for Design Review Board meeting 5/5/14
NOTE: Do not scale drawings

10/18/13

REVISIONS	DATE	DESCRIPTION
1	02/13/14	REVISIONS
2	04/01/14	REVISIONS
3	04/25/14	REVISIONS

Cutler Anderson Architects
135 Parfitt Way SW. Bainbridge Island, WA 98110
P: 206.842.4710 E: contact@cutler-anderson.com

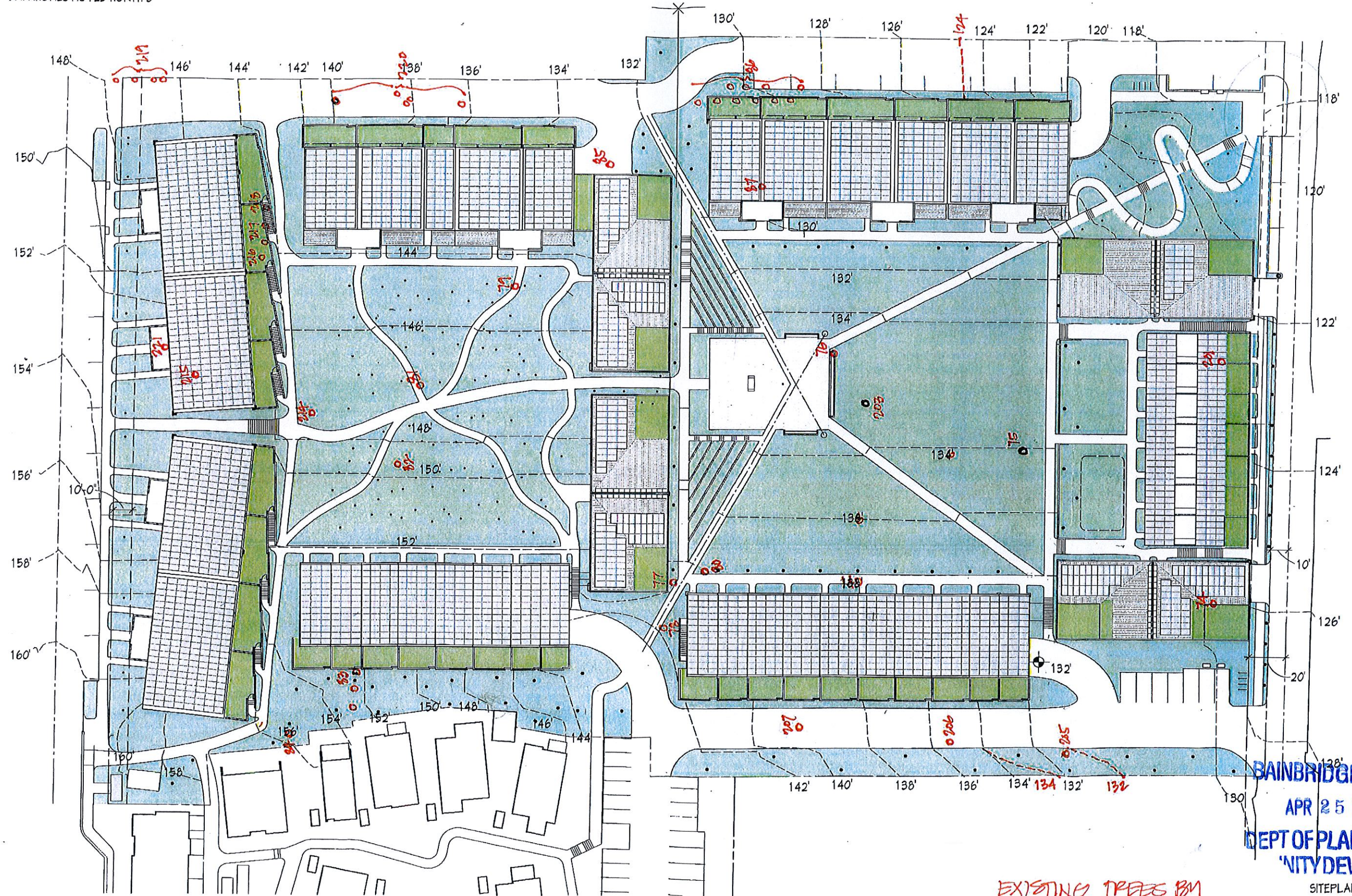
Grow Community Phase II
Bainbridge Island, Wa

© Cutler Anderson Architects

LANDSCAPE PLAN

A2

FAMILY AND COMMUNITY CENTER MOVED EAST 6'
 COMMUNITY CENTER MOVED NORTH 18'
 HOUSES MOVED SOUTH 4'
 APARTMENTS MOVED NORTH 6'



BAINBRIDGE ISLAND
APR 25 2014
DEPT OF PLANNING &
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SITEPLAN 1:50
 GROW COMMUNITY

EXISTING TREES BM
 TREE NUMBER PER

C.O.B.I.

APR 04 2014

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Jonathan Davis
 Davis Studio Architecture + Design, LLC
 310 Madison Ave S
 Bainbridge Island, Washington 98110
 206.842.5543

Comments on Grow Community Phase 2 - April 4, 2014

To: Heather Beckman, Planner

I make these comments as the architect of the currently approved 8-acre site plan and for the first 44 residential units to be built on the first three acres at Grow Community and as a homeowner of one of these first homes.

This is a revised version of letter submitted December 31, 2013. New attachment provided. While some improvements to the plan have been made most of the original comments still stand.

In our original design there were several over-riding principals that we used to create the site plan. Following is a list of these principals and the ideas behind them along with how the currently proposed design is falling short from these central planning strategies that would help make Grow Community community.

1. A public, accessible, pedestrian and bike path

This connects the neighborhoods to the northwest of the Grow Community property though the community to the southeast corner of the property and then to Madison Avenue and downtown Winslow. This path was 8 feet wide as a minimum, had an accessible slope of one in twenty that did not require landings or handrails, and importantly it did not cross any vehicular driveways, allowing a safe passage particularly for kids across the property. Micro-hoods, clusters of 7 or 8 homes connect to this main path giving residents access to walk or bike to town. It was a major organizing element of the approved site plan that created a very clear route through the site.

The proposed design has no clear central path, see attached diagram. Firstly the proposed accessible path system does not even tie into the main path established in the design of the first 3 acres. The paths that crisscross the spaces have no clear route taking pedestrians and cyclists through the community. They are only 5 feet wide, have slopes steeper than 1 foot in twenty, sections with stairs, have extremely tight hair pin turns (about 5' inner diameter), are bordered by 12 feet tall site and building walls, go through very narrow "throats" (13 to 16 feet) between buildings at entry and transition points, cross vehicular drives and then descend a artificial 14 foot tall steep hill in the lower south west corner of the site. All these negative features severely affect the usability of this main public path and take away from the potential for it to be a major interactive, experiential and organizing feature of the site.

2. Opportunities to interact with neighbors, to create community

An interconnecting network of paths crosses the site connecting the main path to the micro-hoods, homes, gardens and play areas and on to the parking areas there are many opportunities for interaction with neighbors, as one moves through the site, garden, sit on your front porch, moving from your car to your house.

In the proposed design, by removing the car to below ground and giving access to all the homes from the parking structure the opportunity for community interaction on a day-to-day basis is removed. Putting the car inside the home/building reinforces the suburban condition of empty sidewalks and faceless front doors and not knowing your neighbor. The network of paths shown in the current design traverse large open tracts with features along them providing only a means to transect a space not an opportunity for community interaction at gardens, play areas and seating.

3. Central community center

This was located centrally on the site with easy access to all the micro-hoods and multi-family buildings as well as adjacent to the central green space. This was to be a place for community to come together and be a flagship building that allows the One Planet Principles to be evident. There was vehicular access to the community center for events, deliveries etc. This 2-story space contained workshops for woodworking, art, bike repair etc in the lower level.

The act of tucking the community center underground in the middle of the southern courtyard is clear indication that it is not an important feature of the community and removes any connection to the existing Grow Community and the residents there who are anticipating a vibrant community hub for gatherings etc. Placing a plaza on the roof takes away the opportunity to utilize the roof for photovoltaic panels to offset the energy used in the building and achieve the One Planet goal of Zero Carbon by 2020.

4. Open, flowing green spaces

These should have porous edges that connect with the micro-hoods and other parts of the community and contain multiple community garden space and an interconnecting trail of natural play areas for kids, or all ages, to discover as they move around the property.

The open spaces in the proposed design are lined by 2, 3 and 4 story buildings and 10 to 12' tall site walls with narrow gaps between them enclosing courtyards that all the residences look into. By enclosing the open space with these building walls the proposed community closes itself off from its neighbors, both immediate and its surrounding environs. The open spaces of the courtyards are featureless and one is even planted with a forest of trees that seem to contradict the need for solar exposure on the photovoltaic panels shown on the roofs.

5. Vehicular traffic relegated to the edges of the property

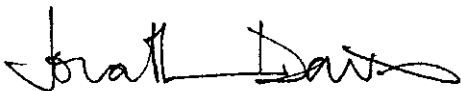
By locating parking to the corners of the property we eliminated the need for through vehicular circulation thereby keeping pedestrian and pedal traffic separated from automobile. Given that this One Planet community has the goal of zero carbon by 2020 focusing transportation away from the car helps achieve this goal.

While the revised proposed design has been improved by removing some vehicular surface access to the underground parking garages, the road way still needs to be crossed by pedestrian paths in one location. This makes the site less safe for kids

In closing, I would suggest that the developer looks at locating the community center at the east end of the existing parking lot and replace the north west 8 unit town house building with the community center and some single family homes to continue the fabric of the 3-acre existing Grow Community into the phase. Also if the 4 single story single-family homes in the middle of the site were replaced some freestanding homes the heavy wall that now disconnects the 2 courtyards would be opened up thereby creating more of a connection between the two spaces. This would then allow the opportunity to weave a clear, well-graded main path that connects all areas of the community, from one end of the site to the other.

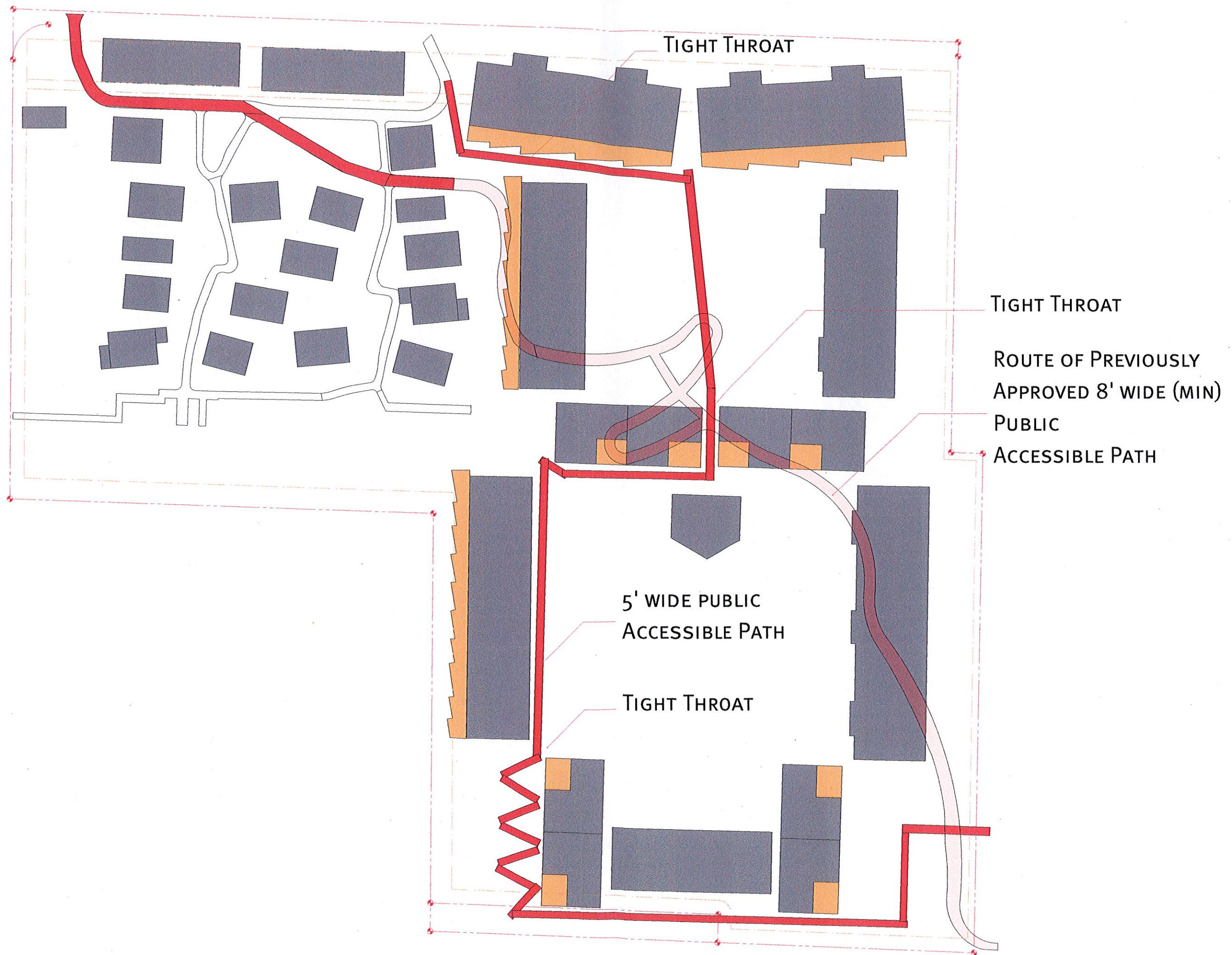
Please feel free to contact me for any further feedback or clarification that I might provide.

Respectfully submitted.



Jonathan Davis, Architect

Davis Studio Architecture + Design, LLC



Design Review Board Design Guideline Checklist
Multi-Family Design Guidelines for R-8 and R-14 Zoning Districts– BIMC 18.18.030

☐ "Pre-App" Meeting Checklist

☐ "Post-App" Meeting Checklist

Project Name/Case #: Grow Community Phase II

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

Site Plan Review, Conditional Use Permit, Boundary Line Adjustment, Preliminary Long Subdivision Application, Subdivision Amendment

Project Description:

This application is for a Mixed-Use project in the R-14 Multi-family zone. It includes an apartment building, townhomes, condos, single family residences a community center and commercial. Pedestrian connections through the site to town are provided as well as Open Space and community garden.

Applicable Design Guidelines				
Design Guideline	Intent	Description	Applicant Response	DRB Action (Y/N)
1. Site Design/ Maintaining Wooded Character	To soften new, more intensive development by preserving major existing trees within the interior of the site.	In saving significant trees and stands of trees, some portion should serve to break up the distribution of buildings and parking so that mature vegetation still seems prevalent.	Due to site grading, we are unable to save the existing trees. We will, however, plant at least the 211 required tree units. The North Open Space will be a wooded Alder forest and the remaining site will be planted liberally.	
2. Site Design/ Screening Surface Parking	To provide a transition between higher density residential, and lower density residential	Where surface parking lots are adjacent to single-family districts, there should be a planting strip an average of 25 feet in width (but no less than 15 feet), containing a full screen landscape. Paths are allowed as part of the landscaping strip.	Most of the parking is underground with 30 surface parking spaces being provided for visitors. These surface spaces are distributed in four areas around the perimeter of the site and screened with landscape and pedestrian paths.	

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Design Review Board Design Guideline Checklist
Multi-Family Design Guidelines for R-8 and R-14 Zoning Districts– BIMC 18.18.030

	development.			
Applicable Design Guidelines				
Design Guideline	Intent	Description	Applicant Response	DRB Action (Y/N)
3. Site Design/ Reducing the Visual Impact of Large Development	To modulate multifamily development so that it is compatible with the surrounding context of the town center.	Large development projects should be divided into small parts by alleys, lanes, alleys, courtyards, passageways, and landscape areas that separate and organize the configuration of buildings.	The Site Plan is defined by two distinct Open Space quads surrounded by one, two and three story apartments, townhomes, condos and single family structures. Each quad is unique: one is a wooded space reminiscent of the natural Pacific NW and the other is similar to a college quad fronted by a Community Center.	
4. Site Design/ Pedestrian Connections and Open Space	To provide residents of the development pedestrian access throughout the district and to common open spaces within the development.	Most of the common open space should be designed to allow residents to walk throughout the development and to any adjacent commercial or recreational areas. Further, pedestrian trails and pathways should provide all residents with access to on-site amenities such as pools and tennis courts. Some place for children to play should also be provided.	A major design component includes a pedestrian trail running diagonally through the site connecting the NW corner, through the Open Space quad, past the Community Center, down to the SE corner of the site, where it transitions to a city easement leading to Madison Ave.. A public garden with a gravity fed irrigation system and walking trails are provided as well.	
5. Site Design/ Clustering to Provide Open Space	To allow higher density development in a manner that retains the image of open space in the north end of	On parcels north of High School Road, new multiple-family development should be clustered so that open fields and/or densely vegetated areas appear to be largely intact. Where possible, open fields and/or densely vegetated areas close to roads should be preserved.	This Guideline is not applicable to our site.	

Design Review Board Design Guideline Checklist
Multi-Family Design Guidelines for R-8 and R-14 Zoning Districts– BIMC 18.18.030

	the town center.			
Applicable Design Guidelines				
Design Guideline	Intent	Description	Applicant Response	DRB Action (Y/N)
6. Building Design/ Making Development Compatible	To ensure that buildings in higher density residential development are compatible with forms typically associated with lower density residential.	All buildings, including accessory structures such as garages and carports, should incorporate pitched roof forms. The angle of the pitch should fall within the range of 5:12 and 12:12.	The apartments, townhomes and condos include photovoltaic panels mounted to flat roofs to offset their electrical use. These panels will be pitched similarly to a 3:12 roof pitch and should appear to be similar to neighboring houses in scale and form. The single family houses have a pitched 2:12 roof with photovoltaic panels mounted directly to them.	
7. Building Design/ Encouraging Varied Details	To ensure that denser types of housing include details that create a sense of human scale and that break down the bulk of larger buildings.	Buildings containing residential dwellings should incorporate most, if not all, of the following elements: • Front porches or stoops • Bay windows or dormers • Visible trim around windows and building corners • Base articulation, such as a plinth or first floor raised above grade	All ground level units incorporate covered porches connecting to public circulation, and private gardens in the back. Upper units have large openings and decks offering views across the quads, trails and views beyond. The details and materials are carefully executed and chosen to create an inviting, residential scale.	
8. Building Design/ Concealing Garages	To minimize the visual impact of garages and driveways.	Garages should be arranged so that they do not face directly upon either the public street or the principal access lane through the development. Garages may be accessed from courtyards, secondary lanes, or alleys.	The apartments, townhomes, condos and single family residences offer underground parking for each – some with private garages. Thankfully the grades across the site offer the ability for the parking garages to be accessible from one end of	

Design Review Board Design Guideline Checklist
Multi-Family Design Guidelines for R-8 and R-14 Zoning Districts– BIMC 18.18.030

			the alley and buried at the other; minimizing their appearance.	
Applicable Design Guidelines				
Design Guideline	Intent	Description	Applicant Response	DRB Action (Y/N)
9. Building Design/ Encouraging Underground Parking	To encourage the development of underground parking where feasible, so as to minimize the visual impact of surface parking.	In urban multifamily zones, building height may be increased by five feet if parking is placed below grade. This increase in building height shall not be available when the established height has already been exceeded through a conditional use permit.	All resident parking is offered in underground parking garages – see above. Currently all buildings are below the 35' height limitation with the possible exception of the rooftop photovoltaic panels.	

**Guidelines Requiring
Action per DRB:**

**DRB Summary Motion
on Actions:**

Design Review Board Design Guideline Checklist
Commercial and Mixed-Use Design Guidelines for All Zoning Districts– BIMC 18.18.030

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This application is for a Mixed-Use project in the R-14 Multi-family zone. In addition to Multi-Family and Single Family housing, it includes a community center and 5,000 sf of commercial. Pedestrian connections through the site to town are provided as well as Open Space and community garden.

Applicable Design Guidelines				
Design Guideline	Intent	Description	Applicant Response	DRB Action (Y/N)
1.	To develop variation in façade treatment to provide visual interest.	Vary building materials or patterns to produce variations in texture.	SHEPARD: The variety of commercial, multi-family and single family program includes changes in materials including glass storefront, rainscreen siding and pre-cast concrete details that will enliven this street. COMM. CNTR: Is uniquely sited in the hillside with a glass storefront and covered outdoor play areas.	

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

2.	To modulate the scale of building masses.	Building elevations shall be vertically modulated in no more than 20' increments or horizontally in no more than 30' increments. Modulation is defined as a change in plane or articulation (such as bands, cornices, setbacks or changes in material).	SHEPARD: The commercial space meets the sidewalk, while the Townhomes above are stepped back 12' by private gardens. COMM CNTR: Is a focal point within the Southern Courtyard jetting into the large, public open space.	
Applicable Design Guidelines				
Design Guideline	Intent	Description	Applicant Response	DRB Action (Y/N)
3.	To limit the visual impact of blank walls and facades and better assure aesthetic appeal.	Blank walls shall not be visible to public spaces. Blank facades should otherwise be limited to the back of buildings or where required by the building code. Treatments to alleviate blank walls shall be similar in materials to facades normally in view of the public.	No blank walls exist on Shepard or the Community Center. In both cases, large expanses of glass open out to public spaces.	
4.	To establish visually prominent ground floor facades.	The first floor of multi-storied buildings should be taller than upper floors. Minimum ceiling height should be at least 10' to allow transom or larger display windows. Other elements such as transom windows, canopies, cornices, and prominent entries are encouraged. First floor uses shall be pedestrian oriented and include substantial shop windows. Display windows on the first floor of retail and commercial buildings should be the predominant surface of the first floor.	SHEPARD: Glass storefront treatment extends up to 12' with an interior floor to ceiling height of 12' currently planned. Exposed mechanical systems could allow for a for a 12' interior height. COMM CNTR: has a 10' floor to ceiling height with a glass storefront facing south to the large, open space.	
5.	To maintain pedestrian scale	Facades facing public ways shall incorporate setbacks or articulation that establishes a	SHEPARD: The commercial portion along Shepard is articulated by repetitive, glass, storefront bays	

Design Review Board Design Guideline Checklist
Commercial and Mixed-Use Design Guidelines for All Zoning Districts– BIMC 18.18.030

	along facades facing public ways.	pattern of bays or window openings. Facades shall include features such as display windows, columns or bays, recessed entries or canopies or other recesses. The use of a variety of materials at the sidewalk level is encouraged. Multiple building entrances are encouraged.	with entrances in each fronting the sidewalk. COMM CNTR: N/A – does not front a public street	
Applicable Design Guidelines				
Design Guideline	Intent	Description	Applicant Response	DRB Action (Y/N)
6.	To maintain the pedestrian activities by encouraging continuous frontages along sidewalks.	Where parking fronts onto a public street, the maximum separation between buildings shall be 80 feet. Greater separations are permitted if landscape setbacks are increased or other design features such as low walls, trellises and public spaces are created along the street frontage.	SHEPARD: The 5,000 sf commercial space is 112' wide fronting Shepard. Parking garage entrances flank the commercial space, are small in scale and cars are out of view. COMM CNTR: N/A – does not front a public street	
7.	To reduce overall scale of the building into multiple building masses.	Facades over 128' in length shall be separated by pedestrian passage or open space. Passages should be at least 12' wide and two stories in height if covered. Façade setback should be expressed at the roof line by changes in plane. Passage should connect to public open space.	SHEPARD: The Elevation is 212' wide and broken up into commercial storefront space with Townhomes above with single family residences on either end, separated by two pedestrian sets of stairs. The mix in program and scale breaks down the massing.	
8.	To encourage the creation of public outdoor spaces.	Building setbacks may be increased for the creation of public outdoor seating areas. Entry alcoves and small outdoor spaces may be located between the building and the sidewalk.	SHEPARD: There are two pedestrian stairs that separate the commercial from the single family and connects to an open space above that fronts the Townhomes.	
9.	To soften the impact of the built environment.	Encourage public pedestrian passageways and vegetation between buildings.	Providing pedestrian connections through the site is an important design element. This exists across the front of Shepard and past the Community Center connecting large open space tracts and	

Design Review Board Design Guideline Checklist
Commercial and Mixed-Use Design Guidelines for All Zoning Districts– BIMC 18.18.030

			intimate smaller spaces together.	
10.	To encourage compatibility of development with both community and neighborhood characteristics.	Building designs should respond to nearby buildings that meet the upgraded design standards by using shared elements, materials or massing.	The scale, exterior materials and façade articulation of the project is very compatible with neighboring buildings.	
Applicable Design Guidelines				
Design Guideline	Design Guideline	Design Guideline	Design Guideline	Design Guideline
11.	To minimize the intrusiveness of commercial signage.	Signage, corporate colors and other icons of the business may not dominate the exterior of the building. including canopies and separate outdoor structures covering activities associated with the business. Color should be used to express changes in detail or material but exterior building or structure colors may not be used as signs, or the extension of signs. When businesses are sold or tenants are changed, any sign modification shall trigger this requirement.	SHEPARD: The commercial space is intended for a potential daycare, wellness center or similar. Signage will be minimal and modest in scale.	
12.	To improve the pedestrian environment around buildings and minimize curb cuts.	Where a drive through facility is allowed, drive throughs must be in conjunction with a parking lot that serves the same business, must be to the side or rear of the building and should not be visible from public streets. Drive throughs should consist of no more than a single vehicle lane.	SHEPARD: Has one-way drive through to underground parking garage behind the commercial space. Cars are close in proximity to the commercial and housing it serves and hidden from view.	

Design Review Board Design Guideline Checklist
Commercial and Mixed-Use Design Guidelines for All Zoning Districts– BIMC 18.18.030

13.	To provide pedestrian access to buildings.	Provide multiple entrances along streets. Pedestrian passageways are encouraged.	SHEPARD: There are pedestrian entrances to the commercial spaces and exterior pedestrian passages up to Townhomes, gardens and open spaces.	
14.	To provide weather protection for pedestrians.	Recessed entries and/or overhead weather protection above the sidewalk entrances shall be used.	SHEPARD: Canopies to be considered in the Design Development phase.	
15.	To maintain smaller scale commercial buildings.	Buildings in excess of a 10,000 square foot footprint should be visually split into two or more distinct elements.	SHEPARD: Is broken up into smaller footprint sizes – none in excess of 5,000 sf.	
Applicable Design Guidelines				
Design Guideline	Design Guideline	Design Guideline	Design Guideline	Design Guideline
16.	To reduce the visual impact of parking areas.	Create small parking clusters connected by vegetated landscaping and pedestrian walkways. Internal streets that connect or serve parking areas shall be designed as streets with sidewalks, planters and pedestrian scale lighting.	SHEPARD: There are a couple of parallel parking spaces on Shepard but the majority of the parking is underground, behind the commercial space and out of public view.	

**Guidelines Requiring
Action per DRB:**

**DRB Summary Motion
on Actions:**



Grow Community

Site Plan Review
and Housing Design Demonstration Project

Special Planning Commission
Meeting

February 9, 2012

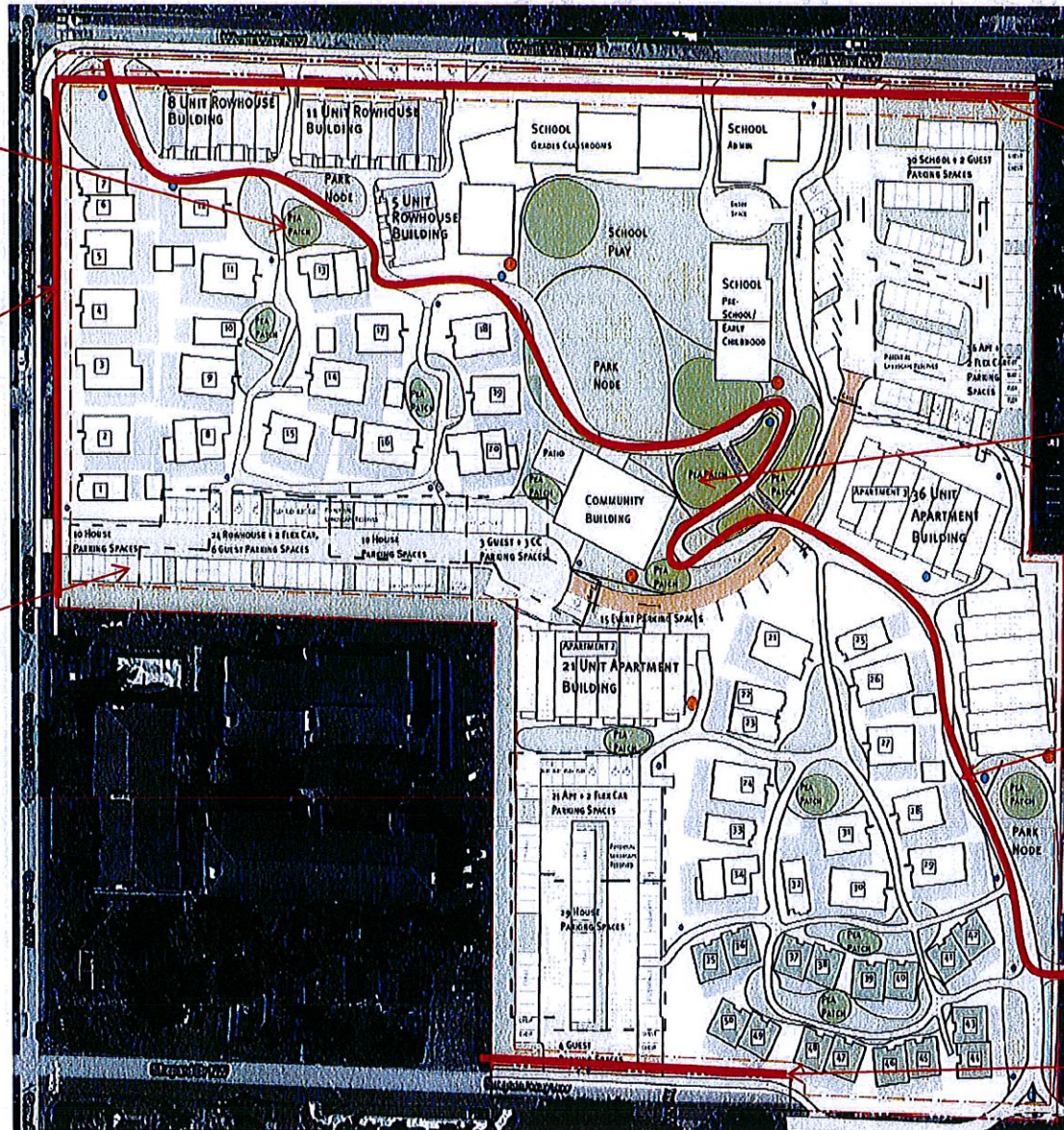
Site Plan



Park Nodes

Sidewalk
&
Bike Path

Zip Cars,
Electric
Cars,
Compact
Car Spaces.



Sidewalk
&
Bike Path

Pea
Patches

Trail
Connectivity

Sidewalk

Project

Phasing – The Planning Commission is reviewing a comprehensive site plan...

- however -

Two portions of the plan are subject to additional review and approval.

-  **Phase 1 – 4 units**
-  **Phase 2 – 40 units**
-  **Phase 3 – 87 units**
-  **Phase 3 A –**
School Subject to Major Site Plan Amendment
-  **Phase 3B**
Apartments Subject to Major Site Plan Amendment





CITY OF BAINBRIDGE ISLAND

Department of Public Works – Operations & Maintenance

August 19, 2011

Marja Preston-Agent
Bainbridge Community Development, LLC
149 Finch Place SW Suite 4
Bainbridge Island, WA 98110

RE: **Binding Commitment Limited Reservation** for Water and Sewer System Capacity
Parcel Tax Account Number 4107-001-005-2007, 4107-001-003-0207, 4107-001-003-0009,
4107-001-001-0001, 4107-001-001-0100, 272502-4-028-2004, 272502-4-027-2005,
272502-4-026-2006 located at John Adams Lane, Grow Avenue and Wyatt Way SPR13551

Bainbridge Community Development LLC:

The City of Bainbridge Island ("City") Department of Public Works completed a review of your Water Availability and Sewer Availability Application dated July 29, 2011, for a property with Parcel Tax Account Number 4107-001-005-2007, 4107-001-003-0207, 4107-001-003-0009, 4107-001-001-0001, 4107-001-001-0100, 272502-4-028-2004, 272502-4-027-2005, 272502-4-026-2006 located at John Adams Lane, Grow Avenue and Wyatt Way.

The existing properties have twenty (20) 3/4" water meters and 20 sewer equivalent residential units (ERU) that serve single family residential buildings. The project proposes to remove all the current buildings and water and sewer infrastructure. The decommissioned water and sewer infrastructure can be used as participation fee credit at the time of the binding commitment unlimited reservation and approval to connect.

This letter is a **Binding Commitment Limited Reservation** to Bainbridge Island Community Development, LLC for the project known as Grow Community for water and sewer system capacity for the property with Parcel Tax Account Number 4107-001-005-2007, 4107-001-003-0207, 4107-001-003-0009, 4107-001-001-0001, 4107-001-001-0100, 272502-4-028-2004, 272502-4-027-2005, 272502-4-026-2006 located at John Adams Lane, Grow Avenue and Wyatt Way SPR13551 based upon information provided in the Water/Sewer Availability Application dated July 29, 2011. A binding commitment limited reservation is good for a period not to exceed 4 years. A payment of a 10% non-refundable deposit of water and sewer will provide the limited reservation which is estimated at \$75,703 (sewer participation \$55,620, water participation \$19,983, and administrative processing fee \$100) and the total water and sewer availability fee is estimated at \$641,836. Enclosed is Table 1 that provides the detailed water and sewer fees. Failure to pay the water and sewer participation fee remaining balance within 4 year reservation time period will result in a loss of the deposit and a voiding of the binding commitment for water and sewer availability.

C.O.B.I.

OCT 23 2013

RECEIVED PCD

Page-2 of 2

August 19, 2011

RE: **Binding Commitment Limited Reservation** for Water and Sewer System Capacity
Parcel Tax Account Number 4107-001-005-2007, 4107-001-003-0207, 4107-001-003-0009,
4107-001-001-0001, 4107-001-001-0100, 272502-4-028-2004, 272502-4-027-2005,
272502-4-026-2006 located at John Adams Lane, Grow Avenue and Wyatt Way SPR13551

To accurately comment on the proposed project water and sewer connections civil drawings shall be submitted for the building permit. It is also understood that the existing water and sewer connections will be decommissioned from the site during the demolition and grading portion of the project. The existing twenty meters shall be turned off at the corporation stop located at the respective water main. If for some reason the connection does not have a corporation stop a corporation stop and cap shall be installed at the water main.

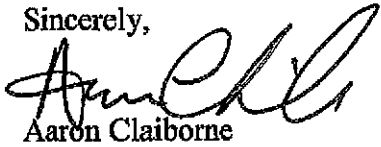
Prior to issuance of a building permit and following review of civil drawings the City may have additional requirements related to following areas:

- Location of the water meters,
- Location and type of backflow assemblies required for the project,
- Equivalent Residential Units (ERUs) and Water Meter size changes as the planning of project develops, and
- Construction and connection of the water and sewer service.

Prior to issuance of a building permit or connection of water or sewer to the property for the new proposed project a water and sewer availability application shall be submitted for a binding commitment unlimited reservation and approval to connect. The binding commitment unlimited reservation and approval to connect will require that all water and sewer fees be paid in order to re-establish water and sewer service to the property. The current estimated cost for a binding commitment unlimited reservation and approval to connect (assuming 10% participations are paid and demolition of existing services for credit) is estimated at \$566,133.

Please let me know if you have any questions at 206.780.3585 or aclaiborne@bainbridgewa.gov.

Sincerely,



Aaron Claiborne

Utilities Project Coordinator

Attachments: KCHD Water Availability
KCHD Sewer Availability
Table 1: Estimated WSA Fees

cc: Charles Krumheuer
Janelle Hitch
Heather Beckmann

Table 1: Estimated WSA Fees: Grow Avenue Community, SPR13551

Binding Commitment Limited Reservation for Water and Sewer System Capacity WSA Fee Calculations

For Parcel Tax Account Numbers 4107-001-005-2007, 4107-001-003-0207, 4107-001-003-0009, 4107-001-001-0001, 4107-001-001-0100, 272502-4-028-2004, 272502-4-027-2005, 272502-4-026-2006 located at John Adams Lane, Grow Avenue and Wyatt Way

<u>Description/Classification</u>	<u>Units</u>	<u>Quantity</u>	<u>Unit Cost</u>	<u>WSA Fees</u>	<u>10% Limited</u>	
					<u>Reservation Fees</u>	<u>WSA Fee Balance</u>
Sewer Participation Credit (20 SFR) (Note 1)	ERU	(20.0)	5,123	(102,460)		(102,460)
Sewer Participation (50 SFR)	ERU	50.0	5,123	256,150	25,615	230,535
Sewer Participation (87 MFR)	ERU	87.0	3,178	276,486	27,649	248,837
Sewer Participation (4.6 Commercial)	ERU	4.6	5,123	23,566	2,357	21,209
Sewer Connection Inspection	ERU	141.6	100	14,160		14,160
Water Participation Credit 3/4-inch Meter (20 SFR) (Note 1)	Meter	(20.0)	2,754	(55,080)		(55,080)
Water Participation 3/4-inch Meter (50 SFR)	Meter	50.0	2,754	137,700	13,770	123,930
Water Participation 3/4-inch Meter (1 Commercial)	Meter	1.0	5,692	5,692	569	5,123
Water Participation 1-inch Meter (1 MFR)	Meter	1.0	11,287	11,287	1,129	10,158
Water Participation 1.5-inch Meter (2 MFR)	Meter	2.0	22,575	45,150	4,515	40,635
Water Connection 3/4-inch Meters	Connection	51.0	225	11,475		11,475
Water Connection 1-inch Meters	Connection	1.0	350	350		350
Water Connection 1.5-inch Meters (Note 2)	Connection	2.0	1,500	3,000		3,000
Water Inspection	ERU	141.6	100	14,160		14,160
Admin. Fee (Limited Reservation Processing) (Note 3)			100	100	100	100
Admin. Fee (Full Reservation Processing) (Note 3)			100	100		
Totals				641,836	75,703	566,133

Notes

- 1) Participation fee credit is shown as a negative number for existing paid for water and sewer connections assigned to the properties.
- 2) The 1.5-inch meter materials and installation costs are estimated, actual costs will be billed at 125% direct costs.
- 3) An administrative fee is charged each time the water and sewer availability application is submitted for review.

PROJECT REPORT

*City of Bainbridge Island
Department of Planning
and Community Development*

Project: Grow Community Phase II

File numbers: BLA13551C, SUBA13551, SPRA13551C, CUP13551, SUB13551B

To: Katharine Cook, Director

Date: May 16, 2014

Project Manager: Heather Beckmann, Associate Planner

Applicant: Bainbridge Community Development, LLC

Location: The project site is located on the corner of Grow Avenue and Wyatt Way, adjoined by John Adams Way, and shares a southern border with Shepard Way.

Request: The eight acre project received approval as a phased, Tier II Built Green 5 Housing Design Demonstration Project (HDDP) through an underlying site plan & design review (SPR) land use permit on March 9, 2012 for the development of 131 residential units, a potential school and community center. The original approval divided the site into three phases. The first phase consisted of approximately three acres at the corner of Grow Avenue and Wyatt Way and is currently under construction. Following the SPR approval, the first phase received approval as a HDDP subdivision (commonly referred to as Grow Community I).

The subject proposal is to amend the original approved site plan and design review permit (SPR13551) for the remaining approximately five acres to incorporate proposed revisions reflected in the current site plan and design review application (SPRA13551C). For purposes of comparison, the original site plan review approved March 9, 2012 is included as Attachment S. The applicant also proposes to subdivide the property (SUB13551B) and receive conditional use approval for a community center and an early childhood or wellness center (CUP13551) (a Conditional Use Permit is required for both cultural facilities and daycare facilities in residential zones.) In conjunction with these applications are a lot aggregation, boundary line adjustment and subdivision amendment. The aggregation is to combine the seven tax parcels that make up the five acre portion of the project (proposed Grow Community II). The boundary line adjustment (BLA13551C) and subdivision amendment (SUBA13551) will make slight adjustments to the open space and parking tracts of the Grow Community I subdivision to align with the proposed Grow Community II subdivision.

The five acre portion of Grow Community II is proposed for two phases, providing 88 residential units comprised of flats, townhomes and single-family units, a community center, and an early child development or wellness center. This five acre portion of the site was originally approved for 87 units, a school and community center. This revision changes the configuration of the site, including the location of units; reduces the above-ground parking spaces; reorients the main trail; relocates the community center; eliminates the school and proposes a mixed-use building to house an early development and/or a wellness center.

The proposed site design incorporates various amenities, including internal, handicapped accessible public walking trails connecting the project to Phase I and adjoining existing trails, community gardens, underground parking and bicycle storage while providing a ‘forested’ area and an open field.

As discussed more fully in this report, the applicant is proposing to modify the following development standards through the HDDP program: an increase in density and height, a decrease in residential parking, a decrease in lot size, width and setbacks, and a decrease in road side buffers.

In accordance with the HDDP program, Tier II Built Green projects are required to 1) restrict home size to no greater than 1,600 square feet, 2) receive a minimum of four points in the housing diversity category, 3) receive a minimum of 21 points in innovative site development practices, 4) achieve 20% to 30% water use reduction, 5) achieve 25% to 30% improved energy performance and 6) provide innovative building design. Built Green is an environmentally-friendly, non-profit, residential building program of the Master Builders Association of King and Snohomish Counties, developed in partnership with King County, Snohomish County, and other agencies in Washington State.

Environmental Review: The project is subject to State Environmental Policy Act (SEPA) review as provided in Washington Administrative Code (WAC 197-11). Utilizing the optional DNS process provided in WAC 197-11-355, the City issued a combined Notice of Application/SEPA comment period on December 12, 2013. The 14-day comment period ended on December 27, 2013. A revision to the application warranted a revised notice of application/SEPA comment period of March 14, 2014 with the 14-day comment period ending on March 28, 2014. A Mitigated Determination of Nonsignificance will be made concurrently with the decision on the underlying application.

Recommendation:

The Final decision on these consolidated projects is made by the **Hearing Examiner. The Planning Commission** will consider the land use application at a **public meeting** and **shall**

recommend approval, approval with conditions, or denial of an application. In making a recommendation, the Planning Commission **shall consider the applicable decision criteria of this code, the Comprehensive Plan, all other applicable law, any necessary documents and approvals, and any testimony presented verbally or in writing at the public meeting.** If the applicable criteria are not met, the Planning Commission shall recommend the proposal be subject to conditions or denied. A Planning Commission recommendation is not a final decision and is not subject to appeal. The Planning Commission's written recommendation and other documents upon which its decision is based shall be immediately transmitted to the Director and/or the Hearing Examiner, as applicable.

Staff recommends approval of the Grow Community Phase II project as a Tier II Built Green 5 Housing Design Demonstration Project through approval of the underlying Site Plan Review and Design, Subdivision Amendment, Boundary Line Adjustment, Conditional Use Permit and Subdivision (BLA13551C, SUBA13551, SPRA13551C, CUP13551, SUB13551B) subject to the following conditions:

For continuity, all of the conditions from the approved SPR have been carried forward, with any new conditions/modifications underlined and any revised language struck-through to reflect the modifications to the site plan. New conditions begin at # 37.

SEPA CONDITIONS:

1. A Stormwater Pollution Prevention Plan (SWPPP) is required prior to building and civil construction activities. Stormwater quality treatment, erosion and sedimentation control shall be designed in accordance with BIMC 15.20. The submittal documents shall be prepared by a civil engineer licensed in the State of Washington. The SWPP shall include off-street accommodation for construction vehicle parking.
2. A construction stormwater permit (NPDES) will be required prior to building permit issuance.
3. To ensure the survivability of the significant trees designated to be preserved, the applicant shall follow the recommendations as provided in BIMC 18.15.010.C.2.b:
 - i. An area of prohibited disturbance, generally corresponding to the dripline of the significant trees and/or tree canopy of tree stands shall be identified by the applicant and approved by the department before commencement of site plan preparation; and
 - ii. A temporary four-foot high chain link or four-foot high plastic net fence shall delineate the area; and
 - iii. No impervious surfaces, fill, excavation, vehicle operations, compaction, removal of native soil or storage of construction materials shall be permitted within the area defined by such fencing; and

- iv. A rock well shall be constructed if the grade level around the tree is to be raised more than one foot. The inside diameter of the well shall be equal to the diameter of the dripline of the tree or tree canopy of tree stands; and
 - v. The grade level shall not be lowered within the larger of (a) the dripline of the tree, or the tree canopy of tree stands, or (b) the area recommended by a consulting arborist certified by the International Society of Arboriculture.
4. All construction activities are subject to noise regulations in BIMC Chapter 16.16.
- ~~To reduce the loss of affordable rental housing, the applicant shall continue to work with the renters by ensuring them the opportunity, subject to qualifications, to move into the new units before their rental homes are demolished. (The applicant provided information with their application that indicated that efforts have been made to provide housing for the occupied units).~~
5. To limit the impact on lighting, any proposed lighting shall comply with BIMC Chapter 15.34.
6. To ensure appropriate recreational opportunities, park nodes and associated facilities shall be created for each phase of development as indicated on the site plan for Phase I (page 10A of the Site Plan packet). The forest area and park node shall be planted prior to the application for any permits on Phase IIB.
7. To ensure the historical and cultural resources of the naval housing and the Grow Farm are documented, the applicant shall provide the report titled “The Report of the History and Cultural Significance of the Site Being Developed as the Grow Community” prepared by Jon and Toby Quitslund to the Bainbridge Island Historical Museum. Prior to final inspection of the community building, the applicant shall indicate how the history of the site will be incorporated in the community building; examples include displaying the report and historical photographs, including any video or photographs of the Grow Historic Honoring ceremony
8. To ensure historic and cultural resource preservation, a completed Washington State Historic Property Inventory Field Form shall be recorded with the State prior to the demolition of any building.
9. To reduce car dependency and mitigate the impacts of traffic, the applicant shall provide a car sharing program, electric charging stations and covered bicycle storage areas.
10. The applicant shall follow the phasing schedule to ensure that pedestrian connectivity is provided during each phase of the development.

NON-SEPA CONDITIONS:

11. All landscaping shall be installed, or a performance assurance device shall be submitted and approved, prior to final inspection of ~~any the final~~ building within the phase being constructed. The installation of landscaping shall be verified by the Landscape Professional or owner and a landscaping declaration shall be signed. The applicant shall provide a final landscape construction plan for each phase for review by staff, ~~the Design Review Board, and the Director prior to issuance of the building permit for the units.~~
12. Landscape buffers (particularly the three foot buffer landscape fence along the eastern edge of the development) shall be maintained with a maintenance assurance device for a period of three years. No vegetation within the buffers shall be disturbed without approval of the Department of Planning and Community Development through an approved clearing, grading or civil plan.
13. The development shall provide non-motorized public trail right-of-way easements for the trails as depicted in the site plan drawings, with the addition of an easement from the southeast corner of the site from Shepard directly to through the Pavillion to Madison and ~~an additional connection from Shepard to Wyatt.~~
14. The applicant shall retain 30% of the significant trees on-site for Phase I. Each phase of development shall submit a tree plan indicating the amount of significant trees retained and removed. Phase II A & II B shall provide 40 tree units per acre and retain any significant trees identified on Sheet 8, Preliminary Plat of Grow Community II. If any retained significant trees are determined to be hazardous by a professional arborist, they may be removed after a replanting plan that follows the requirement options under BIMC 18.15.020.C.3.b has been approved by the Department of Planning and Community Development.
15. Any off-site location(s) for community solar arrays shall require a separate permit review and are not approved as part of this application.
16. Construction of any civil improvements and/or appropriate bonding shall occur prior to any building permits being issued for each phase of development. The improvements to be constructed ~~with each for pPhase I~~ of development shall be in substantial conformance to the Phasing Plans submitted by Browne Engineering, last revised 2/17/12, or as amended and approved to the satisfaction of the Development Engineer. Phase II improvements shall be in substantial conformance to the Phasing Plans submitted by Brown Engineering, last revised October 15, 2013, plans C1-C5, or as amended and approved to the satisfaction of the Development Engineer.
17. The applicant shall submit civil construction plans prepared by a professional engineer for all roads, storm drainage facilities, sanitary sewer and water facilities and appurtenances. Phase I ~~The~~ civil construction design and phasing shall be in substantial conformance to the Utility Plan prepared by Brown Engineering, last revised 2/17/12, or as amended and approved to the satisfaction of the Development Engineer. Phase II civil construction design and phasing shall be in substantial conformance to the Utility Plan prepared by Brown Engineering, last

revised October 15, 2013, plans C1-C5, or as amended and approved to the satisfaction of the Development Engineer.

18. Storm drainage facilities are to be maintained by the applicant. The applicant shall provide a declaration of covenant prior to final occupancy that guarantees that the system will be properly maintained. The covenant shall include language that will allow the City to inspect the system to ensure is properly performing.
19. The downstream stormwater conveyance for the west drainage basin in Grow Avenue shall be improved to the satisfaction of the Development Engineer during the plat utility permit review.
20. The ~~15~~-designated guest parking spaces shall have adequate 'guest parking' signage and the remaining ~~48~~ spaces for the ~~school, temporary event day care or wellness center and~~ community building shall have signage that indicates that they are available for guest parking when not in use by the ~~school, temporary events or the community~~ those uses building.

~~The applicant shall submit a report that analyzes the demand for guest parking spaces after the first three acres (phase 1 & 2) are constructed and prior to applying for building permits for the third phase of construction. The City shall analyze the report to determine the appropriate amount of guest parking spaces needed to meet the demands of the development.~~

21. ~~Prior to the issuance of any building permits for the school, community building and apartment building, the applicant shall apply for an amendment or a new site plan review along with all required documentation, including but not limited to a traffic impact analysis and elevation plans. The plans shall be reviewed by City Staff, the DRB and the Planning Commission. Prior to issuance of any building permits for the early childhood development center, the applicant shall submit documentation to determine the appropriate amount of parking spaces. If the amount exceeds the ten allocated for the use, the applicant shall indicate how and where they will provide the additional spaces. These spaces may require an amendment to the site plan review. Prior to the issuance of any building permits for the wellness center, the applicant shall apply for an amendment or a new site plan review along with all required documentation, including but not limited to a traffic impact review.~~
22. To address the requests of the Fire Marshal, the applicant shall install residential sprinklers to the units, as found necessary. The fire apparatus access road shall be marked "FIRE LANE- NO PARKING".
23. To address the requests of the Health District, the applicant shall submit building clearance for sewer properties, and binding water and sewer availability letters prior to issuance of a building permit for the residences. Additionally, any existing septic tanks must be pumped and a licensed well driller must decommission any existing wells.
24. During each phase of trail construction, the applicant shall install signage that indicates the trails are public at each entry point on the perimeter of the site.

~~Prior to applying for a demolition permit of the historic home located at 321 Wyatt Way, the applicant should provide a report determining its structural integrity. If the report finds that the house has integrity and can be relocated on-site, the applicant shall seek to maintain the home and incorporate it into the site. An amendment to the site plan will not be required to preserve this unit and any required associated parking.~~

25. Each phase of the project shall conform to the HDDP program criteria for housing diversity, innovative site development and innovative building design. Prior to the issuance of a building permit for each phase, the application will be reviewed for compliance with the following:

- a. The dwelling units shall be at or below 1,600 square feet of floor area;
- b. 20-30% water use reduction;
- c. 25-35% improved energy performance;
- d. Innovative building design elements including alternative energy, energy efficiency, water efficiency, green building materials and accessibility;
- e. HDDP Development standards related to Low Impact Development; the applicant shall allocate impervious surface coverage for each phase of development (Phase D);
- f. Landscaping, recreational opportunities, open space and transportation elements that substantially conform to the site plans, ~~with the exception of the increased buffer between the Shepard parking lot and the neighboring residences;~~
- g. Bicycle spaces provided at one for every five parking spaces;
- h. Built Green 5. Building permit applications, construction and final occupancy shall comply with the certification provisions of BIMC 2.16.020.3.f;
- i. Proof of ongoing certification with the Built Green building rating system shall be required during construction and project certification shall be completed prior to final occupancy.

26. Following the completion of each phase, Staff shall be able to access the site for tours no more than once every three months with permission and cooperation of the property owner.

~~Prior to building permit issuance where a building is proposed over property lines, the applicant shall have submitted, the City approved, and the applicant recorded with the Kitsap County Auditor a boundary line adjustment, aggregation, and/or subdivision.~~

27. Each building shall meet the height requirement and shall not exceed 40' above average existing grade. This condition shall be recorded on the face of the final plat.

~~The site plan shall be revised to provide for a 20' full screen buffer between the Shepard parking lot and the adjacent right-of-way.~~

28. Parking space and aisle dimensions shall meet the design standards in BIMC 18.15.020.J. Spaces for compact cars shall not exceed 30% of the amount of spaces proposed for each phase.
29. Landscaped islands with raised curbs shall be provided to define the ends of parking aisles and indicate the pattern of circulation.
30. Internal walkways shall be surfaced with nonskid hard surfaces, meet accessibility requirements and be designed to provide a minimum of five feet of unobstructed width, unless required to be greater to meet the Fire Marshal's requirements for emergency access, with the exception of the diagonal pathway connecting the site from the corner of Grow and Wyatt which should range from eight to ten feet.
31. Each phase shall provide one covered bicycle space for every five parking spaces for the multifamily development for a minimum total of 28 spaces for the entire 8 acre site.
32. Pursuant to BIMC 15.08, the applicant shall apply for a permit for any regulated signs.
33. A building, grading and/or plat utility permit shall be obtained prior to commencing any construction activities.
34. Prior to the issuance of any building permits, the project shall be reviewed for compliance with the lighting guidelines.
35. ~~The public trails, street improvements and their associated easements shall be constructed and recorded in phases. The first phase of development shall include the construction and easements for a 5' bike lane and separated path along the Grow frontage, the public trail system connecting the Corner of Grow and Wyatt through the Pavillion to Madison Avenue and a path of connectivity from Shepard to the portion of the trail that goes through the Pavillion to Madison. Phase II shall include the construction of a new 5' wide bike lane, curb, gutter and sidewalk from the corner of Grow and Wyatt to the east end of the row houses (approximately 300 linear feet) and the internal trails shown in Phase I and II (3 acre portion of the site). During Phase II III (5 acre portion of the site) shall include the construction of the 5' wide bike lane, curb, gutter and sidewalk along Wyatt to the end of the project site, Shepard improvements including 10' of dedicated right-of-way, a sidewalk and bicycle path, a publicly accessible pathway to connect Shepard to Wyatt the south eastern serpentine path directly to the Pavilion, in addition to all the internal trails depicted in Pphase III.~~
36. Building permits for the succeeding phase of development will not be issued before the previous phase of public trails, street improvements and their associated easements are completed as outlined in condition #40 35.

New conditions below, not part of the previous approval:

37. The boundary line adjustment and long subdivision amendments shall be recorded with the final plat approval for Grow Community II.
38. The Table on Sheet 3 of 3 of the Boundary Line Adjustment shall be revised to reflect the Lot Areas for the Open Space Tract.
39. Direct, handicap accessible connectivity to the Pavilion that avoids going to Shepard Way shall be provided.
40. Construction of the western most path, abutting the Olympian development, or something comparable in location, shall occur before any residential building permits are applied for Phase IIA.
41. As requested by the DRB, the applicant shall provide a landscape fence wall along the eastern border, prior to the completion of each phase of development.
42. The ten foot wide landscape buffers to Wyatt Way and Shepard Way shall meet the full screen requirements of the BIMC 18.15.010.
43. Four of the parking spaces in the parking lot abutting Shepard Way shall be designated as Visitor Parking, and include compact and standard spaces, as well as a handicap space.
44. Lot coverage shall be recorded on the face of the final plat, and reflect the calculations due to the conditional use requirements for day care and community centers.
45. Setbacks, as modified by the HDDP, shall be recorded on the face of the final plat.
46. The applicant shall provide an open space management plan for review and approval by Staff. Said plan shall be recorded with the final plat.
47. Mailbox and pedestrian signage locations shall be indicated on the face of the final plat.
48. The bus shelter, as recommended by Kitsap Transit, shall be constructed as part of Phase I plat utility improvements.

Staff Analysis

LAND USE CODE ANALYSIS

Five applications are concurrently under review in this staff report. The order of application review is 1) the boundary line adjustment (Attachment A), aggregation (Attachment A) and subdivision amendment combined (Attachment A); 2) the HDDP requirements; 3) the Site Plan & Design Review (SPR) (Attachment B); 4) the Conditional Use Permit (CUP) for the proposed early childhood or wellness center and the community center (Attachment B); and 5) the multifamily & commercial and single-family subdivision (SUB) (Attachment C).

To simplify the review process, staff is collectively analyzing the boundary line adjustment/aggregation and subdivision amendment applications, followed by the HDDP, SPR, CUP, and SUB.

I. FINDINGS OF FACT—BOUNDARY LINE ADJUSTMENT/AGGREGATION, SUBDIVISION AMENDMENT

1. Site Characteristics:

Tax Assessor Information (Boundary Line Adjustment & Subdivision Amendment Applications):

A. **Tax Lot Numbers:** 5595-000-025-0001(Open Space) & 5595-000-026-0000 (Parking Tract)

B. **Owners of Record:** Bainbridge Community Development LLC

C. **Lot Size:** .71 (OS, pre amendment) to .68 acres and .45 (PT, pre amendment) to .38 acres

D. **Land Use:** Residential.

Tax Assessor Information (Aggregation):

E. **Tax Lot Numbers:** 272502-4-186-2002, 272502-4-187-2001, 272502-4-188-2000, 272502-4-189-2009, 272502-4-190-2006, 272502-4-191-2005, 272502-4-192-2004

F. **Owners of Record:** Bainbridge Community Development LLC

G. **Lot Size:** 5.44 acres before the aggregation (comprised of 7 lots ranging in size of .12, .29 and 4.95 acres) and 5.26 acres after the aggregation.

H. **Land Use:** Residential.

2. BIMC 2.16.090. D. - Boundary Line Adjustment

- a. An application for a boundary line adjustment may be approved or approved with conditions if no additional lot is created and no lot is created that contains insufficient area and dimensions to meet the minimum requirements for the area, width and depth for a building site in the zone in which the property is located. If these criteria are not satisfied, then the criteria in subsection D.2 of this section must be met or the boundary line adjustment may not be approved.

Staff Comment: The proposed boundary line adjustment between the approved subdivision and the neighboring lots to the east does not create an additional lot or create a lot that contains insufficient area and dimensions to meet the minimum requirement for the area, width and depth for the zone. The adjustment allows for a realignment of the parking tract as approved by the City Council on October 23, 2013. The boundary line adjustment results in a reduction of approximately 4,500 square feet to the approved subdivision to accommodate the proposed changes, which equates to a loss of ten automobile spaces in Phase I.

3. BIMC 2.16.160. L – Amendment to Approved Long Subdivision

- a. Proposals for alteration of a subdivision shall follow the provisions of RCW 58.17.215. Alterations of a subdivision are also subject to the provisions of RCW 64.04.175, except as described in subsection 2.

Staff Analysis: The provisions of these RCW's are included and analyzed below. The proposed amendment is found to meet these provisions.

- b. The contents and procedures for minor alterations of open space and/or open space usage in an approved final long subdivision shall be administratively reviewed consistent with the procedures and requirement of BIMC 2.16.030.

Staff Analysis: The subdivision amendment will result in a minor decrease in area for the Parking Tract.

4. RCW 58.17.215 – Alteration of subdivision – procedure.

- a. When any person is interested in the alteration of any subdivision or the altering of any portion thereof, that person shall submit an application to request the alteration to the legislative authority of the city, town, or county where the subdivision is located. The application shall contain the signatures of the majority of those persons having an ownership interest of lots, tracts, parcels, sites or divisions in the subject subdivision or portion to be altered.

Staff Analysis: At the time of application, the applicant was the owner of the lots in the subdivision; therefore, the applicant signed the submitted application.

- a. The legislative body shall provide notice of the application to all owners of property of the subdivision. The notice shall establish a date for a public hearing or provide that a hearing may be requested by a person receiving notice within fourteen days of receipt of the notice.

Staff Analysis: At the time of the application, the applicant was the owner of the lots of the subdivision. A notice was properly placed in the newspaper regarding the notice of application and mailed to all owners of record of the subdivision amendment.

- b. The legislative body shall determine the public use and interest in the proposed alteration and may deny or approve the application for alternation.

Staff Analysis: Staff finds that the amendment will serve the public use and interest. The amendment will adjust the parking for Phase I to meet the anticipated amendment to Phases 2A & 2B.

- c. After approval, the legislative body shall order the applicant produce a revised drawing of the approved alteration of the final plat, which after signature of the legislative authority, shall be filed with the county auditor to become the lawful part of the property.

Staff Analysis: A revised drawing has been submitted to the City that matches the proposed changes. The revision properly includes signature blocks for filing with the Kitsap County auditor.

5. Conclusions

A. History:

This application will go before the City Council for a decision on the amendments to the Parking Tract, and the resultant boundary line adjustment to accomplish these subdivision amendments.

B. Code Review:

The Code section that applies is BIMC Chapters BIMC 2.16.090.D. Boundary Line Adjustment and 2.16.160. L, “Amendment to Approved Long Subdivision”. This section requires the project review to follow the procedures of the Revised Code of Washington (RCW). The project is found to have followed the procedures and to have met the requirements.

6. Recommendation

Staff recommends approval of the long subdivision amendment and boundary line adjustment (aggregation) with the following conditions:

1. The boundary line adjustment and long subdivision amendments shall be recorded with the final plat approval for Grow Community II (Condition # 37).
2. Sheet 3 of 3 of the Boundary Line Adjustment shall revise the table for Lot Areas from Parking Tract to Open Space Tract (Condition # 38).

II. FINDINGS OF FACT—SITE PLAN REVIEW, CONDITIONAL USE PERMIT, SUBDIVISION

1. Site Characteristics:

Tax Assessor Information:

- A. **Tax Lot Numbers:** 272502-4-186-2002, 272502-4-187-2001, 272502-4-188-2000, 272502-4-189-2009 , 272502-4-190-2006, 272502-4-191-2005, 272502-4-192-2994
- B. **Owners of Record:** Bainbridge Community Development LLC
- C. **Lot Size:** 5.43 acres or 236, 907 square feet pre right of way dedication, 5.26 acres (after right-of-way dedication) or 226,512 square feet
- D. **Land Use:** Residential.

2. **Terrain:** The property slopes gently to the southeast, with no steep slopes on the site.

3. **Soils:** Soil mapping indicates that Kapowsin gravelly loam is the predominant soil type on the site (Soil Survey of Kitsap County Area, Washington; U.S. Department of Agriculture, Soil Conservation Service, 1977).
4. **Existing Site Development:** John Adams Lane (formerly Government Way) is developed as a multifamily use with 16 detached homes approved for demolition.
5. **Proposed Access:** The proposed development will be accessed from Wyatt Way and Shepard Way NW.
6. **Public Services and Utilities:** City of Bainbridge Island Water and Sewer.
7. **Zoning/Comprehensive Plan Designation:** The subject property is zoned R-14, 3,100 square feet per unit.
8. **Surrounding Zoning/Comprehensive Plan Designation:**
 - A. North: R-4.3
 - B. South: R-14
 - C. East: MUTC/CORE
 - D. West: R-14
9. **Surrounding Uses:**
 - A. North: Single family residences, an undeveloped property and a retirement facility.
 - B. South: Multi-family condominiums.
 - C. East: Car wash, restaurants, movie theater and other commercial businesses (commonly referred to as the Pavilion development) and a day care center.
 - D. West: Phase I of Grow Community, developed with 21 for-sale units, and 20 rental units under construction.

III. HISTORY

1. A pre-application conference was held on August 5, 2013.
2. A public participation meeting was held on July 29, 2013 (Attachment D).
3. The Design Review Board reviewed the project on August 19, 2013 (Attachment E).
4. The application was submitted on October 23, 2014.
5. The application was deemed complete on November 21, 2014.
6. A joint notice of application/SEPA comment period (Attachment F) occurred on December 12, 2013.
7. The comment period ended on December 27, 2013.
8. The project was reviewed by the Design Review Board (DRB) on the following dates; December 2, 2014 (Attachment G) & December 16, 2013.
9. A revision to the site plan review plan set was submitted on February 13, 2014.
10. The project was re-noticed to reflect the revision on March 14, 2014, with the comment period ending on March 28, 2014.
11. Supplemental information for the Design Review Board was submitted on April 28, 2014.
12. The revisions to the project were reviewed by the Design Review Board on March 31, 2014 and May 5, 2014.
13. A revision to the plan set was submitted on May 9, 2014 with a revision to sheet 1 submitted on May 14, 2014.

IV. PHASING

The applicant is proposing to develop the site in two phases (hereafter referred to as 2A & 2B).

Phase 2A:

Demolition:	16 homes, commonly known as Naval housing.
New Buildings:	49 units, comprised of accessible flats (37), 2-story townhomes (8), 1-level single family homes (4)
Parking:	81 spaces
Street Improvements:	Extension of the 5'-wide bike lane, curb, gutter and sidewalk along Wyatt Way to the end of the project site.
Storm Drainage:	Collection and treatment of water from roadways using multiple Stormfilter Cartridge systems. Conveyance of water from landscape areas, building roofs and Stormfilter system to the City drainage system.
Water Main Improvements:	The water main constructed in Phase 1 through the parking area will be extended to connect to the water main placed in Wyatt Way as part of Phase 1.
Sewer	New section of 8" sewer main connected in Phase 1 will be extended to serve the buildings in Phase 2.
Internal Trail Improvements:	Internal trails shown in Phase I and II (3 acre portion of site).

Phase 2B:

Demolition:	None
New Buildings:	39 units, comprised of accessible flats (18), 2-story townhomes (17), 1-level single family homes (4)
Parking:	71 spaces
Street Improvements:	Shepard Improvements sidewalk, curb and gutter and an added 10' of dedicated right-of-way.
Storm Drainage:	Collection and treatment of water from roadways using multiple Stormfilter Cartridge systems. Conveyance of water from landscape areas, building roofs and Stormfilter system to the City drainage system.
Water Main Improvements:	Water main improvements to be completed with Phase 2A.
Internal Trail Improvements:	A publicly accessible pathway to connect Shepard Way through to Wyatt Way, in addition to the internal trails depicted in Phase III (5 acre portion of site).

V. PUBLIC/AGENCY COMMENT

1. Public Participation/Comment.

The site design for this application has gone through multiple iterations prior to the formal site plan and design review submittal. A pre-application conference and a public participation meeting were held between the City and the community in 2013.

The Housing Design Demonstration Project (HDDP) program requires the applicant to participate in a community meeting and to consider input received from the public meeting in the proposal submitted for the pre-application conference. The applicant held their public participation meeting on July 29, 2013. The comments received from that meeting are attached (Attachment D).

Public comments were also received during the public commenting period relating to noticing of the application (Attachments H). The following section provides a compilation of comments and staff's review of some of the concerns expressed.

Pathway Connectivity:

Comments: Various concerns were voiced about the proposed trail connectivity, particularly the way that it varies from that previously approved under the site plan and design review. The concerns voiced were that “there’s no clear central path”, “it does not tie into the main path (Phase I), “it’s only five feet wide, has slopes steeper than 1 foot in twenty, sections with stairs, tight hair pin turns and are bordered by 12 feet tall site and building walls”. A temporary path through Phase II connecting Phase I to Madison was requested.

Staff: The DRB has repeatedly discussed connectivity with the applicant, particularly in response to the revisions received in February, 2014. The DRB, like staff, is concerned that the trail is oriented to terminate at the unofficial public path that cuts through the neighboring development. In response to this, the applicant has a recorded easement through the Pavilion development; however, the path does not directly connect to that path without first jogging down to Shepard. Staff recommends a condition that direct access to the Pavilion path is provided (Condition # 39). Staff also recommends that the construction of the north-south oriented, most western most path, or something comparable in location, occur before any building permits are applied for Phase IIA, to ensure safe passage through the development during construction (Condition # 40).

Missed Opportunity for Community Interaction:

Comments: There was concern that the underground parking removes opportunity for a community interaction, that the location of the community center removes its connection to Grow Community I and that the building walls throughout the development close the community off from its neighbors.

Staff: The DRB also discussed the proposed walls. The architect asserts these walls are necessary to create privacy for the first floor units, as well as to separate the private from the public outdoor spaces. The DRB was concerned that the issue of privacy has overshadowed the pedestrian experience throughout the site. In response to these comments, the applicant revised their plans and reduced the height of some of the walls. Staff is not suggesting the location of the community center change or that more above ground parking occur.

Shepard Way

Comments: There will be a direct impact on traffic on Shepard. By eliminating John Adams Way, all traffic from Winslow Way Condominiums on Shepard. There was concern that the proposed three story high rise units will change Shepard.

Staff: Traffic impacts were analyzed through a traffic report by a 3rd party. Traffic will increase on Shepard and mitigation is not suggested absent of the bicycle path and sidewalk along Shepard Way.

In terms of development patterns, some of the buildings directly across from the proposed development have similar bulk as the proposed mixed use building, particularly the one directly across from the proposed development with 10,000 square feet of floor area, and the two smaller buildings with each at 2,500 square feet. The length of the proposed mixed use building is 110' and the length of the 10,000 square foot building is 160'. The proposed mixed use building is set back 23 feet from the right of way dedication. The lowest level is all glass providing transparency to the street. The project is conditioned to provide a 10' full screen buffer to soften the development. The height of the building is 33', two feet less than that allowed in the zoning district and 7' less than that allowed through the HDDP. Impacts to Shepard are also mitigated with the parking for this use located underground. Staff is not recommending any conditions to reduce the bulk of this proposed building.

Vehicle/Pedestrian Interactions

Comment: Phase II is too car friendly, especially with the connectivity from Grow parking lot to Phase II.

Staff: The original iteration proposed connectivity through Grow to Shepard. This drive has been omitted to reduce the potential for pedestrian vehicle conflict.

2. Agency Comment.

A. Fire Marshal (Attachment I):

Comment: The Fire Marshal stated the fire apparatus access road shall be marked "FIRE LANE-NO PARKING". The project is properly conditioned to meet this request (Condition # 22).

B. Kitsap County Health District:

Comment: The Health District provided a 'no comment' letter on November 12, 2013, in response to the Pre-application meeting. No further comment was submitted during the official comment period. The previous comments are carried forward from the previously approved site plan and design review (Condition # 23).

C. Historic Preservation Commission:

Comment: The applicant met with the Historic Preservation Commission (HPC) after they applied for their demolition permits of the 16 naval homes. At that meeting, the

applicant informed the HPC that they had recorded their historic property inventory (HPI) forms, as previously conditioned. The applicant also informed and invited the HPC to a Historic Honoring Ceremony on Thursday, March 20, 2014 to commemorate the history of the Grow Family, the Japanese Community and the Military Community use of the land.

Staff Response: SEPA required an assessment of the property prepared by a qualified professional historian. An assessment was made in the form of a report by Jon & Toby Quitslund. As conditioned, the applicants provided the report to the Bainbridge Island Historic Museum, and has recorded Washington State Historic Property Inventory Field Forms with the State. The project is still conditioned to incorporate historic elements into the community building, and to include photographs and/or video of the Historic Honoring Ceremony (Condition # 7).

F. Development Engineer:

Comment: The City's Development Engineer reviewed the impacts from the proposed development on the existing street and utility systems, and also reviewed the improvements proposed to those systems that will mitigate potential impacts. Those improvements are documented in a series of traffic analysis reports, utility reports and preliminary civil design drawings included as attachments to the staff report. The information provided below relates primarily to the traffic generated by the project's existing and proposed dwelling units, as revised.

Traffic Analysis:

To determine the impacts from the proposed development, the applicant provided a traffic analysis report (Attachment J) that modeled potential traffic impacts with and without the project at several intersections in the project vicinity. According to the City's Island-wide Transportation Study, all intersection modeled are expected to function at a Level of Service (LOS) D or better when modeled with future development projections.

The table included below shows the LOS projected at the impacted intersections under three scenarios. The first scenario is the existing LOS and delay based on traffic data collected in 2011 or 2013. The second scenario is the projected LOS and delay without the project. The third scenario is the projected LOS and delay with the proposed project.

The impacted intersections are adequate for the Grow Community Development, and therefore a certificate of concurrency remains in place with the proposed revision.

Intersection	Existing Conditions (2011)		Scenario 2: 2018 Without project		Scenario 3: 2018 With project	
	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
Wyatt Way & Grow Ave.	C	17.6	C	19.3	D	26.2
Wyatt Way & Madison Ave.	C	20.6	C	22.7	D	26.9
Winslow Way & Madison Ave.	B	NA	B	14.6	C	15.5

High School Road & Madison Ave.	C	0.7	C	0.73	C	0.76
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The above information is from the Traffic Analysis Report provided by the applicant and dated March 8, 2014, and the subsequent memorandum dated May 7, 2014 (Attachment K).

Transportation Improvements:

The Grow Community development has made non-motorized vehicle improvements to Grow Avenue and Wyatt Way along project frontage by adding five-foot wide bike lane, curb and gutter, and five-foot wide paved sidewalks. A five-foot wide sidewalk, and curb and gutter will also be added on the north side of Shepard Way where it is adjacent to the development.

Interior roadways of the proposed development will include drives for the garage and outdoor parking areas. The proposed revision rearranges the interior driveways on the final phase of the project so that they generally follow the property boundary. Access points will include Wyatt Way and Sheppard Way; the entrance on Grow Avenue is already in place. The site plan shows the location of the roadways, sidewalks and paths.

3. Design Review Board.

The Design Review Board (DRB) reviewed the application at five different meetings. The first meeting occurred during the pre-application phase on August 19, 2013 and the remaining four meetings occurred on December 2, 2013 and December 16, 2013 (missing minutes) to review the original site plan and April 7 and May 5, 2013 to review the revised site plan. The DRB review was three-fold: to assess the innovative site development points under the HDDP program; to review the proposal for consistency with the City's multi-family and commercial/mixed use design guidelines (Attachments Q & R); and to make general site and building design recommendations. Copies of the approved meeting minutes are also attached (Attachments E, G & L). The project has been modified to address the DRB comments and some requests are conditions of approval for this project (Conditions # 39 & 41).

In short, as result of the review from the comments received at various DRB meetings, the applicant revised the application to: protect a strand of significant trees between the northeast corner of the site and the abutting development, to provide a three foot buffer between the eastern edge of the development in the form of a landscaped fence (green wall) (Condition 41), provide designated upland handicapped parking spaces, improve trail connectivity to the easement dedicated at the Pavilion (Condition 39), and adjust the amount and location of residential and guest parking spaces.

VI. COMPREHENSIVE PLAN GOALS AND POLICIES

Summary: The Comprehensive Plan and the Winslow Master Plan target the "Winslow Master Plan Study Area" to accommodate 50% of future population growth, where urban infrastructure and facilities either exist or can be provided in an efficient manner. The Plan further states that the Winslow Master Plan Study Area is intended to contribute to a vibrant

and pedestrian-oriented downtown where people want to live, work and shop. Higher density residential development in the Study Area is further intended to reduce reliance on the automobile and provide a diversity of housing choices.

Staff Response: The subject property is located within the Winslow Master Plan Study Area and is currently served by urban infrastructure and facilities, which will be upgraded as necessary to meet the needs of the project. As proposed, the development will be a pedestrian-oriented, energy efficient, multi-generational neighborhood comprised of 88 residential units, a community building and a school. To reduce reliance on the automobile and encourage pedestrian activity, the project will include a car sharing program and will provide pedestrian trails through the site, connecting to Madison Avenue. The project will also include multiple electric charging stations to further offset the impacts of automobile use.

1. Land Use Element

A. Winslow Residential Districts--Goal 7: The Urban Multifamily District is intended to provide for moderate to high-density residential development that may include some office and governmental uses.

Staff Response: The proposed project will provide moderate-to-high density residential development at a density of one unit per 2,660 square feet.

- i. **W 7.1 Residential** *development within the Urban Multifamily District shall be served by public facilities and services normally associated with urban area development.*

Staff Response: The project is serviced by city water and sewer and is in close proximity to schools and a fire station.

- ii. **W 7.3** *Provide landscape buffers between any multifamily and existing single family homes.*

Staff Response: The project abuts multi-family development along both Wyatt Way and Shepard Way. The project has been reviewed for compliance with the buffering requirements of the Municipal Code and has been conditioned accordingly.

- iii. **W7.4** *To ensure compatibility of multi-family development with adjacent uses and retain the scale of development in Winslow, land use regulations shall include design standards for building height, bulk, massing and articulation to promote a pedestrian scale and ensure adequate light, air and view corridor between lots; parking requirements, including location of parking; landscaping, including parking lots; lighting standards that prevent unnecessary glare on neighboring residential properties; location and screening of service areas, such as dumpsters; open space; pedestrian linkages between multi-family buildings and the street edge and adjacent properties.*

Staff Response: The Design Review Board and staff reviewed the project over the course of seven meetings to ensure compliance with the City's adopted design guidelines for multi-family development.

Historic Preservation

A. Historic Preservation-Goal 2: *Historic structures or places are an important feature of community design and should be preserved and enhanced.*

Staff Response: As discussed previously, the Historic Preservation Committee (HPC) reviewed the application and met with the applicant at two HPC meetings. The HPC requested that the applicant complete a historic property inventory form and a report on the history and cultural significance of the site. The applicant provided these forms and the report. The project is conditioned to ensure that the cultural resources of the site are preserved through recording of the report at the Bainbridge Island Historical Museum and making it available at the proposed on-site community center and by requesting that the historic property inventory forms be completed and recorded with the Washington State Department of Archeology and Historic Preservation's Historic Property Inventory database (Condition # 7).

2. Housing Element

A. Goal 1: *Promote and maintain a variety of housing choices to meet the needs of present and future Bainbridge Island resident's at all economic segments, and in all geographic areas in a way that is compatible with the character of the Island, and encourages more socioeconomic diversity.*

i. Housing Policy H 1.5: *The City shall encourage innovative residential development types and zoning regulations that increase the variety of housing choices suitable to a range of household sizes and incomes in a way that is compatible with the character of existing neighborhoods. Examples of innovative approaches are cottage housing development, cluster housing development and accessory dwelling units.*

B. Goal 3: *Increase the supply of affordable multi-family housing each year through the year 2012.*

i. Housing Policy 3.1: *The City shall encourage new multi-family housing in a variety of sizes in areas designated for such use in the Land Use Element. All developments are subject to Health District requirements for water and sewage disposal.*

Staff Response: This project is utilizing the Housing Design Development Program, which in alignment with the housing policies requires the use of innovative site development practices. The development also provides a variety of unit sizes and unit types and increases the variety of housing choices suitable to a range of household sizes and incomes in a manner that is compatible with the character of the existing neighborhood.

The project will provide 88 new housing units, including flats, townhomes, and single-family homes. Home sizes will range from 1,160 square feet to 1,600 square feet of floor area. While none of the units are mandated to serve income-qualified residents, the smaller unit size may result in housing that is more affordable relative to other housing choices on the island.

3. Non-motorized Transportation Element

A. Goal 1: *Develop a non-motorized transportation system that effectively serves the needs of pedestrian, bicycle, and equestrian users and encourages non-motorized travel and provides a continuous network of attractive sidewalks, footpaths, multi-purpose trails, and bikeways throughout the Island that are also connected to regional systems.*

i. *Non-motorized Policy 1.3: Locate and design bicycle facilities that effectively accommodate both commuters and recreational users. The system shall include separated bicycle pathways, on-road bicycle lanes, paved shoulders, and shared facilities.*

ii. *Non-motorized Policy 1.8: Encourage non-motorized travel by recognizing existing informal and private pathways as part of the overall pedestrian and bicycle network. Efforts shall be made to formalize and make these connections public. Realignment of existing trails may be necessary to accommodate both trail access and private development.*

Staff Response: To conform to these non-motorized goals and policies, the improvements proposed for Grow Avenue include a bicycle lane and a pedestrian trail. Improvements for Wyatt Way include a 10' dedication of right-of-way, a sidewalk and a bicycle lane. Improvements for Shepard Way include a portion of right-of-way dedication and a sidewalk. The proposed development will provide ADA compliant, publicly accessible trails through the development that provide continuous connection from the corner of Wyatt Way and Grow Avenue to Madison Avenue.

B. Goal 2: *Develop non-motorized design standards that provide safe and efficient access, encourage use and mobility, conform to State and Federal requirements, are responsive to the needs and character of the neighborhood and are sensitive to the natural environment.*

i. Non-motorized Policy 2.2 *The use of color, texture, lighting, signage, and paving to designate non-motorized facilities and roadway crossings shall be incorporated into adopted design standards.*

Staff Response: The proposed internal pathways are conditioned to provide signage and texture to conform to this non-motorized policy (Condition # 24 & 30).

VII. LAND USE CODE ANALYSIS

1. Housing Design Demonstration Projects, BIMC 2.16.020 (Q)

A. Purpose and Goals

Code Summary: On August 12, 2009, the City Council passed Ordinance 2009-06 establishing the Housing Design Demonstration Project (HDDP) Program. The HDDP program allows for the development of a limited number of projects, with for the purpose of increasing the variety of housing choices available to residents of all economic segments and encouraging sustainable development through the use of development standard incentives.

The goals of BIMC 2.16.020(Q) are to encourage innovative building design in housing projects by increasing the housing supply and the choice of housing styles available in the community, to promote diversity in housing affordability and choice by encouraging smaller and more varied home sizes and mixes of income levels, and to promote high quality design. An additional goal is to promote the use of innovative site development practices and green building practices by encouraging the use of conservation design methods and principles such as low impact development techniques, green building materials, water and energy conservation, and mitigation that offsets impacts to biodiversity. Two final goals are to help identify any zoning code amendments that are necessary to support the development of innovative housing choices on Bainbridge Island, and to identify effective incentives to encourage green building and low impact development standards.

Staff Response: The proposed project meets the purpose and the goals of the HDDP program by providing a variety of housing choices to all economic segments and providing innovative building design and green building practices by implementing Built Green standards into the development, including the use of solar panels.

B. Applicability

Only properties located within the Winslow Study Area of the Winslow Master Plan and the Winslow Sanitary Sewer System Service Area can apply for the HDDP ordinance.

Staff Response: The project site is located in the Winslow Study Area of the Winslow Master Plan and the Winslow Sanitary Sewer System Service Area.

C. Review and Approval Process

Code Summary: Housing Design Demonstration Project applications are reviewed in accordance with BIMC 2.16.020(Q). Applicants proposing a demonstration project meet with City staff during the conceptual phase to discuss the goals and evaluation parameters of the proposed project. The applicant is required to participate in one or more community meetings, and to reflect input received from public meetings and the conceptual meeting in materials submitted for a preapplication conference. Subsequent to the preapplication conference, the applicant receives preliminary notification from the Director as to whether the proposal qualifies for participation in the HDDP program. An

applicant may submit a land use application for a housing design demonstration project after completion of conceptual and preapplication review, and notification by the City the proposal qualifies for the HDDP program.

Staff Response: The applicant followed the process by participating in conceptual proposal review and participating in a public participation meeting and a pre-application conference. The applicant submitted for a HDDP determination through the underlying site plan review and subdivision applications. The project is conditioned to demonstrate compliance with the requirements of the HDDP at the time of building permit submittal (Condition # 25).

D. Evaluation Method

Code Summary: The HDDP program utilizes a tiered quantitative evaluation method to link sustainable building goals. The program goals are scored in two areas: Housing Diversity and Innovative Site Development. The project must also provide Innovative Building Design Practices.

Staff Response: The applicant applied as a Tier II Green project. Tier II Green projects are either constructed as LEED Platinum or Gold, or as Built Green 5. The applicant proposes Built Green 5 and shall submit a Built Green Checklist for each unit that has been reviewed by Evergreen to ensure compliance with Built Green Standards (Condition # 25).

In addition to constructing the units to Built Green 5 standards, the project must also provide at least the minimum points in Housing Diversity and Innovative Site Design and the project must provide Innovative Building Design. The matrix used to evaluate the project and a discussion of the points received is provided below (Attachment M). Staff, the Design Review Board, the Director and the Development Engineer assessed the points.

a. BIMC 18.38.060, Housing Diversity Category: (requires a minimum 4 points)

Tier 2 Green projects limit the home size to a maximum of 1,600 square feet and require a minimum of four points in the affordable housing, unit size and unit type categories. In order to score a point in unit size or unit type, the project shall provide at least 10% of the total number of units in that range.

Staff Response: The proposed units do not exceed 1,600 square feet of floor area and the projects received five points, which exceeds the minimum four points required.

i. Unit Type: 2 points

The project is to provide a variety of unit types.

Staff Response: The proposed project provides many types of units including a variety of single-family homes, townhomes and flats.

Phase 2A – 49 units – 2 points

Unit Type	Number of Units	% of total	Points:
Townhouse	8	16%	1
Single Family	4	8%	0
Flats	37	75%	1

Phase 2B – 39 units – 2 points

Unit Type	Number of Units	% of total	Points:
Townhouse	5	13%	1
Single Family	4	10%	1
Flats	30	77%	1

Total – 88 units – 2 points

Unit Type	Number of Units	% of total	Points:
Townhouse	13	15%	1
Single Family	8	9%	0
Flats	67	76%	1

ii. Unit Sizes: 3 points

The project is required to include a variety of housing unit sizes that provide for a mix of income levels and family size.

Staff Response: Proposed units range in size from 1,232 square feet for the one level flats to 1,600 square feet for the single-family homes and two-story townhomes. None of the units exceed 1,600 square feet of floor area (Condition # 28).

Phase 2A – 49 units – 3 points

Unit Size Range (sq ft)	Number of Units	% of total	Points:
600-800	0	0%	0
801-1000	0	0%	0
1001-1250	6	12%	1
1251-1500	36	73%	1
1501-1600	7	14%	1

Phase 2B – 39 units – 3 points

Unit Size Range (sq ft)	Number of Units	% of total	Points:
600-800	0	0%	0
801-1000	0	0%	0

1001-1250	9	23%	1
1251-1500	21	54%	1
1501-1600	9	23%	1

Project Total – 88 units - 3 points

Unit Size Range (sq ft)	Number of Units	% of total	Points:
600-800	0	0%	0
801-1000	0	0%	0
1001-1250	15	17%	1
1251-1500	57	65%	1
1501-1600	16	18%	1

iii. Affordable Housing: 0 points

Affordable units have to be available to the spectrum of income levels as defined in BIMC 18.21 and they shall remain affordable for 50 years.

Staff Response: None of the units are proposed to be designated as affordable housing, nor are they required to achieve the minimum points in housing diversity. The applicant has indicated that in alignment with the One Planet Principles, the rental and sale prices of some of the units will be below market rate.

Total Housing Diversity points: 5 for Phases IIA & IIB, and Combined

b. Innovative Site Development: (requires a minimum 21 points)

Tier 2 Green projects must receive a minimum of 21 points in innovative site development by obtaining points in the areas of low impact development, landscaping, common open space, transportation and biodiversity offsets.

Staff Response: The project provides innovative site development that meets the minimum amount of required points by achieving 23 points.

i. Low Impact Development: 0 points

The project incorporates low impact development practices to infiltrate with amended soils and with living walls on the townhome buildings. However, the applicant opted not to apply for points in the low impact development category.

ii. Landscaping: 3 points

The project provides at least 60% native plants and will reduce potable water use for landscaping irrigation by 50% by using drought tolerant or low water consumption plants. In addition, private yard areas will provide less than 20% turf.

iii. Common Open Space: 14 points

The project provides greater than 25% of the site as open space as an open field, forest, play area, vegetated pathways and community gardens at 60 square feet per unit. This amount of open space is provided both Phase IIA and IIB, as well as cumulatively for the entire project.

iv. Transportation: 6 points

The project creates and integrates internal and external non-motorized connections and provides walkways, separated paths and bike lanes within the Wyatt and Grow rights-of-way. The project also provides an on-site car sharing program, electric charging stations and parking spaces for sub-compact vehicles.

v. Biodiversity Offsets: 0 points

No points earned, none required.

Total Innovative Site Development points: 23

c. Innovative Building Design

Staff Response: The project provides innovative building design which will be used to meet the 20%-30% water use reduction and 25% to 35% improved energy performance as required for Tier II Green projects (Condition #25). Staff used the Built Green 5 checklist to determine how these practices will be followed and the project is conditioned to provide a written evaluation to ensure compliance prior to building permit issuance.

- i. Alternative Energy:** *The project utilizes, at least in part, alternative power and heat technologies including, but not limited to solar, passive solar, wind, and geothermal.*

Staff Response: In alignment with the Built Green 5 checklist, the proposed project utilizes alternative energy by providing solar. The overall goal of the project is to provide a renewable energy source to meet net zero carbon buildings by 2020. The project will be reviewed for compliance with alternative energy prior to building permit issuance (Condition # 25).

- ii. Energy Efficiency:** *The project exceeds base energy efficiencies required by the Building Code by integrating energy efficient building design and appliances.*

Staff Response: In alignment with the Built Green 5 checklist, the proposed buildings are efficiently designed with airtight building envelopes and energy efficient lighting, appliances and heating systems. The project will be reviewed for compliance with energy efficiency prior to building permit

issuance (Condition # 25).

- iii. **Water Efficiency:** *The project uses water efficiently by integrating low-flow water fixtures and/or water re-use systems (i.e. greywater for toilets, landscaping).*

Staff Response: In alignment with the Built Green 5 checklist, the proposed project is designed to use water efficiently. Low flow fixtures and water catchment will reduce water consumption in the buildings. The project will be reviewed for compliance with water efficiency prior to building permit issuance (Condition # 25).

- iv. **Green Building Materials:** *The project utilizes sustainable or 'green' building materials internally and externally.*

Staff Response: In alignment with the Built Green 5 checklist, the proposed project utilizes green building materials. The project will be reviewed for compliance with green building material usage prior to building permit issuance (Condition # 25).

- v. **Accessibility:** *The project design incorporates access for residents of all ages and mobility inside and outside the home.*

Staff Response: The project will include "age in place" designed homes and handicapped accessible trails throughout the site. Prior to building permit issuance, the accessible units will be reviewed for compliance with accessibility requirements (Condition # 25). The trails/paths are required to meet accessibility design requirements as part of the plat utility permit.

E. Approval Criteria-Housing Design Demonstration Project

In addition to the decision criteria required by the underlying planning permit, an application for an innovative housing demonstration project may be approved if the following criteria are met:

- i. *The applicant clearly demonstrates evaluation factors listed in BIMC 2.16.020.Q.4 as evaluated by the Design Review Board and the Department of Planning & Community Development.*

Staff Response: The project has been reviewed by the Design Review Board and the Department of Planning and Community Development and is conditioned to comply with the housing diversity criteria, use of innovative site development practices and innovative building design practices for each phase of development (Conditions # 25).

- ii. *The applicant has demonstrated how relief from specific development standards, including setback reductions, lot coverage and/or design guidelines, is needed to achieve the desired innovative design and the goals of this chapter.*

Staff Response: The project is seeking to utilize the density bonus and relief from the following development standards: minimum lot dimensions and size, residential parking, setbacks, roadside buffers and approval to exceed the maximum height in the district by five feet. The relief granted will allow the project to increase the housing supply and choice of housing styles available in the community while promoting high quality design and open space in the form of community gardens, large, forested open space, play space and walking paths. Staff finds that the applicant has demonstrated that relief from the development standards is necessary to achieve the proposed development (Attachment N).

- iii. *The project is harmonious in design and appearance with the intended character and quality of development in the immediate vicinity of the subject property, and with the physical characteristics of the subject property.*

Staff Response: The project site is currently comprised of seven lots on over 5 acres and is developed with sixteen detached units, proposed for demolition. The site is surrounded by a variety of residential and commercial uses. Residential uses include single-family homes and attached condominiums and apartments bordering the project to the north, south and west. Commercial developments that include automotive care, a movie theatre, restaurants and a child care center are to the east.

Like the first phase of the Grow Community, the multi-family units will face the busy thoroughfare of Wyatt Way. The project proposes to provide attached units surrounding the perimeter with large open spaces in the center. The project site is located in a high density downtown zoning district. The surrounding multifamily developments along Wyatt Way and Shepard, and the abutting Olympian condominiums to the west reflect the proposed density and development patterns.

The density of housing does not preclude open space, as two open space areas will provide approximately 1.2 acres as a forested area in the northern portion of the site and a large open field surrounding the community center in the southern portion of the site.

- iv. *The project does not adversely impact existing public service levels for surrounding properties.*

Staff Response: As conditioned, the development does not adversely impact the transportation, fire protection, water, sewage and storm drainage facilities for the surrounding properties. As conditioned, the project has been approved by the Development Engineer and the Bainbridge Island Fire District. Where necessary, the project is conditioned to provide appropriate improvements, including both internal and external non-motorized pathways to promote the walkability of the site and a bus shelter along Wyatt Way. Please refer to the full description on public service levels in the Development Engineer's discussion above.

- v. *The project complies with all other portions of the BIMC, except as modified through this Housing Design Demonstration Project process.*

Staff Response: The proposal complies with all applicable provisions of the Municipal Code, except as modified to further the goals of the Housing Design Demonstration Project program,

- vi. *If a project will be phased, each phase of a proposed project must contain adequate infrastructure, open space, recreational facilities, landscaping and all other conditions of the project to stand alone if no other subsequent phases are developed.*

Staff Response: The project has been reviewed by phase and as combined project to ensure compliance with the HDDP and zoning requirements. Each phase has adequate infrastructure, open space, recreational facilities, bicycle and car parking, landscaping. Phase I includes a forested area, community gardens, play area and the community center. Phase II also includes community gardens, a play area and a large open field.

- vii. *The applicant is meeting required housing diversity standards.*

Staff Response: The proposed homes do not exceed 1,600 square feet of floor area and the diversity of housing for each phase meets the housing diversity standards.

F. Development Standard Incentives

The applicant may request that development standards from Titles 17 and 18 be modified as part of a housing design demonstration project. The city will review the request to modify development standards through the project review process outlined in BIMC 2.16.020.Q.3 and considered in relation to all required decision criteria. The following development standards may be modified (only those proposed for modification are included):

Due to the amount of successive applications under review, the analysis on the requested relief of the development standards is analyzed below with a reference to this section for each individual application.

i. Minimum lot dimensions and size.

Reductions in lot size or dimensions are subject to approval by Kitsap County Health District.

Staff Response: In the R-14 land use district, minimum lot width is 50' and lot size may be reduced with the density bonus provided in the Municipal Code. The standard lot size absent a density bonus is 3,100 square feet, and 2,074 square feet with a density bonus. The proposed lots range in size from 991 to 21,514 square feet, with a width as small as 15.96 (Attachment C). The reduced lot dimensions and sizes enable large areas of open space to be provided in the form of a forest, community gardens and play areas.

i. Open Space.

For demonstration projects developed under BIMC Title 17 flexible lot subdivision, open space requirements of BIMC 17.12.030.A do not apply, and open space incorporated into the project shall be evaluated pursuant to the evaluation criteria in BIMC 2.16.020.Q.4.

Staff Response: The common open space innovative site development evaluation method requirement is contained in BIMC 2.15.020.Q.4. As required by the Municipal Code, the project was reviewed by the Design Review Board and staff and found to provide over 25% public open space and neighborhood gardens, resulting in 14 points for this category, the greatest amount of points available for open space.

ii. Residential Parking.

The parking requirements outlined in BIMC 18.15.020 may be modified to require one parking space for homes under 800 square feet; 1.5 parking spaces for homes between 800 and 1,500 square feet. This reduction may not be combined with any other reductions to result in less than one space per unit, and additional guest parking may be required pursuant to BIMC Table 18.15.020-1. A limited number of parking spaces may be designed to accommodate alternative fuel or sub-compact vehicles such as Smart™ cars, with parking stall dimensional standards reduced from the standards outlined in BIMC 18.15.020.J. The applicants are encouraged to work with neighboring property owners to ensure street parking is not overburdened.

Staff Response: Parking is proposed to accommodate alternative fuel and smart spaces. Since parking is shared between Grow Community Phase I and proposed Grow Community Phase II, a combined calculation is provided. This table is only intended to demonstrate the relief provided for the residential parking requirements. Full analysis of the parking requirements is provided further in the

report under BIMC 18.15.020, Parking and Loading.

Phase I			
Unit Size	Count	Parking Required/ unit	Total Parking Required
800-1,500	36	1.5	54
1,500 – 1,600	7	2	14
Phase II A			
Unit Size	Count	Parking Required/ unit	Total Parking Required
800-1,500	42	1.5	63
1,500 – 1,600	7	2	14
Phase II B			
Unit Size	Count	Parking Required/ unit	Total Parking Required
800-1,500	30	1.5	45
1,500 – 1,600	9	2	18
TOTAL:			208

- iv. **Setbacks.** *Unless required for public safety purposes, such as sight distance, setbacks required by BIMC Title 18 in any district other than the Mixed-Use Town Center or the High School Road zoning district may be reduced as described below. Additional vegetative landscape screen may be required by director when reducing setbacks.*

i. Subdivision Setback Reductions.

- (A) All interior subdivision setbacks: zero feet.*
(B) Building to exterior subdivision boundary: five feet.
(C) Building to right-of-way or on-site private access: 10 feet.

Staff Response: Setback standards vary for the application because of the overlapping subdivision, site plan and conditional use permit requirements. As the final development proposal is the subdivision, the following reductions are provided to the project.

- iii. **Roadside Buffers.** *A reduction in required roadside buffers will consider existing vegetation and the buffering provided by surrounding properties.*

Staff Response: Roadside buffers are 20' in this zoning district along any rights of way. The roadside buffers along Wyatt and Shepard are proposed to be reduced to 10'.

Staff concurs that the 10' reduction in the roadside buffer proposed for Phase II is allowed by the HDDP ordinance, and is appropriate along Wyatt. The reduction is also consistent with the reduction approved and constructed for Phase I.

The standard 20' roadside buffer would also apply to Shepard Way. The adjoining developments on Shepard are multi-family and provide vegetated buffers. The applicant is proposing a 10' filtered screen along Shepard Way. As part of the review process of the previously approved site plan review, the Planning Commission recommended retaining the standard 20' roadside buffer along Shepard, due to the location and size of a 60-space parking lot on the street. The parking lot has now been reduced to two small lots that accommodate 15 spaces and are perpendicular to Shepard. Staff recommends that a 10' roadside buffer is now sufficient for the proposed development.

While the width is consistent, staff is conditioning the applicant to meet the full screen buffer requirements on both Wyatt and Shepard (Condition # 42).

- v. **Building Height.** *Existing bonus height may be achieved as outlined below. Residential buildings in residential zones outside the Mixed-Use Town Center and High School Road districts may achieve the extra 5 feet in height provision of the applicable zoning district through the housing design demonstration project approval process for the underlying land use permit instead of a conditional use permit process.*

Staff Response: The previously approved Site Plan Review granted the same 5' increase in building height. This is appropriate as it allows the site to maximize development height while preserving open space in the forms of forest, field, community gardens and landscaping. The highest building is not proposed to exceed 40 feet. This condition shall be recorded on the face of the final plat (Condition # 27), and reviewed for compliance during the building permit phase.

In conclusion, the applicant is requesting to modify the minimum lot dimensions and size, open space, residential parking, setbacks, roadside buffers and building height. These modifications do not require an increase in lot coverage (even though this relief is allowed through the HDDP), and facilitate the maximization of open space by providing two large open spaces for forest and field. In addition, this development immediately abuts the denser Mixed Use Town Center zoning district to the east. The existing density and height of surrounding developments are similar to that proposed by this application.

G. Density Bonus Incentives

Tier II Green projects may receive a density bonus of 1.5 times the base density.

Staff Response: The base density for the R-14 zoning district is one unit per 3,100 square feet of land. The applicant will utilize a portion of this bonus. The lot area is 5.26 acres or 229,125 square feet and without any density bonus, can be developed with 74 units. The site plan is proposed for 88 units at a density of one unit per 2,613 square feet or 16 units per acre. As provided in BIMC 2.16.020, a Housing Design Demonstration project may seek a density bonus to provide up to 1.5 times base

density in the R-14 zoning district or 111 units. The proposal is to provide 88 units, which is 23 units less than the maximum bonus allowed as an HDDP project.

Phase 2A of the project proposes 49 units in 2.88 acres, for a density of one unit per 2,560 square feet. Phase 2B of the project proposes 39 units in 2.38 acres, for a density of one unit per 2,600 square feet. At 1.5%, the density per unit could be as small as one unit per 1,550 square feet. Collectively, each phase is below the 1.5% density bonus in the R-14 district.

H. Demonstration Project Site Visit

All demonstration projects completed under this chapter shall allow city staff to conduct occasional site tours. Staff may be able to tour the site no more than once every three months.

Staff Response: Staff shall be able to access the site with permission and cooperation of the property owner (Condition #26)

2. BIMC 16.20 Critical Areas

The site does not contain any designated critical areas as found in BIMC 16.20.

3. BIMC Title 18 Zoning

A. BIMC 18.09.020, R-14 Permitted Use Table:

Staff Response: The proposed uses are allowed as permitted, conditional or accessory uses in the R-14 zoning district. Single-family and multi-family residences and a wellness center (healthcare facility) are permitted uses. The community center (cultural facility) is a conditional use, as is an early childhood center (day care center). Solar panels are permitted accessory uses.

The community center and early childhood center are reviewed as a conditional use in a further section of this report.

B. BIMC 18.12.020-2, Standard Lot Dimensional Standards for Residential Zone Districts

a. Base Density. *The density permitted is unit per 3,100 square feet of land.*

Staff Response: Density is discussed relative to the HDDP Ordinance under VII.G above.

b. Maximum Lot Coverage. *The maximum lot coverage by buildings is 40%.*

Staff Response: The applicant is not requesting a reduction in lot coverage. The proposed lot coverage for the five acre portion of the site is 37%, with phase 2A at 38.8% and phase 2B at 36.8%.

c. Minimum Setbacks. *The minimum front yard setbacks are 25 feet, the side yards are 10 feet minimum with 20 feet total, and the rear yard is 19 feet for each story over two.*

Staff Response: Setbacks are discussed relative to the relief granted by the HDDP under VII.F.iii above, as it relates to the subdivision application.

- d. **Maximum Building Height.** *The maximum building height in this district is 35 feet, except that buildings up to 40 feet may be allowed under a conditional use permit. BIMC 2.16.020 provides bonus height up to an additional five feet over the maximum building height for the zoning district through the HDDP approval process with the underlying land use permit instead of a conditional use permit.*

Staff Response: Setbacks are discussed relative to the relief granted by the HDDP under VII.F.v above.

14. BIMC 18.15 Development Standards and Guidelines

A. BIMC 18.15.010: Landscaping and Screening

a. Landscape Requirements by Zone District

Projects in the R-14 multifamily zoning districts require compliance with Significant Tree & Tree Stand Retention, Perimeter Landscape, Roadside Buffer, Parking Lot Landscaping, Irrigation & Maintenance requirements.

b. Total Site Tree Unit Requirements

Code Summary: A parcel that has less than 50 percent tree canopy cover prior to the proposed development or redevelopment shall complete an inventory of all existing trees on the site, indicating the size and species of each tree. The applicant shall identify all trees to be removed. In the R-14 zoning district, the development parcel shall have at least 40 tree units per acre following the proposed development or redevelopment or as an alternative to subsections G.4.a.i and ii of this section, and at the applicant's option, 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.

Staff Response: The applicant provided a report that inventories all the existing trees and their sizes and species (Attachment O). Due to the difficulty in protecting trees in Phase I, the applicant originally proposed removing all trees and replanting to achieve the 40 tree unit per acre requirement. However, based on comments during the review by the Design Review Board, the applicant has revised the plans to preserve some significant trees. The applicant proposes to meet the lion's share of the tree unit requirements (211) by planting a forested area in the northern open space. Phase IIA & IIB shall demonstrate compliance with the tree unit requirements (Condition # 14).

c. Perimeter Buffering and Screening

Code Summary: Perimeter landscape requirements are to provide a vegetated screen between uses or land use districts and to screen parking areas and structures located to public rights of way. The perimeter landscaping requirement is as follows:

R-8 and R-14 Multifamily Districts		Max	Min
Single Family Residential	Partial screen	15'	10'
Urban Multifamily	Filtered Screen	15'	10'

Staff Response: The 10' minimum perimeter buffer along Wyatt Way and Shepard Way is already allowed in the Municipal Code. The HDDP ordinance is not required to achieve this reduction. However, due to the density of the development, staff is conditioning that a full 10' landscape screen be provided, rather than a partial or filtered screen (Condition # 42).

- d. Street Frontage Requirements for Multifamily Development.** *In the R-14 zoning district, a roadside buffer a minimum of 20 feet is required along any rights of way.*

Staff Response: Buffer requirements are discussed relative to the HDDP Ordinance under VII.F.iv above.

e. Parking Lot Landscaping

Code Summary: Parking lot landscaping standards are specific to the R-14 zoning district and the proximity of the buildings and the parking lot to the public rights of way.

Staff Response: The site contains two upland parking lots perpendicular to Shepard Way that provide a total of 15 spaces in two lots (8 and 7 spaces), with the remainder of parking underground. These two lots are subject to the BIMC 18.15.010.F.2.c *Requirements for Parking Lots Located to the Side of Buildings and Adjacent to Public Rights-of-Way*. These lots will be reviewed for compliance with these standards at the time of building permit submittal (Condition #11).

a. Performance Assurance.

Code Summary: Performance assurance is required to assure the city that the landscaping required by this section is properly installed, will become established and adequately maintained. The required landscaping shall be installed prior to the issuance of a temporary certificate of occupancy for the project. A Washington landscape architect, Washington certified nursery professional or Washington certified landscaper shall submit a landscaping declaration to the department to verify installation in accordance with the approved plans.

Staff Response: The project is conditioned to meet this requirement during each phase of development (Condition #11).

b. Maintenance Assurance.

Code Summary: The property owner shall replace any unhealthy or dead plant materials in conformance with the approved planting plan. A maintenance assurance device shall be required for a period of three years after acceptance by the city of the new planting or transplanting of vegetation to ensure proper installation, establishment, and maintenance.

Staff Response: The project is conditioned to meet this requirement during each phase of development (Condition #12).

B. BIMC 18.15.020 Parking and Loading

Residential Parking Spaces (Entire 8 acres of development):

Required: 156

Parking space requirements are discussed relative to the relief granted by the HDDP under VII.F.ii above. In total, the relief granted, determined by unit size, reduces the amount of spaces to 208. The Code allows a reduction up to 25% due to the sites proximity to the ferry, or 156 spaces.

Guest Parking Spaces:

Required: No set amount, to be determined by the director

Parking Study Suggestion: .1/unit or 13 spaces

Previously approved: .25/unit or 33 spaces

Proposed: .26/unit or 34 spaces

The appropriate amount of guest parking spaces was heavily discussed during the previous Site Plan Review by the Planning Commission, the Design Review Board and staff. The Code states that the amount of guest parking spaces is to be determined by the Director and the amount should not exceed .5 guest spaces per dwelling unit.

The previously approved site plan and design review proposed approximately .25 guest parking spaces per unit for the entire development. To ensure that this amount of guest parking spaces did not overburden the development, the project was conditioned as follows:

The applicant shall submit a report that analyzes the demand for guest parking spaces after the first three acres (Phase 1 & 2) are constructed and prior to applying for building permits for the third phase of construction. The City shall analyze the report to determine the appropriate amount of guest parking spaces needed to meet the demands of the development.

To satisfy this condition, the applicant provided a guest parking report (Attachment P) that analyzed the first phase of development (22 units), absent of

the occupied apartment units (20 units). The report was conducted on a weekday and weekend every two hours between 8 am and 10 pm to determine the likely demand on Phase II. The report explained the ITE manual estimated demand at 1.2 to 1.25 spaces per unit. The report went on to explain that the ITE manual values represent a typical development in an urban setting, but do not reflect the vision of Grow Community development, which seeks to reduce automobile ownership and dependence through its community culture, its proximity to the ferry, commercial activities, etc.

The parking study found the maximum parking ratio at 1.1 spaces per unit, or .1 spaces per unit for guest parking.

The Design Review Board last reviewed the project on Monday, May 5, 2014. The parking calculations provided by the applicant indicated that .5 guest spaces would be provided for the development. The DRB was in support of this amount. Staff reviewed those numbers and found that the actual amount of guest parking is .25 per unit.

Based on the amount previously approved (.25/unit), the suggested range in the ITE manual (1.2 to 1.25/unit), the findings in the parking demand study (.1/unit), and the sites proximity to downtown, staff finds that .25 spaces per dwelling unit is sufficient for the development. Staff recommends conditioning the project so that 4, or approximately .25 of the 15 upland spaces along Shepard Way be dedicated to visitor parking (Condition # 43).

Early Development Center:

Proposed: 10 spaces

Required: Day care centers shall provide one stall for each on-duty shift employee plus one stall for each 12 adults/children served by the facility. Capacity is determined by state license requirements. The applicant has determined that the anticipated tenant's capacity would require 10 spaces. The applicant shall provide this information at the time of building permit submittal to demonstrate that the ten spaces still meet the parking space requirements (Condition # 21).

Previously Approved: N/A

Community Building:

Proposed: 10 spaces

Required: No set Amount

Previously Approved: 3

The previous iteration was approved with 3 spaces for the community center. The applicant is proposing 10 spaces.

As the site could potentially be wellness-related (health care), and health care facility parking requirements are determined by peak shift, staff is conditioning

the project to provide parking information to staff, and potentially amend their site plan, if additional parking is required for these uses (Condition # 21).

The previously approved site plan review approved three parking spaces for the community building. The parking study indicates the peak AM or PM would be a maximum of four trips. The applicant is proposing ten spaces, with the anticipation that the facility is predominantly used by the residents of the community.

Conclusion:

Staff finds, based on Code requirements, the proposed 210 spaces meet the parking demands of the development. The project is conditioned, though, as the amount of students and staff for the early childhood development center has not been finalized, to provide the required information at the time of building permit. If additional spaces are warranted, a revision to the site plan at a minimum is required to meet the parking demands for this use (Condition 21).

This condition would also apply if another use were to go into the building, specifically the potential wellness center. Health Care facilities' parking space requirements depends on peak shift. Either use, or another permitted use, is required (at a minimum) to demonstrate there are sufficient parking spaces to accommodate the use, or apply for a revision to accommodate the parking.

- a. **Location of Spaces.** *Parking is encouraged to be located behind or to the side of buildings in accordance with BIMC 18.15.020.*

Staff Response: The majority of spaces are proposed beneath the building, with 15 above ground along Shepard. Those above ground are located to the side of the multi-use building fronting Shepard, meeting this standard.

- b. **Design Standards.** *Space depth shall be measured exclusive of access drives, aisles and other physical obstructions.*

Staff Response: The proposed parking lots meet the design standards of BIMC 18.15.020.J. The project is conditioned to ensure compliance with these parking design standards at the time of building permit submittal (Conditions #28 & 29).

C. BIMC 18.15.030 Mobility and Access

- a. **Circulation and Walkways.**

Code Summary: The Municipal Code addresses safety, efficiency and the buffering of parking lots through landscaping. It also provides standards for pedestrian and internal walkways.

Staff Response: The project is conditioned to provide the internal walkways with nonskid hard surfaces, to meet accessibility requirements and to provide a minimum of five feet of unobstructed width (Condition # 30).

b. Bicycle Facilities.

Code Summary: Bicycle facilities are required for multifamily developments at a minimum of one bicycle space for every five parking spaces for the multifamily development.

Staff Response: The proposed development requires approximately 121.5 parking spaces for the multifamily development (81 units X 1.5 spaces = 121.5 X .25 = 91 spaces. Bike racks are proposed along throughout the development. Each phase of the project will be evaluated to ensure that the required amount of bicycle spaces is being provided during each phase of development (Condition # 25).

D. BIMC 18.15.040 Lighting.

a. General Standards

All outdoor lighting fixtures installed on private property shall comply with this chapter. The Municipal Code provides for general standards for outdoor lighting to prevent light trespass and pollution.

Staff Response: The project shall provide a lighting plan at building permit submittal and the project shall be reviewed for compliance with the lighting guidelines (Condition # 34).

E. BIMC 18.18.030 Specific Design Regulations and Guidelines

Multifamily development in the R-8 and R-14 zones shall comply with those regulations contained in “Design Guidelines for Multifamily”. The project was reviewed for consistency with those guidelines at six Design Review Board meetings. The design guidelines are specific to site and building design. Attached are the applicants’ response to each guideline (Attachments Q & R) and the minutes from each Design Review Board meeting (Attachment E, G, L). Each guideline and their descriptions are provided below along with staff’s response:

a. Site Design/Maintaining Wooded Character: *To soften new, more intensive development by preserving major existing trees within the interior of the site.*

Staff Response: The retention of major significant trees within the interior of the site would not soften the development, as development is predominantly proposed along the exterior of the site. Based on the difficulty in preserving vegetation during the first phase of development, the applicant is proposing to revegetate rather than retain existing vegetation. However, based on conversations with the DRB, the applicant is proposing to preserve a strand of trees along the northeast border of the site. A forested area is proposed in the interior of the site.

b. Site Design/Screening Surface Parking: *Where surface parking lots are adjacent to single-family districts, there should be a planting strip of average of 25’ in width containing a full screen.*

Staff Response: The project does not front any single-family residences; it fronts multifamily development. The proposed project provides a 10’ full screen blocking the surface parking area from the adjacent development. Staff finds, as

designed, the application is meeting this guideline.

- c. **Site Design/Reducing the Visual Impact of Large Development:** *Large development projects should be divided into small parts by alleys, lanes, courtyards, passageways and landscape areas that separate and organize the configuration.*

Staff Response: The entire development is divided by pathways to ensure and maximize connectivity. It is also separated into smaller parts by the addition of retaining walls between the units and a landscaped fence abutting the eastern developments (Pavilion).

- d. **Site Design/Pedestrian Connections and Open Space:** *Most of the common open space should be designed to allow residents to walk throughout the development and to any adjacent commercial or recreational areas.*

Staff Response: A pedestrian trail is proposed from the corner of Wyatt Way and Grow Avenue through the Pavilion development, to Madison Avenue. Staff finds, as conditioned, the application meets this guideline.

- e. **Site Design/Clustering to Provide Open Space:** *On parcels north of High School Road, new multiple-family development should be clustered so that open fields and/or densely vegetated areas appear to be largely intact. Where possible, open fields and/or densely vegetated areas close to roads should be preserved.*

Staff Response: This guideline is not applicable as it applies to parcels north of High School Road.

- f. **Building Design/Making Development Compatible:** *All buildings, including accessory structures should incorporate pitched roof forms.*

Staff Response: The proposed detached, single-family homes provide pitched roofs as well as the row houses along Wyatt Way. The multi-family apartments will be reviewed for compliance with this guideline through the subsequent site plan review amendment. Staff finds the proposed detached residences and row houses meet this design guideline.

- g. **Building Design/Encouraging Varied Details:** *Residential dwellings should incorporate most of the following elements: front porches or stoops, bay windows or dormers, visible trim around windows and building corners and base articulation.*

Staff Response: The proposed residences include front stoops, a variety of material and color selections, and details at windows and corners. Staff finds the proposed residences meet this design guideline.

- h. **Building Design/Concealing Garages:**

Staff Response: This guideline is not applicable as garages are not proposed.

- i. **Building Design/Encourage Underground Parking:**

Staff Response: Underground parking is proposed and meeting this guideline.

4. BIMC 2.16.110, Major Conditional Use Permit

The proposed conditional use is necessary for the early childhood development center (2,500 square feet) and the community center (2,500 square feet).

Decision Criteria.

1. A conditional use may be approved or approved with conditions if:

- a. The conditional use is harmonious and compatible in design, character and appearance with the intended character and quality of development in the vicinity of the subject property and with the physical characteristics of the subject property; provided, that in the case of a housing design demonstration project any differences in design, character or appearance that are in furtherance of the purpose and decision criteria of BIMC 2.16.020.Q shall not result in denial of a conditional use permit for the project; and

Staff: The community and the day care centers are compatible with the intended character and quality of development in the vicinity of the property and with the physical characteristics of the property. The community center will serve both the Grow Community and the community at large. It provides a centrally located community center close to down town.

The day care use is proposed for the lower level of a mixed-use building fronting Shepard. A day care center currently abuts the project site to the east. The day care center is anticipated to serve the Grow Community and the community at large. Combining non-residential and residential uses that serve the residential project and the vicinity provides a harmonious and compatible development pattern.

Applicant: The community center is located in the center of the Grow Community and is designed to fit the landscape. The center is a gathering space for Grow residents and will have little impact on the surrounding neighborhoods. The early childhood center or wellness center is located adjacent to the commercial district to the East and with easy walking access to Madison Avenue. The building is designed to be residential in nature to fit into the neighborhood. All parking is under the building.

- b. The conditional use will be served by adequate public facilities including roads, water, fire protection, sewage disposal facilities and storm drainage facilities; and

Staff: The project provides adequate public facilities, including roads, water, fire protection, sewage disposal facilities and storm drainage facilities. Improvements to the Wyatt and Shepard rights of way are proposed as part of this application. The proposed water, stormwater and sewer improvements are found to serve the project. As conditioned, the development has received approval from the Bainbridge Island Fire District and the City's Development Engineer.

Applicant: The applicant referenced the subdivision and site plan and design review applications to confirm compliance with these facilities.

- c. The conditional use will not be materially detrimental to uses or property in the vicinity of the subject property; and
Staff: The conditional use will not be materially detrimental to uses or property in the vicinity of the subject property. The uses are listed as conditional in this zoning district, and are found to serve the project and the community at large. The impacts of the early childhood center/wellness center are minimized with underground parking and residential uses above. The community center is centrally located to best serve the proposed 131 residences.
Applicant: The community center is located within the Grow Community neighborhood and will not be visible to the adjacent neighborhoods. Minimal traffic will access the building, parking in spaces interior to the site. The early childhood center/wellness center is designed with residential spaces above to provide a transition between the commercial zones to the East and the residential uses to the West. Parking is provided under the building so that drop-off traffic and visitor parking will not impact the surrounding neighborhood.
- c. The conditional use is in accord with the comprehensive plan and other applicable adopted community plans, including the non-motorized transportation plan; and
Staff: The conditional use is in accordance with the comprehensive plan, the Winslow Master Plan and the non-motorized transportation plan. The proposal provides an infill, high density residential, mixed use project with improvements to the infrastructure and right of way.
Applicant: The community center and the early childhood/wellness center meet all of the criteria of the R-14 zone, as shown in the subdivision/site plan review application materials. The buildings meet the height, setback and other criteria and no variances are requested.
- d. The conditional use complies with all other provisions of the BIMC, unless a provision has been modified as a housing design demonstration project pursuant to BIMC [2.16.020.Q](#);
Staff: As conditioned, the project does meet all provisions of BIMC, as modified by the HDDP and analyzed under VII.F of this report.
Applicant: The community center and the early childhood center provide walkable amenities to the Grow residents and surrounding neighborhoods. These uses are consistent with the policies of the comprehensive plan allowing uses within the Urban Multifamily Zone that compliment the residential uses.
- e. All necessary measures have been taken to eliminate or reduce to the greatest extent possible the impacts that the proposed use may have on the immediate vicinity of the subject property; and
Staff: The project has been revised to remove the connectivity from Grow to Shepard. The underground parking eliminates the visual amount of vehicles visible for these types of developments.

Applicant: The community center and the early childhood/wellness center are designed and located to minimize impacts to surrounding neighborhoods. The community center is enclosed within the Grow neighborhood and is not visible from the surrounding areas. The early childhood/wellness center is located adjacent to the commercial zone to the east and parking is under the building.

The proposed conditional uses will not be detrimental to surrounding land uses or sensitive areas. As described above, the uses are designed and located appropriately to blend into and to serve the surrounding neighborhoods.

The buildings have been designed to be predominantly residential in nature and scale. Adequate parking is provided on site and under the buildings, reducing the visual impact of automobiles in the neighborhood.

- f. Noise levels shall be in compliance with BIMC 16.16.020 and 16.16.040.A;

Staff: The project is conditioned to meet the noise level requirements of BIMC 16.16.020 and 16.16.040.A (Condition # 4).

- g. The vehicular, pedestrian, and bicycle circulation meets all applicable city standards, unless the city engineer has modified the requirements of BIMC 18.15.020.B.4 and B.5, allows alternate driveway and parking area surfaces, and confirmed that those surfaces meet city requirements for handling surface water and pollutants in accordance with Chapters 15.20 and 15.21 BIMC;

Staff: The applicant is not proposing to modify any standards for site circulation. The site plan is found, as conditioned, to comply with circulations requirements (Conditions # 13 & 35).

- h. The City Engineer has determined that the conditional use meets the following decision criteria:

- i. The conditional use conforms to regulations concerning drainage in Chapters 15.20 and 15.21 BIMC; and

- ii. The conditional use 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; and

- iii. The streets and pedestrian ways as proposed align with and are otherwise coordinated with streets serving adjacent properties. **The City Engineer has determined that, as conditioned, the conditional use meets the previous criteria.**

- 2. Additional Decision Criteria for Institutions in Residential Zones. Applications to locate any of those uses categorized as educational facilities, governmental facilities, religious facilities, health care facilities, cultural facilities, or clubs in Table 18.09.020 in residential zones shall be processed as major conditional use permits and shall be required to meet the following criteria, in addition to those in subsection D of this section:

- 1. All sites must front on roads classified as residential suburban, collector, or arterial on the Bainbridge Island functional road classification map. **The project**

fronts both Shepard Way and Wyatt Way, roads classified as collector and suburban.

2. If the traffic study shows an impact on the level of service, those impacts have been mitigated as required by the city engineer. **The project is predicted to impact the level of service at the Wyatt Way and Grow Avenue and Wyatt Way and Madison Avenue intersections. To mitigation these impacts, improvements were made to Grow including a bicycle path and sidewalk. An extension of those improvements is proposed for both Wyatt Way and Shepard Way. Mitigation shall also occur through the addition of pathways through the development to reduce car dependency.**

3. If the application is located outside of Winslow study area, the project shall provide vegetated perimeter buffers in compliance with BIMC 18.15.010. **While not required by this provision, vegetated buffers of 10' are required by other sections of the landscaping Code for Wyatt Way and Shepard Way. In addition, the DRB suggested a landscape fence along the Pavilion Development to buffer the impacts. The project is conditioned to meet their request (Condition # 41).**

4. The proposal meets the requirements of the commercial/mixed use design guidelines in BIMC 18.18.030.C. **The Design Review Board reviewed the project for compliance with these guidelines and found, as conditioned, the project meets these guidelines.**

5. The scale of proposed construction including bulk and height and architectural design features is compatible with the immediately surrounding area. **The project is found to meet the bulk, height and architectural design features and is compatible with the immediately surrounding area. There are many buildings larger than the proposed mixed use and community center in the neighboring vicinity, particularly to the west, south and east of the proposed development. For example, a building directly across from the proposed mixed use building has a greater bulk than the proposed mixed use building, with 10,000 square feet of floor area. The other two smaller buildings, touching and west from the proposal each have 2,500 square feet. The length of the proposed mixed use building is 110' and the length of the 10,000 square foot building is 160'.**

The proposed mixed use building is set back 23 feet from the right of way dedication. The lowest level is all glass providing transparency to the street. The project is conditioned to provide a 10' full screen buffer to soften the development. The height of the building is 33', two feet than that allowed in the zoning district and 7' less than that allowed through the HDDP.

6. If the facility will have attendees and employees numbering fewer than 50 or an assembly seating area of less than 50, the director may waive any or all the above requirements in this subsection E, but may not waive those required elsewhere in the BIMC. **The capacity of these two facilities has not been established, and the applicant is not proposing to waive any of these requirements.**

7. Lot coverage does not exceed 50 percent of the allowable lot coverage in the zone in which the institution is located, except that public schools, as defined in BIMC Title 18, shall be allowed 100 percent of the lot coverage established in the underlying zoning district in which it is located unless conditions are required to limit the lot coverage to mitigate impacts of the use. **Lot coverage for the five acre portion of the project site is 37%. Proposed lots 32 and 31 are subject to this lot coverage reduction provision. The proposed lot area of Lot 32 is 5,094 square feet and Lot 31 is 13,269 square feet. With this requirement, lot coverage is reduced to 20% (50% of 40%) or 1,018 square feet for Lot 32 and 2,653 square feet for Lot 31. Lot 32 is proposed for development with 3,500 square feet and Lot 31 is proposed with 6,300 square feet. This results in a combined increase of 6,129 square feet (Lot 31: 6,300 – 2,653 and Lot 32: 3,500 – 1,018). However, as a flex lot subdivision, lot coverage is assigned to each lot at the time of division, and cannot exceed the total allowed. The total allowed lot coverage is 94,762 square feet. The proposed lot coverage is 87,300 square feet. The lot coverage proposed is 7,462 square feet less than that allowed. As this amount is greater than the combined increase of Lots 31 and 32, the proposal is meeting this provision.**

5. BIMC 2.16.040 Site Plans and Design Review

The original site plan and design review was approved as a phased project (Attachment S). The proposal is to amend the approved site plan, specific to the five acres that front Wyatt Way and Shepard Way and abut the Pavilion development.

i. Applicability.

Site plan review is required when there is a change of use, where traffic, parking, noise or other impacts are greater than the impacts for the previously existing use, as determined by the director.

Staff Response: The project is subject to site plan review as the proposed use of the property is a change from detached residential to attached, multifamily residential, a community center and early childhood or wellness center.

ii. Decision Criteria.

- i. *The site plan and design is in conformance with the Bainbridge Island Municipal Code, unless a standard has been modified as a Housing Design Demonstration Project pursuant to BIMC 2.16.020.*

Staff Response: As conditioned, the proposal complies with all applicable provisions of the Code as modified pursuant to BIMC 2.16.020, discussed under the land use code analysis of this report. The applicant has

demonstrated that relief from the development standards in Title 18, Zoning, is necessary to further the goals of the HDDP program (Attachment Q). Approval as an HDDP project provides bonus density incentives, relief from setbacks, an increase in the maximum height, modifications to parking requirements and modification to roadside buffers.

- ii. *The location of the buildings and structures, open spaces, landscaping, pedestrian, bicycle and vehicular circulation systems are adequate, safe and efficient.*

Staff Response: The project was designed to maximize open space with underground parking, and in turn provide safe and efficient pedestrian and bicycle passage through the site with limited vehicle interaction. With the few proposed parking spaces located on the perimeter and below ground, the internal site provides open space comprised of a forest (Phase IIA) and field (Phase IIB). The proposed community center and early learning or wellness centers are anticipated to provide a central location for the Grow communities and the community at large to gather, receive child and/or health care.

- iii. *The proposal will be served by adequate public facilities including roads, transit, water, fire protection, sewage disposal facilities and storm drainage facilities.*

Staff Response: As conditioned, the existing and proposed infrastructure is adequate for the traffic impacts, fire protection, water, sewage disposal and storm drainage needs of the project as discussed under the land use code analysis of this report. As conditioned, the development has received approval from the Bainbridge Island Fire District and the Development Engineer.

- iv. *The site plan and design is consistent with the design guidelines contained in BIMC 18.18.030.B unless strict adherence to a guideline has been modified as a Housing Design Demonstration Project pursuant to BIMC 18.38.*

Staff Response: The proposed residential designs, community center, and mixed-use early learning/wellness center were reviewed against the mixed use commercial and multifamily design guidelines at six Design Review Board meetings. The project is found in compliance with the design guidelines, as recommended by the Design Review Board.

- v. *No harmful or unhealthful conditions are likely to result from the proposed site plan.*

Staff Response: No harmful or unhealthful conditions are likely to result from the proposed site plan. Infrastructure improvements are provided to ensure that water and sewer and storm systems continue to operate without

causing any harm. The project is also conditioned to comply with SEPA requirements to avoid or mitigate any potentially harmful impacts.

- vi. *The site plan and design is in conformance with the comprehensive plan and other applicable adopted community plans.*

Staff Response: As conditioned, the site plan and design is found to be in conformance with the Comprehensive Plan and other adopted community plans. The project provides a variety of housing within close proximity to downtown and the ferry and provides non-motorized improvements and internal, publicly accessible pathways to encourage residents to utilize non-motorized transportation options for work, recreation and to patronize local businesses. The project also encourages the preservation of historic resources by recording historical documents at the Bainbridge Island Historical Museum and the proposed community center.

- vii. *Property which contains a critical area as defined in BIMC 16.20 conforms to all requirements of that chapter.*

Staff Response: The subject property does not contain any critical areas.

6. BIMC 17.04 Subdivisions

The subdivision (Attachment C) is for both single and multifamily lots. All single family short and long lot subdivisions shall be designed consistent with the flexible lot design process and the flexible lot standards (BIMC 18.12.020, 17.12.030 and BIMC 17.12.040). Subdivisions established for multifamily and nonresidential uses are not subject to open space or cluster flex lot provisions and shall comply with BIMC 17.12.050.

A. Section 18.12.020-1 Flex Lot Dimensional Standards for Residential Zones

- a. **Minimum Lot Area.** If a parcel is served by a public sewer system, 3,100 square feet is the minimum lot area.

Staff Response: Lot area is discussed relative to the bonus available as a HDDP project under VII.F.i.

- b. **Maximum Density.** *Base density is one unit per 3,100 square feet and one unit per 2,074 square feet with a density bonus.*

Staff Response: Density is discussed relative to the bonus available as a HDDP project under VII.G. As a side note, the overall density under the previously approved site plan and design review, 131 units, has not changed as a result of this proposal.

- c. **Minimum Lot Dimensions.** *All lots shall be a minimum of 50 feet wide as measured at the minimum lot width measurement line. The size, shape and orientation of lots shall be appropriate for the type of development and use contemplated.*

Staff Response: Please see VII.F.i for a description of the relief the applicant is seeking through the HDDP.

- d. **Maximum Lot Coverage.** *The maximum lot coverage by buildings is 40%.*

Staff Response: Lot coverage means that portion of the total lot area covered by buildings, excluding up to 24 inches of eaves on each side of the building, any building or portion of building located below predevelopment and finished grade (BIMC 18.12.050). The maximum lot coverage shall not exceed the lot coverage provisions of BIMC Title 18; the maximum lot coverage for the zone is 40 percent.

The lot area is 236,907 square feet. Lot coverage is limited to 40% or 94,762 square feet, with a portion to be assigned at preliminary approval. Phase 2A lot coverage with the buildings overlaid from the proposed SPR is 87,300 square feet. Phase II B is 38,500 square feet. Both as phased and combined, lot coverage is below 40%. The allocation of lot coverage is depicted on the preliminary plat. This development standard is not proposed for modification by the HDDP program; the project meets the lot coverage provisions of BIMC Title 18. Lot coverage shall be recorded on the face of the final plat (Condition # 44).

- e. **Minimum Setbacks.** Subdivisions established pursuant to the flexible lot design process. The following setbacks apply to subdivisions:

Staff Response: Please see VII.F.iv for a discussion on setbacks relief available as a HDDP project. The following setbacks shall be recorded on the face of the final plat (Condition # 45).

- f. **Maximum Building Height.** Maximum building height is 35' and a bonus of 40' is available if a conditional use permit is granted.

Staff Response: Please see VII.F.vi for a discussion on setback relief available as a HDDP project. This condition shall be recorded on the face of the final plat (Condition # 27).

B. Section 17.12.030 Open Space Flexible Lot Standards

Staff Response: Please see VII.F.iii for a discussion on setbacks relief available as a HDDP project. An approved open space management plan shall be recorded with the final plat that indicates the maintenance and allowed uses for the open space areas (Condition # 46).

C. Section 17.12.040 General Subdivision Standards

All residential short, long, and large lot subdivisions shall comply with the following standards.

a. Compliance with BIMC Titles 16 and 18 and RCW Title 58. *Lot areas, dimensions, and other characteristics shall comply with the requirements of BIMC Title 18 applicable to the zone district where the land is located, including landscaping and/or vegetated buffers. In addition, each subdivision plat shall comply with all applicable provisions of RCW Title 58 (Boundaries and Plats) or its successors. Subdivisions including sensitive areas or their required buffers shall also comply with the provisions of BIMC 17.12.060.*

Staff Response: As conditioned, the subdivision is found to comply with BIMC Titles 16 and 18, as modified by the HDDP ordinance. In addition, the project is found to comply with RCW Title 58. The subdivision does not contain any sensitive areas and is also found to comply with BIMC 17.12.060.

b. Home sites. *Residential home sites shall be located consistent with the design methodology prescribed in the flexible lot design handbook.*

Staff Response: The home sites were designed to be responsive to the desired open space features of pedestrian connectivity, large open spaces providing a forest and open field, community gardens and play areas. The layout of the site is to accommodate a dense residential development in the area of the City designated to absorb growth.

c. Water Supply Systems. *Locations of individual or community water supply systems and associated wellhead protection areas required by the health district shall comply with all applicable standards established by the health district.*

Staff Response: The project is connected to City water. The water systems and proposed improvements have been reviewed and approved by Kitsap County Health District, the City's Operations & Maintenance Department (Attachment T) and the City Engineer.

d. Septic Systems. *Locations of individual or community drainfields and associated reserve drainfields shall comply with all applicable standards established by the health district.*

Staff Response: The project is connected to City sewer and water. The Kitsap County Health District, the City's Operations & Maintenance Department and the City Engineer approve the preliminary plat for compliance with sewer availability.

e. Roads and Pedestrian Access.

- i. Roads and access complying with the "City of Bainbridge Island Design and Construction Standards and Specifications," and all applicable requirements of the BIMC, shall be provided to all proposed lots consistent with the standards contained within this subsection.*

Staff Response: The public rights-of-way, access easements and roadways widths are not greater than the minimum requirements.

- ii. A variation from the road requirements and standards contained within the "City of Bainbridge Island Design and Construction Standards and Specifications" may be approved by the city engineer through the minor variance process described in BIMC Title 2.*

Staff Response: A road is not proposed as a result of this subdivision and the applicant is not requesting to vary any road requirements.

- iii. Existing roadway character shall be maintained where practical. This may be accomplished through the reduction of roadway width consistent with subsection E.2 of this section, the minimization of curb cuts, and the preservation of roadside vegetation. To minimize impervious surfaces, public rights-of-way, access easements and roadways shall not be greater than the minimum required to meet standards unless the city engineer agrees that the additional size is justified.*

Staff Response: The roadways that are impacted by this development are both Wyatt Way and Shepard Way with the addition of sidewalks and bicycle pathways. Curb cuts are proposed along Shepard and Wyatt. By having underground parking, and limited above parking to service the units as opposed to individual driveways per unit, the amount of curb cuts and roadside vegetation is preserved. No additional public roadways are being proposed as a result of this development.

- iv. Connections to existing off-site roads that abut the subject property shall be required where practicable, except through critical areas and/or their buffers.*

Staff Response: No additional roads are being proposed as a result of this development, only a continuous drive from Wyatt to Shepard and entrance drives from Shepard to connect to parking, residents and the mixed-use building. As such, this condition is not applicable.

- v. *Street names and traffic regulatory signs shall be provided, and their locations shall be indicated on the plat/plan. The location of mailboxes and traffic regulatory signs is only required to be indicated on the plat/plan when other public improvements are required.*

Staff Response: Street names and vehicular regulatory signs are not required as an additional road is not proposed. The connectivity from Shepard Way to Wyatt Way is a drive. To discourage thru traffic, “No Thru Traffic” signs shall be installed at either end of the drive abutting Shepard and Wyatt Ways. Mailbox locations are proposed and shall be reflected on the final plat submittal along with the pedestrian signage (Condition # 47).

- vi. *Transit stops shall be provided as recommended by Kitsap Transit.*

Staff Response: Under the Phase I subdivision, Kitsap Transit recommended a shelter along Wyatt Way. The applicant has indicated in their site plan review packet the location for the shelter that was routed to Kitsap Transit. The applicant shall construct a shelter as indicated on the plat and SPR as part of the plat utility permit (Condition # 48).

- vii. *Pedestrian and bicycle circulation and access within a subdivision and onto the site shall be provided through walkways, paths, sidewalks, or trails and shall be consistent with the non-motorized transportation plan. Pursuant to RCW 58.17.110(1) sidewalks shall be provided, where necessary, to assure safe walking conditions for students who walk to and from school. Special emphasis shall be placed on providing pedestrian access to proposed recreational and/or open space areas.*

Staff Response: Pedestrian access is proposed through the site connecting to existing pathways and the Pavilion development easement recorded with the Grow Community I subdivision. The Wyatt Way bicycle lane and sidewalk provided in Phase I are continued through this phase of development. Ten feet of Shepard Way right of way is dedicated to the city for sidewalk and bicycle lane improvements. A series of publicly accessible internal trails connect the residents to the proposed forest and field open spaces.

f. No City Maintenance of Streets in Short Subdivisions. *Streets within a short subdivision shall not be maintained by the city unless such streets have been dedicated as a right-of-way, improved to current city standards, and accepted as part of the approved short subdivision. Therefore, unless accepted, the responsibility for maintenance shall lie with the owners of the lots.*

Staff Response: This is not a short subdivision and therefore, this condition is not applicable.

g. Improvements.

- i. *Where the buildout of a subdivision is divided into phases, land dedications and infrastructure development will be required on a pro rata basis as each phase is developed unless the applicant negotiates an alternative phasing schedule with the city. This will be required to be documented on a plat note.*
- ii. *On any approved large lot, no further lot divisions shall be approved until the required improvements are installed by the applicant and approved by the city.*
- iii. *All large lot subdivisions shall have the following improvements developed and/or installed prior to recording:*
 1. *Streets shall be cleared, grubbed, and rocked or graveled to provide adequate year-round passage.*
 2. *Appropriate drainage, including erosion control, facilities shall be provided consistent with a plan approved by the city engineer prior to clearing and construction of any plat improvements. (Ord. 2011-02 § 2 (Exh. A), 2011.)*

Staff Response: The City's Development Engineer has met with the applicant regarding the phasing of this project. The project is conditioned to meet these requirements prior to plat utility permit issuance (Condition).

E. Section 17.12.050 Multifamily and Nonresidential Subdivision

- a. *All provision of BIMC Title 18 (Zoning) applicable to the zone district where the property is located and the type of development anticipated. This requirement shall include, without limitation, compliance with lot areas, dimensions, and design, mobility and access, landscaping, screening, and vegetative buffers.*

Staff Response: As described in this report, the proposal does comply with Title 18 Zoning standards, except as modified by the HDDP ordinance.

- b. *All provisions of BIMC Title 16 (Environment) applicable to the area where the property is located and the type of development anticipated.*

Staff Response: The site does not contain any critical areas as found in BIMC Title 16.

- c. All applicable provisions of RCW Title 58 (Boundaries and Plats) or its successors.*

Staff Response: The application is conditioned to comply will comply with applicable recording requirements as provided in RCW Title 58 (Condition # 22).

- d. As an option, nonresidential and multifamily residential subdivisions may provide open space pursuant to BIMC 17.12.030.A.*

Staff Response: The applicant is not intending on utilizing this option. However, as an HDDP project, the applicant is proposing to provide open space to accommodate gardens, a forest and an open field.

F. Section 2.16.126 Decision Criteria for Preliminary Long Subdivision

In accordance with the provisions of BIMC 2.16.125, the hearing examiner's decision shall include findings of fact that the application meets all the requirements of the following subsections:

- a. The preliminary long subdivision may be approved or approved with modification if:
 - i. The applicable subdivision development standards of BIMC Titles 17 and 18 are satisfied. **As conditioned, the preliminary plat complies with all applicable provisions of the flexible lot standards as modified pursuant to BIMC 2.16.020.Q.6.**
 - ii. The preliminary long subdivision makes appropriate provisions for the public health, safety and general and public use and interest, including those items listed in RCW 58.17.110. **As conditioned, the project provides for the public health, safety, welfare, use and interest. The completed development will provide 8 single family and 80 multifamily residential units comprised of flats and townhomes. The existing and proposed infrastructure is adequate for the transportation, fire protection, water and sewage disposal needs, and storm drainage needs of the project as discussed under the land use code analysis in this report. The Kitsap County Health District, Bainbridge Island Fire District, and City Engineer provided conditions of approval that are incorporated into this preliminary approval.**
 - iii. The preliminary long subdivision has been prepared consistent with the requirements of the flexible lot design process, unless a flexible lot standard has been modified as part of a housing design demonstration project pursuant to BIMC 2.16.020.Q. **As conditioned, the preliminary plat complies with all applicable provisions of the flexible lot provisions as modified pursuant to BIMC 2.16.020.Q, as discussed in the land use analysis contained in this report. The applicant has demonstrated that**

relief from the development standards contained in Title 17, Subdivisions, is necessary to further the goals of the HDDP program. Approval as a Housing Design Demonstration Project provides relief from minimum lot dimensions and size, setbacks, open space, residential parking, roadside buffers, building height and also provides density bonus incentives.

- iv. Any portion of a long subdivision that contains a critical area, as defined in Chapter 16.20 BIMC, conforms to all requirements of that chapter. **The site does not contain critical areas.**
- v. Any portion of a long subdivision within shoreline jurisdiction, as defined in Chapter 16.12 BIMC, conforms to all requirements of that chapter. **This site is not within the shoreline jurisdiction.**
- vi. As conditioned, the proposed preliminary subdivision application meets the decision criteria for City Engineer approval. The subdivision conforms to Surface and Stormwater Management requirements (BIMC 15.20). Adequate provisions have been made for the required conditions for approval in Chapter 58.17.110 RCW including streets and public ways. The subdivision conforms to subdivision requirements (BIMC Title 17) and the standards contained in the “City of Bainbridge Island Design and Construction Standards and Specifications” manual.

As with the underlying SPR, the proposed subdivision meets the decision criteria for City Engineer approval. The plat utility permits were reviewed for compliance with Surface and Stormwater Management requirements. The subdivision is found to meet the requirements of Chapter 58.17.110 of the RCW and, Title 17.

- vii. The subdivision conforms to the requirements of this chapter and the standards in the “City of Bainbridge Island Design and Construction Standards and Specifications,” unless the city engineer has approved a variation to the road standards in that document based on his or her determination that the variation meets the purposes of BIMC Title 17. **The proposal complies with applicable local, state and federal laws and regulations as discussed under the land use code analysis in this report.**
- viii. The proposal complies with all applicable provisions of this code, unless the provisions have been modified as part of a housing design demonstration project pursuant to BIMC 2.16.020.Q; Chapters 36.70A and 58.17 RCW; and all other applicable provisions of state and federal laws and regulations. **The proposal complies with all applicable provisions of the code, as modified by the HDDP; and all other applicable provisions of state and federal regulations.**
- ix. The proposal is in accord with the City’s Comprehensive Plan. **As conditioned, this proposal is in compliance with the goals and policies of the Comprehensive Plan as discussed in this report. The project**

provides sustainable residential development within Winslow and is conditioned to comply with applicable design guidelines.

- b.** A proposed subdivision shall not be approved unless written findings are made that the public use and interest will be served by the platting of such subdivision.

Staff Response: The proposed subdivision will create lots to accommodate the proposed site plan and design review/conditional use. The subdivision will provide a variety of lot sizes to accommodate a mixture of unit types and sizes, while providing public amenities of public pedestrian pathways, bicycle and sidewalk lanes, and open space tracts to accommodate community gardens, forest and open field.

CONCLUSIONS

As conditioned, the proposed development is consistent with the Comprehensive Plan and the applicable standards of BIMC 2.16.090, *Boundary Line Adjustments*; BIMC 2.16.160, *Amendments to Approved Subdivision*; BIMC Chapter 18.09, *Zoning*; BIMC Chapter 2.16.020, *Housing Design Demonstration Projects*; BIMC Chapter 2.16.040, *Site Plan Review*; BIMC Chapter 2.16.110 *Major Conditional Use Permits*; and BIMC 17.12.040, *Preliminary Long Subdivision*.

Approval as HDDP as provided in BIMC 2.16.020, including approvals related to bonus density and modified development standards, shall expire if approvals of the underlying land use permits related to the subdivision expire.

A preliminary subdivision application is valid for a period of seven years from the written notice of final decision, or the decision of an appeal, whichever is later. A complete application for final subdivision shall be filed prior to the expiration date to ensure relief from the HDDP standards.

ATTACHMENTS

- A. Grow Community II Boundary Line Adjustment dated October 16, 2013.
- B. Grow Community Phase II Plan Set dated May 9, 2014.
- C. Preliminary Plat of Grow Community II dated February 13, 2014
- D. Public Participation Question and Answers, July 2013.
- E. Design Review Board Minutes, August 19, 2013 Regular Meeting.
- F. SEPA Checklist as provided with application date stamped October 23, 2013.
- G. Design Review Board Minutes, December 2, 2013 Regular Meeting.
- H. Compilation of comments received during the two public comment periods.
- I. Memo from the Assistant Chief Luke Carpenter, dated March 14, 2014.
- J. Transport Impact Analysis for Grow Community Phase II Addendum Update dated February 9, 2014.
- K. Third Party Traffic Review Comments, Response from RTC & the City date stamped May 8, 2014.
- L. Design Review Board Minutes, April 7, 2014 Regular Meeting.

- M. HDDP Checklist date stamped October 23, 2013.
- N. Grow Community Phase II, Site Plan Review Amendment, Subdivision & Conditional Use date stamped April 25, 2014.
- O. Tree Assessment by Katy Bigelow dated September 20, 2013.
- P. RTC Transportation Consulting Traffic Impact Analysis date stamped April 30, 2014
- Q. Design Review Board Design Guidelines Checklist -Multi-Family Design Guidelines for R-8 & R-14 zoning districts – date stamped October 23, 2013.
- R. Design Review Board Design Guideline Checklist – Commercial and Mixed-Use Design Guidelines for All Zoning Districts date stamped October 23, 2013
- S. Grow Community Site Plan Review Power Point Presentation Excerpt from February 9, 2012 Special Planning Commission Meeting.
- T. Department of Public Works – Operations & Maintenance Binding Commitment Limited Reservation for Water and Sewer System Capacity date stamped October 23, 2013.
- U. DRAFT DRB minutes from March 5, 2014.

**CITY OF BAINBRIDGE ISLAND
MINUTES
DESIGN REVIEW BOARD**

**Regular Meeting
Monday, May 5th, 2014**

DESIGN REVIEW BOARD MEMBERS PRESENT

**Mark Levine, Chair
Alan Grainger, Jason Gibson, Adrian Sawyer, Jim McNett, Mark Epstein**

CITY STAFF PRESENT

**Doug Schultz, City Manager
AGS STAINLESS: Sean Conrad, Planner
GROW COMMUNITY: Heather Beckmann & Josh Machen, Planners**

PROJECT REPRESENTATIVES PRESENT

**AGS STAINLESS: Michael Rausch, Michael Toggia, Angelo Toggia, Devin Johnson
GROW COMMUNITY: Jeff Sharp, Bruce Anderson, Marja Preston,**

MEMBERS OF THE PUBLIC PRESENT

none

ITEMS DISCUSSED

AGS Stainless PRE14434B Preapplication

*Project Location: 7873 Day Road West
Construction of a 42' x 75', 2-story addition to the existing building, with light manufacturing on the lower floor and office and storage space on the 2nd floor.*

Grow Community SPRA13551C Site Plan Review Amendment

*Project Location: Wyatt Way and John Adams Lane
Review of the tail connectivity, parking and tree analysis.*

MEETING MINUTES:

1. The meeting was called to order at 2:02pm.
2. Minutes approved from 4/7/2014 and 4/21/2014 meetings.
3. 1st PROJECT: AGS Stainless. City Representative: Sean Conrad.
4. 2:08pm: Project discussion between DRB and CITY.
5. CITY: 42' x 72' addition to existing building, getting closer to Day Rd. Client wanted a 2-story addition, but could not provide enough off-street parking, so changed to 1-story addition. Vegetation is gone. No screening left. It's a zoning violation. Client recommended to provide screening plan for next meeting with DRB.
6. DRB: Is lack of screening in violation with city? CITY: Yes. Client would need to re-landscape the area. They did submit a landscaping plan. DRB: Seems to be adequate but will take a some years to fill in. Appears they are doing something about it, but still will take 2-3 years to mature. Going thru client's packet, seems they are acknowledging the lack of landscaping and plan on doing something about it. Client should do landscaping regardless of addition development. CITY: Yes. Client needs to correct violation of landscaping plan. Would go to code enforcement officer. Condition on landscaping plan from 2007 is still in place. Now in violation of previous permit. DRB: Can client go back and correct later? CITY: Yes. Can be enforced on next permit request. City is comfortable with landscaping plan submitted by client. DRB: Have a question on irrigation; code doesn't specify, says 'may require temporary irrigation system, using drought-resistant species..' When does city decide they need to see irrigation plan? CITY: Typically left up to the applicant. It's part of requirement, but city can go out to site later and request client go back and replant. DRB: Any note on plan? CITY: Note included stating inclusion of irrigation system. But still up to client or landscape designer on how to implement.
7. Clients invited in at 2:20pm. Introductions made.
8. CLIENT: We make stainless steel railings, shipped nation-wide. Need expansion for a new laser-cutting machine. Parking is along easement. It is a metal building with high windows. Addition to include plantings all along Day Rd.
9. DRB: Is there adequate parking? CLIENT: Yes. Not a complicated addition. DRB: Looks adequate. Provides denser screening. Wish we were shown an overall site view. CITY: Agreed. DRB: This is pre-app, will see more, including finishes, materials, etc. at next meeting, the site plan review. CLIENT: So need to come back with an overall site plan? DRB: Yes.
10. Project review concluded at 2:30pm.
11. 2nd PROJECT: Grow; site plan review amendment. City rep: Heather Beckmann.
12. CITY: Will be looking at trail connectivity and parking. Trail connectivity has essentially remained the same from 1st plan. Proposal to save more trees in NE corner. Providing more full-size parking spaces in SE corner. Proposed trail will remove the buffer along the pavilion site (SE corner).
13. DRB: Does the city feel better about the parking? CITY: Yes. Now at 1.5 spaces per unit. DRB: What percentage is guest parking? CITY: Not sure, will be analyzing for the planning commission.

14. DRB: How does the city feel about losing a buffer for the trail? The buffer proposed did not have much effect. How wide was the buffer? CITY: About 2ft.
15. DRB: The SE corner has about a 10ft drop. The path ends in the wrong place, at the far SE corner instead of further up where the legal right-of-way path is located.
16. CITY: The challenge today is to come together and make a unified recommendation.
DRB: With regard to 1) the buffers, 2) the trail, and 3) the parking.
17. Clients invited in at 3:22pm. Introductions made.
18. CITY: Will go over the trail, buffer, trees and parking.
19. CLIENT: Hoping to talk about trees and parking first. Regarding trees; there was a recommendation to look at the trees in NE corner of site. 3 of 4 can be preserved. The fourth is in a pathway and will need to be removed. Regarding Parking; plan shows color-coded guest, day care and handicap spaces. Shows where bike parking is located, and the trash receptacles are in the garages. Overall, site exceeds the parking requirement.
20. DRB: What is the overall parking requirement ratio? CLIENT: 1.53 per unit, minus the day care spaces. DRB: Does that include the guest spaces? CLIENT: Yes, more than meets the parking requirement. DRB: Who came up with the guest park ratio? CLIENT: Did a parking study, during peak use time on a Saturday night. 1.09 per unit were being occupied. Not close to the original 1.25 per. Have shown the appropriate guest and handicap locations on parking plan.
21. DRB: How did you arrive at compact vs full size ratio? CLIENT: City has a requirement chart for that.
22. DRB: There are two major visitor parking areas shown. One has no handicap spaces, the other has handicap spaces in compact areas. CLIENT: Handicap spaces are distributed between the two areas. Handicap is a depth as well as width issue.
23. CLIENT: Moving on to the path diagram; tried to regain the cross-site access. Showing today accessibility at both points. The tradeoff being reduced landscape element at lower east side. For access, buffer was here was reduced from 8ft to 3ft.
24. DRB: The terminus of path is onto private property, and potentially could be closed at any time. CLIENT: Right. We have the legal path... DRB: The real path is further up the drive. Could you explain how we get to there? CLIENT: The grade is too great to get path to current easement location. To get there, you come down the hill, and come back to the current easement location on back side of theaters, up sidewalk through parking area. Hope to eventually force use to lower pathway, the better connection. Why not do both, instead of one.
25. DRB: Did you try a more formal path, along the wall? CLIENT: We will continue to tweak it to make it better. DRB: Upper part of path requires handrails? CLIENT: Yes. Tradeoff being distance to travel vs elevation gain.
26. DRB: Because whole area is fill, can it be a back and forth ramp? CLIENT: Want less building elements and more nature. Looking to create area as a forest corner, opening up to the open space at corner. Then moving into a hedge-bound experience further up at the knuckle. Looking to create different experiences throughout site.
27. DRB: In reduced width buffer in lower right corner, will that match? CLIENT: Yes, will be that continuous green wall. Could get more parking spaces, but we committed to that green space.
28. DRB: Trash? CLIENT: After further discussion with Bainbridge Disposal, receptacles will be wheeled out to staging areas for pick up. Residents have to walk a little further. Staging areas to be closer to Bainbridge Disposal access areas.

29. DRB: Seems somewhat clumsy, but understand underground garage requirements. CLIENT: Work would be done by management, not by the residents.
30. DRB: Still bothered by the cross-site access. Seems the team is not going the last 5%. The path exits to an unstable set of steps, and that's your destination. Good to keep that but need to add the other access, at the legal right-of-way. Your drawing is almost saying you're ignoring it. CLIENT: Want to technically meet access requirements. Public access is shown on path plan as red dashed lines. Understand the need for both access points (SE), nothing to prevent the owner of diner from putting up a fence. Although there is a Public Path sign there. Winslow would be better if Shepherd Street went through.
31. DRB: A general comment with the buffer, from a landscaping perspective, anything less than a 5ft strip is difficult to maintain. CLIENT: We've had success with green walls in urban settings. Need to be careful what you are planting. Our landscaper is used to working in urban environments with not a lot of footprint. DRB: With landscape being such an important part of this design, maintenance would be important. DRB has fought hard for that 3ft buffer.
32. DRB Motion: Recommend approval, with the following modifications:
- i. Parking on SE corner to include a mix of compact, full-size and handicap spaces.
 - ii. Include access to Madison Ave using the legal connection, in the shortest manner possible.
33. Motion is seconded. Motion approved unanimously.

NEXT MEETING

- Monday, May 19th, 2014

ADJOURNMENT

With no further business, the meeting was adjourned at approximately 4:07pm.

Prepared by:

Adrian Sawyer, DRB member



SHEET INDEX
A1 SITE PLAN, VICINITY PLAN, GENERAL NOTES
A2 LANDSCAPE PLAN
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C4 GRADING SECTIONS
C5 UTILITY PLAN



TABULATIONS
OWNER: BAINBRIDGE COMMUNITY DEVELOPMENT LLC
710 JOHN NELSON LANE
BAINBRIDGE ISLAND, WA 98110
ZONING: R-14
TOTAL SITE AREA: 5.26 ACRES
PROPOSED GROSS BUILDING AREA: 147,596 SF
PROPOSED BUILDING FOOTPRINT: 68,948 SF
PROPOSED LOT COVERAGE: 87,300 SF (37%)
IMPERVIOUS SURFACE PERCENTAGE: 119,043 SF (51.8%)
OPEN SPACE PERCENTAGE (NON-LOT COVERAGE):
99,500 SF (43%)
COMMON OPEN SPACE (COMMUNITY GARDEN):
-REQUIRED: 88 X 60 SF = 5,280 SF
-PROVIDED: 5,884 SF
PERCENTAGE OF SITE LANDSCAPED: 45.2%
NUMBER OF UNITS PROVIDED: 88
PARKING PROVIDED: 152 SPACES
(SUBCOMPACT 14 %): 38 SPACES
PARKING REQUIRED: 124 SPACES
COVERED BIKE STORAGE REQUIRED/PROVIDED: 26/100
EXISTING TREE COUNT: 45
REQUIRED TREE UNITS (T.U.) Per BIMC Section 18.15.010:
40 X 5.28 Acres = 211 T.U.
BUILDING HEIGHT: VARIES 25'-36'
TAX ACCESSOR NUMBERS:
212502-4-186-2002
212502-4-187-2001
212502-4-188-2000
212502-4-189-2009
212502-4-190-2006
212502-4-191-2005
212502-4-192-2004

LEGAL DESCRIPTION:
RESULTANT PARCEL H OF THE GROW COMMUNITY II
BOUNDARY LINE ADJUSTMENT RECORDED UNDER
AUDITOR'S FILE NO. _____ AND AS DEPICTED ON
THE SURVEY RECORDED UNDER AUDITOR'S FILE NO.
_____, IN VOLUME _____ OF SURVEYS, PAGE
_____, RECORDS OF KITSAP COUNTY, SITUATE IN THE
NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF
SECTION 21, TOWNSHIP 25 NORTH, RANGE 2 EAST, 11M,
CITY OF BAINBRIDGE ISLAND, KITSAP COUNTY,
WASHINGTON.

PHASE 2A
SITE AREA: 2.87 ACRES (124,989 SF)
PROPOSED BUILDING AREA: 77,854 SF
PROPOSED BUILDING FOOTPRINT: 36,708 SF
PROPOSED LOT COVERAGE: 48,700 SF (38.8%)
IMPERVIOUS SURFACE PERCENTAGE: 62,368 SF (49.7%)
-ROADS & PATHS: 25,660 SF
-BUILDINGS: 36,708 SF
OPEN SPACE PERCENTAGE (NON-LOT COVERAGE): 38,471
SF (30.1%)
COMMON OPEN SPACE (COMMUNITY GARDEN):
-REQUIRED: 49 X 60 SF = 2,940 SF
-PROVIDED: 3,065 SF
NUMBER OF UNITS: 49
PARKING PROVIDED: 81
BIKE PARKING: 15

PHASE 2B
SITE AREA: 2.39 ACRES (104,268 SF)
PROPOSED BUILDING AREA: 69,742 SF
PROPOSED BUILDING FOOTPRINT: 32,290 SF
PROPOSED LOT COVERAGE: 38,500 SF (36.8%)
IMPERVIOUS SURFACE PERCENTAGE: 56,125 SF (54.2%)
-ROADS & PATHS: 24,435 SF
-BUILDINGS: 32,290 SF
OPEN SPACE PERCENTAGE (NON-LOT COVERAGE): 61,029
SF (58.4%)
COMMON OPEN SPACE (COMMUNITY GARDEN):
-REQUIRED: 39 X 60 SF = 2,340 SF
-PROVIDED: 2,824 SF

NUMBER OF UNITS: 39
PARKING PROVIDED: 71
BIKE PARKING: 85

NOTE: Do not scale drawings

5/9/14

REV	DATE	DESCRIPTION

Cutler Anderson Architects
135 Parfitt Way SW, Bainbridge Island, WA 98110
P: 206.842.4710 F: 206.842.4420
Email: contact@cutler-anderson.com

GROW COMMUNITY PHASE II
BAINBRIDGE ISLAND, WA

SITE PLAN, VICINITY
PLAN, GENERAL
NOTES

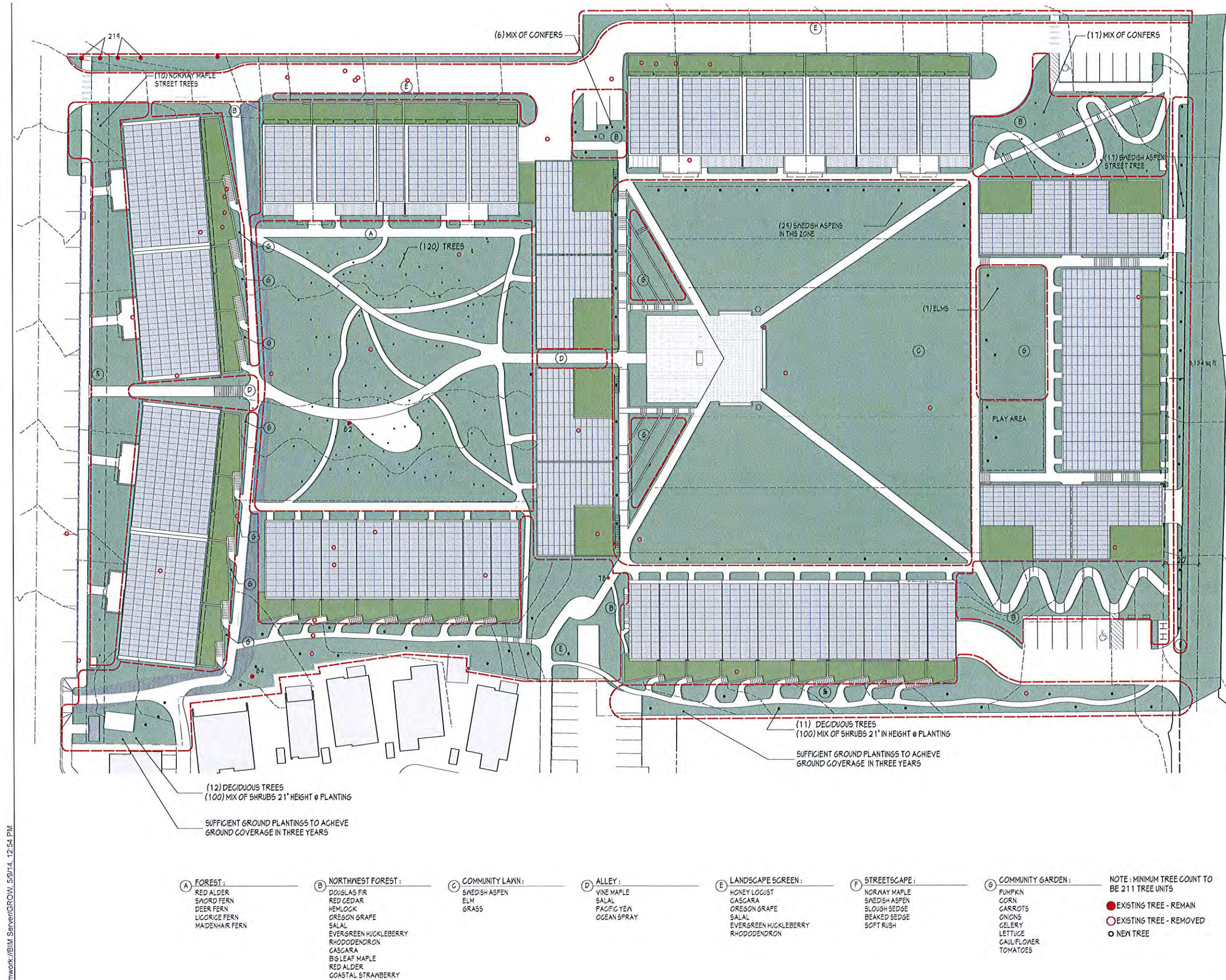
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LANDSCAPE PLAN

A2



NOTE: Do not scale drawings

A large, mature evergreen tree, likely a spruce or fir, with dense green foliage, standing against a clear blue sky. The tree has a conical shape with many branches and needles. The background is a solid blue sky.



A large, mature tree with a thick trunk and dense green foliage, standing in a grassy field. The tree is the central focus of the image, with its canopy spreading wide. The background shows a clear blue sky and some distant trees.



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LANDSCAPE KEY

A3

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D) ALLEY



VINE MAPLE



SALAL



PACIFIC YEW



OCEAN SPRAY

E) LANDSCAPE SCREEN



MOUNTAIN ASH



SALAL



OREGON GRAPE



RHODODENDRON



CASCARA



HONEY LOCUST

F) STREETSCAPE



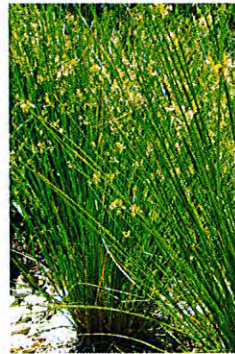
NORWAY MAPLE



SLOUGH SEDGE



BEAKED SEDGE

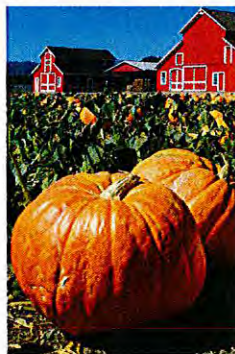


SOFT RUSH



SWEDISH ASPEN

G) COMMUNITY GARDEN



PUMPKIN



CORN



CARROTS



ONIONS



CELERY



LETTUCE



CAULIFLOWER



TOMATO

5/9/14

REVISIONS	DATE	DESCRIPTION

Cutler Anderson Architects
135 Parfitt Way SW Bainbridge Island, WA 98110
P:206.842.4710 F:206.842.4420
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LANDSCAPE KEY

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NOTE: Do not scale drawings

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EXTERIOR LIGHTING PLAN

A5

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

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REVISIONS		DATE
NO.	DESCRIPTION	
1	INITIAL DESIGN	
2	REVISED FOR MANUFACTURE	
3	REVISED FOR TESTING	
4	REVISED FOR PRODUCTION	
5	REVISED FOR IMPROVEMENT	
6	REVISED FOR COST REDUCTION	
7	REVISED FOR SAFETY	
8	REVISED FOR RELIABILITY	
9	REVISED FOR MAINTAINABILITY	
10	REVISED FOR ENVIRONMENTAL COMPLIANCE	
11	REVISED FOR PORTABILITY	
12	REVISED FOR USER FRIENDLINESS	
13	REVISED FOR SCALABILITY	
14	REVISED FOR FLEXIBILITY	
15	REVISED FOR INNOVATION	
16	REVISED FOR SUSTAINABILITY	
17	REVISED FOR COMPLIANCE	
18	REVISED FOR SECURITY	
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20	REVISED FOR EFFICIENCY	
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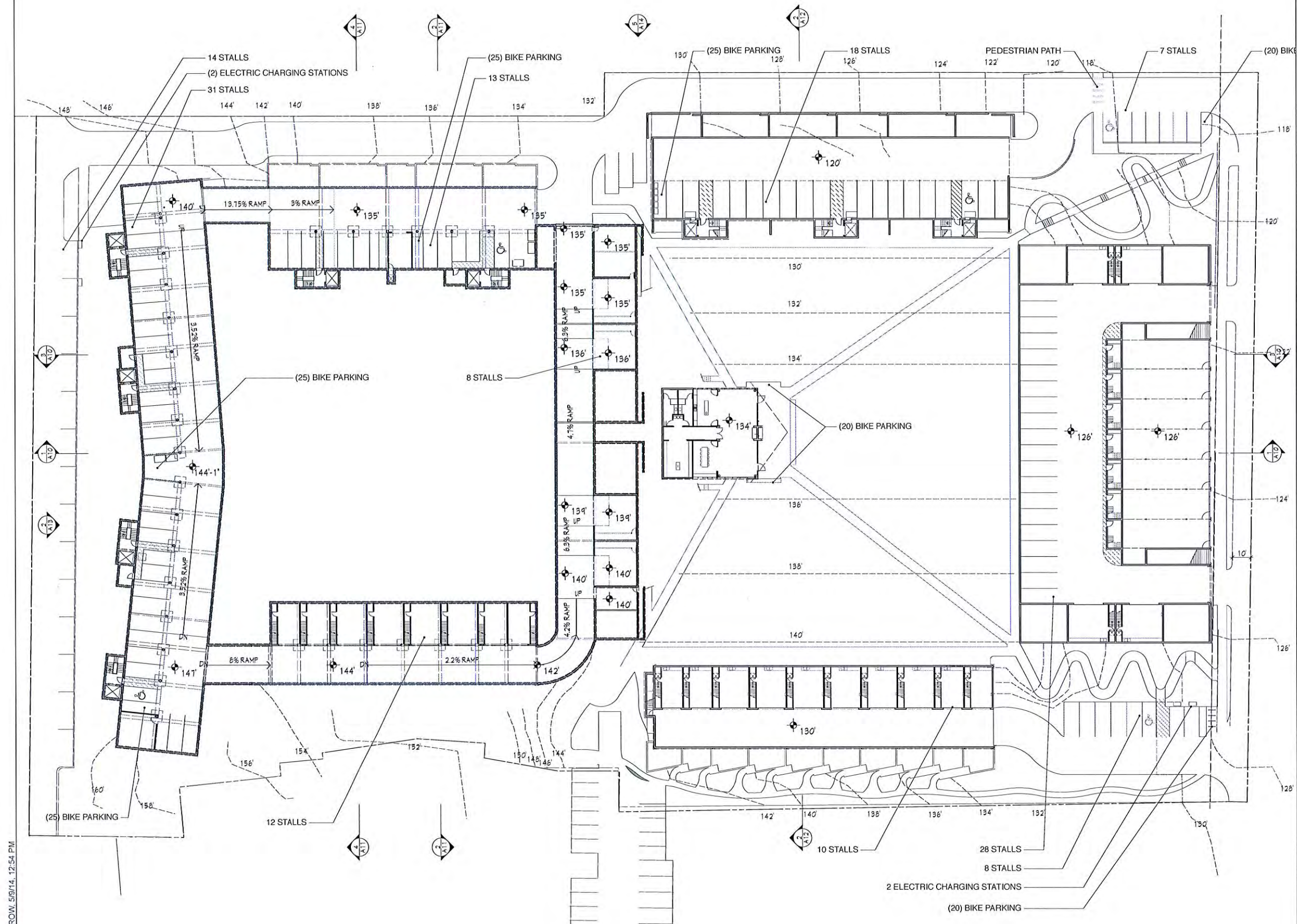
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GARAGE PLANS

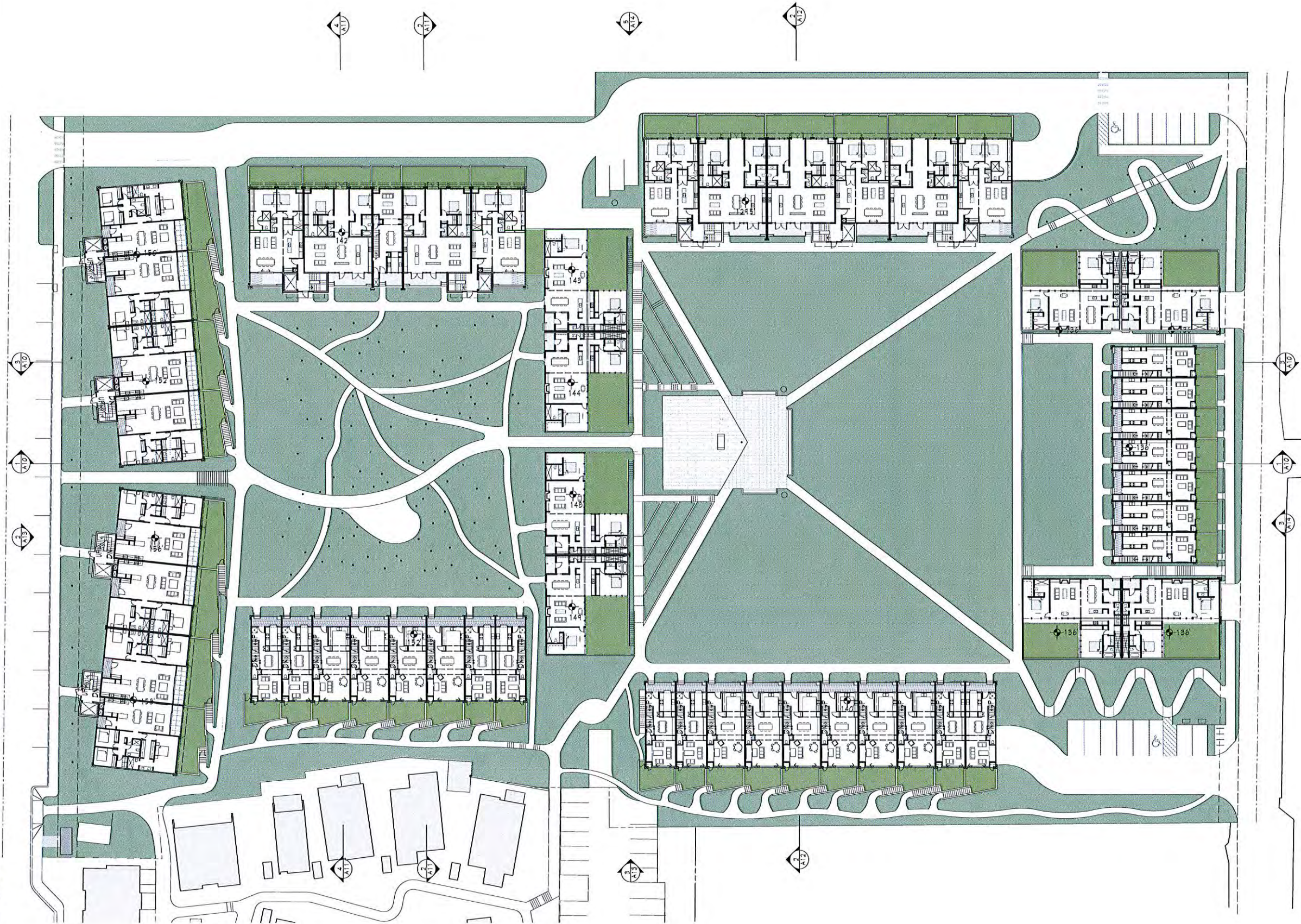
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 **GARAGE PLANS**
1/32" = 1'-0"

NOTE: Do not scale drawings

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N FIRST FLOOR PLANS 1
1/32" = 1'-0"

NOTE: Do not scale drawings

FIRST FLOOR PLANS
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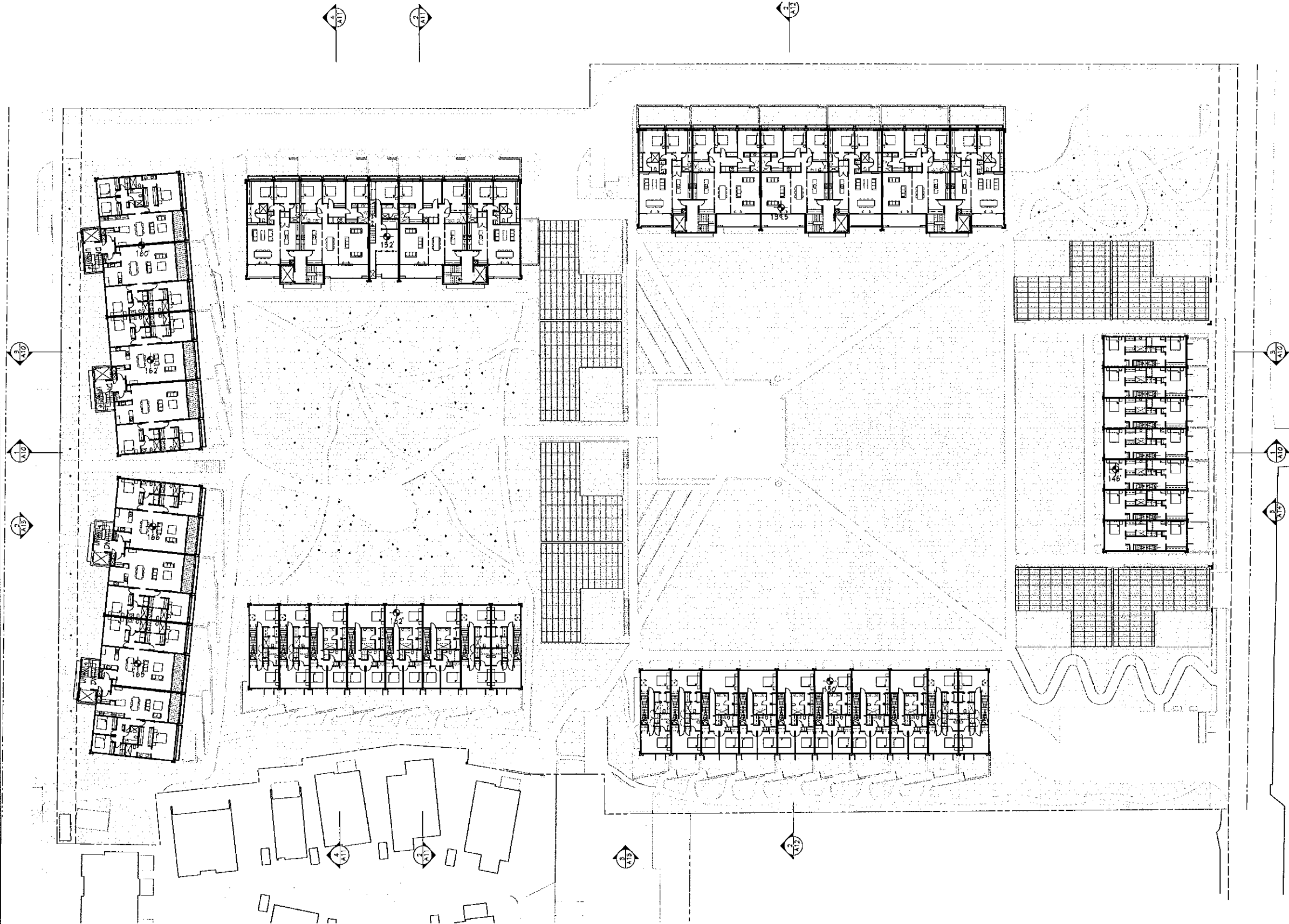
GROW COMMUNITY PHASE II
BAINBRIDGE ISLAND, WA
Cutler Anderson Architects
135 Parritt Way SW, Bainbridge Island, WA 98110
P: 206.842.4710 F: 206.842.4420
Email: contact@cutler-anderson.com

REVISIONS	DATE	DESCRIPTION

5/9/14

A7

teamwork://BIM_Server/GROW_5/9/14_12:48 PM



SECOND FLOOR PLANS 1
1/82" = 1'-0"

NOTE: Do not scale drawings

SECOND FLOOR
PLANS

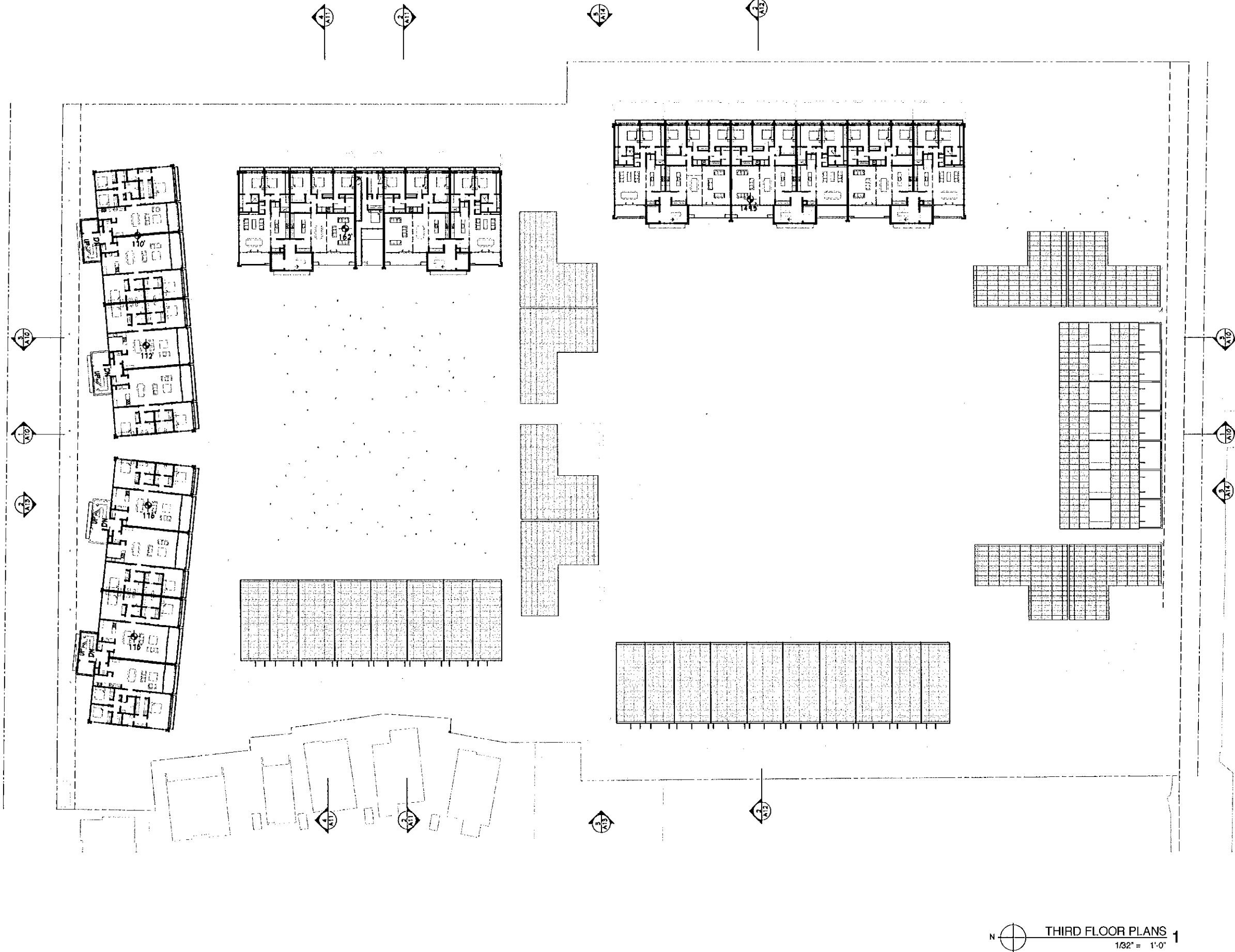
A8

GROW COMMUNITY PHASE II
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Email: contact@cutler-anderson.com

REVISION	DATE	DESCRIPTION

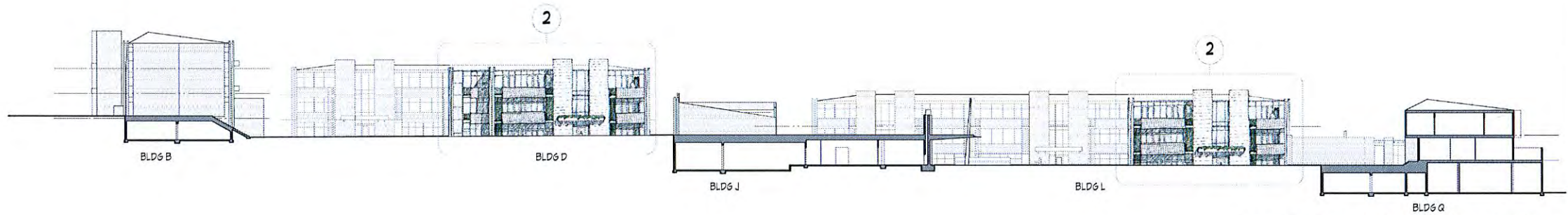
5/9/14



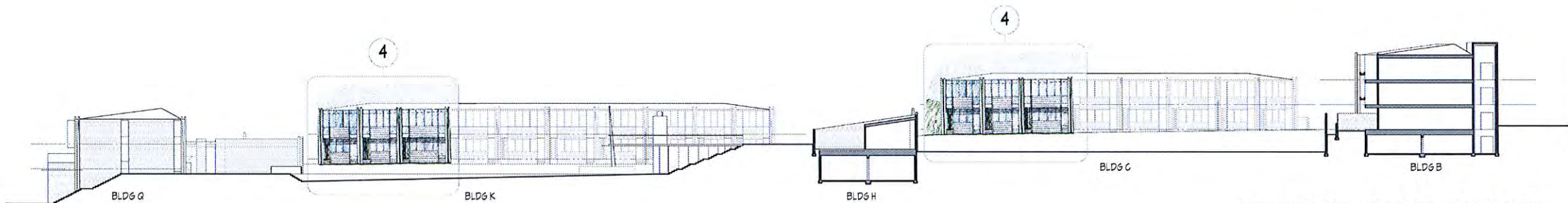
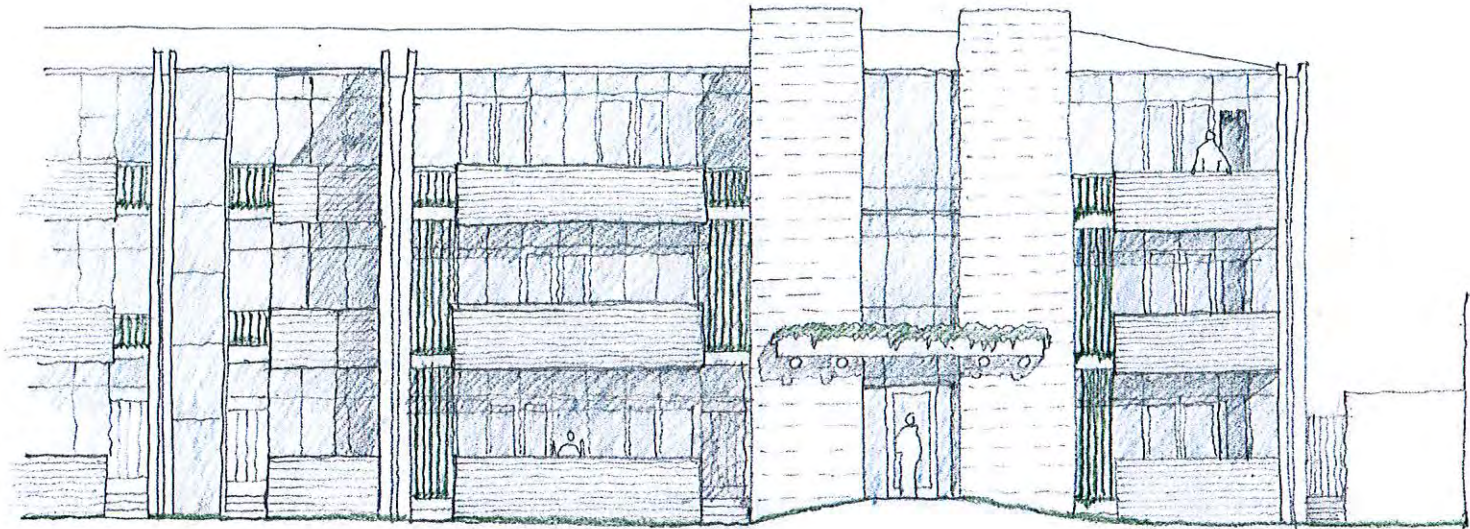
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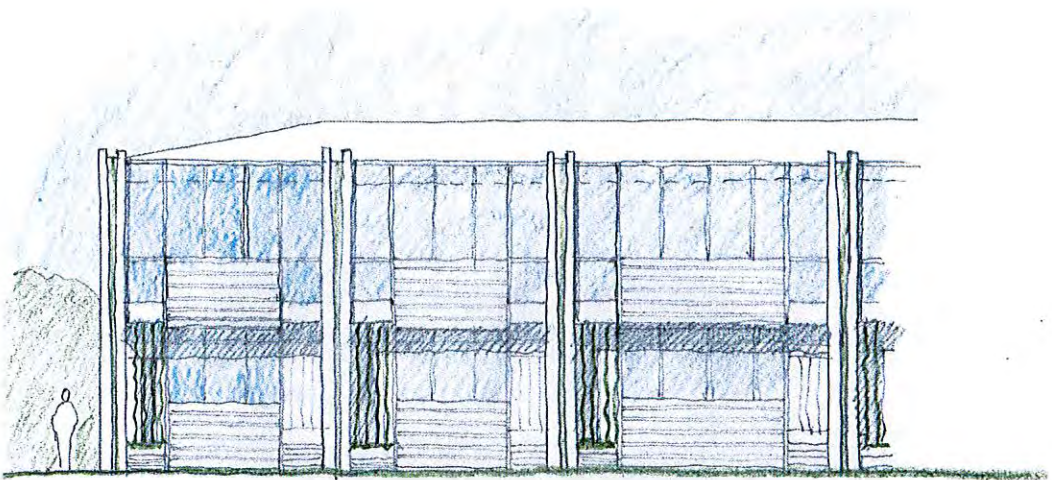
teamwork://BIM Server/GROW, 5/9/14, 12:48 PM



LONGITUDINAL SECTION LOOKING EAST 1
1/32" = 1'-0"



LONGITUDINAL SECTION LOOKING WEST 3
1/32" = 1'-0"



5/9/14

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GROW COMMUNITY PHASE II
BAINBRIDGE ISLAND, WA

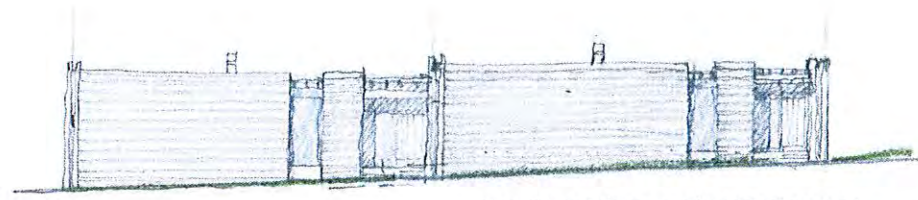
© Cutler Anderson Architects

SECTIONS

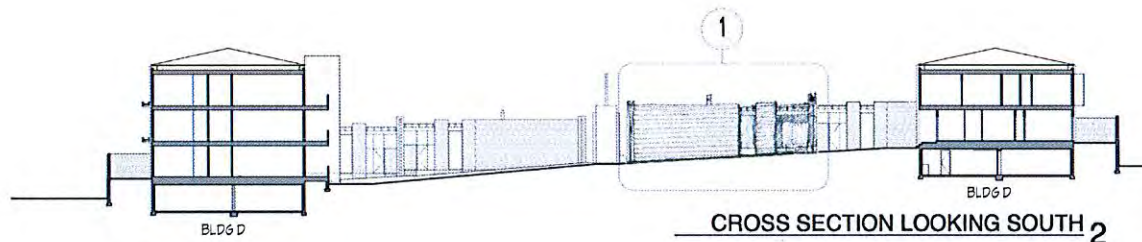
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NOTE: Do not scale drawings

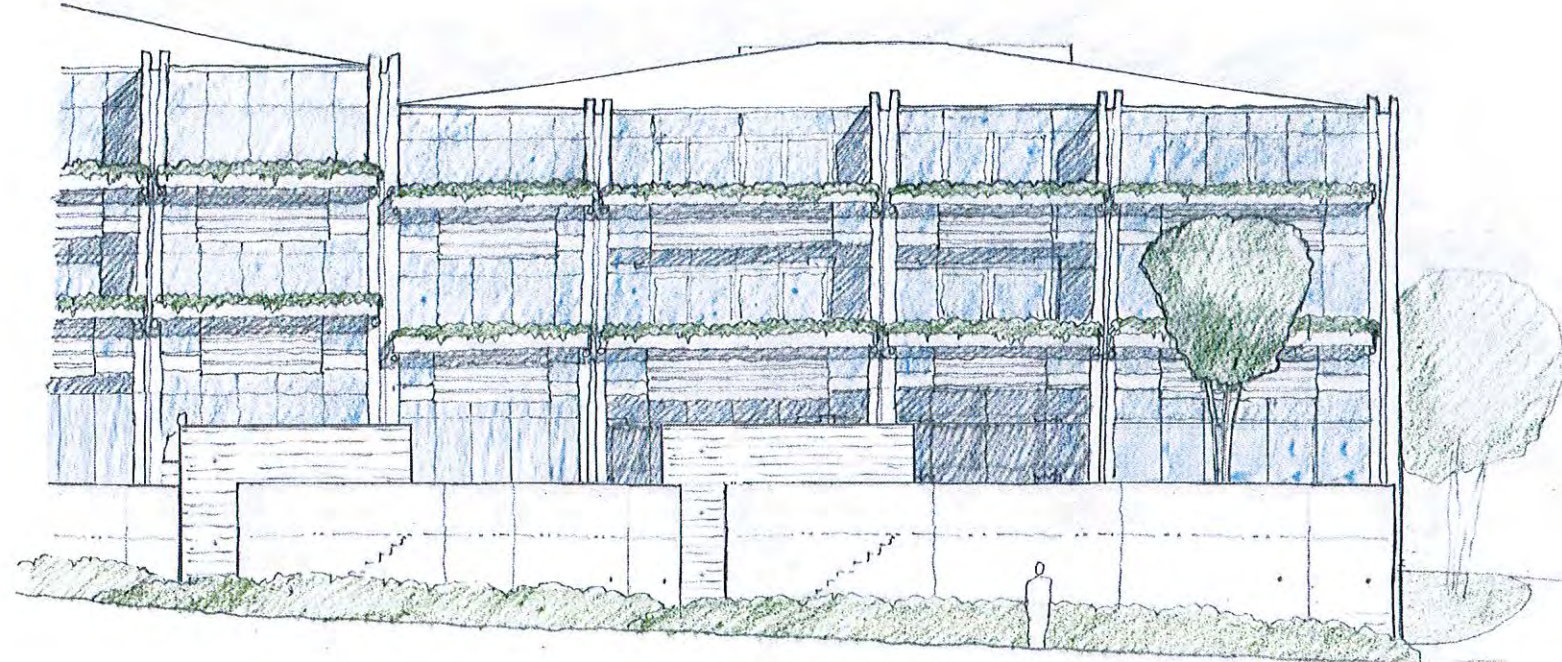
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SINGLE FAMILY (BLDG E & F) NORTH ELEVATION 1



CROSS SECTION LOOKING SOUTH 2



PARTIAL MULTI-FAMILY (BLDG B) SOUTH ELEVATION 3



CROSS SECTION LOOKING NORTH 4
1/32" = 1'-0"

5/9/14

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GROW COMMUNITY PHASE II
BAINBRIDGE ISLAND, WA

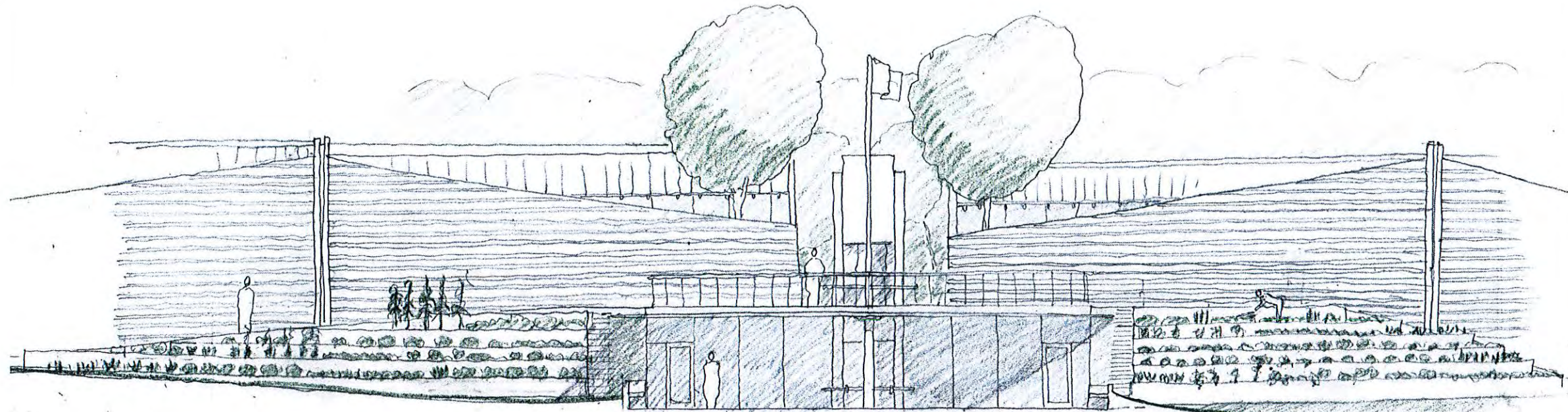
© Cutler Anderson Architects

SECTIONS

A11

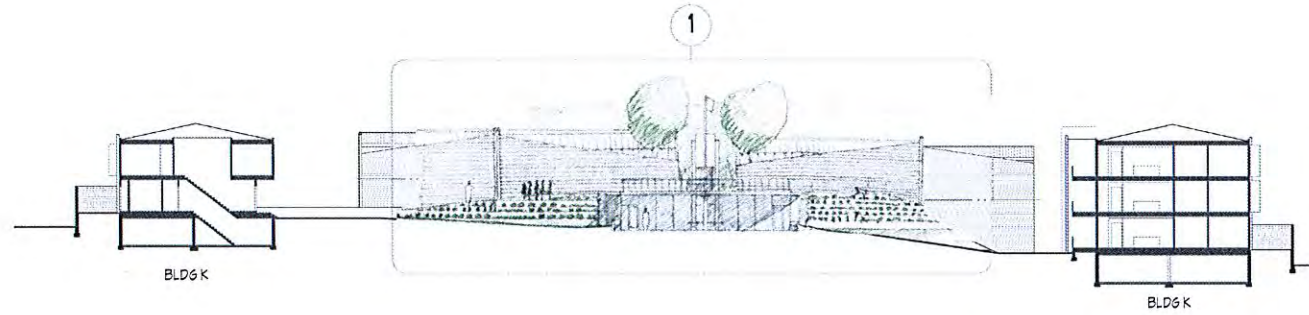
NOTE: Do not scale drawings

teamwork://BIM Server/GROW 5/9/14 12:19 PM



COMMUNITY CENTER (BLDG J) SOUTH ELEVATION

1



CROSS SECTION LOOKING NORTH

1/32" = 1'-0"

2

5/9/14

REVISIONS	DATE	DESCRIPTION

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P: 206.842.4710 F: 206.842.4420
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GROW COMMUNITY PHASE II
BAINBRIDGE ISLAND, WA

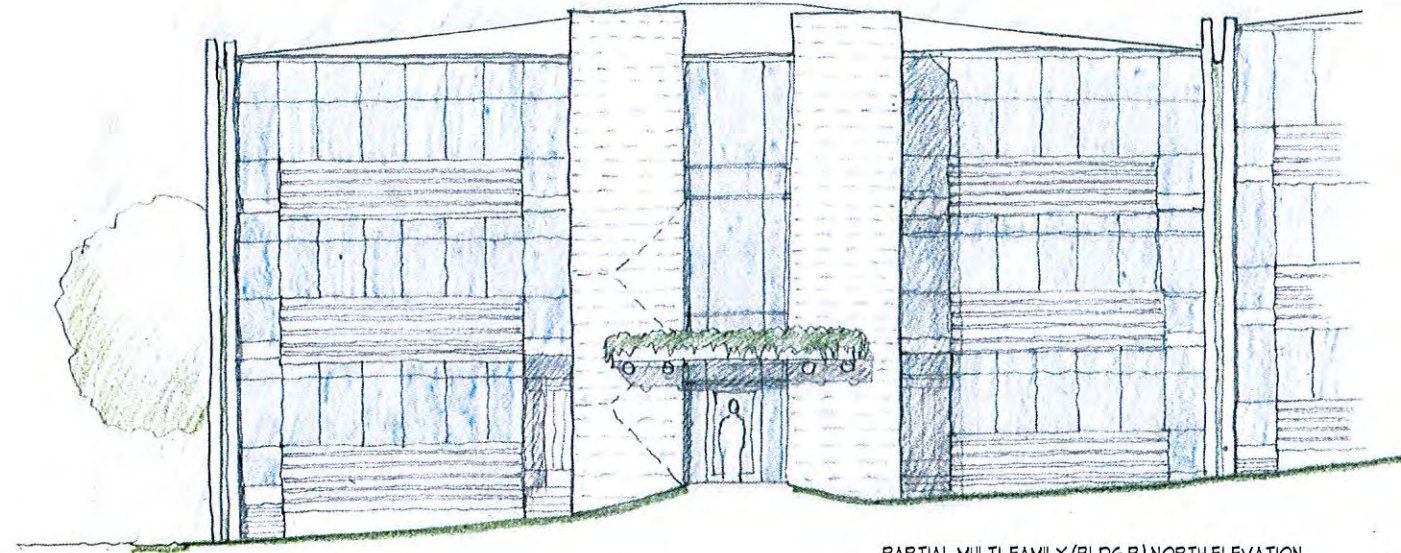
© Cutler Anderson Architects

SECTIONS

A12

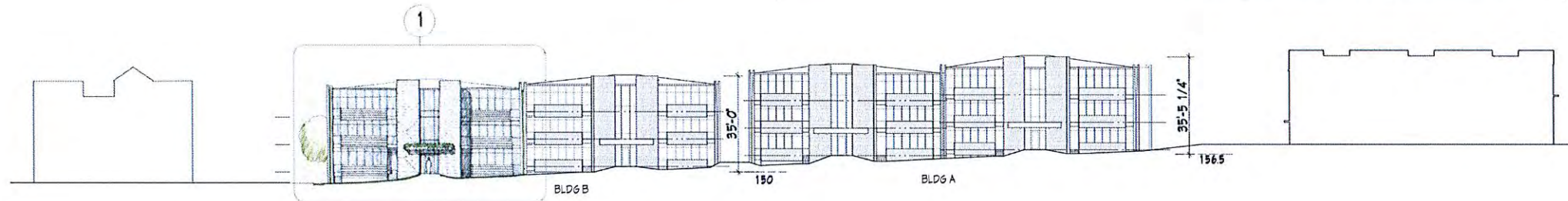
NOTE: Do not scale drawings

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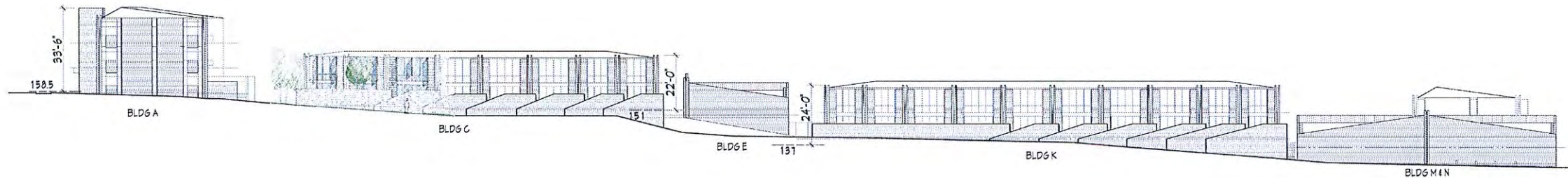
PARTIAL MULTI-FAMILY (BLDG B) NORTH ELEVATION

1



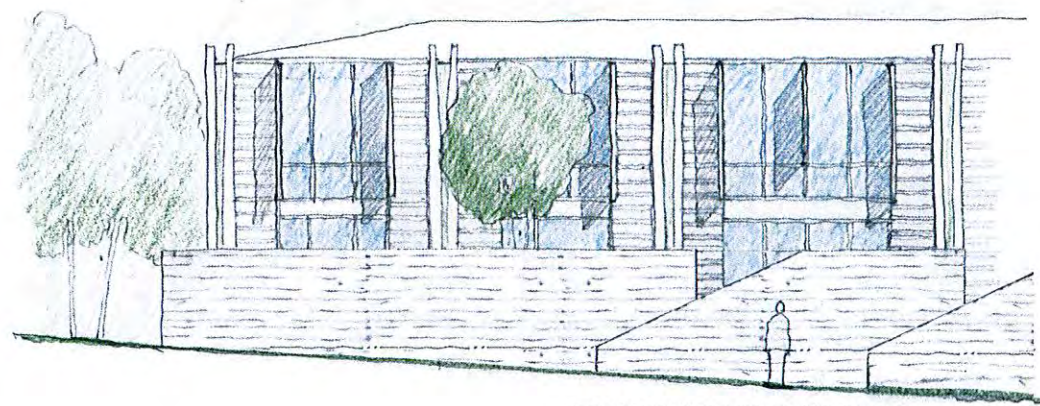
NORTH ELEVATION 2

1/32" = 1'-0"



WEST ELEVATION 3

1/32" = 1'-0"



PARTIAL TOWNHOME (BLDG C) ELEVATION

4

5/9/14

REVISIONS	DATE	DESCRIPTION

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Email: contact@cutler-anderson.com

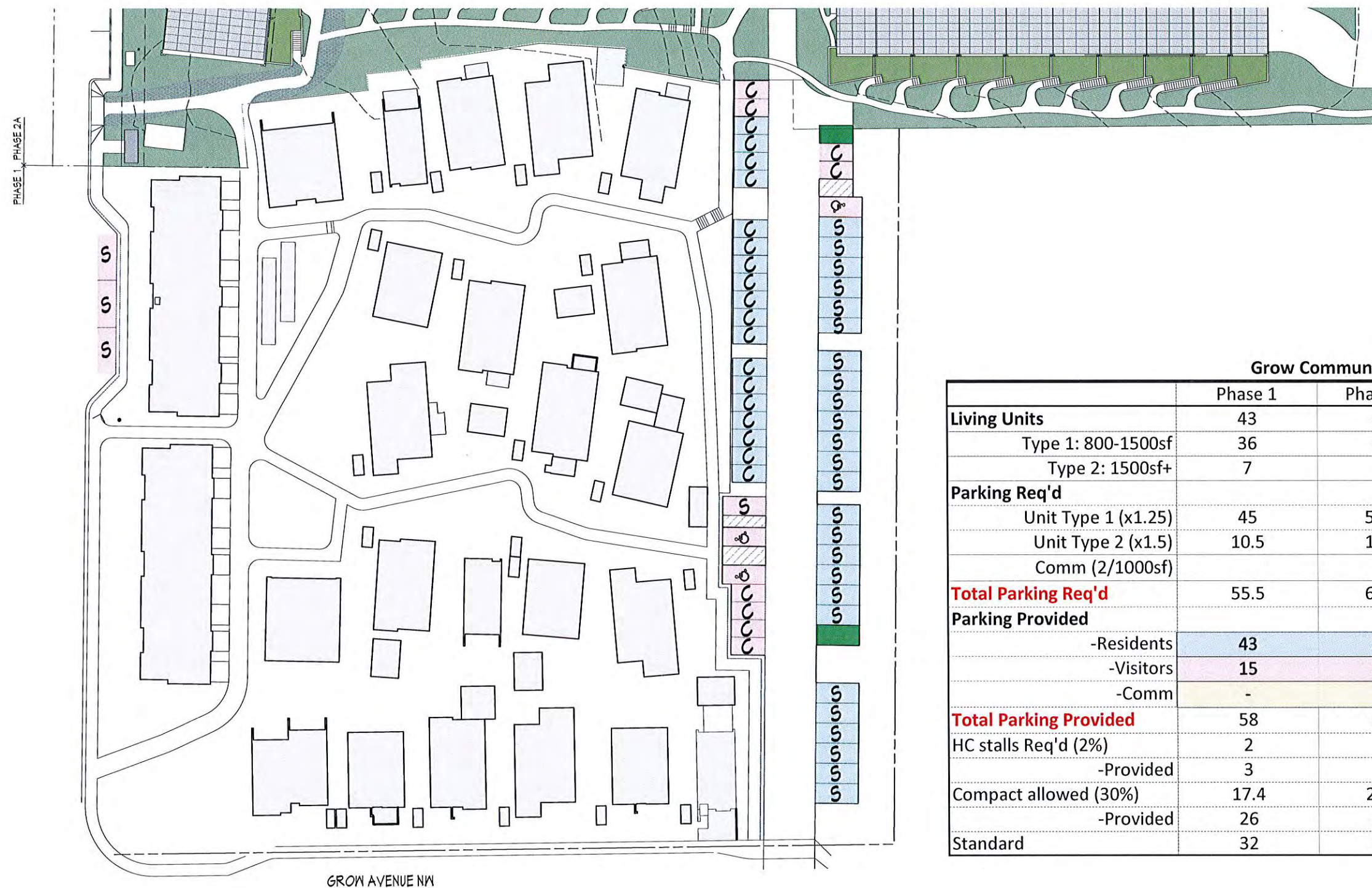
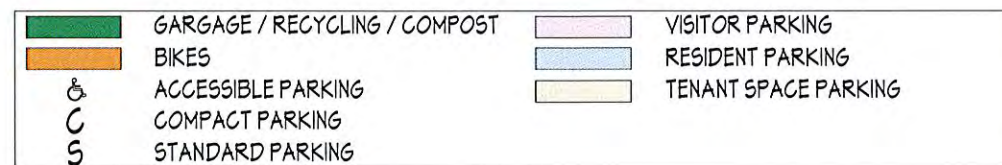
GROW COMMUNITY PHASE II
BAINBRIDGE ISLAND, WA

© Cutler Anderson Architects

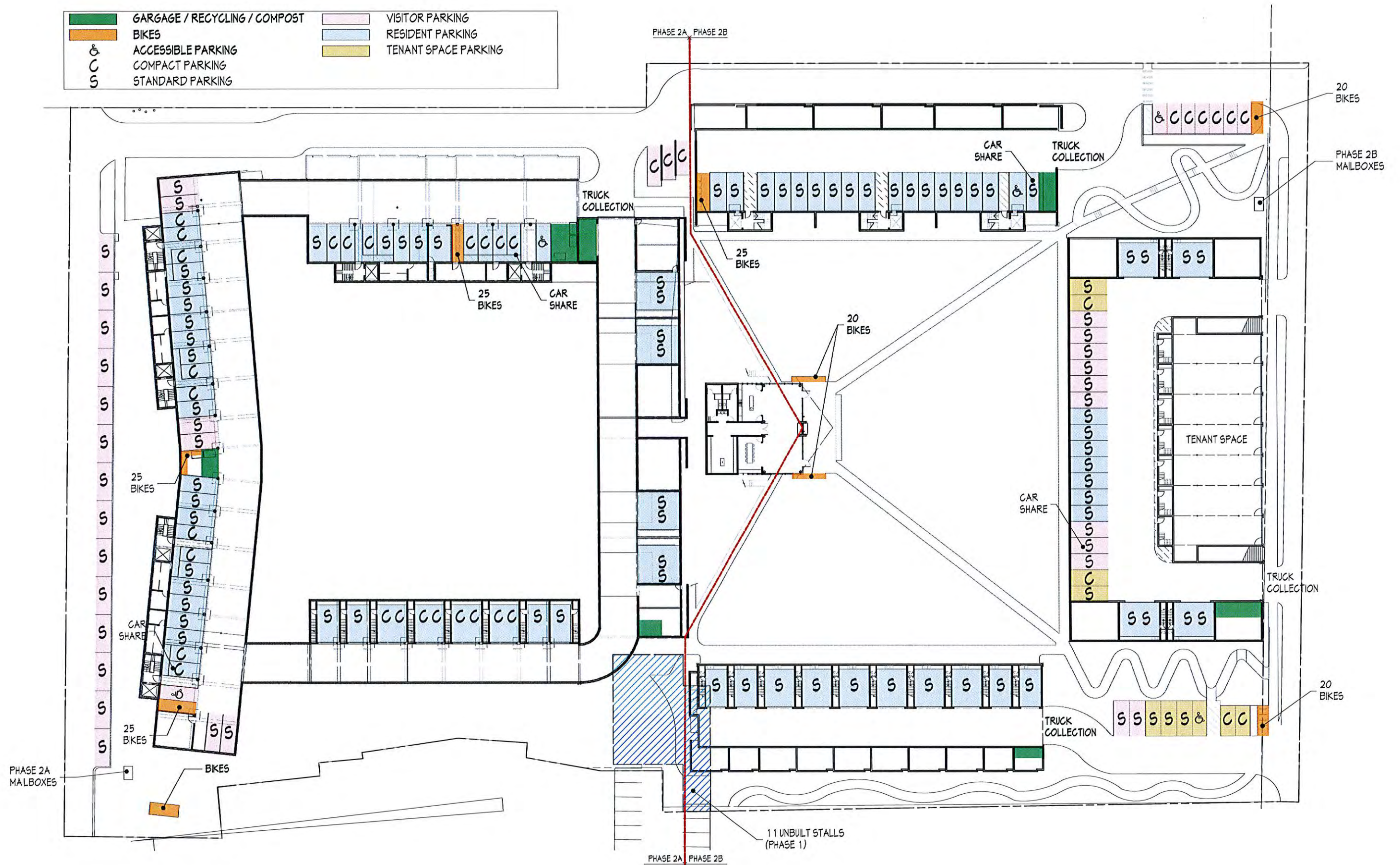
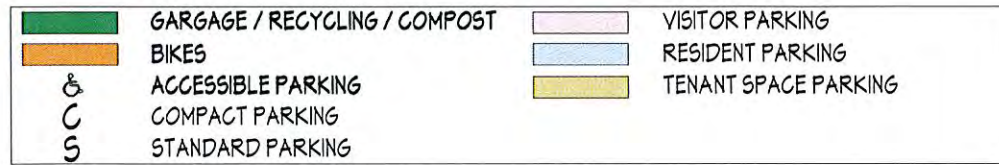
ELEVATIONS

A13

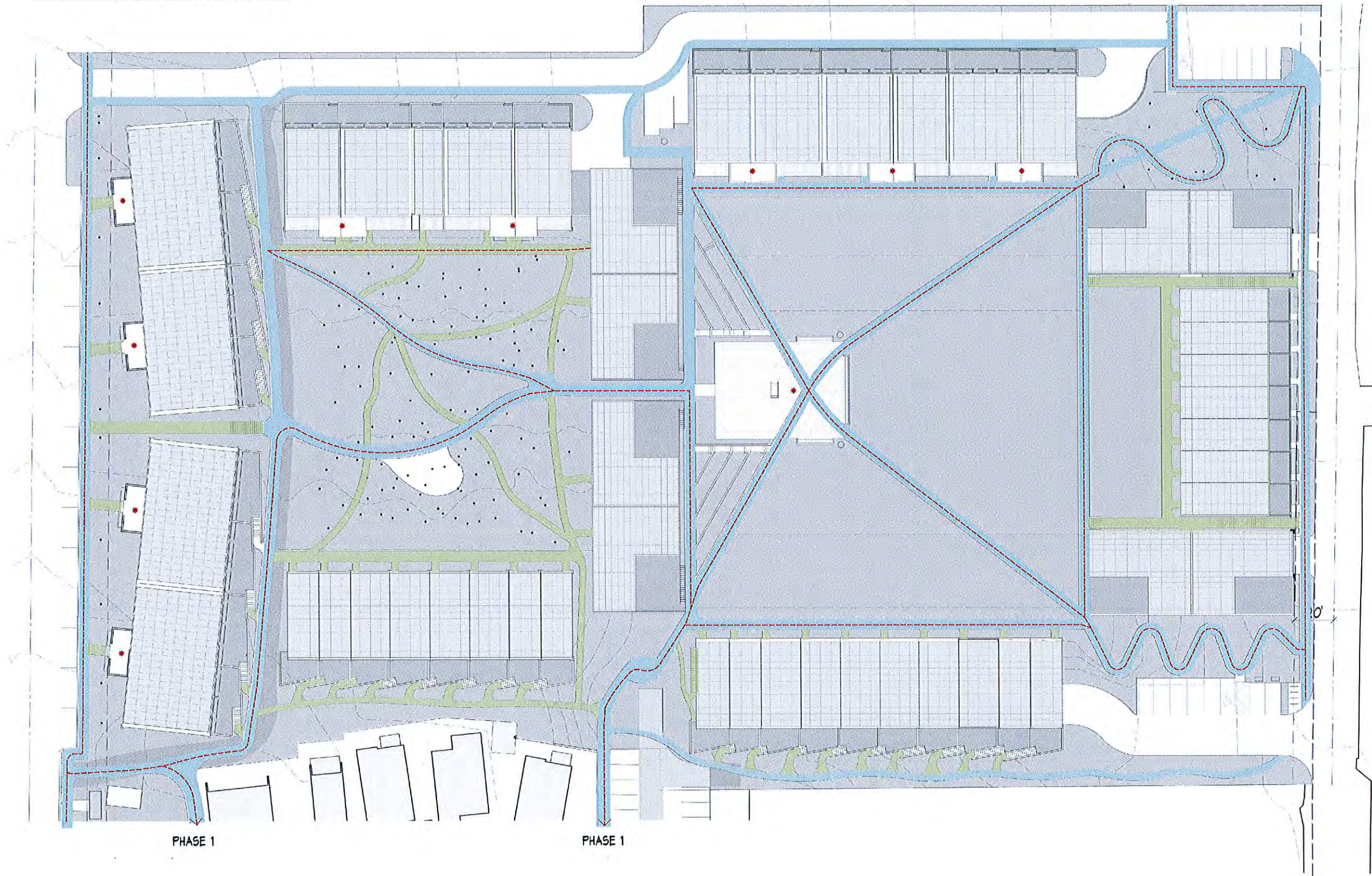
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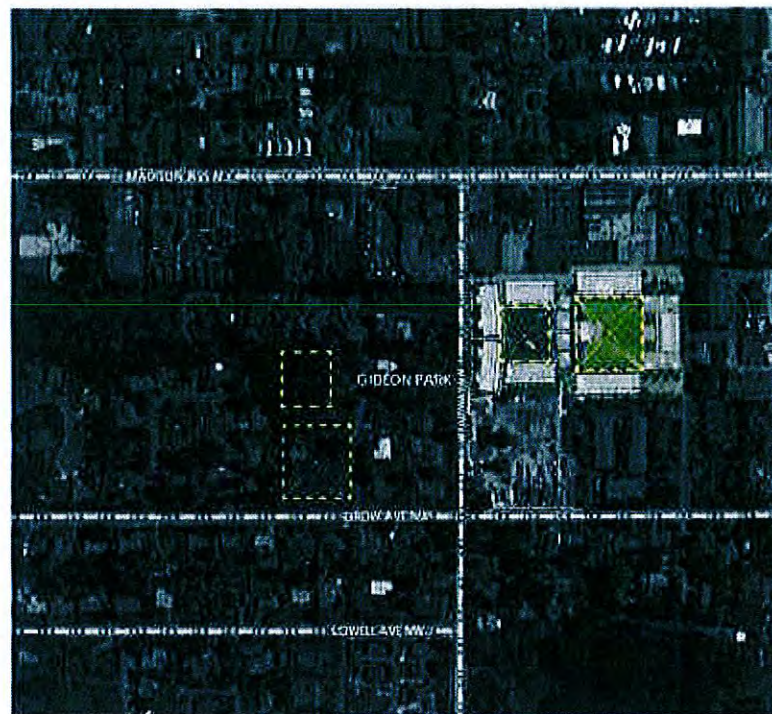


Grow Community Parking				
	Phase 1	Phase 2A	Phase 2B	Combined
Living Units	43	49	39	131
Type 1: 800-1500sf	36	42	30	108
Type 2: 1500sf+	7	7	9	23
Parking Req'd				
Unit Type 1 (x1.25)	45	52.5	37.5	135
Unit Type 2 (x1.5)	10.5	10.5	13.5	35
Comm (2/1000sf)			10	10
Total Parking Req'd	55.5	63.0	61.0	179.5
Parking Provided				
-Residents	43	57	43	143
-Visitors	15	24	18	57
-Comm	-	-	10	10
Total Parking Provided	58	81	71	210
HC stalls Req'd (2%)	2	2	2	6
-Provided	3	2	3	8
Compact allowed (30%)	17.4	24.3	21.3	63
-Provided	26	27	11	64
Standard	32	54	60	146

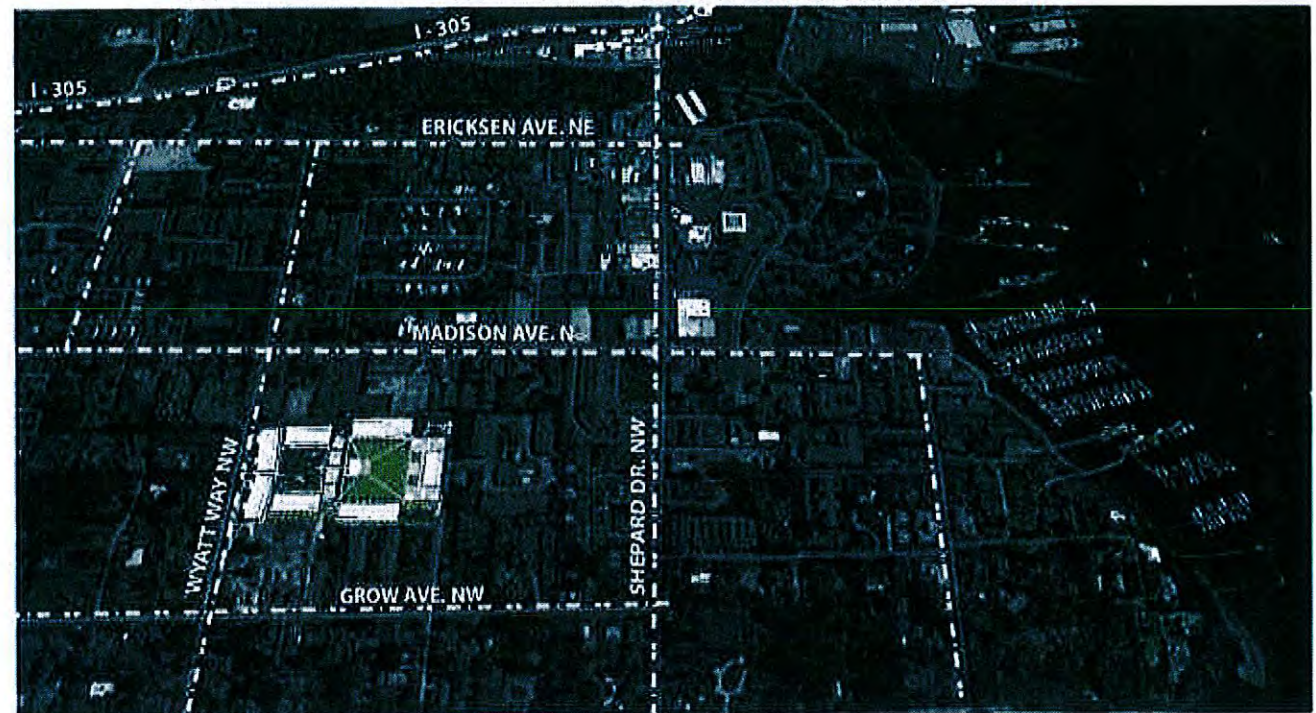
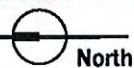


- PUBLIC PATH EASEMENT
- PRIVATE PATH
- ACCESSIBLE ROUTE
- ACCESSIBLE ENTRANCE (AT GRADE)

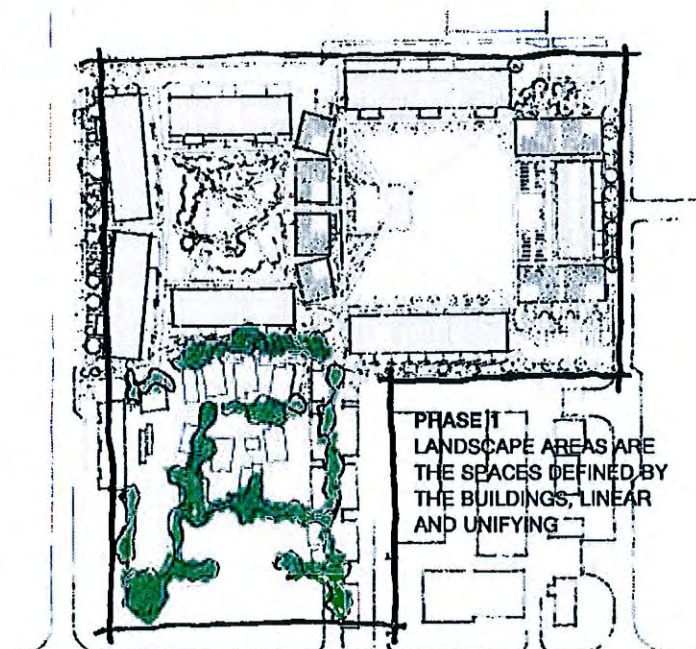
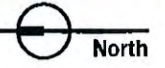




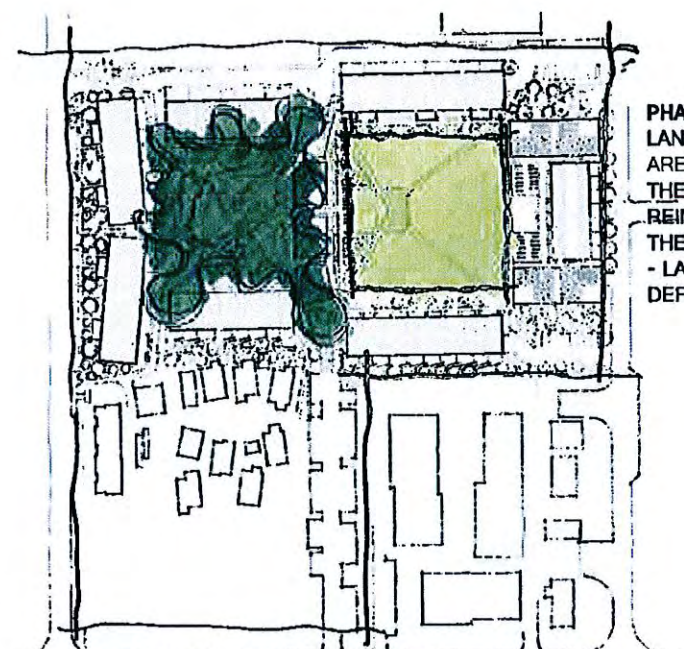
CONTEXT
GIDEON PARK SCALE COMPARISON



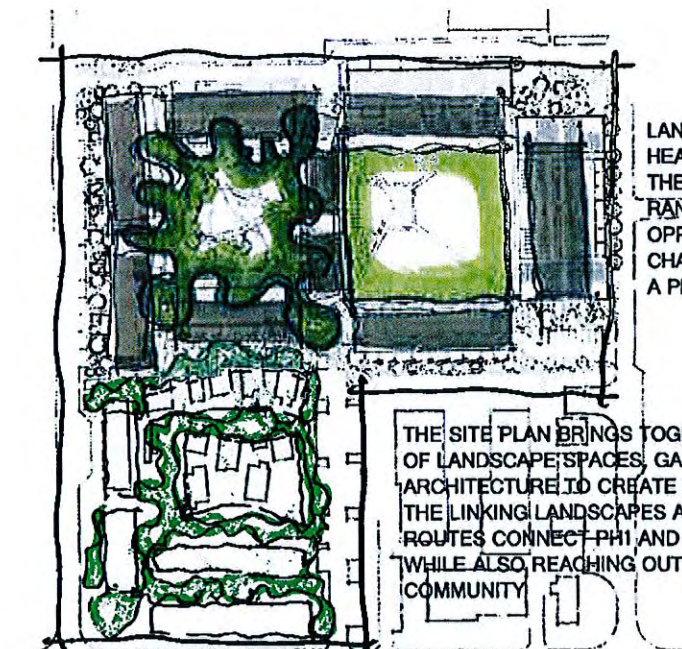
CONTEXT
WINSLOW BAINBRIDGE



PHASE 1
LANDSCAPE AREAS ARE
THE SPACES DEFINED BY
THE BUILDINGS, LINEAR
AND UNIFYING

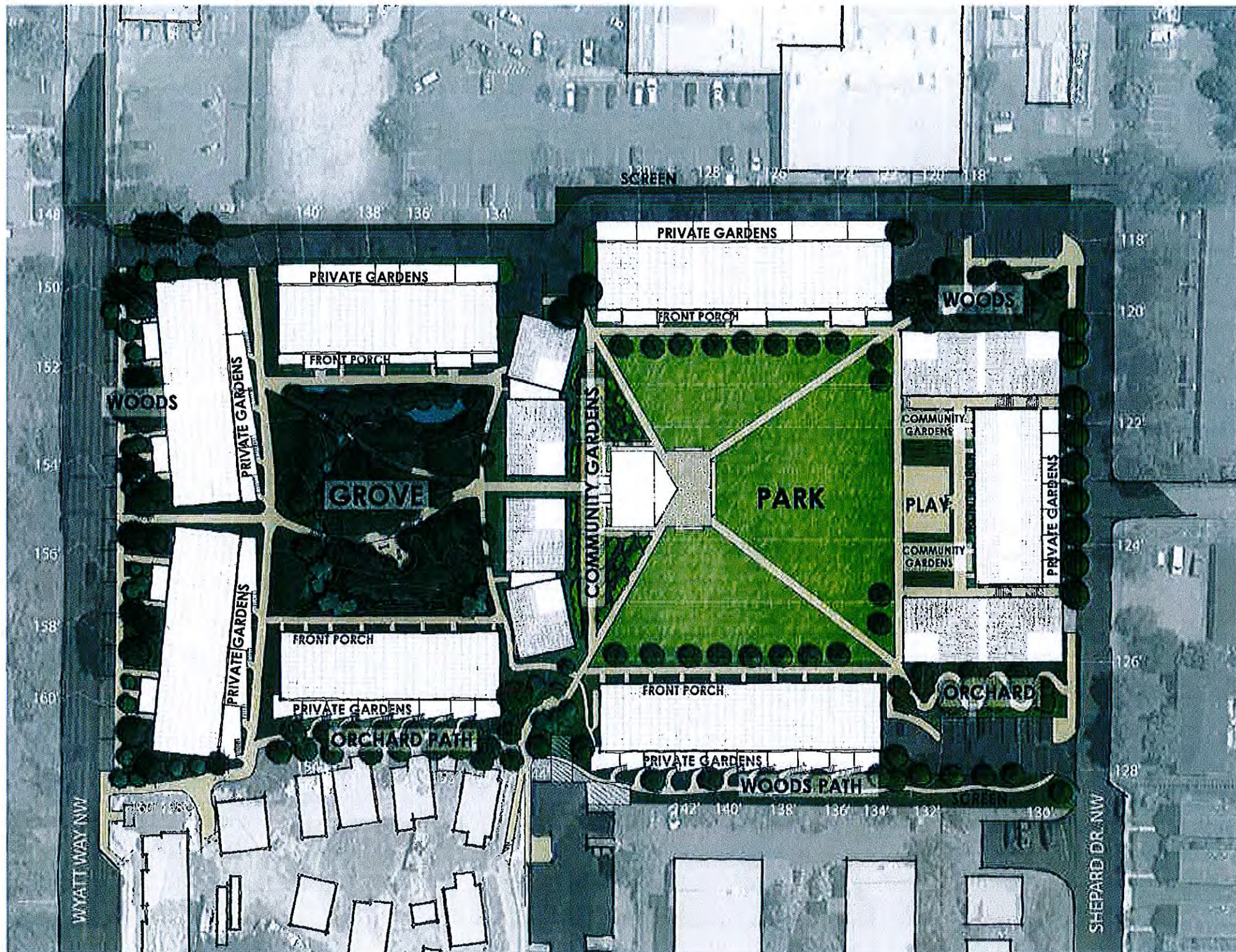


PHASE 2
LANDSCAPE
AREAS ARE
THE SPACES
REINFORCED BY
THE BUILDINGS
- LARGE AND
DEFINED



LANDSCAPE IS THE
HEART AND LUNGS OF
THE SITE, PROVIDING A
RANGE OF EXPERIENCES,
OPPORTUNITIES AND
CHARACTERS,
A PLACE FOR ALL

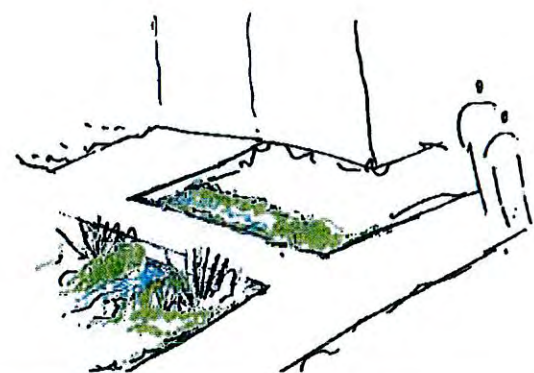
THE SITE PLAN BRINGS TOGETHER A FAMILY
OF LANDSCAPE SPACES, GARDENS AND
ARCHITECTURE TO CREATE A LAYERED SITE.
THE LINKING LANDSCAPES AND CIRCULATION
ROUTES CONNECT PH1 AND PH2 TOGETHER
WHILE ALSO REACHING OUT TO THE LARGER
COMMUNITY



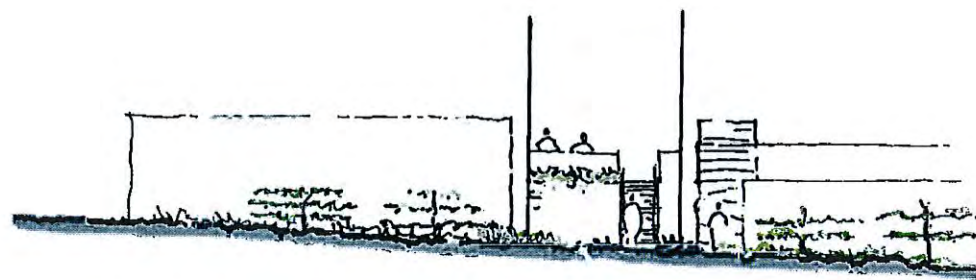
PHASE 2

LANDSCAPE PLAN





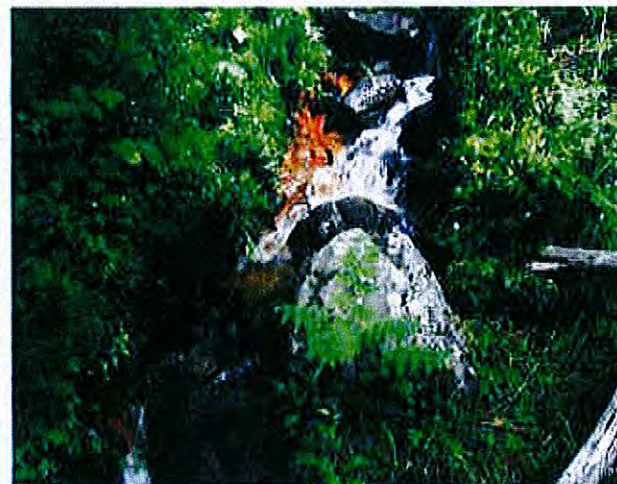
1 stormwater; mossy rill at sidewalks



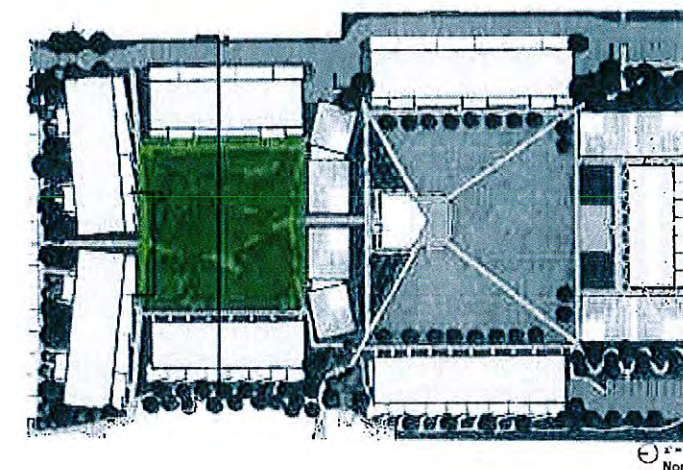
2 north wall



3 section looking northward



GROVE



CHARACTER

LOCATION:

- NORTH CENTRAL ZONE OF THE SITE

MATERIALS:

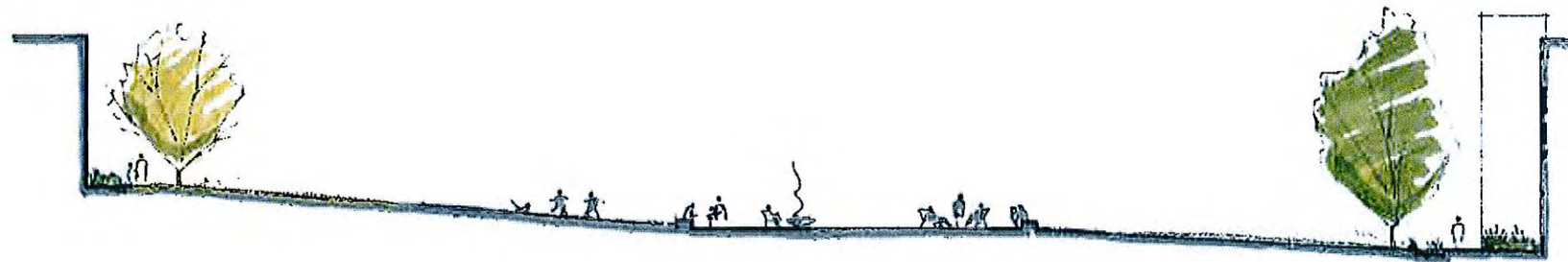
- SLOPING CONTOURS
- NATIVE FOREST OF ALDERS OR SIMILAR TREES
- NATIVE VEGETATED GROUNDPLANE OF FERNS, SHRUBS AND UNDERSTORY PLANTS
- CONCRETE PATHWAYS
- GRAVEL SECONDARY PATHS
- TREE CANOPY IS VARIED TO ALLOW FOR SOLAR ACCESS TO GARDENS + SOLAR PANELS AT BUILDINGS

LANGUAGE

- ENCLOSED, ORGANIC

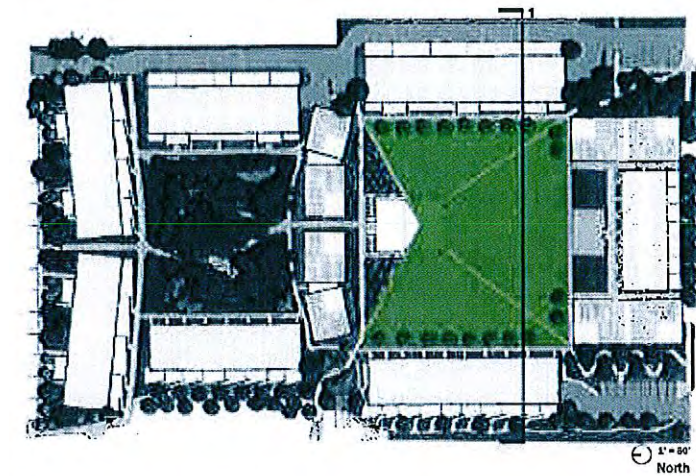
PLANT TYPES

PACIFIC DOGWOOD	Cornus Nuttallii
RED ALDER	Alnus rubra
SWORD FERN	Polystichum munitum
TRILLIUM	Trillium grandiflorum
CREEPING OXALIS	Oxalis corniculata
DEER FERN	Belchium spicant
CASCARA	Rhamnus purshiana
BITTER CHERRY	Prunus emarginata
SLOUGH SEDGE	Carex obnupta
WITCHHAZEL	Hamamelis mollis



1 section through park looking northward

PARK



CHARACTER

LOCATION

SOUTH CENTRAL OPEN SPACE

MATERIALS :

- CONCRETE WALKS
- DROUGHT RESISTANT NON-IRRIGATED LAWN
- PERIMETER TREES

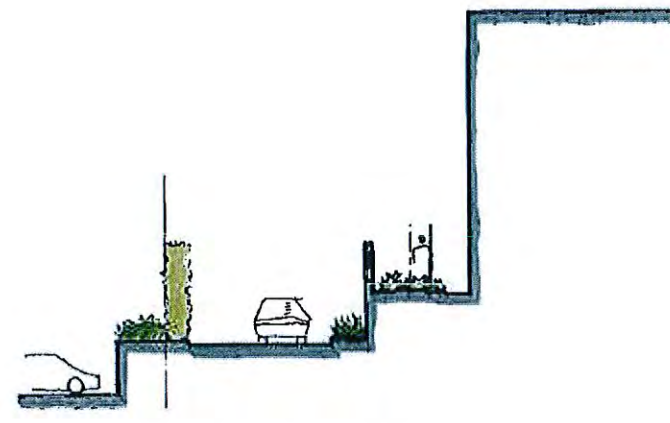
LANGUAGE

- ACTIVE PLAY AND COMMON SPACE FOR EVENTS
- SUNNY AND OPEN
- CONNECTED TO EDGES

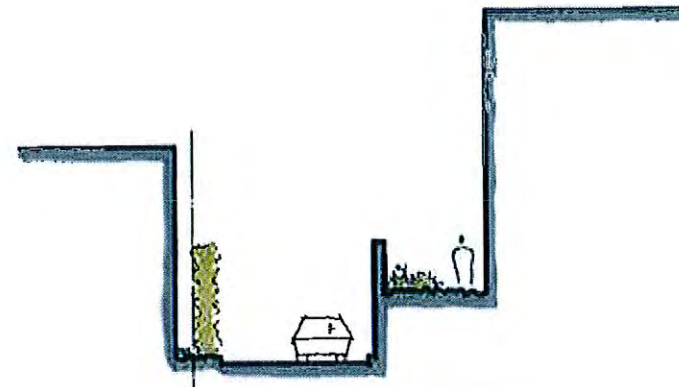
PLANT TYPES

RED ALDER	<i>Alnus rubra</i>
BLACK WALNUT	<i>Juglans nigra</i>
HONEYLOCUST	<i>Gleditsia triacanthos</i> Skycole
PAPER BIRCH	<i>Betula papyrifera</i>
DEER FERN	<i>Belchnum spicant</i>
SALAL	<i>Gaultheria shallon</i>
OREGON GRAPE	<i>Mahonia aquifolium</i>
SEDGE	Various species
H + H SEED MIX; 'FLEUR DE LAWN'	

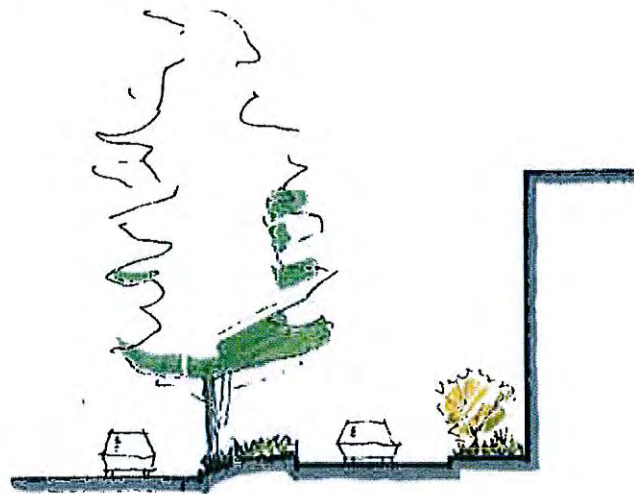




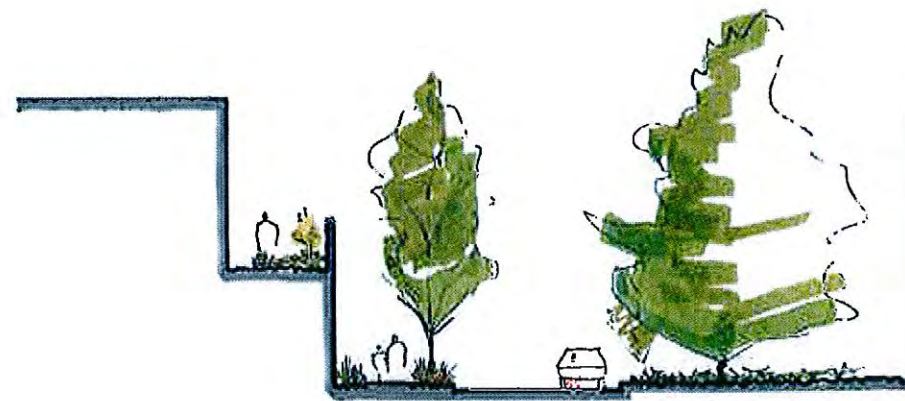
2 proposed drive aisle at east side



1 proposed drive aisle at east side



3 proposed drive aisle at east side



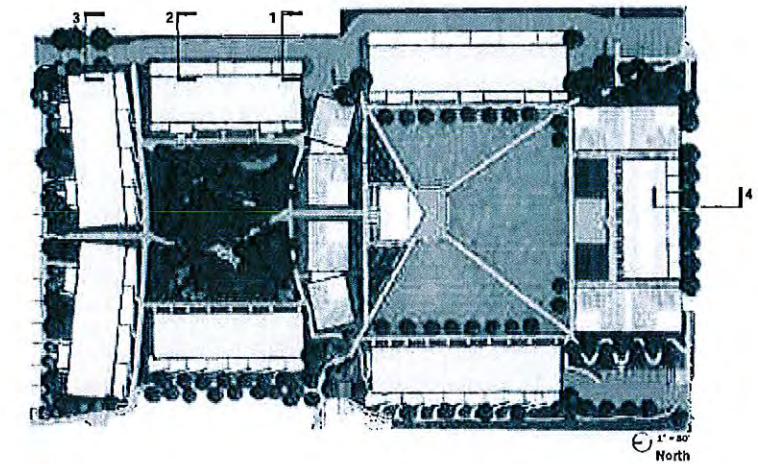
4 section looking east on Shepard drive



screening option - vines on screen structure



EDGES



CHARACTER

LOCATION

SOUTH CENTRAL OPEN SPACE

MATERIALS :

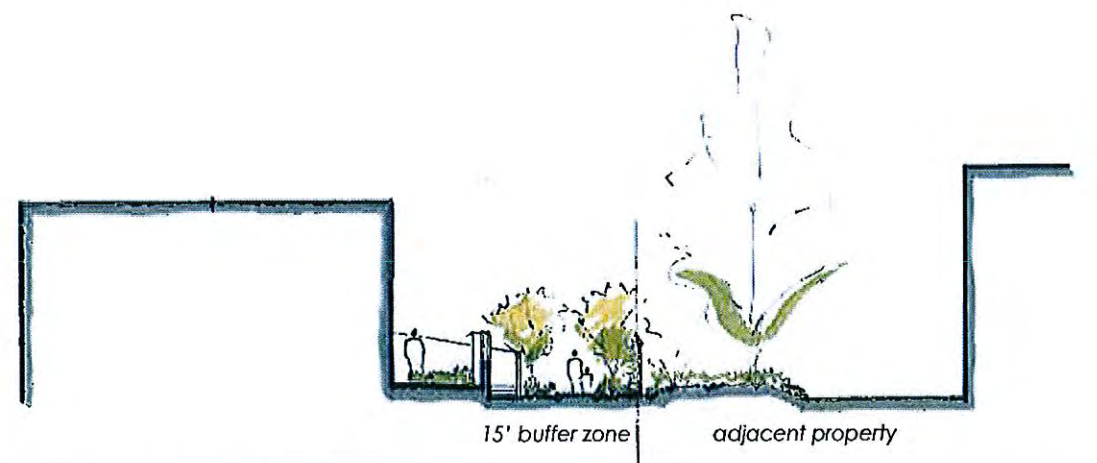
- CONCRETE WALKS
- DROUGHT RESISTANT NON-IRRIGATED LAWN
- PERIMETER TREES

LANGUAGE

- ACTIVE PLAY AND COMMON SPACE FOR EVENTS
- SUNNY AND OPEN
- CONNECTED TO EDGES

PLANT TYPES

ARBORVITAE	Thuja Occidentalis
CAMELLIA	Camellia sp.
EVERGREEN CLEMATIS	Clematis sp.
STAR JASMINE	Trachelospermum jasminoides
PACIFIC WAX MYRTLE	Myrica Californica
STRAWBERRY TREE	Arbutus unedo

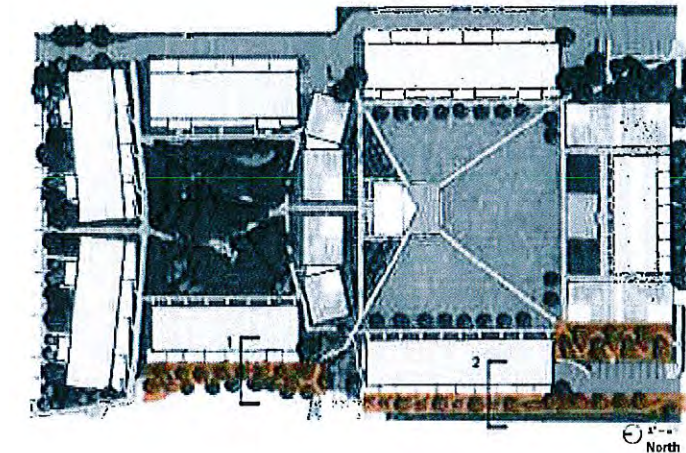


2 Section at property line - west side



1 Section between Phase 1 and Phase 2

ORCHARDS



CHARACTER

LOCATION:

WEST LANDSCAPE AREAS BETWEEN PHASE 1 & PHASE 2

MATERIALS:

- GROUND PLANE OF NATIVE GRASSES AND FOOD BEARING SHRUBS

SHRUBS - GROUND PLANE:

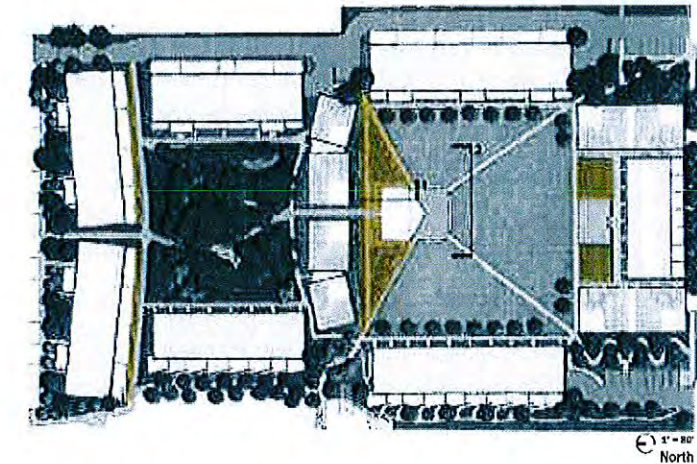
- SPRINGTIME BULBS
- FOOD BEARING ORCHARD TREES IN A GRID PATTERN
- SUBTLE PATHWAYS MEANDER BETWEEN TREES
- NEIGHORLY MEETING PLACES IN THE ORCHARD

PLANT TYPES

- **APPLE:** Tree, Espalier, Pole Form,
- **PEAR:** Tree, Espalier
- **PLUM:** Tree, Espalier
- **CHERRY:** Tree
- **FIG:** Tree
- **KIWI:** Vine
- **CRABAPPLE:** Tree, Espalier



COMMUNITY GARDENS



CHARACTER

LOCATION

- LOCATED FLANKING THE COMMUNITY CENTER
- LOCATED AT SOUTH END OF PARK

MATERIALS

- TOP SOIL, AMENDMENT & DRAINAGE
- CAPACITY FOR GREENHOUSE STARTS & COLD FRAMES
- COMPOSTING SYSTEM
- TOOL STORAGE
- FENCING AT THE CORNERS TO KEEP DEER OUT

LANGUAGE

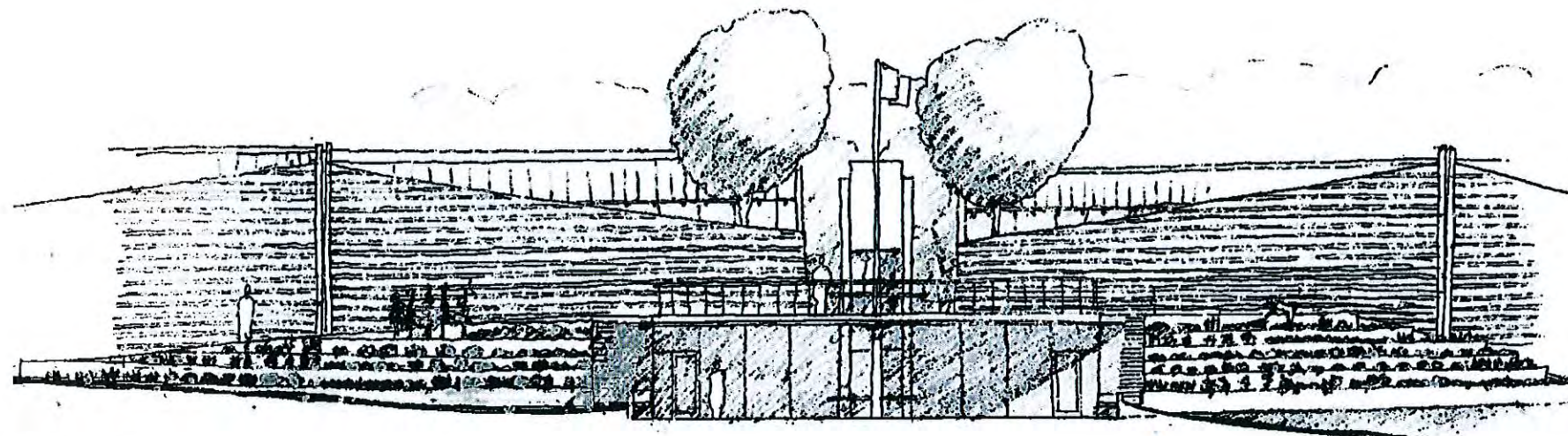
- FLEXIBLE
- ACCESSIBLE
- THE 'SOCIAL LANDSCAPE IMAGE' OF THE COMPLEX

PLANT TYPES

- TREES: espaliered apple, pear, crabapple, quince
- BERRIES: blue berries, raspberries, currants, strawberries
- HERBS: assorted perennial & annual
- VEGETABLES: assorted row crop and runners
- FLOWERS: possible cutting garden
- MEDICINAL HERBS: assorted



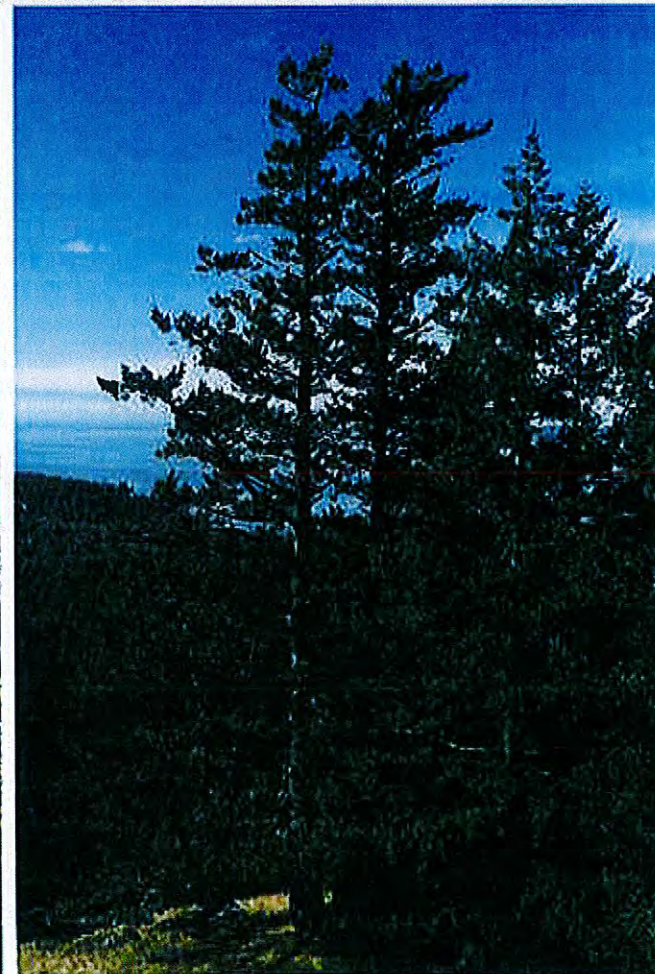
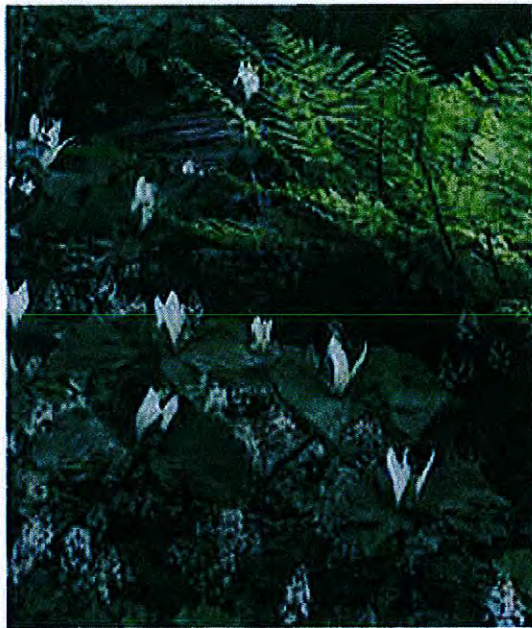
1 proposed drive aisle at east side



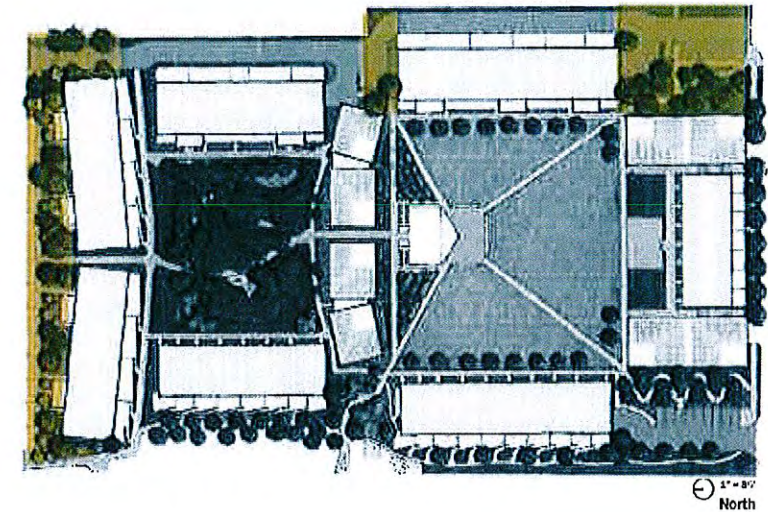
2 Architects elevation of community center & gardens

drawing by Cutler Anderson Architects





WOODS



CHARACTER

LOCATION

LOCATED AT NORTH EDGE OF THE SITE, SOUTH CORNERS, AND OTHER SITE INTERFACE ZONES

MATERIALS :

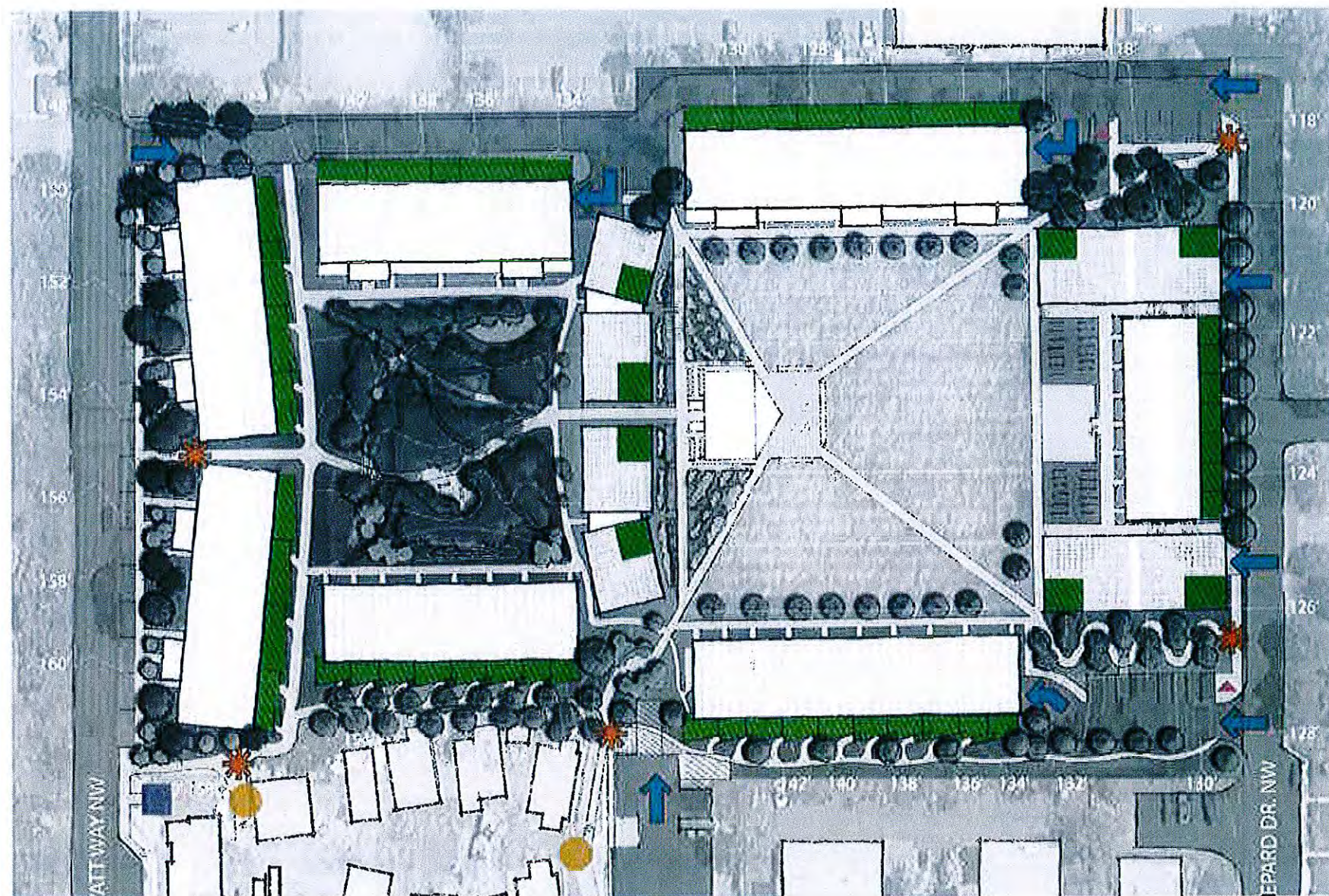
- EVERGREEN AND CONIFERS NW NATIVE FOREST TREES
- PIONEER SPECIES
- NATIVE GROUND COVERS AND FERNS
- NIGHT LIGHTING OF TREES AND CANOPIES FROM BELOW TO CREATE SAFE NIGHT ENVIRONMENT

LANGUAGE

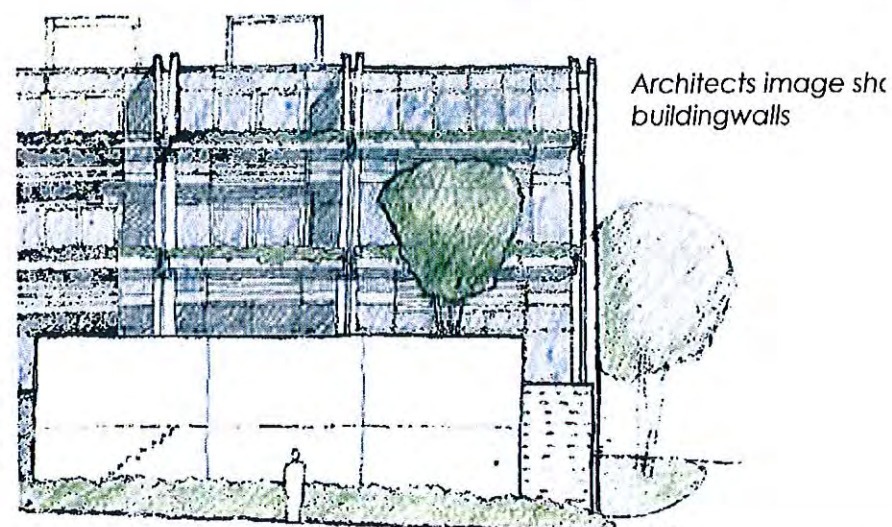
- EXPRESS SURFACE RUNOFF WHERE APPLICABLE
- SUN-DAPPLED GROUND PLANE
- GIVE BACK FOREST TO THE ISLAND

PLANT TYPES

- **TREES:** Douglas Fir, Shore Pine, Bigleaf Maple, Red Alder, Vine Maple, Pacific Dogwood
- **SHRUBS:** Flowering Red Currant, Elderberry
- **GROUND PLANE:** Western Sword Fern, Salal, Oregon Grape,



LANDSCAPE PLAN DIAGRAM



Architect's image showing building walls

PRIVATE GARDENS

CHARACTER

LOCATION

BACKYARD ALL RESIDENCES & ON BUILDING TERRACES

MATERIALS :

VINES AND SMALL PLANTERS AT BUILDING

SPACE FOR INDIVIDUAL GARDENS AND SITTING AREAS

LANGUAGE

- ABOUT LIFE. THE BUILDING BASES AND FACADES SHOULD BE FRAMED AND EMBELLISHED BY LIVING THINGS THE GROUND PLAN IS COMPOSED OF BOTH DECIDUOUS PLANT MATERIALS & GARDEN PLANTS
- HARDSCAPE AREAS ESTABLISHED AND MAINTAINED BY INDIVIDUAL OWNERS

PUBLIC CONNECTIONS

 PEDESTRIAN SITE ACCESS

 VEHICULAR SITE ACCESS

 BUS STOP

 PHASE 1 ACCESS

 BICYCLE PARKING

 PRIVATE GARDENS