CITY OF
BAINBRIDGE ISLAND

PLANNING COMMISSION SPECIAL MEETING
THURSDAY, JUNE 20, 2019
7:00 – 9:00 PM
COUNCIL CHAMBER
280 MADISON AVE N
BAINBRIDGE ISLAND, WA 98110

AGENDA

7:00 PM CALL TO ORDER
Call to Order, Agenda Review, Conflict Disclosure

7:05 PM PUBLIC COMMENT ON WINSLOW HOTEL PROJECT
Public comment opportunity for those who were not able to comment at the June 13, 2019 meeting.

7:45 PM WINSLOW HOTEL (PLN50880 SPR)
Review and Recommendation

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, e-mail us at pcd@bainbridgewa.gov or write us at Planning and Community Development, 280 Madison Avenue, Bainbridge Island, WA 98110

For special accommodations, please contact Jane Rasely, Planning & Community Development 206-780-3758 or at jrasely@bainbridgewa.gov

CITY OF BAINBRIDGE ISLAND

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

STAFF REPORT

WINSLOW HOTEL
FILE #: PLN50880 SPR/CUP

Prepared by: Olivia Sontag, Planner
Date: June 7, 2019

Request:	Site Plan and Design Review (SPR) - PLN50880 SPR Conditional Use Permit (CUP) - PLN50880 CUP
Owner:	Michael & Darden Burns LLC Madison Avenue Development Inc.
Location:	253 Winslow Way W 241 Winslow Way W
Tax Parcel:	272502-4-097-2000 272502-4-098-2009

Part I: Description of Proposal and Recommendation

1. **Description of Proposal:** Both properties are developed, totaling 1.85 acres, and are located within the Mixed Use Town Center – Central Core Overlay District. The applicant proposes redevelopment of the properties with an 87-room hotel, associated banquet space and meeting rooms, restaurant and bar, and spa. All parking is located on site, both under the building and in surface parking lots, totaling 136 spaces. The landscaped courtyard includes preservation of a large coastal redwood, a reflecting pond, and a bandshell. Frontage improvements include a six-foot wide sidewalk, bike lane, two on-street parking spaces, planting strips, and street trees.
2. **Environmental Review:** The project is subject to State Environmental Policy Act (SEPA) review as provided in Washington Administrative Code (WAC 197-11-800).
3. **Decision Process:** Through the Master Land Use Application, the applicant requested consolidated permit review of the Major Site Plan and Design Review (SPR) and Major Conditional Use Permit (CUP) in accordance with BIMC 2.16.170. A consolidated project permit application shall follow the application and notice procedure that results in the most extensive review and decision process. The director shall review the application materials, staff report, and the recommendations of the planning commission and shall prepare a report to the hearing examiner recommending approval, approval with conditions, or disapproval of the application. The planning commission's recommendation shall hold substantial weight in the consideration of the application by the director. Any deviation from that recommendation shall be documented in the director's report. The hearing examiner shall consider the application materials and the director's recommendation at a public hearing.

4. **Appeal:** The decision of the hearing examiner shall be final unless, within 21 days after issuance of a decision, a person with standing appeals the decision in accordance with Chapter 36.70 RCW or its successor.

Figure 1 – Site Plan

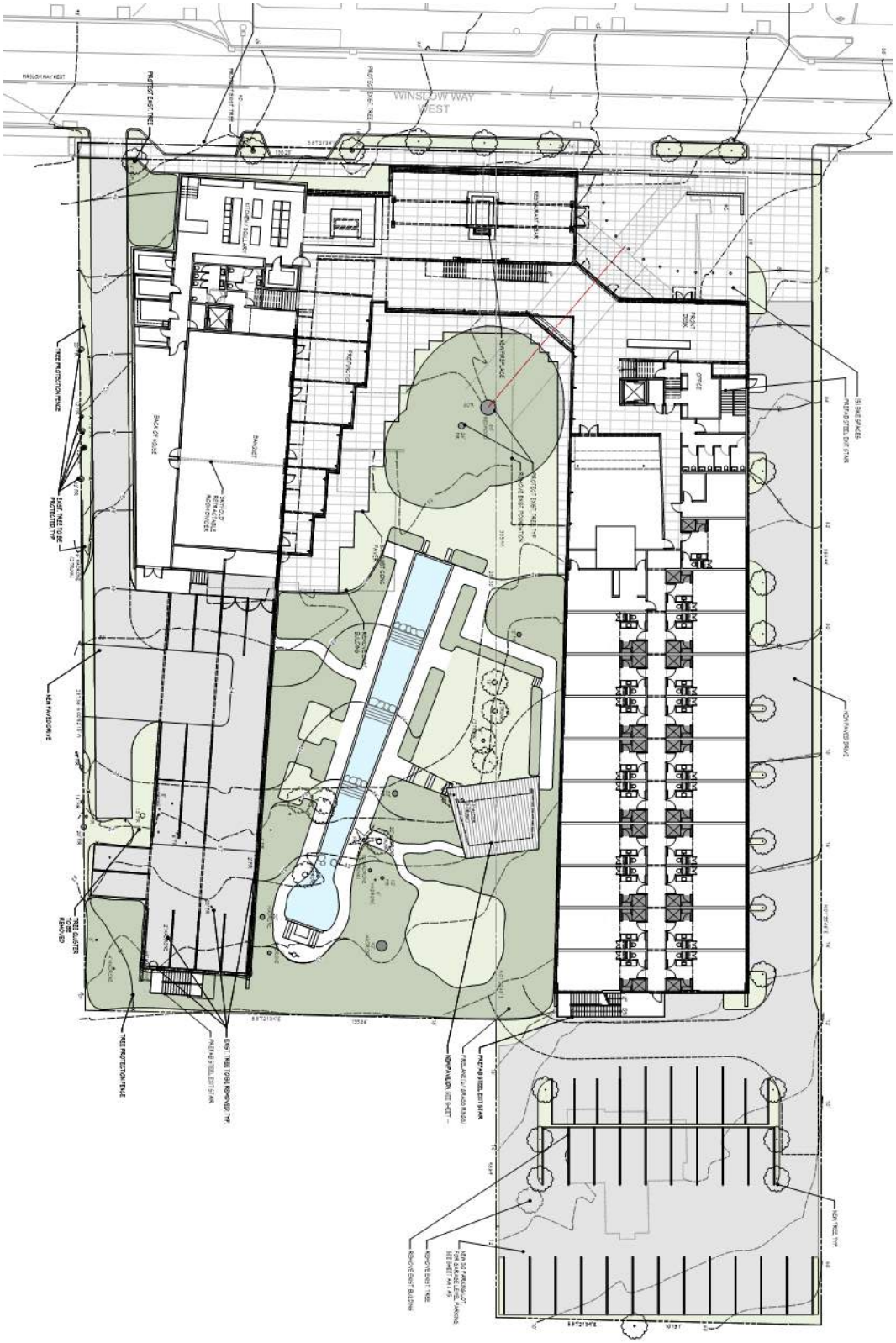
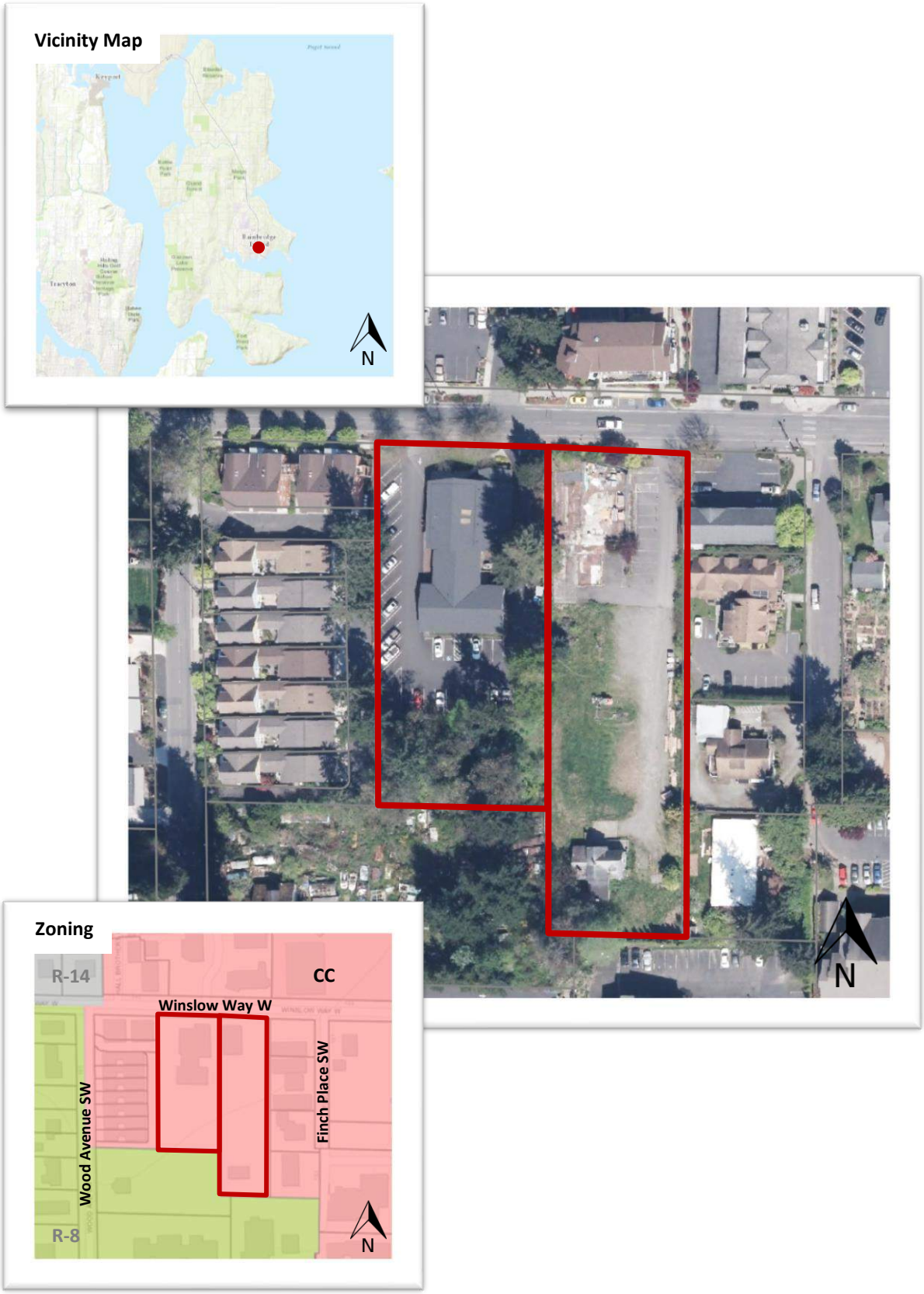


Figure 2 – Vicinity Map, Project Site, and Surrounding Zoning



Part II: General Information and Site Characteristics

Basic Information	
Zoning District	Mixed Use Town Center – Central Core Overlay (CC)
Gross Site Area	1.86 acres (80,855 square feet)
Soils and Terrain	Soils consist primarily of Glacial Till, Kapowsin gravelly ashy loam and have low infiltration characteristics. The site slopes to the southeast from elevation 96' to 68' at an average six-percent gradient.
Existing Development	The lots are currently developed with a commercial structure housing the Seattle Children's Bargain Boutique, a demolished commercial structure foundation, and a single family residence.

Public Services and Utilities	
Police	City of Bainbridge Island Police Department
Fire	Bainbridge Island Fire District
Schools	Bainbridge Island School District
Water	COBI Water Service Area and Rainwater Recycling
Sewer	COBI Sewer Service Area
Storm Drainage	The proposed system will capture site and roof run-off to a 42,000-gallon rain-water underground cistern for recycle, reusing approximately 500-700 gallons per day. Excess runoff will be discharged to the Winslow Way W public storm water conveyance system. All surface parking and drives are permeable.

Part III: Application Background

Date	Action	Summary
July 13, 2017	Preapplication Meeting #1	60 hotel rooms were proposed.
August 3, 2017	Preapplication Letter #1	Included comments from the Fire District and COBI Public Works Development Engineer.
September 11, 2017	Design Review Board (DRB) Meeting #1	Preliminary review and discussion. The DRB had concerns about scale of the façade, parking, guest arrivals, and service area plans. The DRB suggested scaling down the building with greenery, pedestrian access to create public spaces, carshare opportunities, and drawings that account for the scale and proximity of surrounding buildings.
January 9, 2018	Development Moratorium (Ordinance No. 2018-02)	The moratorium as originally adopted prohibited applications for many land use actions. The moratorium was subsequently modified to allow an exception for Major SPR and Major CUP proposals that were not otherwise subject to this moratorium and that had a preapplication conference on the Planning Department's calendar before the effective date of the moratorium. (Ordinance

		No. 2018-05) The moratorium was then revised again to exclude Major SPR and CUP proposals on properties located in the Mixed Use Town Center/Central Core Overlay District. (Ordinance No. 2018-09)
May 7, 2018	Design Review Board (DRB) Meeting #2	Continued preliminary review and discussion after a presentation from the applicant.
November 5, 2018	Preapplication Meeting #2	73 hotel rooms were proposed.
November 8, 2018	Preapplication Letter #2	Included comments from the Public Works Engineering Manager.
November 26, 2018	Public Participation Meeting	Meeting was well-attended with 100+ people. Comments and concerns centered around the scale of the hotel, parking, traffic, noise, light, smell, safety, privacy for neighbors, and how the hotel fits with the character of Winslow.
December 17, 2018	Design Review Board (DRB) Meeting #3	Review and discussion. The DRB was complimentary of the design and how the applicant had incorporated feedback from previous reviews. The DRB postponed their recommendation to a later meeting where they would have time to review all applicable design guideline checklists.
December 19, 2018	Ordinance No. 2018-20	Ordinance No. 2018-20 changed the SPR and Major CUP review process, requiring a new three-step preapplication process. The first and second steps require review by the DRB and the third requires a preapplication conference and a public participation meeting with the Planning Commission. The applicant had already completed three meetings with the DRB, two preapplication conferences with staff, and a public participation meeting. The Director did not require the applicant to start the process over again because design guidelines and other regulations had not changed.
December 27, 2018	Application Submittal	The applicant submitted a Master Land Use Application for a Major SPR and Major CUP, indicating consolidated project permit review, noticing, and decision. The proposal included 75 rooms.
January 7, 2019	Design Review Board (DRB) Meeting #4	The DRB reviewed all three applicable design guideline checklists finding that all items were met through the proposal. The DRB recommended approval with several conditions including an additional drawing showing the perpendicular two-foot planters along the parallel parking on the east side, description of the material pallet, plans for the hydraulic

		design of the roof drainage/gutter system once it was worked out, and asked that any substantial changes to building materials and roof articulation would be reviewed by the DRB.
January 17, 2019	Application for Administrative Code Interpretation	The applicant requested an Administrative Code Interpretation of the Bainbridge Island Municipal Code (BIMC) 18.15.010.D Perimeter Buffering and Screening. Specifically, the applicant asked for interpretation of the requirements within the Winslow Town Center Mixed Use District in Table 18.15.010-3: Perimeter Landscaping Requirements by Land Use and Zoning District. Does Table 18.15.010-3 apply to both abutting zoning and uses? What qualifies as 'single-family residential'? See the director decision below on February 21, 2019.
January 24, 2019	Determination of Completeness	Application was deemed complete.
February 8, 2019	Notice of Application and SEPA Comment Period/Hearing	14-day public comment period.
February 21, 2019	Director Decision on Administrative Code Interpretation	The Director's decision on the Administrative Code Interpretation included the following response: Table 18.15.010-3 applies to abutting zone districts or overlay districts and does not apply to uses of the abutting properties. Abutting 'single-family residential', refers to the following zones: R-0.4, R-1, R-2, R-2.9, R-3.5, R-4.3, and R-6. This decision resulted in no perimeter landscape buffers required for the hotel proposal.
April 17, 2019	Multi-Modal Transportation Advisory Committee (MTAC) Meeting	MTAC comments and public comments on the proposal centered around additional street trees, on-street parking, and sidewalk width including keeping the sidewalk level across the frontage.
April 26, 2019	Revisions #1	Revisions added 12 rooms with no increase in floor area, 12 parking spaces, nine windows in the courtyard, and removal of constructed seating in the courtyard near the bandshell. Applicant updated the traffic study, SEPA checklist, and water/sewer availability request.
April 26, 2019	Revised Notice of Application and SEPA Comment Period	14-day public comment period.
May 6, 2019	Design Review Board (DRB) Meeting #5	The DRB was briefed on the revisions received on April 26. They deemed the revisions minor and did not require additional DRB review.
June 3, 2019	Design Review Board (DRB) Meeting #6	The applicant proposed two alternatives that would decrease the overall size of the building. The first alternative would reduce the west wing

		of the building by 28 feet from the south, saving a landmark tree and several other significant trees, and adding six feet to the south of the east wing. The second alternative would pull the west wing eight feet further off of the west property line reducing the size of the courtyard and restaurant, creating more space for vegetative screening and parking along the west property line. The DRB recommended approval of both alternatives with no conditions. The applicant elected to proceed with the proposal presented to the DRB on May 6.
June 4, 2019	Revisions #2	Revisions clarified the locations of disabled access parking, electric vehicle charging stations, bicycle parking, and street trees. No changes were made to the building.

Part IV: Comprehensive Plan Goals and Policies

Elements	Goals and Policies
Introduction	Guiding Principle #1 Preserve the special character of the Island, which includes downtown Winslow's small town atmosphere and function, historic buildings, extensive forested areas, meadows, farms, marine views and access, and scenic and winding roads supporting all forms of transportation.
	Guiding Policy 1.2 Accommodate new growth in designated centers that meet the Island's identified needs for housing, goods, services and jobs while respecting conservation and environmental protection priorities.
	Guiding Policy 1.3 The built environment represents an important element of the Island's special character. Improve the quality of new development through a review process that implements the community vision and supports long-term goals for the preservation of the Island's special character.
	Guiding Principle #2 Manage the water resources of the Island to protect, restore and maintain their ecological and hydrological functions and to ensure clean and sufficient groundwater for future generations.
	Guiding Policy 2.1 Manage the water resources of Bainbridge Island for the present and the future, recognizing that the Island's finite groundwater resources [aquifers] are the sole source of our residents' water supply and are critical perennial sources for our surface waters and the ecosystems they support.
	Guiding Policy 2.2 As part of long-range land use planning, consider the impacts of future development to the quality and quantity of water that will be available to future Islanders and to the natural environment. Maintain sustainable groundwater withdrawal, protect aquifer recharge areas, guard against seawater intrusion and prevent adverse impacts to water quality from surface pollution.
	Guiding Principle #4 Consider the costs and benefits to Island residents and property owners in making land use decisions.
	Guiding Policy 4.1 Respect private property rights protected by the State and U.S. Constitutions.

	Guiding Policy 4.2 Recognize that private property rights are not absolute but must be balanced with necessary and reasonable regulation to protect the public health, safety and welfare.
	Guiding Principle #5 The use of land on the Island should be based on the principle that the Island's environmental resources are finite and must be maintained at a sustainable level.
	Guiding Policy 5.1 Regulate all development on the Island consistent with the long-term health and carrying capacity of its natural systems.
	Guiding Policy 5.2 Recognize that the sustainable use of the Island's finite land base is served by green building practices.
Land Use	GOAL LU-1 Plan for growth based on the growth targets established by the Kitsap Regional Coordinating Council: 5,635 additional residents and 2,808 additional jobs from 2010-2036 and at the same time promote and sustain high standards that will enhance the quality of life and improve the environment of the Island.
	GOAL LU-2 This Comprehensive Plan recognizes and affirms that as an Island, the city has natural constraints based on the carrying capacity of its natural systems. The plan strives to establish a development pattern that is consistent with the Goals of the community and compatible with the Island's natural systems.
	GOAL LU-3 Develop a meaningful process for citizen participation that includes participation from all segments of the Island community.
	GOAL LU-4 As part of a long-term Island-wide Conservation and Development Strategy, focus residential and commercial development in designated centers, increase a network of conservation lands, maximize public access while protecting the shoreline, minimize impacts from the SR 305 corridor and conserve the Island's ecosystems and the green and open character of its landscape.
	Policy LU 4.1 Focus development and redevelopment on the Island over the next fifty years in designated centers that have or will have urban levels of services and infrastructure while increasing conservation, protection and restoration on the Island, including shorelines, especially where there is interaction between the fresh and saltwater environments.
	GOAL LU-5 Focus Urban Development in Designated Centers: The Plan focuses residential, commercial, and industrial growth in Winslow and other designated centers with urban services such as the Neighborhood Centers, and the industrial centers at Day Road, and Sportsman Triangle. Collectively, Winslow, the Neighborhood Centers, and the two industrial centers constitute Bainbridge Island's designated centers.
	Policy LU 5.7 Encourage the design of buildings in designated centers for a long life and adaptability to successive uses over time.
	GOAL LU-6 Ensure a development pattern that is true to the Vision for Bainbridge Island by reducing the conversion of undeveloped land into sprawling development. Encourage improvement of aging or underutilized developments over development of previously undeveloped property.
	Policy LU 6.1 Land use designations reflect the priority of Bainbridge Island to remain primarily residential and agricultural with nonresidential development concentrated in the designated centers.
	Policy LU 6.2 Promote dense residential and commercial development and encourage human activity within Winslow, the heart of Bainbridge Island. In order to create a vibrant city center direct growth where infrastructure exists, reduce

	reliance on the automobile, provide opportunities for affordable housing and absorb growth that would otherwise be scattered in outlying areas. Plan for adequate parking in Winslow to accommodate residents and visitors who drive downtown for shopping, participation in local government, attendance at cultural events and centers, and to use other resources in Winslow.
	Policy LU 6.5 Process applications for development approval on Bainbridge Island within the timelines established in the City's land development regulations in order to ensure affordability, fairness, citizen notification and predictability in the land development process.
	GOAL LU-7 The Winslow mixed use and commercial districts are designed to strengthen the vitality of downtown Winslow as a place for people to live, shop and work. The Winslow Mixed Use Town Center (MUTC) is intended to have a strong residential component to encourage a lively community during the day and at night. The high residential density of Winslow requires the Central Core Overlay District to provide services and products that meet the needs of residents as well as visitors.
	Policy LU 7.1 The Island's major center for new commercial development is the Mixed Use Town Center (MUTC) and the other commercial districts in Winslow.
	Policy LU 7.3 Central Core Overlay District: The Central Core is the most densely developed district within the Mixed Use Town Center. Within this Overlay District, residential uses are encouraged, but exclusive office and/or retail uses are permitted. Mixed-use development within the Central Core Overlay District that includes a residential component may be exempt from requirements to provide off-street parking for the residential component of the project.
	GOAL LU-17 Strive to ensure that basic community values and aspirations are reflected in the City's planning program while recognizing the rights of individuals to use and develop private property in a manner that is consistent with City regulations. Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.
Economic	GOAL EC-1 Promote economic vitality, growth and stability. Bainbridge Island has the opportunity to create a robust, resilient and durable economy by demonstrating early leadership and acknowledging the changes that will affect our economy. Planning for these changes and taking actions that support and encourage a local economy will help reduce community vulnerability to issues such as aging demographics, housing availability, transportation constraints, and climate change. By providing enterprises that both serve and employ local residents, Bainbridge Island will be better able to withstand fluctuations in the larger regional economy. In addition, people who live and work in their community are available to invest time and money in their families, organizations, and community life. A key to a healthy, stable and vital economy is to create and undertake business opportunities that anticipate and respond to conditions that affect our community. This would include identifying emerging needs and markets so that Bainbridge Island businesses benefit from being on the leading edge of change.
	Policy EC 1.1 Develop and maintain regulations that provide support for our community's businesses.
	Policy EC 1.2 The city should embrace diverse and innovative business opportunities compatible with community values and develop programs to make Bainbridge Island an attractive location for those businesses. Bainbridge Island is affected by

	regional, national, international and global environmental and economic trends and changes in the physical environment. While we cannot control global economic or environmental conditions we can support the local economy by providing policy direction and land use infrastructure to allow for and encourage robust economic activities that are prepared for and responsive to change.
	GOAL EC-3 Promote business practices that protect the Island's natural beauty, and environmental health, and support long-term business success. Environmental protection is a value expressed in the guiding principles that are the foundation of the comprehensive plan. A quality environment incorporates and enhances financial, natural, and social economic capital of the community.
	Policy EC 3.1 Encourage the use of green building materials and techniques in all types of construction, as well as design approaches that are responsive to changing conditions.
	GOAL EC-6 As the city's designated centers evolve, balance their functions as places of commerce and employment with their roles helping to meet housing needs and provide focal points for civic engagement and cultural enrichment.
	Policy EC 6.1 Enhance the existing designated centers to help the Island economy prosper and provide a high quality of life, creating ancillary benefits such as decreasing pollution (including greenhouse gas emissions), protecting open space, and creating local family wage jobs.
	Policy EC 6.2 Utilize urban design strategies and approaches to ensure that changes to the built environment are at a locally appropriate scale and enhance the Island's unique attributes, in recognition of the economic value of "sense of place."
	Policy EC 6.7 Monitor parking requirements in the designated centers and revise them as needed to encourage business development, while reasonably accommodating parking demand. This should be done in concert with efforts to increase use of multi-modal transportation options, reduce dependence on automobiles and improve our local environment.
	GOAL EC-8 Maintain and enhance Winslow as the commercial hub of Bainbridge Island. Position the Neighborhood Centers to provide the opportunities for smaller-scale commercial and service activity.
	Policy EC 8.1 Reinforce Winslow as the mixed-use center for commerce and exchange by fully implementing the Winslow Master Plan.
	Policy EC 8.3 Promote locally-owned and independent businesses with standards that foster unique development.
	GOAL EC-9 Grow a healthy service sector to increase employment opportunities, enhance local revenues, and meet emerging needs of the Island's changing demographics.
	GOAL EC-10 Support building design and construction industries to increase employment opportunities, enhance local revenues, and help ensure a built environment that responds to and reflects the Island's Vision and Guiding Principles.
	GOAL EC-11 Tourism is a key sector of the Island's economy and needs to be supported. Bainbridge Island provides unique opportunities for visitors to experience internationally recognized gardens, cultural centers, parks, and recreational events.
	Policy EC 11.1 Improve pedestrian links between the ferry terminal, downtown Winslow, and the harbor. Encourage visitors on foot and bicycle and support public transit and shuttle services.

	Policy EC 11.2 The predominant focus of downtown Winslow is to serve the commercial and social needs of Island residents. A lively, pedestrian-oriented town center that provides a mix of commercial and residential uses creates a potential tourist destination.
	Policy EC 11.3 Support the Island as a visitor destination by preserving and enhancing the unique qualities of our community.
	Policy EC 11.4 Encourage multiple-day stays and participation in selected Island events and destinations by off-Island visitors.
	Policy EC 11.5 Encourage bed and breakfasts and other creative tourist accommodations.
Environmental	Goal EN-4 Encourage sustainable development that maintains diversity of healthy, functioning ecosystems that are essential for maintaining our quality of life and economic viability into the future.
	Policy EN 4.1 Employ conservation design methods and principles such as low impact development techniques for managing storm and waste water, green building materials, high-efficiency heating and lighting systems.
	Policy EN 10.2 Encourage the retention of existing trees and vegetation and the planting of new trees and vegetation that provides natural filtration of suspended particulate matter, removes carbon dioxide and improves air quality.
	Policy EN 10.3 Evaluate the impacts and consequences of new development both during and subsequent to construction on air quality as a part of the environmental review process and require mitigation when appropriate.
	Policy EN 10.6 Reduce the quantity of airborne particulates through regulations for dust abatement of construction sites and street sweeping programs in areas with concentrations of both vehicular and pedestrian traffic.
	Policy EN 10.7 Maintain nuisance regulations to minimize offensive odors generated by commercial or industrial uses in proximity to residential uses.
	Policy EN 10.9 Transportation and energy production diminish air quality when power is produced with fossil fuel combustion. Maintain and improve Island air quality, by promoting the development of carbon free infrastructure.
	Policy EN 11.2 Promote actions such as equipment modifications and operational requirements that reduce noise from transportation modes, construction sites, industrial uses and commercial business establishments.
	Policy EN 12.2 Facilitate the improvement and convenience of low carbon mass transit and increased carsharing, cycling, walking and the development of alternative vehicle infrastructure (e.g., charging stations) to reduce greenhouse gas emissions.
	Goal EN-13 Preserve and enhance the view of the dark sky by controlling glare and light trespass.
	Policy EN 13.1 Enforce development regulations that provide standards for appropriate lighting practices and systems that will curtail the degradation of the nighttime visual environment.
Water Resources	GOAL WR-1 Manage the water resources of the Island in ways that preserve, protect, maintain, and where possible restore and enhance their ecological and hydrologic function.
	Policy WR 1.2 Groundwater, surface water and stormwater are resources that shall be protected and managed to preserve water quality and quantity, and to retain natural ecological and hydrologic function.

	GOAL WR-2 Protect the quality and quantity of groundwater on the Island to ensure clean and sufficient groundwater for future generations.
	Policy WR 2.1 Recognize that the Island functions as an aquifer recharge area. Low impact development techniques are essential for maintaining aquifer recharge.
	Policy WR 2.12 Encourage water re-use and reclamation to serve as a supplementary source for high-water users such as industry, parks, schools and golf courses as approved by the Washington State Department of Health.
	Policy WR 2.13 Require the retention of native landscapes to promote water quality and to reduce the need for irrigation.
	GOAL WR-5 Ensure that sewage is collected, treated and disposed of properly to prevent public health hazards and pollution of groundwater, Island surface water and the waters of Puget Sound.
	Policy WR 5.1 Regulations and procedures of the Washington State Department of Health and the Kitsap Public Health District apply to all on-site disposal systems. Coordinate with these agencies to assure regular inspection, maintenance and repair of all sanitary sewer and on-site systems located on the Island.
	Policy WR 5.3 Allow alternative systems such as sand filters, aerobic treatment, composting toilets and living-systems when approved by the Kitsap Public Health District.
	Policy WR 5.4 Require coordination between the on-site septic and storm drainage disposal systems designs to ensure the proper functioning of both systems.
	Policy WR 5.8 Provide the service of operation and maintenance management for approved large on-site sanitary sewer systems or community sanitary sewer systems in coordination with the Kitsap Public Health District.
Transportation	GOAL TR-1 Encourage the development of an integrated multimodal transportation system that provides a range of safe transportation alternatives and increases the through movement of people, maximizing use of non-motorized and public transit.
	Policy TR 1.3 Encourage and support the establishment of ride sharing and ride hailing services.
	GOAL TR-2 Provide a non-motorized transportation system that is a planned and coordinated network of shoulders, sidewalks, trails, footpaths, bikeways and multi-purpose trails that connect neighborhoods with parks, schools, the shoreline, the ferry terminal and commercial areas.
	Policy TR 2.4 Provide a network of sidewalk facilities adjacent to roadways in designated centers with the Winslow area given priority. Sidewalks shall be of sufficient width to accommodate expected pedestrian use, including safe crossings with adequate overhead or embedded lighting. Where possible, separate sidewalks from the roadway with a street tree planting strip and buffer. Designs should accommodate users of all abilities, meeting ADA requirements.
	Policy TR 5.3 Encourage schools, the private sector and the public sector to adopt programs that reduce SOV use including telecommuting, promotion of ridesharing, walking, biking and reliance on buses.
	Policy TR 6.4 Enforce the City's concurrency ordinance and monitor the expected transportation impact of proposed development on the available capacity of the roadway system. Early in the development review process, ensure that there are adequate transportation facilities or that improvements are planned, scheduled and funded for completion within six years.

	Policy TR 6.5 Develop access management programs to control the location and number of curb cuts. Control the location and spacing of commercial driveway entrances and the design of parking lots to avoid congestion near intersections, line of sight obstructions and confusing circulation patterns. Design to prevent pedestrian and vehicular accidents.
	GOAL TR-8 Consider the special needs of neighborhood safety, pedestrian and bicycle facilities, transit use and facilities and traffic flow in the development of transportation improvements that affect neighborhoods.
	Policy TR 8.1 Protect residential neighborhoods from the impacts of cut-through motor vehicle traffic by providing appropriate connecting routes and applying appropriate traffic-calming measures to control vehicle volumes while maintaining emergency vehicle response times.
	Policy TR 8.2 Support the character of neighborhoods by providing neighborhood programs and projects for place making, traffic calming, greenways, appropriate street width, lighting for safety, curb cuts, and pedestrian and bicycle facilities as consistent with the Comprehensive Plan.
	GOAL TR-9 Support the safe use of the transportation system by maintaining the roadway system and including necessary safety enhancements in transportation improvement projects.
	Policy TR 9.4 Provide street lighting, including safety features designed for sidewalks, to address safety issues. Light design and placement should minimize glare and light spillage and maximize visibility of pedestrians and bicyclists.
	GOAL TR-10 The availability of public parking is an asset to commercial districts and a benefit to island residents and visitors. Parking is a vital element of the designated centers.
	Policy TR 10.1 Provide adequate parking in designated centers. Development of street frontages in urban commercial areas should maximize on-street parking to the extent practical. Development projects in urban residential areas should consider on-street parking rather than off-street parking.
	Policy TR 10.2 Preserve on-street parking in the mixed-use commercial districts of Winslow and designated centers. City projects in commercial districts should maximize parking to the extent practical within the existing rights of way. Note that "Complete Streets" projects must also balance other functions such as non-motorized uses. Seek opportunities to expand public parking.
	Policy TR 10.5 Support parking programs for customers in retail and service areas and employees of local businesses in the mixed-use districts of Winslow. Work with business owners to limit employee parking to off-street facilities to optimize available, convenient parking for patrons. Continue to manage City public parking to maximize close-in parking for patrons of local businesses and assist in providing some daily off-site parking for employees at walkable outlying locations.
	Policy TR 10.6 Encourage bicycle parking in the designated neighborhood centers and at public facilities. Provide bicycle parking at locations convenient to businesses providing goods and services and for employees who commute to work by bicycle. Provide bicycle storage at transit facilities.
	Policy TR 11.3 Create safe, attractive, and functional pedestrian and bicycle circulation within Winslow and designated neighborhood centers through the design and implementation of Complete Streets to enhance community character.

	Policy TR 11.4 Minimize the use of street lighting outside of Winslow, except to address safety.
	Policy TR 15.2 Require all new and expanded development to maintain the adopted Transportation LOS standards. The pro-rated cost of any improvements needed to maintain the adopted LOS shall be the responsibility of developers.
	Policy TR 15.3 Require new and expanded developments to construct, or upgrade unimproved and/or under improved roadways, or participate in the funding of roadways that conform to City standards.
Capital Facilities	Policy CF 2.3 Require new development to fund the capital facilities needed to serve the development.
Utilities	Policy U 12.2 Within public sewer system service areas, new construction should provide for eventual connection to public sewer systems.
	Policy U 12.3 Sewer connections will not be required where septic systems are fully functional and maintained, except as provided by law.
	Policy U 12.6 Improve the quality and reduce the quantity of effluent discharged to Puget Sound.
	Policy U 13.2 Require new development to provide both on-site and off-site improvements necessary to avoid adverse water quality and quantity impacts.
	Policy U 13.3 Use low impact development standards wherein infiltration of stormwater is preferred over surface discharge to downstream systems, so as to encourage the return of uncontaminated precipitation to the soil at natural rates near where it falls through the use of detention ponds, grassy swales, and infiltration facilities.
	Policy U 13.4 Design and construct stormwater systems that provide for removal of pollutants and sediment through bio-filtration or other means.
	Policy U 13.5 Minimize disruption and/or degradation of natural drainage systems, minimize impervious areas by restricting site coverage, and encourage site permeability by retaining natural vegetation and buffers, and specifying use of permeable materials.
	Policy U 13.6 Manage surface water in a manner which prevents pollutants from industrial, commercial, and agricultural land uses from entering ground or surface waters.
	Policy U 14.2 Encourage the conservation of electrical energy, especially during periods of peak usage, and encourage energy saving building code strategies, local renewable energy, and other cost effective approaches to meeting the island's energy needs, including distributed energy systems.
	Policy U 14.8 Encourage new development to integrate environmentally responsible and innovative energy systems.
	Policy U 16.7 Require new development to have underground conduits suitable for existing and foreseeable new utilities such as cable and broadband.
Cultural	Policy CUL 1.5 Support the emergence of cultural spaces Island-wide especially in designated centers where they are accessible to a broad range of people encouraging both informal and planned gatherings and recreation.
	GOAL CUL-2 Preserve and promote the distinctive character, history, traditional cultures and institutions of Bainbridge Island and take advantage of the Island's cultural stature within the dynamic economy of the Puget Sound region.

	Policy CUL 2.1 Promote Bainbridge Island's "Sense of Place" by supporting an ongoing public dialogue about preservation, sustainability, hospitality and the influence of the arts, history and culture.
	Policy CUL 2.2 Support artistic, historic and cultural events, institutions and places for sharing the Island's unique built and natural character with residents and visitors.
	Policy CUL 2.3 Cultivate partnerships among the arts and humanities, economic development and tourism sectors.
	Policy CUL 3.2 Support the City's Historic Preservation program to identify and preserve historic and cultural resources, including historic farms and heritage trees.
	Policy CUL 3.5 Recognize the probability of discovering new Native American cultural resources throughout the Island.
	Policy CUL 5.6 Promote public art in new commercial developments.
Human Services	Policy HS 4.2 Encourage local business organizations to create jobs that reflect good business practices (e.g., job training, employee benefits, family wages).
	Policy HS 4.3 Encourage businesses that actively support human services for workers and their families (e.g., provide on-site childcare, transportation subsidies, flexible work hours).
Staff Analysis of the Comprehensive Plan Goals and Policies:	The Comprehensive Plan clearly identifies special character, small town atmosphere, locally appropriate scale, sense of place, and green building as design considerations. It also identifies the Central Core as the most densely developed district, promotes the concentration of nonresidential development that reduces reliance on automobiles, and encourages a vibrant city center to for a lively community during the day and at night. The proposal meets applicable design guidelines, height, dimension, and other density standards. The hotel's height along Winslow Way matches the height of the building directly across the street to the north. The hotel is taller than adjacent buildings to the east and west. The design incorporates cedar beams and other natural and sustainable materials that speak to the Island's character. A glass entry highlights a large coastal redwood in the courtyard and a reflecting pond beyond with landscaping inspired by the Bloedel Reserve. A hotel increases employment opportunities, economic vitality, provides gathering spaces, and supports tourism. The proximity to the ferry system, public transit options, and frontage improvements such as a 6-foot sidewalk and bike lane reduces the reliance on automobiles. The hotel, sidewalk, and parking, including a van-accessible parking space in the entry court provide disabled access. The proposal exceeds parking recommendations from the consultant with all spaces located on site, proposes a van as hotel shuttle service, provides on-street spaces with an electric vehicle charging station and seven others located in the parking garage, and exceeds bicycle parking requirements. The traffic impact analysis prepared by the applicant's consultant evaluates the impacts of proposal including other projects currently underway in the project vicinity and concluded that no mitigation was required. Designated centers such as the Mixed Use Town Center accommodate new growth to preserve less dense residential areas and critical areas. Improvement and redevelopment of underutilized land is encouraged. This site is currently underutilized and does not contain critical areas. The proposal recognizes the

	Island's natural constraints and proposes rainwater recycling, permeable parking and drive surfaces, and solar panels for low impact development. The proposal retains over 100 tree units and proposes to plant an additional 137 new trees totaling over 16,000 square feet of newly planted areas using almost exclusively native species. The applicant consulted with an acoustical engineer in response to neighbor concerns about noise impacts. The proposal uses landscaping, green walls, a bandshell, and enclosed the trash and recycling under the building to reduce impacts from noise, odor, and light. The City has also proposed conditions such as a wall along the west property line to help mitigate noise and light impacts. The proposal is subject to a recently adopted review process that gives substantial weight to the recommendations of the Design Review Board and Planning Commission. The review process included two comment periods, a total of eight public meetings, and will have a public meeting with the Planning Commission, and a public hearing with the Hearing Examiner for a meaningful participation process. The Design Review Board reviewed the proposal six times and the applicant was very responsive to suggestions resulting in quality development that meets the City's design guidelines. The applicant made many revisions in response to public comment including keeping all parking on site, increasing parking, enclosing trash and recycling, adding perimeter landscaping, and reducing accommodations for outdoor music. The City has considered all public comment and has proposed conditions that mitigate impacts. As conditioned, the proposal is consistent with Comprehensive Plan goals and policies.

Part V: Public Notice, Public Comments, and Agency Comments

1. **Public Notice**

Date	Action	Summary
February 8, 2019	Notice of Application/SEPA Comment Period/Hearing Published	14-day comment period.
February 22, 2019	End of Comment Period	74 public comments received.
April 26, 2019	Revised Notice of Application/SEPA Comment Period Published	14-day comment period. The project was re-noticed after the applicant made revisions adding 12 rooms and 12 parking spaces. All comments received during the original comment period remained valid.
May 10, 2019	End of Comment Period	60+ new public comments received and a petition with over 80 signatures to deny the proposal.

2. **Public Comments**

Summary of Comment	City Response
Building Design and Scale: Too many rooms and should be reduced, structure is too large, is not a boutique hotel, land is too small for the hotel, limit to two stories, long east and west elevations, height and type of building damage appearance of downtown, concerned that the public won't see the redwood with building design.	The Design Review Board reviewed the proposal for scale and concluded that the building is visually split into three elements and maintains the scale of the district per the Commercial and Mixed Use Guideline 15: maintain smaller scale commercial buildings by asking that buildings in excess of a 10,000 square foot footprint be visually split into two or more distinct elements. The hotel is within the BIMC Title 18 dimensional standards including lot coverage, density, setbacks, and height. The proposed structure is the same height as the building directly across the street.
Preserving the Character of Winslow: Will change the experience of the Island, inadequate parking and traffic impacts will compromise the scale and feel of Winslow, losing the small town feel, creates a frenzied and busy environment, downtown is already overcrowded.	The Comprehensive Plan and BIMC Title 18 identify the Central Core as the most densely developed district and promotes the concentration of nonresidential development that reduces reliance on automobiles. The design incorporates cedar beams, natural materials, tree retention, and landscaping that capture the Island's character and standard for quality development.
Residential Neighbors: Should not be located next to a dense residential area and quiet side streets, should be sympathetic to existing residences, suggest landscaping between building and residents on the west side for screening, diminishes values of adjoining homes, detrimental to the long-term mental and physical health of citizens and guests.	Surrounding uses primarily include dense residential and commercial development. In response to concerns, the applicant has incorporated landscape buffers and additional tree retention to provide relief to adjacent properties. Zoning several properties to the west transitions to residential so the applicant has concentrated the hotel entrance and operations on the east side. The City has conditioned the project to provide a minimum six-foot high wall along the west property line in the southeast corner.
Not a Preferred Use: Use for the site should be residential, a hotel district should be provided elsewhere, development is incompatible, shouldn't be next to homes, condos, senior living, community gardens, schools, or small commercial businesses, contributes nothing to local businesses, no local benefits from having a hotel, employees won't live on the Island, no need for banquet space, meeting rooms, and restaurant, increase in trash left behind from events.	Hotels require a conditional use permit in the Central Core, Gateway, and Ferry Terminal zoning districts and are a permitted use in the High School Road zoning district. A major conditional use permit is a mechanism by which the City may require specific conditions on development or the use of land to ensure that designated uses or activities are compatible with other uses in the same zone and in the vicinity of the subject property. If imposition of conditions will not make a specific proposal compatible the proposal shall be denied.

Economic Impact: Economic viability, concerned that the hotel business will fail, doesn't pencil financially, wants the City to look at the business plan, could become an abandoned eyesore, other hotels on the Island are not at capacity, displaces the Seattle Children's store, reduces quality of existing stores, unknown housing for new employees.	The City does not require review of business plans. The hotel projects upwards of 50 staff members.
Parking and Traffic Impacts: Don't allow off-site parking, suggest underground parking or a smaller project, parking should rely on maximum demand, traffic study is based on October rather than summer months, the City should conduct its own parking study of the proposal, parking is already a problem, cars backing up onto Winslow Way, left turns will cause gridlock, expand the roads, don't rely on on-street parking, hotel should have a shuttle service, more congestion and accidents, intersection of Madison and Winslow is already a problem and may need a traffic light, limit number of events per year, pedestrian and bike safety is not considered, needs fire turnarounds,	In response to concerns, the applicant has provided all parking on site. The majority of the parking is located underground and exceeds the recommended number of parking stalls. The City has reviewed the parking study and concurs with the methodology and recommended number of spaces. The service entrance provides a turnaround and vehicles will not be backing up onto Winslow Way. If the entry court is full, visitors can use the two-way entrance to access the parking garage to self-park. The applicant has proposed a hotel shuttle service. The traffic impact analysis concluded that no mitigation or improvements to intersections were necessary for the traffic impacts from the proposal. Frontage improvements include new sidewalks and a bike lane. A fire turnaround is provided on both the east and west drives.
Noise, Light, and Odor Impacts: Noise from outdoor courtyard, restrict outdoor events, no amplified music, service drive should be moved to the east side, restrict delivery times, bandshell and amphitheater should not be allowed, sound is already a problem in Winslow Green, construction impacts, require more stringent noise restrictions with a study and quarterly monitoring, enclose the loading dock and drive area, sound barriers around external HVAC units, lighting to comply with dark sky standards, concerned with noise impacting residences to the south, restaurant exhaust and cooking odors, truck back-up alarms, sound of disposal of waste during the day.	The applicant consulted with an acoustical engineer in response to neighbor concerns about noise impacts. The proposal uses landscaping, green walls, a bandshell, and enclosed the trash and recycling under the building to reduce impacts from noise, odors, and light. The City has also proposed conditions such as a wall along the west property line to mitigate noise and light impacts.
Utilities and Environmental Impact: Water supply concerns, sewage capacity and old pipes, status of the living building challenge, concerns about an on-site well near creosote plant and saltwater, on-site septic odor and possibility of failure, impacts of woodburning and cleaner options should be considered, impacts to landfill, strain on the aquifer.	The proposal maintains the existing grade of the site, exceeds tree retention and landscaping requirements, and makes surface parking and drives permeable for natural drainage. The drainage system will capture site and roof run-off to a 42,000-gallon rain-water underground cistern for recycle, reusing approximately 500-700 gallons per day. Excess runoff will be discharged to the

	Winslow Way W public storm water conveyance system. All surface parking and drives are permeable. The proposal has received a non-binding water and sewer availability letter from the City and will be required to have a binding letter for building permit issuance. No on-site well or large on-site sewage system is proposed.
Support for Hotel: No objections to a hotel if it's done in accordance with the code, happy about the local business the hotel will bring, a place for family to stay, highest standards of green architecture, aesthetically pleasing.	The applicant intends to pursue petals of the living building challenge and has designed the building to have low impacts.

3. Agency Comments

Date	Agency	Summary of Comment
December 17, 2018	Design Review Board (DRB)	The applicant gave a presentation of the proposal. The DRB asked the applicant to return on January 7, 2019 in order to have more time to review each of the required design guideline checklists.
January 7, 2019	Design Review Board (DRB)	The DRB reviewed all three (3) design guideline checklists including Core Overlay District Guidelines, Guidelines for Commercial and Mixed Use Projects, and General Guidelines for all Overlay Districts. The DRB recommended approval of the guidelines with several conditions: • An additional drawing showing the perpendicular two-foot planters along the parallel parking on the east side. Applicant agrees in principle to provide two feet of landscaping along an east-west direction adjacent to the parking lot. Applicant further agrees to provide for DRB approval a revised parking layout to increase landscaping. • A description of the material pallet. Applicant has not made a final decision on building materials and colors. Applicant is leaning towards unfinished cedar with reverse board and batten exterior. Applicant agrees to provide a description of materials palate for DRB review in the next several weeks. • The plans for the hydraulic design of the roof drainage/gutter system once it was worked out. Applicant states that the roof drainage is critical to the performance of this building (to meet LEED guidelines) and will propose a zoned roof drainage system. If water is removed from roof via internal building system, no further DRB review is required.

		• Any substantial changes to building materials and roof articulation would be reviewed by the Design Review Board. If applicant proposes an external drainage system (i.e., downspouts and gutters), the DRB would like to review proposed system for building scale, building articulation and impact on surrounding uses.
January 7, 2019	Kitsap Public Health District (KPHD)	KPHD had no comments.
April 17, 2019	Multi-Modal Transportation Advisory Committee (MTAC)	MTAC had the following comments: • Keep sidewalk level across driveways. • Consider additional street trees. • Is parking on the street required? • Move sidewalk back to edge of ROW. • Sidewalk should be six feet wide minimum. Where the building abuts the sidewalk, there should be an 18-inch wide minimum shy zone.
May 1, 2019	Bainbridge Island Fire District (BIFD)	The Fire Marshal recommended approval with conditions.
May 6, 2019	Design Review Board (DRB)	The DRB was briefed on the revisions received on April 26. They deemed the revisions minor and did not require additional DRB review.
June 3, 2019	Design Review Board (DRB)	The applicant proposed two alternatives that would decrease the overall size of the building. The first alternative would reduce the west wing of the building by 28 feet from the south, saving a landmark tree and several other significant trees, and adding six feet to the south of the east wing. The second alternative would pull the west wing eight feet further off of the west property line reducing the size of the courtyard and restaurant, creating more space for vegetative screening and parking along the west property line. The DRB recommended approval of both alternatives with no additional conditions.
June 5, 2019	COBI Public Works - Engineering	The City's Public Works Development Engineer recommended approval with conditions.
June 7, 2019	COBI Operations and Maintenance	The City issued a non-binding commitment for water and sewer system capacity.

Part VI: Land Use Code Analysis

1. **BIMC Title 16 Environment**

   a. BIMC 16.32 Protection of Landmark Trees

Landmark Tree Removal	Required/Allowed	Proposed
Landmark Tree Criteria	A Pacific Madrone (Arbutus menziesii) 24 inches in diameter at breast height or greater qualifies as a landmark tree and shall be	The tree proposed for removal is a Pacific Madrone (Arbutus menziesii) 35 inches in diameter at breast height and requires a Landmark Tree

	retained unless a Landmark Tree Removal Permit is issued, meeting the decision criteria in BIMC 16.32.030.	Removal Permit in order to be removed. The applicant has not submitted an application and does not appear to meet the decision criteria. Absent of a Landmark Tree Removal Permit, the 35-inch Pacific Madrone shall be retained. The project has been conditioned to require reduction of the building size on the west wing to preserve and protect the landmark tree.

2. BIMC Title 18 Zoning

a. BIMC 18.06.030 Mixed Use Town Center Zone

Zoning	Purpose
Mixed Use Town Center (MUTC)	The purpose of the Mixed Use Town Center zone is to implement the Mixed Use Town Center sections of the comprehensive plan. The Mixed Use Town Center should strengthen the vitality of downtown Winslow as a place for people to live, shop and work, to provide a strong residential component, and to encourage a lively community during both the day and night. The Mixed Use Town Center zone includes five overlay districts that allow diverse types of housing, shopping, civic facilities, recreation and employment. The mix of land uses promotes a pedestrian atmosphere, enhances the viability of the town center, and allows development in a manner that is harmonious with the scale of the town center.
Central Core Overlay District (CC)	The central core overlay district is the most intense district within the Mixed Use Town Center. Within this overlay district, residential uses are encouraged, but exclusive office and/or retail uses are permitted.

b. BIMC 18.06.030 Mixed Use Town Center Zone Performance Standards

Performance Standard	Required/Allowed	Proposed
Noise	No use shall exceed the maximum environmental noise level, established by Chapter 173-60 WAC, as adopted in Chapter 16.16 BIMC.	The applicant consulted with an acoustical engineer in response to neighbor concerns about noise impacts. The proposal uses landscaping, green walls, a bandshell, and enclosed the trash and recycling under the building to reduce impacts from noise. The City has also proposed conditions such as a wall along the west property line to help mitigate noise impacts. The project has been conditioned to comply with this standard.
Air Quality Emissions	No use in this district shall produce	The project has been conditioned

	emissions of smoke, dust and/or odors beyond the property boundary that may unreasonably interfere with any other property owners' use and enjoyment of his/her property. In addition, all sources and emission units are required to meet the emission and the ambient air quality standards specified in Chapter 173-400 WAC, and administered by the Puget Sound Air Pollution Control Authority (PSAPCA), and shall apply to all air contaminants listed in that regulation.	to comply with this standard.
Lighting	Lighting standards set forth in BIMC 18.15.040 shall apply to the mixed use districts.	The project has been conditioned to comply with this standard.

c. BIMC 18.09 Use Regulations

Proposed Use	Definition
Hotel (Conditional Use)	"Hotel" means a building or group of buildings containing guest rooms, where, for compensation, lodging is provided for transient visitors. A hotel or motel may contain one or more restaurants. A hotel or motel is not a bed and breakfast lodging or inn as defined and regulated elsewhere in this code.
Restaurant (Permitted Use)	"Restaurant" means a restaurant or cafe (excluding formula take-out food restaurants) that sells prepared food or beverages and also offers accommodations for consuming the food or beverage on premises.
Entertainment Facility (Permitted Use)	"Entertainment facility" means a performing arts theater, or cinema, concert venue, or circus/festival; venue not included in the definition of "Recreation activities, outdoor," and "Recreation activities, indoor." "Entertainment facility" does not include adult-oriented entertainment facilities.
Personal Service (Permitted Use)	"Personal service" means an establishment that provides on-site service(s) in a nonoffice environment including, but not limited to, beauty shops, shoe repair, laundry, dry cleaning services, animal grooming parlor and tanning salons. Auto repair and body shops are not included under this definition.
Accessory Solar Panel (Accessory Use)	"Accessory structure" means a subordinate building or structure that is incidental to the principal structure on the same lot, or an abutting lot if it meets the requirements in BIMC 18.09.030.I.13. Accessory structures include, but are not limited to, solar panels, small wind devices, barns, sheds, and confined feed lots holding less than five chickens (roosters are only allowed on parcels outside of the Mixed Use Town Center districts). Accessory dwelling units are not considered accessory buildings or structures.

d. BIMC 18.12 Dimensional Standards

Dimensional Standards	Required/Allowed	Proposed
Lot Coverage	100 percent excluding setbacks (80,855 sq.ft.)	39 percent (31,535 sq.ft.)
Front Yard Setback	5-feet maximum from the Madison Avenue sidewalk for commercial uses.	0 feet from the Madison Avenue sidewalk
Rear Setback	0 feet	5 feet
Side Yard Setbacks	0 feet	24 feet to east and 17 feet to west (no separation between the properties)
Commercial FAR Maximum with Bonus	0.6 FAR (48,513 sq.ft.) 1.0 FAR (80,855 sq.ft.)	0.91 FAR (73,571 sq.ft.) (bonus needed for 25,058 sq.ft.) Portions of the structure not completely enclosed by exterior vertical walls, such as the garage or bandshell, do not count as floor area. See below for FAR bonus options.
Eligible properties may achieve a maximum level of development above the base FAR by using one, or a combination of FAR bonus provisions in BIMC 18.12.030.E. The applicant is considering the following options to earn the bonus: • Unused FAR from the parcel on which the mobile home park is located may be transferred to another parcel or parcels within the Mixed Use Town Center, where it may be used as bonus FAR above the base FAR for that district. • Up to 100 percent of the maximum residential FAR bonus may come from the purchase of development rights. The current cost of development rights for commercial FAR is $34.00/sq.ft. • Subject to approval by the director, the public amenities FAR bonus may be achieved by the preservation of a heritage tree(s) on site, construction of public amenities and/or infrastructure beyond that required to mitigate the impacts of development. Public amenities and/or infrastructure projects shall be located in the Mixed Use Town Center or High School Road districts, and shall be chosen from projects identified in the six-year capital facilities program, or approved by the city.		
Title 18 Building Height Bonus for parking under the building	35 feet maximum 45 feet maximum The bonus height is only available for the entire building if parking is located under more than 50 percent of the building footprint. If parking is located under 50 percent or less of the building footprint, the bonus may only be used for a portion of the building footprint twice as large as the area with parking located beneath.	35 feet (south 6,711 sq.ft building footprint of east wing) 45 feet (24,480 sq.ft. building footprint) Parking is located under 39 percent (12,240 sq.ft.) of the building footprint. 24,480 sq.ft. footprint of the building qualifies for the height bonus. The parking levels are not a story above grade plane as defined in the International Building Code (IBC) and qualify for the bonus for parking under the building footprint.
Permitted Height Modifications – Solar	Up to 18 inches above the maximum building height in the district.	0 inches

Panels		

e. BIMC 18.15 Development Standards and Guidelines

i. BIMC 18.15.010 – Landscaping, Screening, Tree Retention, Protection and Replacement

Landscape Requirements	Required/Allowed	Proposed
Tree Units	30 tree units per acre 55.8 tree units are required	The applicant retained 101.4 tree units and proposed 137 new tree units totaling 238.4 tree units, exceeding the minimum tree unit requirement.
Parking Lot Landscaping	One tree is required for every eight parking stalls. The surface parking lot has 30 spaces and four trees are required. All of the trees may be deciduous. A landscaped area is required at the end of aisles.	The applicant proposes six trees in the landscaped areas at the end of aisles, exceeding the minimum requirements.
Perimeter Buffer	N/A	N/A
Roadside Buffer	N/A	N/A

ii. BIMC 18.15.020 – Parking and Loading

Parking Requirements	Required/Allowed	Proposed
Off-Street Parking	For special cases not covered by the BIMC, parking requirements shall be established by the director. For determination by the director, the applicant shall supply (a) documentation regarding actual parking demand for the proposed use; or (b) technical studies prepared by a qualified professional relating to the parking need for the proposed use; or (c) required parking for the proposed use as determined by other comparable jurisdictions. The above information was supplied by the applicant and recommends 132 spaces.	A total of 136 parking spaces are proposed which includes two on-street spaces, 40 surface spaces, and 94 under building (parking garage) spaces.
On-Street Parking	On-street parking created or designated in conjunction with and adjacent to a project may be included in the parking space calculation upon approval of the director.	Two on-street parking spaces are proposed. An electric vehicle charging station is proposed for one of these spaces.

Disabled Access Parking	Five disabled access parking spaces are required. At least one disabled	The applicant has proposed six disabled access parking spaces.

	access parking space shall be van-accessible and must connect to the shortest accessible route to the accessible building entrance or facility they serve.	The van-accessible space is located in the entry court and the remaining spaces are located on the first level of the parking garage.
Compact Vehicle Parking	Compact car spaces may total no more than 30 percent of the required number meaning they can have no more than 40 compact spaces.	40 compact parking spaces are proposed.
Electric Vehicle Charging Stations	When a new commercial or mixed use development is required to provide parking for more than 25 cars, at least one parking space near the entrance must be reserved and signed for use by a shared-car program or electric vehicle charging station.	The applicant has proposed a hotel van to shuttle patrons to and from the hotel. They have proposed a total of eight electric vehicle charging stations, one with an on-street space and seven in the parking garage.
Parking Maximums	Above-ground parking lots exceeding the number of spaces required by this section are not allowed unless approved by the planning commission; spaces provided in underground parking garages are exempt from parking maximums.	According to the parking study, the applicant is proposing to exceed the number of spaces required by four spaces, however, the majority of the parking, including the excess spaces, is located in an underground parking garage and the excess spaces are exempt.
Access	Unless approved by the director, only a single access to public right-of-way is allowed for an individual lot. More than one access may be allowed by the director if the director determines, based on drawings or other information submitted by the applicant, that (a) the proposed site access includes measures that mitigate any identified negative impacts or effects that would result from the additional access point(s); and (b) the additional access point(s) will improve on-site or off-site traffic flow or is necessary for, or will help facilitate, compliance with other requirements of this chapter.	The Traffic Impact Analysis prepared by Heath & Associates, dated April 2019, concluded that no safety concerns are identified with the three entrances as proposed on Winslow Way West. The additional entrances (service only entrance and shuttle entrance) are approved along with the two-way hotel parking lot entrance.

iii. BIMC 18.15.030 – Mobility and Access

Mobility Requirements	Required/Allowed	Proposed
Bicycle Spaces	One bicycle space per five parking spaces with a minimum of four bicycle spaces. 136 parking spaces are proposed and 28 bicycle spaces are required.	The applicant has proposed five bicycle spaces along the frontage of the building and 25 spaces in the parking garage, totaling 30 spaces.

iv. BIMC 18.15.040 – Outdoor Lighting

Lighting Requirements	Required/Allowed	Proposed
Outdoor Lighting	Outdoor lighting shall comply with BIMC 18.15.040.	The project has been conditioned to comply with the outdoor lighting requirements.

v. BIMC 18.15.050 – Signs

Sign Requirements	Required/Allowed	Proposed
Signs	Signs shall comply with BIMC 18.15.050 and BIMC 15.08.	Sign permits are required for any signage proposed.

f. BIMC 18.18 Design Standards and Guidelines

Design Guidelines	Requirements
Core Overlay District Guidelines	The Design Review Board reviewed all of the applicable design guideline checklists for this proposal and recommended approval with several conditions including revised drawings for parking landscaping, description of the material palette, revised plans for the gutter system if located on the building exterior, and review of any substantial changes to building materials and roof articulation. The project has been conditioned accordingly.
Guidelines for Commercial and Mixed Use Projects	
General Guidelines for all Overlay Districts	
Street Trees in the Central Core Overlay District	Street trees shall be provided in an amount equivalent to at least one every 30 feet in planting pots or beds covered by a tree grate, pavers, or planted area. Trees may be grouped and are encouraged to have a varied meandering effect. Eight street trees are required. The applicant has proposed eight street trees along the frontage and meets this design standard.

Part VII: Decision Criteria

1. **BIMC 2.16.040 Site Plan and Design Review**

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

Decision Criteria	City Analysis
1. The site plan and design is in conformance with applicable code provisions and development standards of the applicable zoning district, unless a standard has been modified as a housing design demonstration project pursuant to BIMC 2.16.020.S;	As conditioned, the site plan and design is in conformance with applicable code provisions in the Bainbridge Island Municipal Code (BIMC) and development standards of the Mixed Use Town Center – Central Core Overlay (CC) district. This is not a housing design demonstration project.

2. The locations of the buildings and structures, open spaces, landscaping, pedestrian, bicycle and vehicular circulation systems are adequate, safe, efficient and in conformance with the Island-Wide Transportation Plan;	As conditioned, the location of the building, open spaces, landscaping, pedestrian, bicycle and vehicular circulation systems are adequate, safe, efficient and in conformance with the Island-Wide Transportation Plan. The building meets all dimensional standards of Title 18. Open space and perimeter landscaping are not required for the proposed use. The proposal retains over 100 tree units and adds 137 new trees, totaling over 16,000 square feet of newly landscaped areas. The project frontage shall be developed consistent with the street standard for an urban collector roadway in the Winslow Core per drawing DWG. 7-030. The frontage shall include a 5-foot wide right of way dedication along the full parcels' Winslow Way West frontage conveyed to the City by a Right of Way Deed, a 6-foot wide bike lane (5 feet of asphalt and 1-foot gutter pan), concrete curb and gutter with an adjacent 3-foot planter strip, and a minimum 5-foot wide concrete sidewalk. A public pedestrian easement shall be dedicated to the City for sidewalk improvements proposed outside of the future right of way boundaries.
3. The Kitsap County health district has determined that the site plan and design meets the following decision criteria: a. The proposal conforms to current standards regarding domestic water supply and sewage disposal; or if the proposal is not to be served by public sewers, then the lot has sufficient area and soil, topographic and drainage characteristics to permit an on-site sewage disposal system. b. If the health district recommends approval of the application with respect to those items in subsection E.3.a of this section, the health district shall so advise the director. c. If the health district recommends disapproval of the application, it shall provide a written explanation to the director;	The Kitsap Public Health District (KPHD) had no comments. KPHD will review the rainwater recycling system and permits for the food establishment with the building permit. The property is served by City sewer and water and the City issued a non-binding commitment for water and sewer system capacity. A binding commitment letter for water and sewer availability is required prior to building permit issuance for the proposed structure.
4. The city engineer has determined that the site plan and design meets the following decision criteria: a. The site plan and design conforms to regulations concerning drainage in Chapters 15.20 and 15.21 BIMC; and	As conditioned, the City engineer has determined that the site plan and design meets the decision criteria. The proposed system will capture site and roof run-off to a 42,000-gallon rain-water underground cistern for recycle, reusing approximately 500-700 gallons per day. Excess

b. The site plan and design will not cause an undue burden on the drainage basin or water quality and will not unreasonably interfere with the use and enjoyment of properties downstream; and c. The streets and pedestrian ways as proposed align with and are otherwise coordinated with streets serving adjacent properties; and d. The streets and pedestrian ways as proposed are adequate to accommodate anticipated traffic; and e. If the site will rely on public water or sewer services, there is capacity in the water or sewer system (as applicable) to serve the site, and the applicable service(s) can be made available at the site; and f. The site plan and design conforms to the "City of Bainbridge Island Design and Construction Standards," 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 18.	runoff will be discharged to the Winslow Way W public storm water conveyance system. All surface parking and drives are permeable. The streets and pedestrian ways coordinate with existing streets serving adjacent properties and are adequate to accommodate anticipated traffic. A traffic impact analysis was completed for the site per BIMC 15.32 and 15.40 to evaluate for concurrency. Based on the results of the traffic impact analysis completed by Heath & Associates dated April 24, 2019, a certificate of concurrency was issued per BIMC 15.32.060. The frontage improvements are designed in accordance with the Island Wide Transportation Plan. The property is served by City sewer and water and the City issued a non-binding commitment for water and sewer system capacity. The proposal conforms to the "City of Bainbridge Island Design and Construction Standards."
5. The site plan and design is consistent with all applicable design guidelines in BIMC Title 18, unless strict adherence to a guideline has been modified as a housing design demonstration project pursuant to BIMC 2.16.020.S;	The Design Review Board reviewed the proposal six times and recommended approval, finding that, as conditioned, the site plan and design is consistent with all applicable design guidelines in BIMC Title 18 including Guidelines for Commercial and Mixed Use Projects, General Guidelines for all Overlay Districts, and Core Overlay District Guidelines. As conditioned, prior to issuance of the building permit for the structure, the applicant will provide an additional drawing showing the perpendicular two-foot planters along the parallel parking on the east side, description of the material pallet, plans for the hydraulic design of the roof drainage/gutter system. Any substantial changes to building materials and roof articulation will be reviewed by the DRB.
6. No harmful or unhealthful conditions are likely to result from the proposed site plan;	As conditioned, no harmful or unhealthful conditions are likely to result from the proposed development. No use in this district shall produce emissions of smoke, dust and/or odors beyond the property boundary that may unreasonably interfere with any other property owners' use and enjoyment of his/her property. In addition,

	all sources and emission units are required to meet the emission and the ambient air quality standards specified in Chapter 173-400 WAC, and administered by the Puget Sound Air Pollution Control Authority (PSAPCA), and shall apply to all air contaminants listed in that regulation.
7. The site plan and design is in conformance with the Bainbridge Island Comprehensive Plan and other applicable adopted community plans;	As conditioned, the proposed development is in conformance with the Bainbridge Island Comprehensive Plan and Winslow Master Plan.
8. Any property subject to site plan and design review that contains a critical area or buffer, as defined in Chapter 16.20 BIMC, conforms to all requirements of that chapter;	The properties do not contain critical areas or buffers.
9. Any property subject to site plan and design review that is within shoreline jurisdiction, as defined in Chapter 16.12 BIMC, conforms to all requirements of that chapter;	The properties are not within shoreline jurisdiction.
10. If the applicant is providing privately owned open space and is requesting credit against dedications for park and recreation facilities required by BIMC 17.20.020.C, the requirements of BIMC 17.20.020.D have been met;	Commercial development is not subject to the requirements in BIMC 17.20.020. The applicant is not requesting credits against dedications for park and recreation facilities.
11. The site plan and design has been prepared consistent with the purpose of the site design review process and open space goals.	The site plan and design has been prepared consistent with the purpose of the site design review process pursuant to BIMC 2.16.040. The site plan and design ensures compliance with the adopted plans, policies, and ordinances of the City. The project was reviewed with respect to overall site design and provided a means for guiding development in a logical, safe, attractive, and expedient manner. The proposal does not require dedication of open space.

2. BIMC 2.16.110.F Major Conditional Use Permit

A conditional use may be approved or approved with conditions if:

Decision Criteria	City Analysis
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	The Comprehensive Plan and BIMC Title 18 identify the Central Core as the most densely developed district and promotes the concentration of nonresidential development that reduces reliance on automobiles. Hotels are a conditional use in the Central Core, Gateway, and Ferry Terminal zoning districts and a permitted use in the High School Road zoning district. The Central Core district provides

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	walkable access to the ferry and other downtown amenities. The proposal meets applicable design guidelines, height, dimension, and other density requirements. The hotel's height along Winslow Way matches the height of the buildings directly across the street to the north. The hotel is taller than adjacent buildings to the east and west. The design incorporates cedar beams and other natural and sustainable materials that speak to the Island's character and standard for quality development. A glass entry highlights a large coastal redwood in the courtyard and a reflecting pond beyond with landscaping inspired by the Bloedel Reserve. The Design Review Board reviewed and approved all applicable Design Guideline Checklists. Guideline 15 of the Commercial and Mixed Use Guidelines aims to maintain smaller scale commercial buildings by requiring that buildings in excess of a 10,000 square foot footprint should be visually split into two or more distinct elements. The Design Review Board agreed that the building is visually split into three elements and maintains the scale of the district. The proposal is harmonious and compatible with the physical characteristics of the property. It maintains the existing grade of the site, exceeds tree retention and landscaping requirements, and makes surface parking and drives permeable for natural drainage. The property contains no critical areas and is underdeveloped making it an ideal candidate for redevelopment. Surrounding uses primarily include dense residential and commercial development.
b. The conditional use will be served by adequate public facilities including roads, water, fire protection, sewage disposal facilities and storm drainage facilities; and	As conditioned, the conditional use will be served by adequate public facilities including roads, water, fire, sewer, and storm drainage. The streets and pedestrian ways coordinate with existing streets and conform to the Island Wide Transportation Plan and the "City of Bainbridge Island Design and Construction Standards." The property is served by City sewer and water and the City issued a non-binding commitment for water and sewer system capacity. The Fire District reviewed and recommended approval with conditions for sprinkler systems and fire flow. The proposed storm drainage system will capture site and roof run-off to a 42,000-gallon

	rain-water underground cistern for recycle, reusing approximately 500-700 gallons per day. Excess runoff will be discharged to the Winslow Way W public storm water conveyance system. All surface parking and drives are permeable.
c. The conditional use will not be materially detrimental to uses or property in the vicinity of the subject property; and	While the proposed use will result in impacts including but not limited to noise, light, and traffic, as conditioned, the use will not be materially detrimental to uses or property in the vicinity of the subject property.
d. The conditional use is in accord with the comprehensive plan and other applicable adopted community plans, including the Island-Wide Transportation Plan; and	As conditioned, the proposed development is in conformance with the Bainbridge Island Comprehensive Plan, the Winslow Master Plan, and the Island-Wide Transportation Plan. The project frontage shall be developed consistent with the street standard for an urban collector roadway in the Winslow Core per drawing DWG. 7-030. The frontage shall include a 5-foot wide right of way dedication along the full parcels' Winslow Way West frontage conveyed to the City by a Right of Way Deed, a 6-foot wide bike lane (5 feet of asphalt and 1-foot gutter pan), concrete curb and gutter with an adjacent 3-foot planter strip, and a minimum 5-foot wide concrete sidewalk. A public pedestrian easement shall be dedicated to the City for sidewalk improvements proposed outside of the future right of way boundaries.
e. 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; and	As conditioned, the conditional use complies with all other provisions of the BIMC. This is not a housing design demonstration project.
f. 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	As conditioned, 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. The applicant made multiple revisions in response to public comment including keeping all parking on-site, increasing on-site parking, enclosing trash and recycling, adding perimeter landscaping, and adding a bandshell, and eliminating amphitheater seating for outdoor music. The applicant obtained a letter from Bainbridge Disposal, agreeing to limit pick-up times to after 10:00am to minimize noise. The City has considered all public comment and has proposed conditions to mitigate impacts

	including a wall along the west property line to mitigate noise, light and exhaust. The applicant has provided greater parking than the minimum recommended by the parking consultant in response to neighborhood concerns about parking shortages.
g. Noise levels shall be in compliance with BIMC 16.16.020 and 16.16.040.A; and	As conditioned, noise levels shall be in compliance with BIMC 16.16.020 and 16.16.040.A The applicant consulted with an acoustical engineer in response to neighbor concerns about noise impacts. The proposal uses landscaping, green walls, a bandshell, and enclosed the trash and recycling under the building to reduce impacts from noise. The building orientation, bandshell orientation, and tree retention are all designed to minimize noise. The proposal has also been conditioned to comply with maximum noise allowances.
h. 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; and	As conditioned, pedestrian, and bicycle circulation meets all applicable city standards and the "City of Bainbridge Island Design and Construction Standards." The streets and pedestrian ways coordinate with existing streets and are adequate to accommodate anticipated traffic. A traffic impact analysis was completed for the site per BIMC 15.32 and 15.40 to evaluate for concurrency. Based on the results of the traffic impact analysis completed by Heath & Associates dated April 24, 2019, a certificate of concurrency was issued per BIMC 15.32.060. All surface parking and drives are permeable and the project has been conditioned accordingly.
i. 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; and iv. The streets and pedestrian ways as	As conditioned, the City engineer has determined that the conditional use permit meets the decision criteria. The proposed system will capture site and roof run-off to a 42,000-gallon rain-water underground cistern for recycle, reusing approximately 500-700 gallons per day. Excess runoff will be discharged to the Winslow Way W public storm water conveyance system. All surface parking and drives are permeable, and the project has been conditioned accordingly. The streets and pedestrian ways coordinate with existing streets and are adequate to accommodate anticipated traffic. A traffic impact analysis was completed for the site per BIMC 15.32 and 15.40 to evaluate for concurrency. Based on the results of the traffic impact analysis

proposed are adequate to accommodate anticipated traffic; and v. If the conditional use will rely on public water or sewer services, there is capacity in the water or sewer system (as applicable) to serve the conditional use, and the applicable service(s) can be made available at the site; and vi. The conditional use conforms to the "City of Bainbridge Island Engineering Design and Development Standards Manual," 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.	completed by Heath & Associates dated April 24, 2019, a certificate of concurrency was issued per BIMC 15.32.060. The property is served by City sewer and water and the City issued a non-binding commitment for water and sewer system capacity. The proposal conforms to the "City of Bainbridge Island Design and Construction Standards."
j. If a major conditional use is processed as a housing design demonstration project pursuant to BIMC 2.16.020.Q, the above criteria will be considered in conjunction with the purpose, goals, policies, and decision criteria of BIMC 2.16.020.Q.	The proposal is not being processed as a housing design demonstration project.
If no reasonable conditions can be imposed that ensure the application meets the decision criteria of this chapter, then the application shall be denied.	Staff has recommended reasonable conditions to ensure the application meets the decision criteria.

Part VIII: Attachments

1. PLN50880 SPR CUP Site Plan
2. PLN50880 SPR CUP Survey
3. PLN50880 SPR CUP Vicinity Map Building Footprints
4. PLN50880 SPR CUP Landscape Plan
5. PLN50880 SPR CUP Elevations
6. PLN50880 SPR CUP Building Height
7. PLN50880 SPR CUP Floor Plans
8. PLN50880 SPR CUP Floor Area
9. PLN50880 SPR CUP Lot Coverage
10. PLN50880 SPR CUP Tree Retention and Landscaping
11. PLN50880 SPR CUP Lighting Plan
12. PLN50880 SPR CUP Renderings and Sketches
13. PLN50880 SPR CUP Parking Space Count
14. PLN50880 SPR CUP Parking Study
15. PLN50880 SPR CUP Revised Parking Calculations
16. PLN50880 SPR CUP Traffic Impact Analysis
17. PLN50880 SPR CUP Certificate of Concurrency
18. PLN50880 SPR CUP Public Works Development Engineer Comments
19. PLN50880 SPR CUP Water/Sewer Availability Request
20. PLN50880 SPR CUP Non-Binding Water/Sewer Availability Letter

21. PLN50880 SPR CUP SEPA Checklist
22. PLN50880 SPR CUP Acoustical Engineer Correspondence
23. PLN50880 SPR CUP Design Guideline Checklists
24. PLN50880 SPR CUP Design Alternatives Approved by DRB on June 3, 2019
25. PLN50880 SPR CUP Design Review Board Findings and Recommendations
26. PLN50880 SPR CUP Multimodal Transportation Advisory Committee Minutes
27. PLN50880 SPR CUP Applicant's Response to CUP Decision Criteria
28. PLN50880 SPR CUP Applicant's Response to Public Comments

Part IX: Recommended and Conditions

Should the project be approved, staff recommends the following conditions:

SEPA Conditions:

1. The limits of clearing and grading shall be clearly marked in the field and inspected by the Department of Planning and Community Development staff prior to start of any clearing, grading, or other site work.

2. Dust shall be managed in compliance with WAC 173-400 and Puget Sound Clean Air Agency – Regulation I, 9.15 (PSCCA Reg). "It shall be unlawful for any person to cause or allow visible emission of fugitive dust…" – PSCCA Reg, 9.15(a). The project proponent or contractor shall prepare and implement a "Dust Control Plan" in conformance with Department of Ecology Publication 96-433. Prior to any site activity, the "Dust Control Plan" shall be submitted to the City and it shall be actively managed for the duration of the project. Unlawful emissions (see below) shall be corrected immediately and/or dust generating operations ceased until additional or alternate BMPs can be implemented to maintain emissions below allowable levels.

   "Fugitive dust" means a particulate (especially soil/dirt) emission made airborne by forces of nature, man's activity, or both, that leaves the subject site. Unlawful emissions shall generally be defined as emissions leaving the subject property that are visible to an untrained observer. Where continuous monitoring equipment is used particulate matter concentrations shall be monitored for 10µm particle (PM10) size. The 24-hr average PM10 emissions shall not exceed a concentration equivalent to the EPA Air Quality Index (AQI) of 50 (54µg/m^3) and any instantaneous PM10 emissions shall not exceed a concentration equivalent to an AQI of 100 (154µg/m^3).

3. A minimum six-foot high wall shall be installed along the west property line approximately 30 feet from the south edge of the Winslow Way right of way and ending at the southerly end of the drive and turnaround.

4. In accordance with the letter from Bainbridge Disposal dated December 5, 2018, solid waste pick up shall occur between 10:00am and 12:00pm.

5. The hotel shall operate an accessible van to shuttle hotel patrons to and from the ferry terminal and other local destinations, reducing the reliance on automobiles.

Project Conditions:

General

6. Except for modifications reflecting compliance with these conditions of approval, the project shall be in substantial conformance with the site plans dated April 26, 2019 and landscape plan dated June 4, 2019.

7. Prior to construction activity, the applicant shall obtain the appropriate permits from the City of Bainbridge Island, including but not limited to clearing, grading, right-of-way, and building permits.
8. All work shall adhere to the City's seasonal work limitations between October 1 and April 30 of any year. During this period, no soils shall remain exposed and unworked for more than two days. From May 1 to September 30, no soils shall remain exposed and unworked for more than seven days.
9. Prior to any construction, a temporary erosion and sedimentation control plan (TESCP) shall be submitted and approved by the City. Construction shall be restricted to the dates occurring between May 1 and September 30 unless a wet weather erosion control plan is submitted and approved by the City prior to construction.
10. All construction activities shall comply with noise limitations per BIMC 16.16.020. No use shall exceed the maximum environmental noise level, established by Chapter 173-60 WAC, as adopted in BIMC Chapter 16.16.
11. No use in this district shall produce emissions of smoke, dust and/or odors beyond the property boundary that may unreasonably interfere with any other property owners' use and enjoyment of his/her property. In addition, all sources and emission units are required to meet the emission and the ambient air quality standards specified in Chapter 173-400 WAC, and administered by the Puget Sound Air Pollution Control Authority (PSAPCA), and shall apply to all air contaminants listed in that regulation.
12. Lighting standards set forth in BIMC 18.15.040 shall apply to the mixed use districts.
13. If any historical or archaeological artifacts are uncovered during excavation or construction, work shall immediately stop and the Department of Planning and Community Development and the Washington State Department of Archaeology and Historic Preservation shall be immediately notified. Construction shall only continue thereafter in compliance with the applicable provisions of law.
14. Prior to building permit issuance, the Design Review Board (DRB) shall review a drawing showing the perpendicular two-foot planters along the parallel parking on the east side, description of the material pallet, plans for the hydraulic design of the roof drainage/gutter system, and any other substantial changes to building materials and roof articulation.
15. The sidewalk shall remain level across driveways. Where the building abuts the sidewalk, there should be an 18-inch wide minimum shy zone.
16. Prior to building permit issuance, the tax parcels (272502-4-097-2000 and 272502-4-098-2009) shall be aggregated or the boundary line adjusted so that the structure is entirely contained on one tax parcel and the structure complies with all dimensional standards.
17. Prior to building permit issuance, a business license shall be acquired from the City.

Building Official

18. The project shall comply with the City of Bainbridge Island (COBI) construction codes as adopted by the Bainbridge Island Municipal Code (BIMC), Chapter 15.04. The applicant is encouraged to consult with the Building Official, as necessary, to ensure compliance with applicable codes and standards.
19. The project shall comply with the requirements of the Department of Labor and Industries (L&I) for Electrical permits. COBI does not issue electrical permits but does monitor and coordinate

electrical approvals with L&I.

20. The project shall comply with the provisions of the International Building Code (IBC) for fire separation, fire protection, access and the application of fire suppression systems as required by State Building Codes and the Bainbridge Island Fire District. The applicant is encouraged to consult with the Fire District, as necessary, to ensure compliance with applicable standards.
21. A geotechnical report shall be provided for the project which coordinates geotechnical engineering and structural design requirements. The report shall address the design requirements and recommendations of the International Building Code (IBC) for foundation structural design criteria.
22. The project shall comply with the provisions of the International Building Code (IBC), Chapter 11 and ANSI 117.1 2009 for the application of accessibility and accessible features, including but not limited to parking, accessible routes, path of travel, entry and egress components and exterior and interior features for accessible rooms and restrooms.
23. Disabled access parking shall comply with the International Building Code (IBC) edition currently adopted by the City of Bainbridge Island.
24. The project shall comply with the provisions of the International Building Code (IBC) as amended by the State of Washington under Chapter 427 of the IBC for electric vehicle charging and infrastructure. The applicant shall follow this statute, as applicable, and include necessary information with the building permit submittal.
25. The project shall comply with the provisions of the International Building Code (IBC) for required number of restroom and other fixtures including in public areas, restaurants, assembly areas.
26. A demolition permit is required for any demolition work occurring. If demolition is proposed for any structure which is older than 50 years, the project is required to be reviewed by the Bainbridge Island Historic Preservation Commission (HPC) prior to the issuance of a demolition permit and prior to any demolition work occurring. Prior to demolition permit issuance, an application is required to be submitted to the Puget Sound Air Quality District. All demolition shall be documented with a minimum 8.5 x 11 drawing showing the location of structures to be demolished, existing utilities, and any other infrastructure. All utilities shall be identified and properly abandoned or protected during demolition.
27. Should the project include a restaurant as discussed within the project narrative; the facility would be identified as a “Food Facility” and is required to comply with the Kitsap County Health Department regulations for such facilities.
28. The City of Bainbridge Island (COBI) enforces provisions of the State Plumbing Code specific to the collection of fats, oils and grease and the application of specific equipment, interceptors or other apparatus associated to or that may be required for food or other facilities. The applicant is responsible for strict adherence to the specific provisions for installation and maintenance of these systems and shall coordinate with COBI for compliance with the Plumbing Code and applicable COBI Engineering Standards.

Fire District

29. To the satisfaction of the Bainbridge Island Fire Department, the project shall comply with all applicable provisions of the adopted Fire Code.
30. Fire sprinklers and alarms are required for the project.
31. Fire flow of 1500 gpm is required.

32. Buildings over 30 feet high require aerial apparatus access of not less than 16 feet drivable width.

Health District

33. Prior to building permit issuance, the Kitsap Public Health District shall review and approve the rainwater recycling system and any permits required for a permanent food establishment.
34. If the applicant proposes an on-site sewage system, the permit will require an amendment or adjustment pursuant to BIMC 2.16.

Public Works

35. Civil improvement plans, reports, and computations, prepared by a civil engineer registered in the State of Washington shall be submitted with the application(s) for a construction permit [building, grading, right-of-way (ROW), etc.] to the City for review and approval to construct all necessary infrastructure and utilities serving the site. Certificate of occupancy will not be issued for any building until all civil improvements are completed and finaled.
36. As-built civil construction plans stamped by a civil engineer shall be provided by the applicant prior to final.
37. A Developer Extension Agreement (DEA) shall be executed at the site or utilities construction permitting application phase for the construction of roads and utilities to be inspected and accepted by the City.
38. A right-of-way (ROW) construction permit will be required prior to any construction activities within the right-of-way in addition to completing the DEA and obtaining other necessary construction permits. The ROW permit will be subject to separate conditions and bonding requirements.
39. The project frontage shall be developed consistent with the street standard for an urban collector roadway in the Winslow Core per drawing DWG. 7-030. The frontage shall include a 5-foot wide ROW dedication along the full parcels' Winslow Way West frontage conveyed to the City by a Right of Way Deed, a 6-foot wide bike lane (5 feet of asphalt and 1-foot gutter pan), concrete curb and gutter with an adjacent 3-foot planter strip, and a minimum 5-foot wide concrete sidewalk.
40. A public pedestrian easement shall be dedicated to the City for sidewalk improvements proposed outside of the future ROW boundaries prior to building final.
41. Building overhangs that extend into the ROW shall require an air space license agreement with the City prior to building final.
42. On-site water and sewer main extensions shall include a utility easement granted to the City to the meters and/or backflow prevention devices, fire hydrants and building sewer cleanouts.
43. An 8-inch City sewer main has been extended to the southeast property corner. The main shall be extended approximately 300 feet north through and across the property along the eastern boundary to serve this and adjacent properties. The applicant may apply for a latecomer reimbursement agreement for future hookups to the facilities.
44. Restaurant drainage fixtures shall be plumbed to an appropriately sized grease trap interceptor prior to discharging to the City's sewer system.

45. A Stormwater Pollution Prevention Plan (SWPPP) prepared by a civil engineer licensed in the State of Washington is required prior to construction activities including clearing or grading or civil improvements for all phases of the project that complies with BIMC 15.20.
46. Pumping stormwater to a suitable conveyance system shall require failsafe redundancies to limit potential impacts to downstream properties, including a duplex pump system with backup power generation.
47. Discharging stormwater to the City's system shall be done so as to bypass existing water-quality structures in Winslow Way West. Additional structures or storm drain lines shall be installed as necessary to avoid impact the existing structures.
48. Where the project discharges to the Winslow Way West storm drain system a downstream analysis shall be conducted to demonstrate that adequate capacity exists from the site to the main storm drain in Madison Avenue.
49. Disturbed project area totals approximately 1.8 acres. A sediment trap(s) per Department of Ecology BMP C240 shall be required where the total of on- and offsite contributing drainage area is less than 3 acres. Due to the constrained downstream storm drain system, a higher level of flow control protection is warranted. The sediment trap shall be designed with a storage capacity based on the 10-year peak flow of the developed site. Turbidity and pH control shall be required as necessary downstream of the sediment trap to achieve the performance standards of a State Stormwater General Construction Permit.
50. A final stormwater report shall be submitted with the building permit detailing compliance with all applicable minimum requirements as required by BIMC 15.20, prepared by a civil engineer licensed in the State of Washington.
51. Prior to building permit final, the applicant shall submit an operation and maintenance plan for the on-going maintenance of the on-site storm drainage systems.
52. All on-site stormwater facilities shall remain privately owned and maintained. The owner(s) shall be responsible for maintenance of the storm drainage facilities for this development following construction. Annual inspection and maintenance reports shall be provided to the City. A Declaration of Covenant for stormwater system operation and maintenance will be required to be recorded before building final. The approved language for the Declaration of Covenant is found in BIMC Chapter 15.21, Exhibit A.
53. The hotel parking lots and drive aisles shall be constructed of permeable pavements and hardscaping consistent with the preliminary civil site plans submitted with the application. These on-site stormwater management Best Management Practices (BMPs) shall be subjected to the aforementioned facilities maintenance responsibilities of the owner.
54. Prior to issuance of a building permit, the applicant shall provide binding water and sewer availability letters from the City along with water meter sizing computations.
55. The proposed action(s), phased or concurrent, in their totality would result in more than one (1) acre of earth disturbance on the site and drain to waters of the State. A Construction Stormwater General Permit shall be obtained from the Washington State Department of Ecology and the site shall be monitored for discharge of pollutants and sediment to the wetlands and stream for the duration of the project. No land clearing or construction permits shall be issued prior to obtaining the State permit.
56. A traffic impact analysis was completed for the site per BIMC 15.32 and 15.40 to evaluate for concurrency. Based on the results of the traffic impact analysis completed by Heath &

Associates dated April 24, 2019, a certificate of concurrency was issued per BIMC 15.32.060. Any proposed intensity of use at the site may require analysis and a new evaluation for concurrency.

Trees and Vegetation

57. The 35-inch DBH Pacific Madrone (Arbutus menziesii) located in the southwest corner of tax parcel 272502-4-097-2000 is a landmark tree per BIMC 16.32. Absent of an approved Landmark Tree Removal Permit, the tree shall be retained. The west wing shall be modified to preserve and protect the landmark tree.

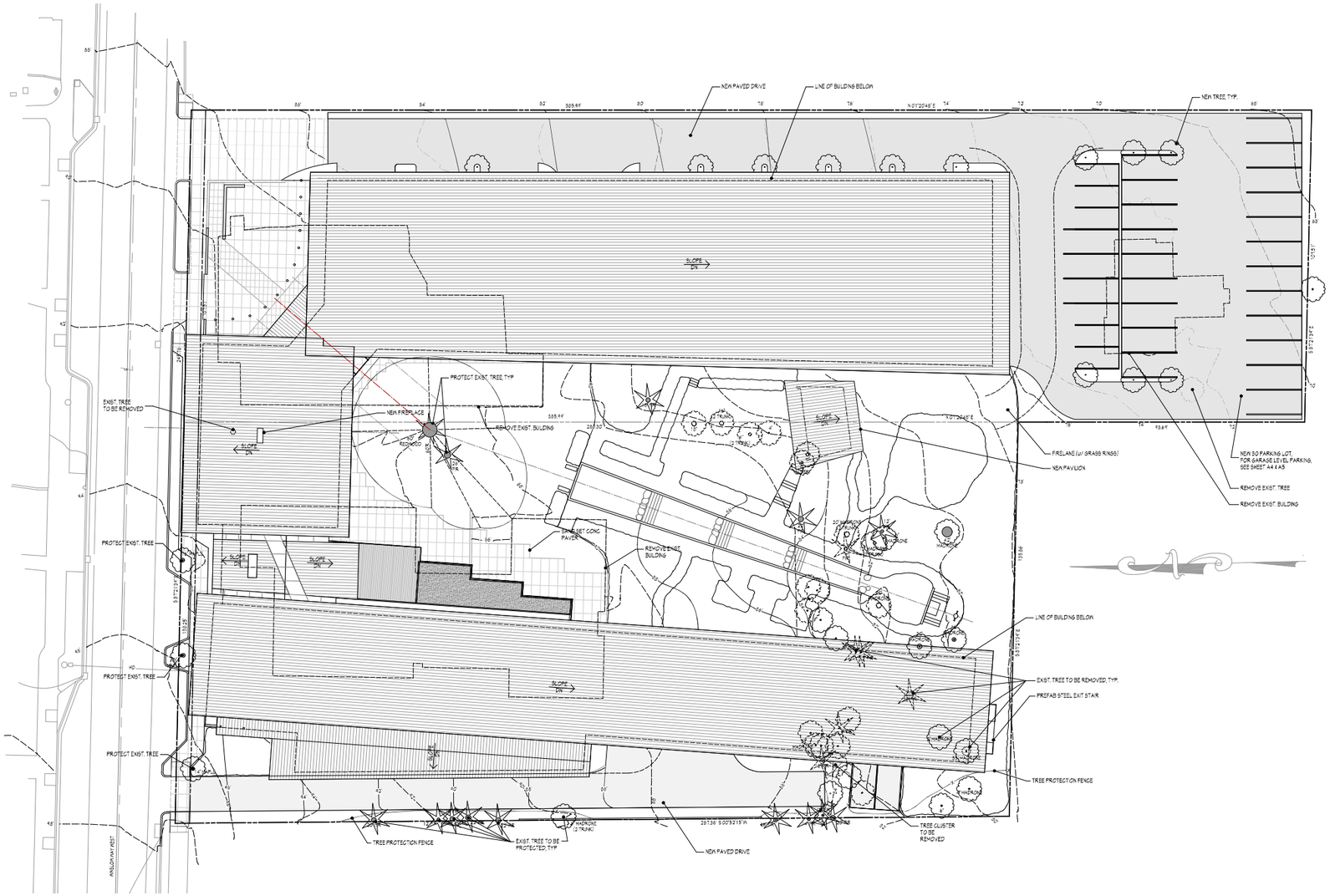
58. As proposed, new trees are required to meet the tree unit requirement. Trees planted to meet tree retention requirements shall be planted in accordance with the planting requirements of BIMC 18.15.010.H and the planting plan dated December 27, 2018.

59. Temporary or permanent irrigation within new planting areas that do not have high soil moisture conditions is required in accordance with BIMC 18.15.010.I.

60. Prior to the certificate of occupancy, the required tree units and landscaping shall be planted or a performance assurance shall be accepted by the City.

61. Per BIMC 18.15.010.H.3, performance assurance is required to assure the City that the required tree units and landscaping are properly installed and will become established and be adequately maintained. Prior to the certificate of occupancy, the required tree units and landscaping shall be installed. A Washington landscape architect, Washington certified nursery professional, or Washington certified landscaper shall submit a landscaping declaration to the director to verify installation in accordance with the approved plans. The time limit for compliance may be extended to allow installation of landscaping during the next appropriate planting season as approved if the director determines that a performance assurance device, for a period of not more than one (1) year, will adequately protect the interests of the City. The performance assurance device shall be for 150 percent of the cost of the work or improvements covered by the assurance device. In no case may the property owner delay performance for more than one (1) year. Once the planting is completed, landscape declaration is submitted, and a maintenance and monitoring assurance is accepted, the performance assurance shall be released.

62. Per BIMC 18.15.010.H.4, the property owner shall replace any unhealthy or dead plant materials in conformance with the approved landscape plan. Prior to the certificate of occupancy, a maintenance assurance device shall be submitted for a period of five (5) years after acceptance by the City of the new planting of vegetation to ensure proper installation, establishment, and maintenance. The maintenance assurance device amount shall not be less than 20 percent of the cost of replacing materials covered by the assurance device. The maintenance surety shall be refunded to the applicant upon completion of the five (5) year monitoring period and submittal of final compliance documentation as outlined in the landscape plan, minus any funds needed for the City to perform corrective actions or perform monitoring.



SITE PLAN 2

SCALE: 1" = 20'

SHEET INDEX

A1	Sheet Index, Legal Description, Site Plan, Photos
A2	Site Survey/Demo Plan, Photos
A3	Landscape Plan
A4	Parking Level P2 Plan
A5	Parking Level P1 Plan
A6	Main Floor Plan
A7	Mezzanine Plan
A8	Second Floor Plan
A9	Third Floor Plan
A10	Elevations
A11	Elevations
A12	Courtyard Elevations
A13	East/West Section
A14	Perspectives
A15	Figure Ground Drawing
A16	Street Cross Section & West Property Photo

LEGEND

- 2x3 WALL
- 2x4 FRAMING WALL
- 2x6 FRAMING WALL
- SHEAR WALL
- BRICK
- CMU
- CONCRETE WALL
- DOOR NUMBER
- ENTRY 102 — ROOM NAME/NUMBER
- T — TEMPERED GLASS
- GLASS
- SHEAR WALL NO.
- HOLD DOWN NUMBER
- A1 A — DETAIL
- XX — NOTE
- A1 — SECTION (DWG NO. / SHT. NO.)
- A1 — ELEVATION (DWG NO. / SHT. NO.)
- 2 A1 — INTERIOR ELEVATION (DWG NO. / SHT. NO.)
- MATCH NO. SEE DWG NO. — MATCHLINE
- 1 OFF PROJECT 0'-0" SURVEY 0'0" — ELEVATION (ELEVATION PROJECT ELEV. SURVEY ELEV.)
- 0'-0" — SPOT ELEVATION
- BREAKLINE
- CPT — VND — MATERIAL CHANGE
- UP — STEP
- DN — 8 R @ 7" 7 @ 11" — STAIR RUN
- 1 TO 16 — WINDOW/SKYLIGHT NUMBER
- PROPERTY LINE
- EASEMENT
- SETBACK
- XX — EXISTING CONTOUR
- XX — EXISTING HUB CONTOUR
- XX — REVISED CONTOUR
- E — ELECTRIC LINE, UNDERGROUND
- G — GAS LINE
- OHW — OVERHEAD UTILITY
- PH — TELEPHONE LINE
- SS — SANITARY SEWER
- C — TV / CABLE LINE
- F — FENCE LINE
- X — SILTATION FENCE / TREE PROTECTION
- SD — STORM DRAIN
- W — WATER LINE
- T — TIGHTLINE DRAIN
- D — FOUNDATION DRAIN, PERFORATED
- TREE TO REMAIN
- TREE TO REMOVE

OWNER

Michael & Darden Burns LLC
10575 NE Darden Lane
Bainbridge Island, WA 98110

PROJECT ADDRESS

235/251 Winslow Way West
Bainbridge Island, WA 98110

LEGAL DESCRIPTION

Section 27 Township 25 Range 2E SE Qtr
Tax Parcel #'s: 272502-4-097-2000 & 272502-4-098-2009

Parcel #: 272502-4-097-2000

A PORTION OF GOVERNMENT LOT 4, SECTION 27, TOWNSHIP 25 NORTH, RANGE 2 EAST, W.M., IN KITSAP COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS: BEGINNING AT A POINT WHICH BEARS NORTH 1°38'52" WEST 972.23 FEET AND SOUTH 89°22'42" EAST 640.26 FEET FROM THE SOUTHWEST CORNER OF GOVERNMENT LOT 4, THE SAID COURSES BEING ALONG AND PARALLEL RESPECTIVELY TO THE WEST AND NORTH LINE OF SAID GOVERNMENT LOT 4; THENCE NORTH 1°09'16" WEST 285.92 FEET; THENCE NORTH 89°55'53" EAST 138.27 FEET; THENCE SOUTH 0°04'00" WEST 287.52 FEET; THENCE NORTH 89°22'42" WEST 135.86 FEET TO THE POINT OF BEGINNING.
Bottom of Form

Parcel #: 272502-4-098-2009
Top of Form
THAT PORTION OF GOVERNMENT LOT 4, SECTION 27, TOWNSHIP 25 NORTH, RANGE 2 EAST, W.M., KITSAP COUNTY, WASHINGTON; DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHWEST CORNER OF SAID GOVERNMENT LOT 4; THENCE NORTH 1°38'52" WEST, ALONG THE WEST LINE OF SAID GOVERNMENT LOT, AS DELINEATED ON SUBDIVISION OF GOVERNMENT LOT 4 RECORDED IN VOLUME 3 OF PLATS, PAGE 73, A DISTANCE OF 972.23 FEET; THENCE SOUTH 89°22'42" EAST 776.72 FEET TO THE TRUE POINT OF BEGINNING, SAID COURSE AND DISTANCES BEING A PARALLEL TO AND ALONG THE NORTH AND WEST LINES OF SAID GOVERNMENT LOT 4; THENCE NORTH 0°40' WEST TO A POINT OF INTERSECTION WITH THE NORTH LINE OF GOVERNMENT LOT 4; THENCE SOUTH 89°22'42" EAST, ALONG SAID NORTH LINE, TO A POINT WHICH LIES 404.25 FEET WEST OF THE NORTHEAST CORNER OF SAID GOVERNMENT LOT 4; THENCE SOUTH 0°40' EAST, PARALLEL TO THE EAST LINE OF SAID GOVERNMENT LOT 4, A DISTANCE OF 406.00 FEET; THENCE NORTH 89°22'42" WEST TO A POINT WHICH LIES SOUTH 0°40' EAST OF THE TRUE POINT OF BEGINNING; THENCE NORTH 0°40' WEST, 98.90 FEET TO THE TRUE POINT OF BEGINNING; EXCEPT THAT PORTION LYING WITHIN THE RIGHT-OF-WAY OF WINSLOW WAY WEST.

ZONING

Zoning: Core

ARCHITECT

Cutler Anderson Architects
Contact: Bruce Anderson
135 Parfitt Way SW
Bainbridge Island, WA 98110
Voice 206.842.4710
Fax 206.842.4420
Email Brucea@cutler-anderson.com,

BUILDING CODE SUMMARY

Applicable Codes:

2015 IBC
2015 Uniform Plumbing Code
2015 International Mechanical Code
2015 Washington State Energy Code

Occupancy:

Construction Types:

Hotel	R1
Banquet, Restaurant, Bar, Meeting	A2
Spa	B
Parking	S2

Building Height:
45 Feet
(defined as average grade to middle of single pitched roof)

Sprinkler Requirement:

Design Criteria:
Snow Load: 25 PSF
Wind Speed: 85 MPH
Minimum Soil Pressure: 3,000 PSF
Flood Hazard: None
Frost Line Depth: 12"
Seismic Design Category: D2
Weathering: Moderate
Termite: Slight to Moderate
Decay: Slight to Moderate
Winter Design Temp: 27° F
Ice Shield Underlayment Required: Yes for Low Slope Roof
Air Freezing Index: 113
Mean Annual Temp: 53° F

LOOKING SOUTH FROM WINSLOW WAY

LOOKING EAST DOWN WINSLOW WAY

LOOKING WEST DOWN WINSLOW WAY

VICINITY MAP

NOTE: Do not scale drawings

PROGRESS: NOT FOR CONSTRUCTION

4/25/19

3009 REGISTERED ARCHITECT
JAMES L. CUTLER
State of Washington

ISSUE/REVISIONS NO.	DATE	DESCRIPTION
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253 Winslow Way West
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Sheet Index, Legal Description, Site Plan, Photos

A1

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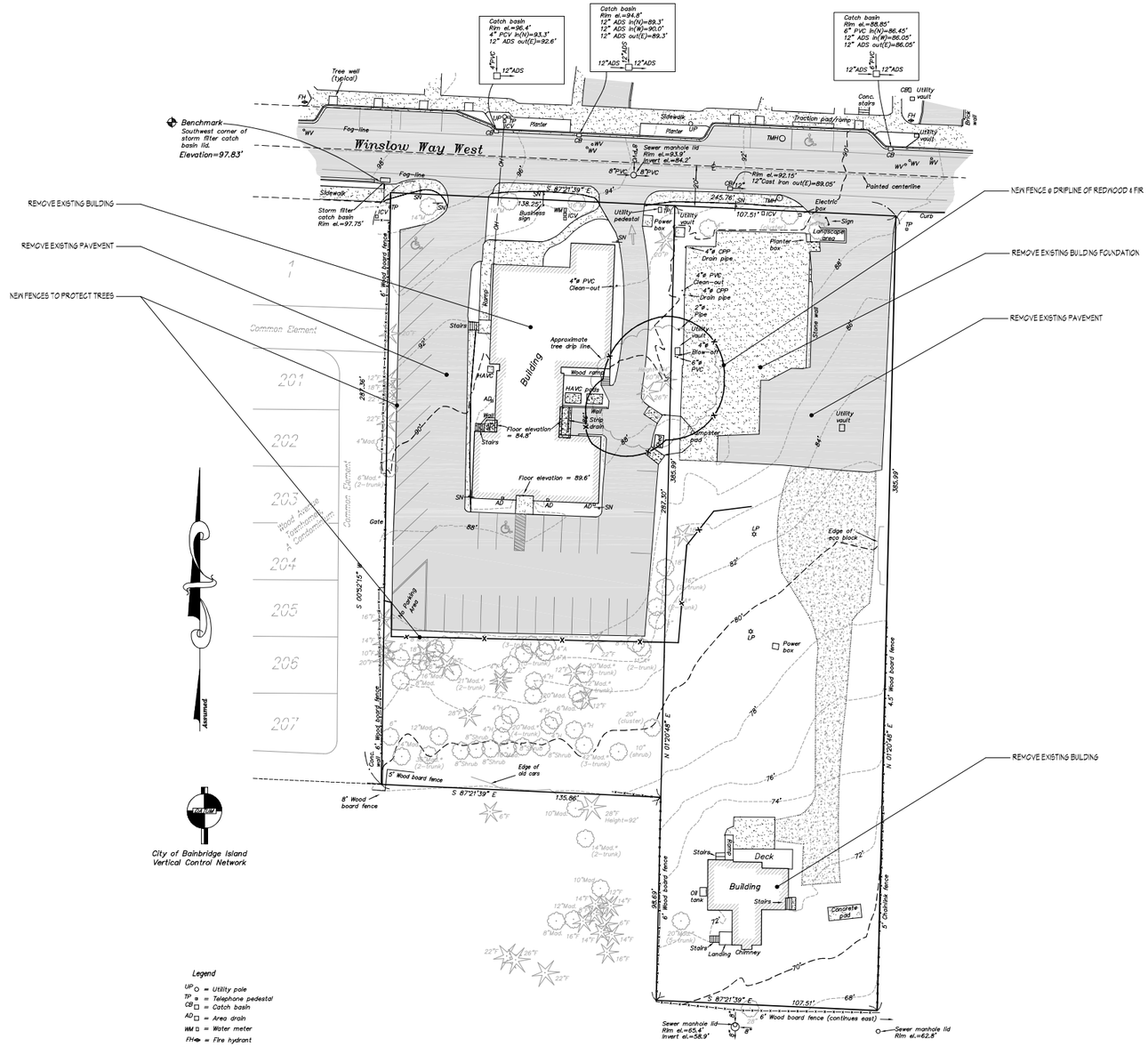
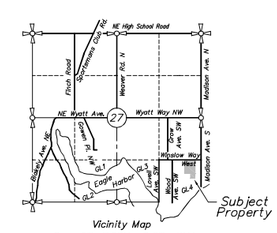


Legend

- LIP = Utility pole
- TP = Telephone pedestal
- CB = Catch basin
- AD = Area drain
- WM = Water meter
- FH = Fire hydrant
- TMH = Telephone manhole lid
- WV = Water valve
- SN = Street sign
- ICV = Irrigation control valve
- LP = Light pole
- —OH— = Overhead utility line
- = Asphalt pavement surface
- = Concrete surface
- = Gravel surface
- 12"M = Deciduous tree with diameter and type (A = alder; M = maple; Mad. = Madrona; H = holly)
- 12"F = Coniferous tree with diameter and type (C = cedar; F = douglas fir; H = hemlock; P = pine; R = redwood)

Notes:

1. Sanitary sewer and storm drain manholes were not entered. Pipe sizes and materials, where shown, were observed from outside of the manhole only and should be verified.
2. Subsurface utilities were not located.
3. This drawing does not purport to show all easements, restrictions and reservations burdening or benefiting the subject property.
5. This drawing and the information thereon is for the sole use of the client under this contract.
6. This drawing does not constitute a boundary survey of the subject property.
7. All tree labels with (*) are multi-trunk trees with and averaged diameter.



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

GRAPHIC SCALE
(IN FEET)

Topography

of a portion of

Government Lot 4

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

City of Bainbridge Island, Kitsap County Washington

Prepared for Madison Avenue Development

ADAM • GOLDSWORTHY • OAK
A G O LAND SURVEYING, LLC
1015 NE HOSTMARK ST. (360)779-4299
POULSBO, WA 98370 (206)842-9598

DATE 9/28/18 FIELD BOOK 1387/1418/1500
DRAWING 6163T SHEET 1/1

9/28/18

SURVEY & DEMOLITION PLAN 1
SCALE: 1" = 30'

NOTE: Do not scale drawings

PROGRESS: NOT FOR CONSTRUCTION

4/25/19

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State of Washington

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Site Survey/Demo Plan, Photos

A2

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FIGURE GROUND DRAWING

SCALE: 1" =200

4/25/19

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Figure Ground Drawing

A15

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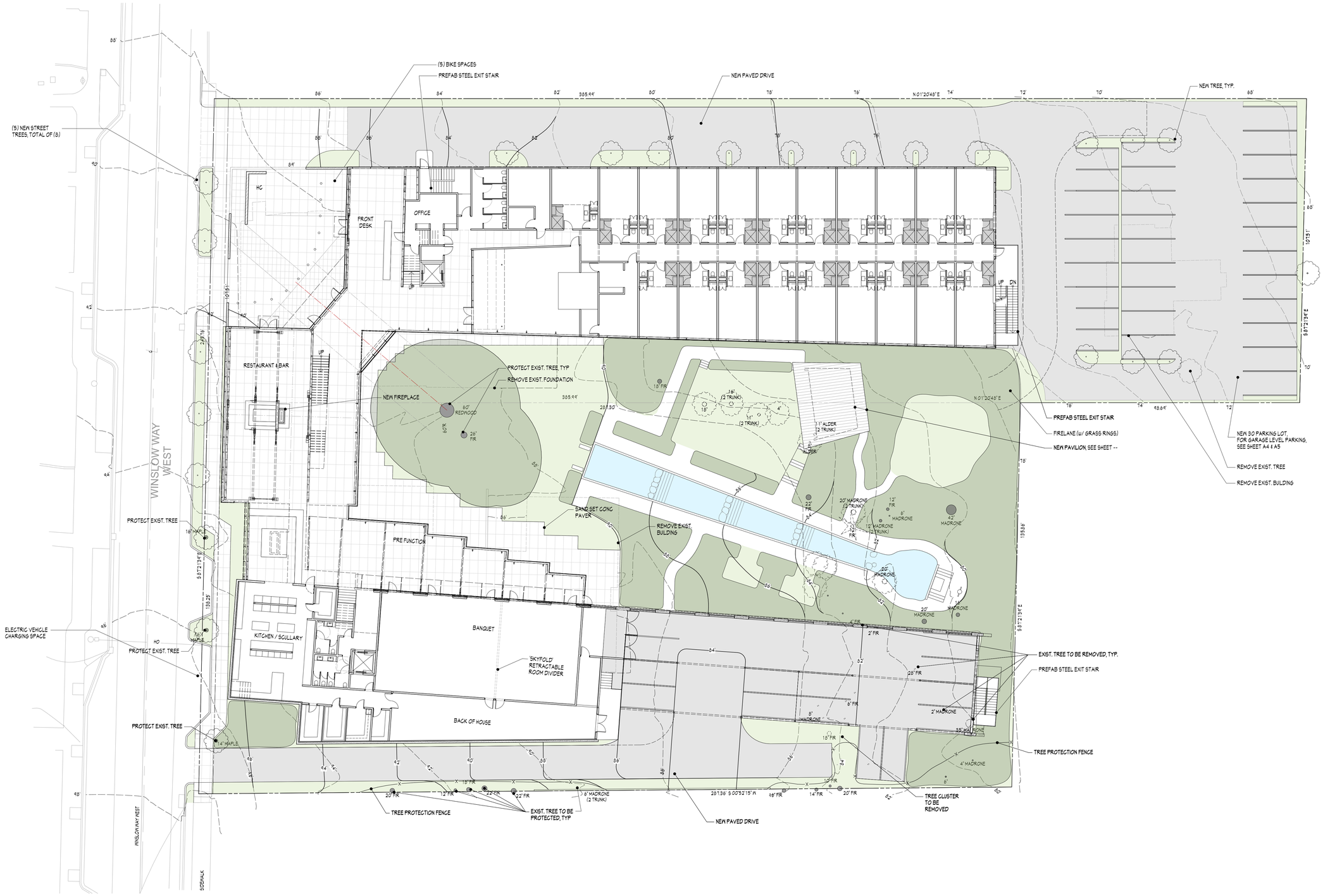

LANDSCAPE PLAN 1

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

NOTE: Do not scale drawings

PROGRESS: NOT FOR CONSTRUCTION

6/4/19

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Landscape Plan

A3

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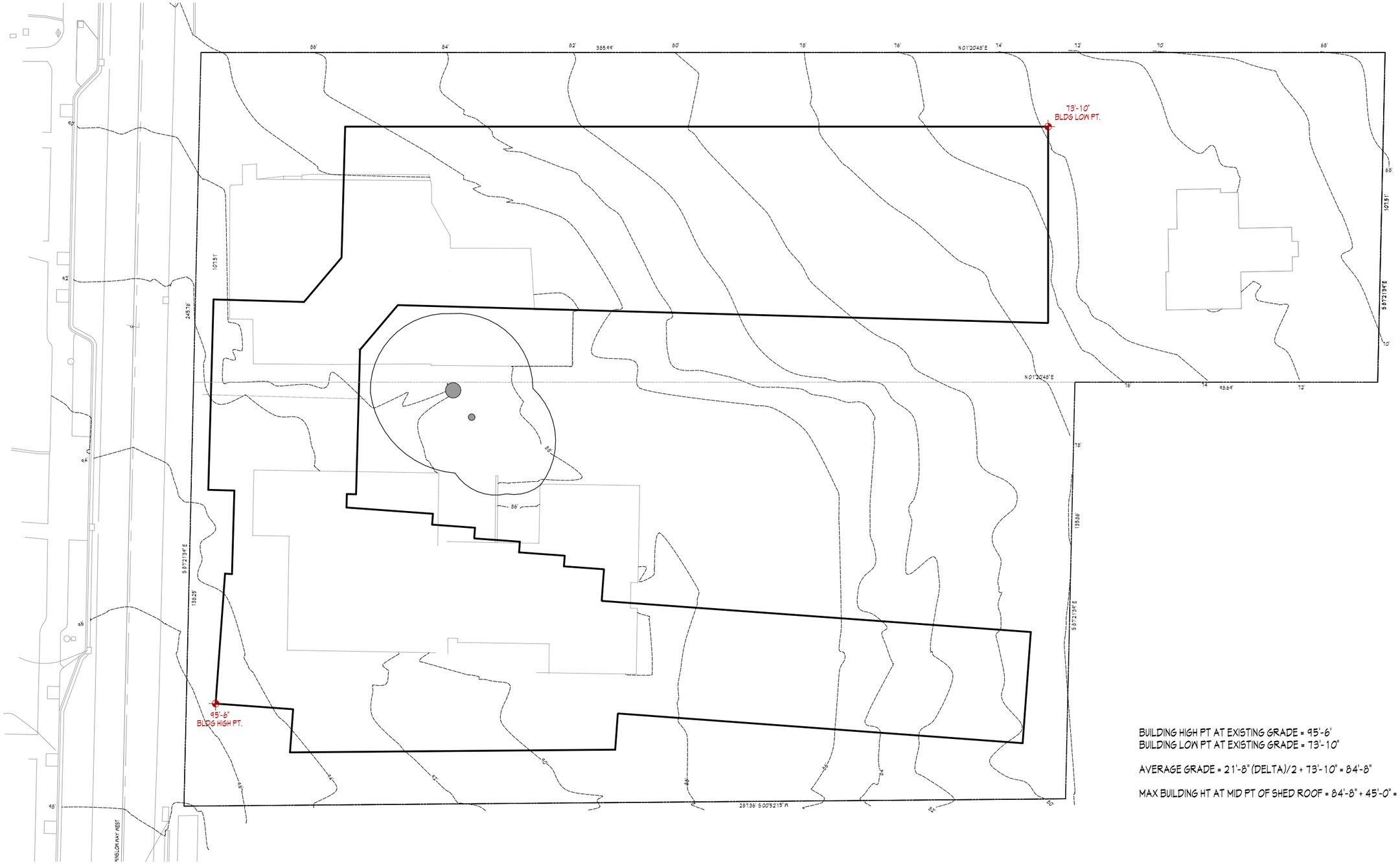


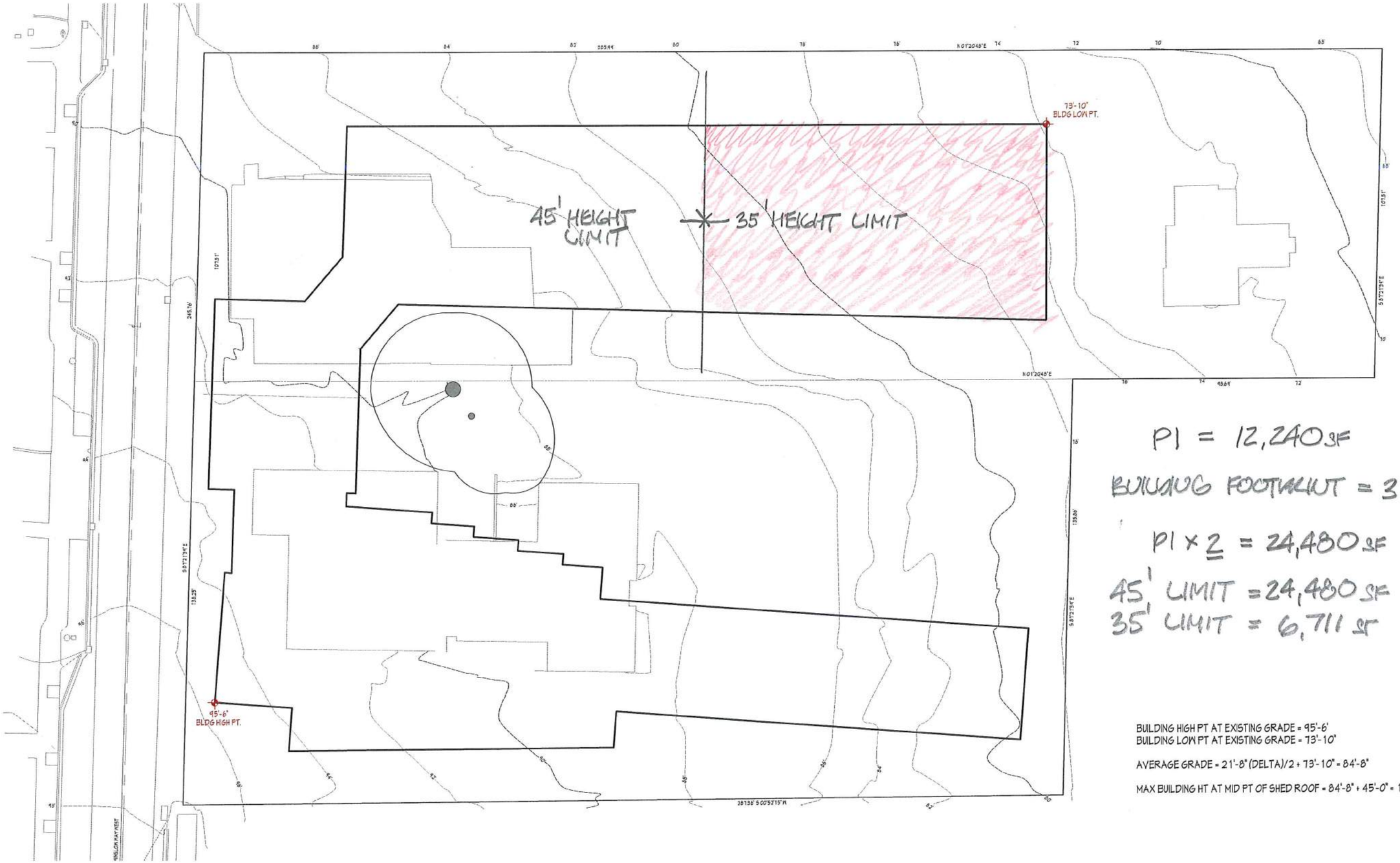
BUILDING HIGH PT AT EXISTING GRADE = 95'-6'
BUILDING LOW PT AT EXISTING GRADE = 73'-10"

AVERAGE GRADE = 21'-8" (DELTA)/2 + 73'-10" = 84'-8"

MAX BUILDING HT AT MID PT OF SHED ROOF = 84'-8" + 45'-0" = 129'-8"

AVERAGE ELEVATION DIAGRAM

SCALE: 1/32" = 1'-0"



P1 = 12,240 SF

BUILDING FOOTPRINT = 31,191 SF

P1 × 2 = 24,480 SF

45' LIMIT = 24,480 SF

35' LIMIT = 6,711 SF

BUILDING HIGH PT AT EXISTING GRADE = 95'-6"
BUILDING LOW PT AT EXISTING GRADE = 73'-10"

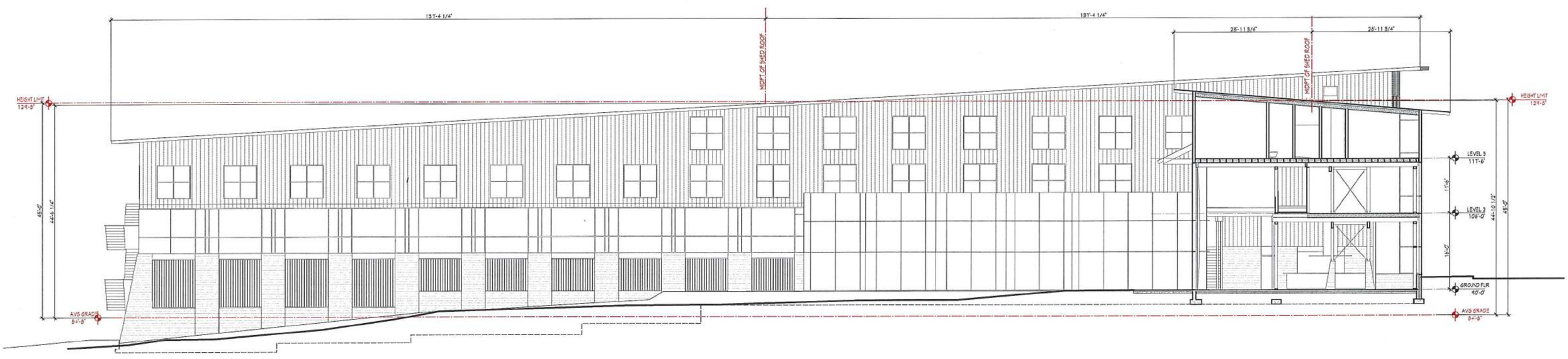
AVERAGE GRADE = 21'-8" (DELTA)/2 + 73'-10" = 84'-8"

MAX BUILDING HT AT MID PT OF SHED ROOF = 84'-8" + 45'-0" = 129'-8"

6.7.19 CAA

AVERAGE ELEVATION DIAGRAM

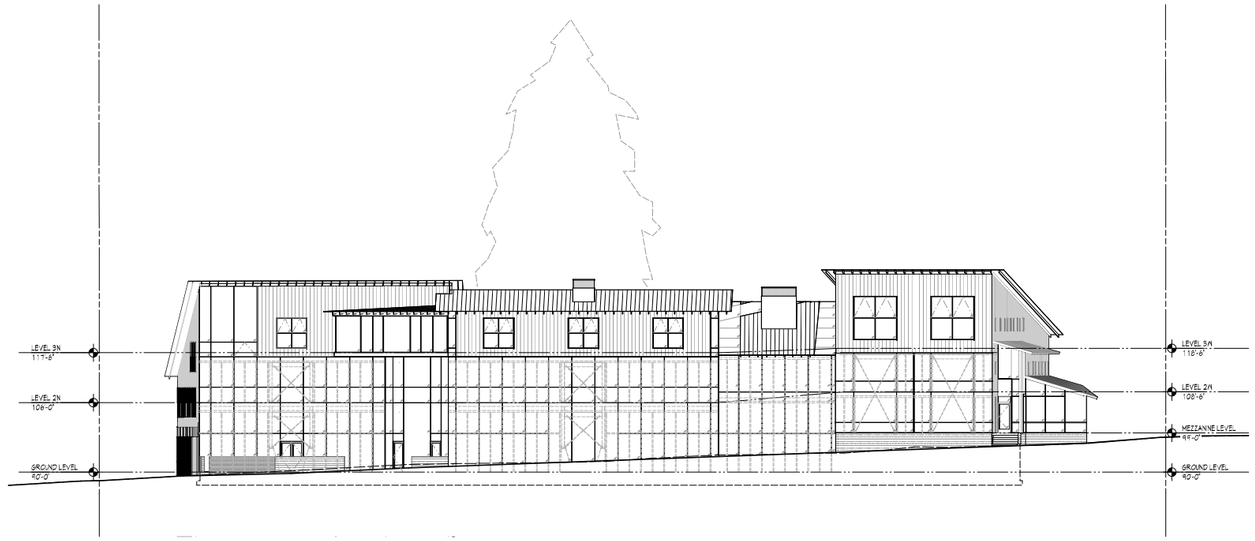
SCALE: 1/32" = 1'-0"



6.7.19 CAA

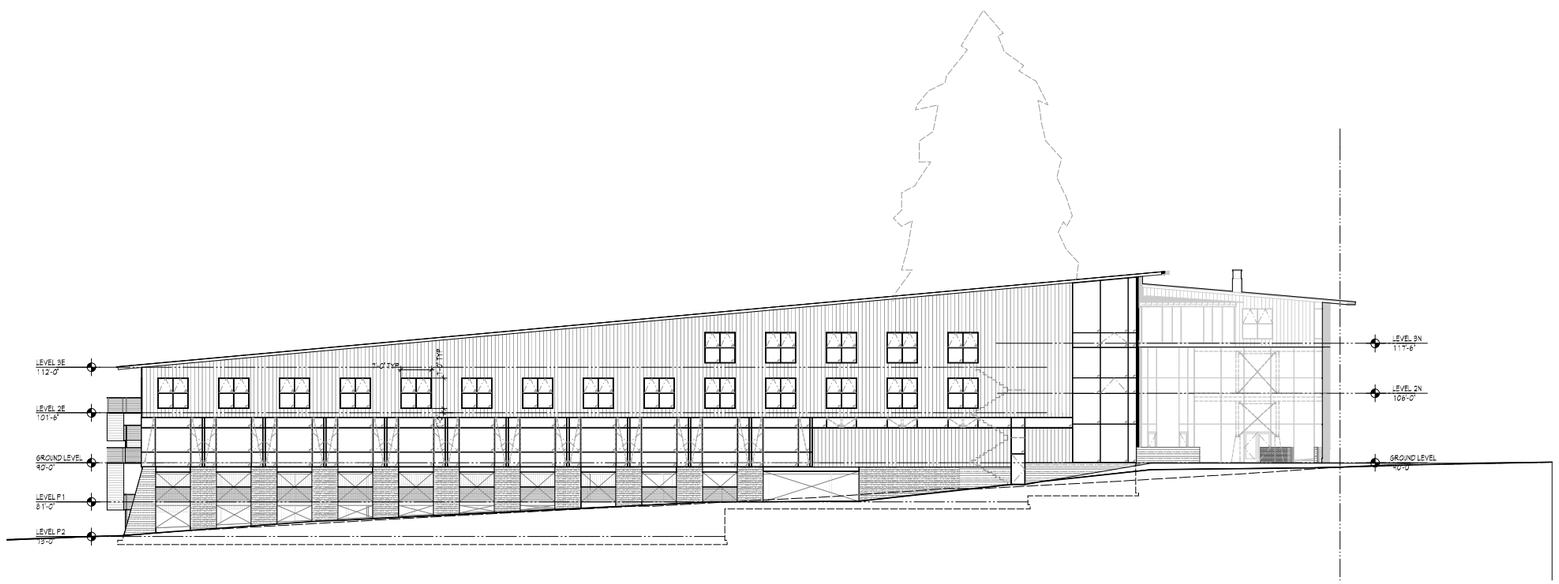
MAX BLDG HT DIMENSIONS

SCALE: 1" = 20'



NORTH ELEVATION 1

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



EAST ELEVATION 2

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

NOTE: Do not scale drawings

PROGRESS: NOT FOR CONSTRUCTION

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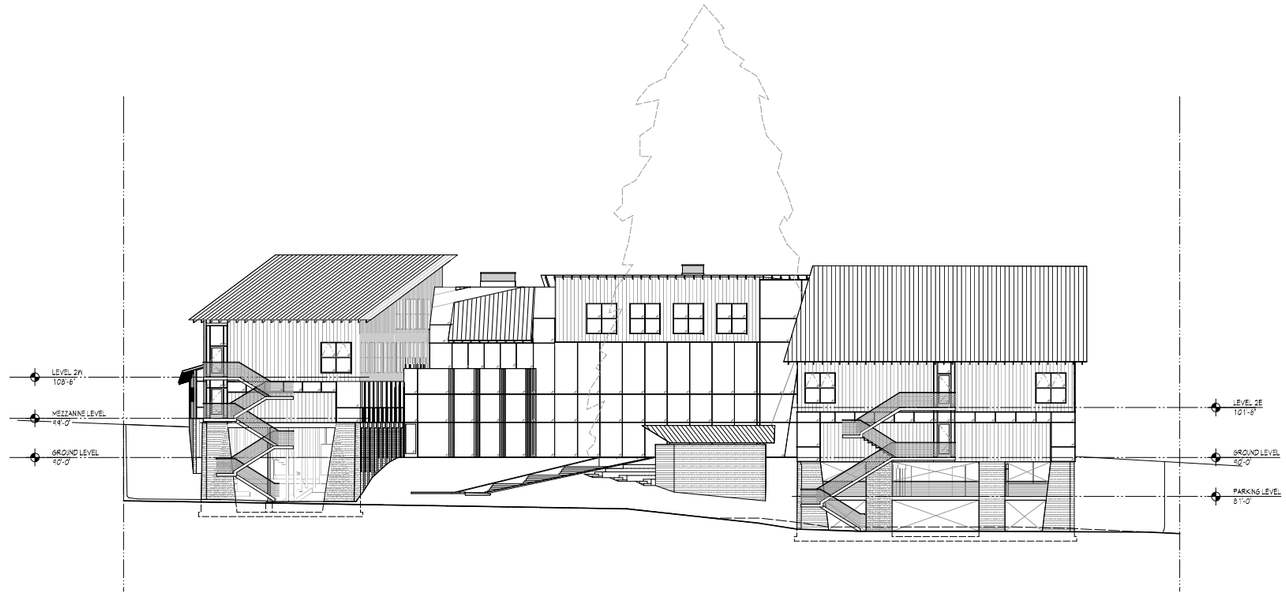
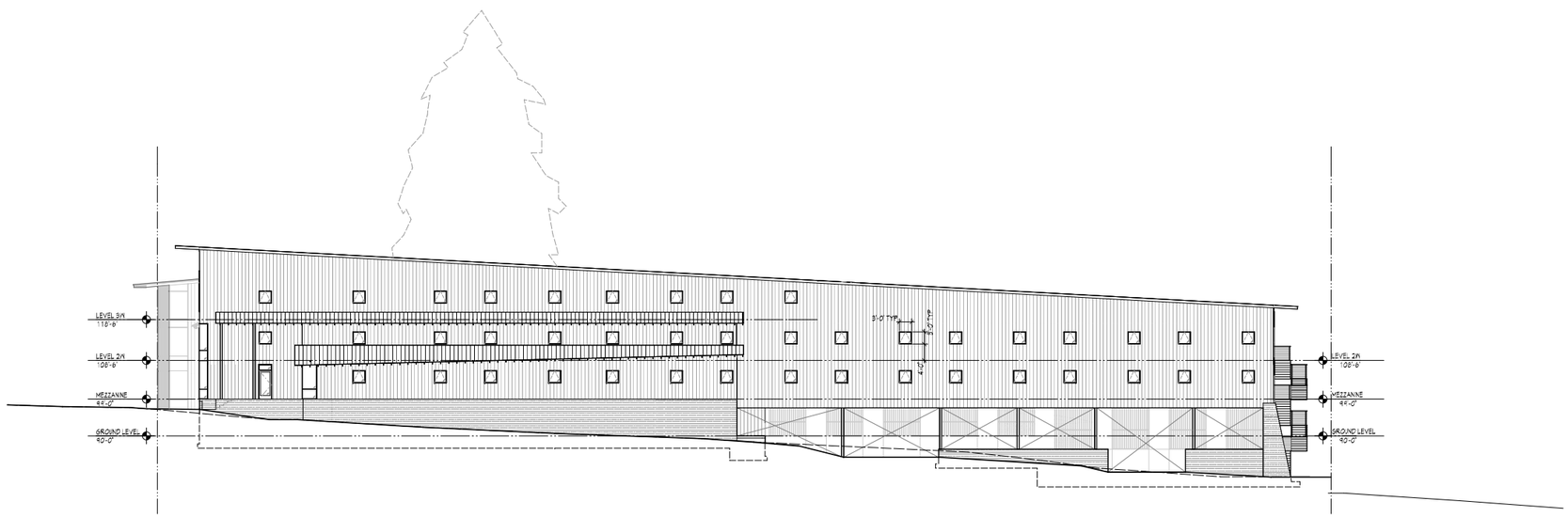
Elevations

A10



SOUTH ELEVATION 1

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



WEST ELEVATION 2

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

PROGRESS: NOT FOR CONSTRUCTION

NOTE: Do not scale drawings

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Elevations

A11

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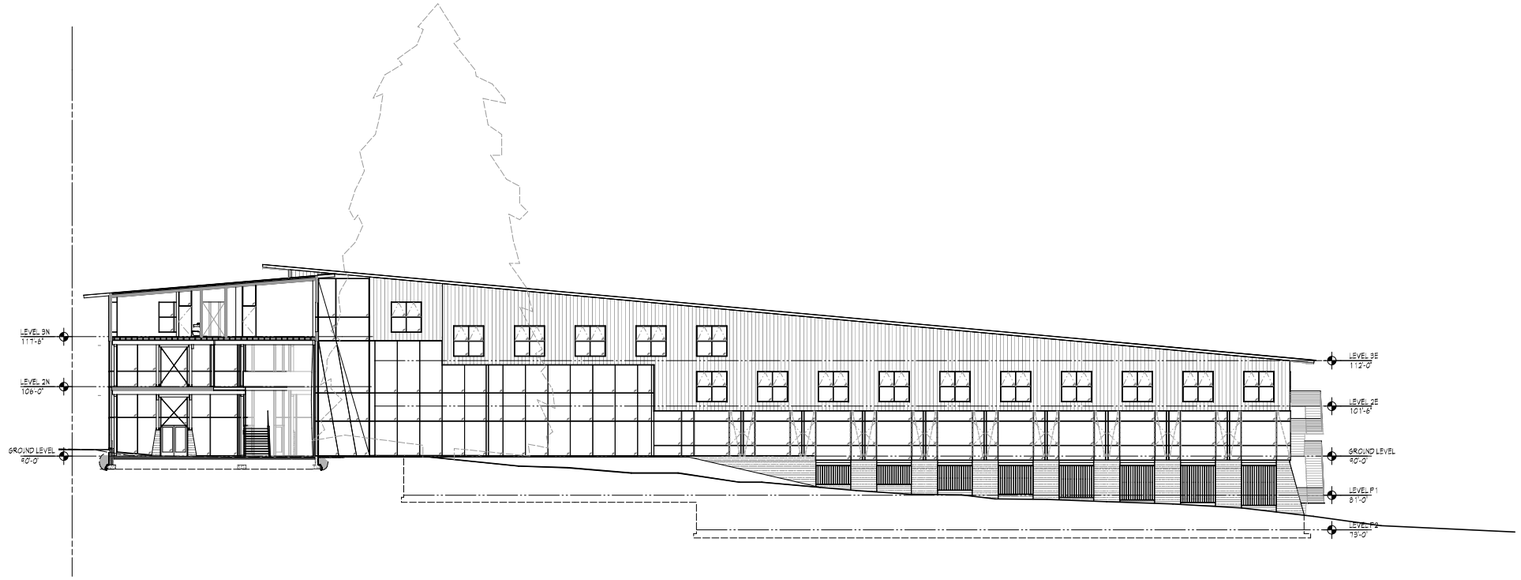
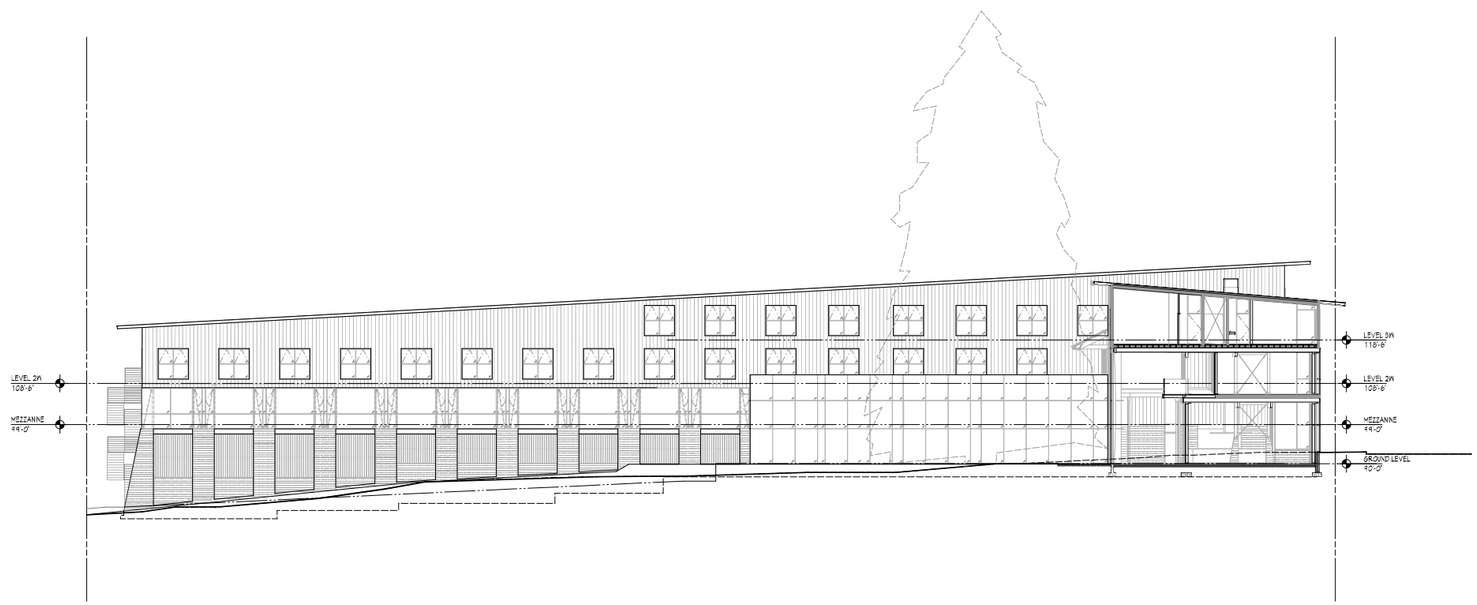


EAST COURTYARD ELEVATION 1

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



WEST COURTYARD ELEVATION 2

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

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Courtyard Elevations

A12

NOTE: Do not scale drawings

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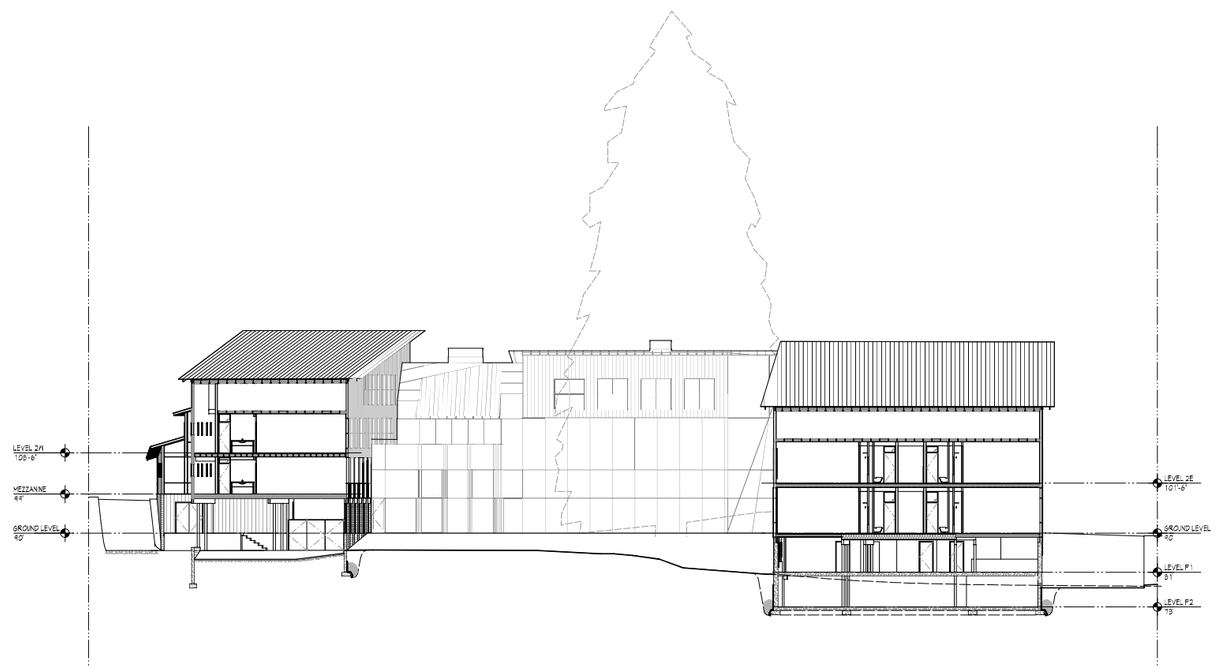

EAST/WEST SECTION 1

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

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East/West Section

A13

NOTE: Do not scale drawings

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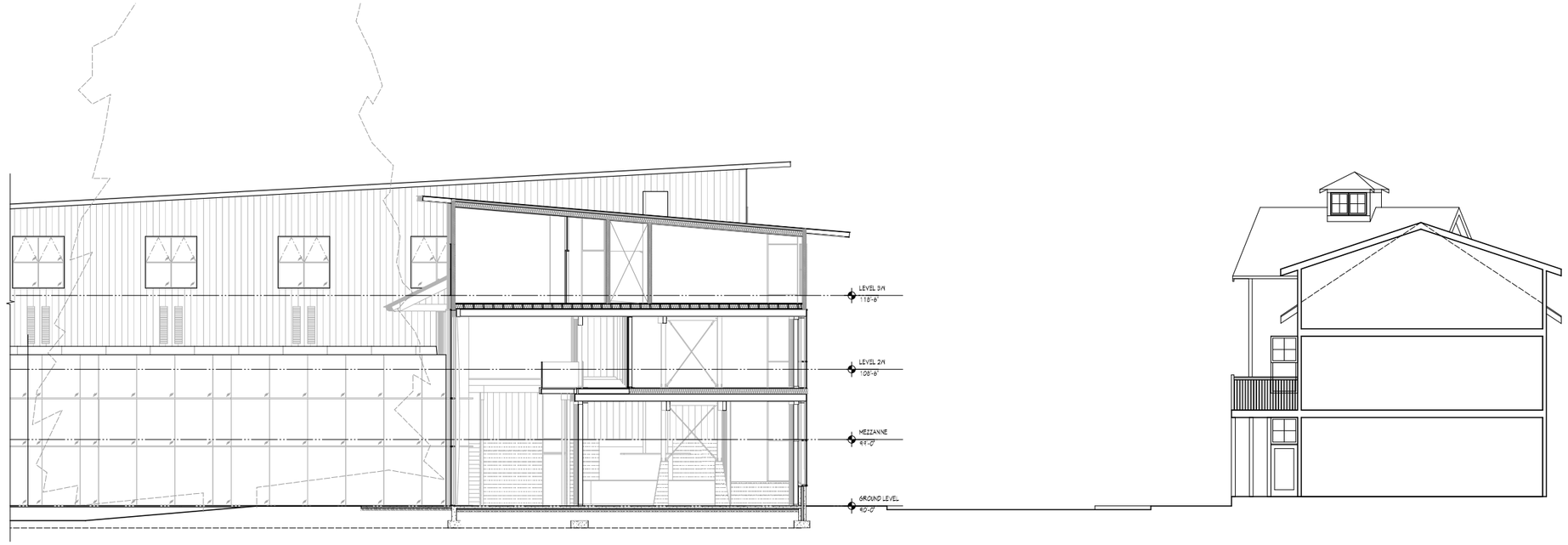

WINSLOW WAY CROSS SECTION

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

WEST SIDE NEIGHBORS

NOTE: Do not scale drawings

PROGRESS: NOT FOR CONSTRUCTION

4/25/19

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State of Washington

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Street Cross Section & West Property Photo

A16

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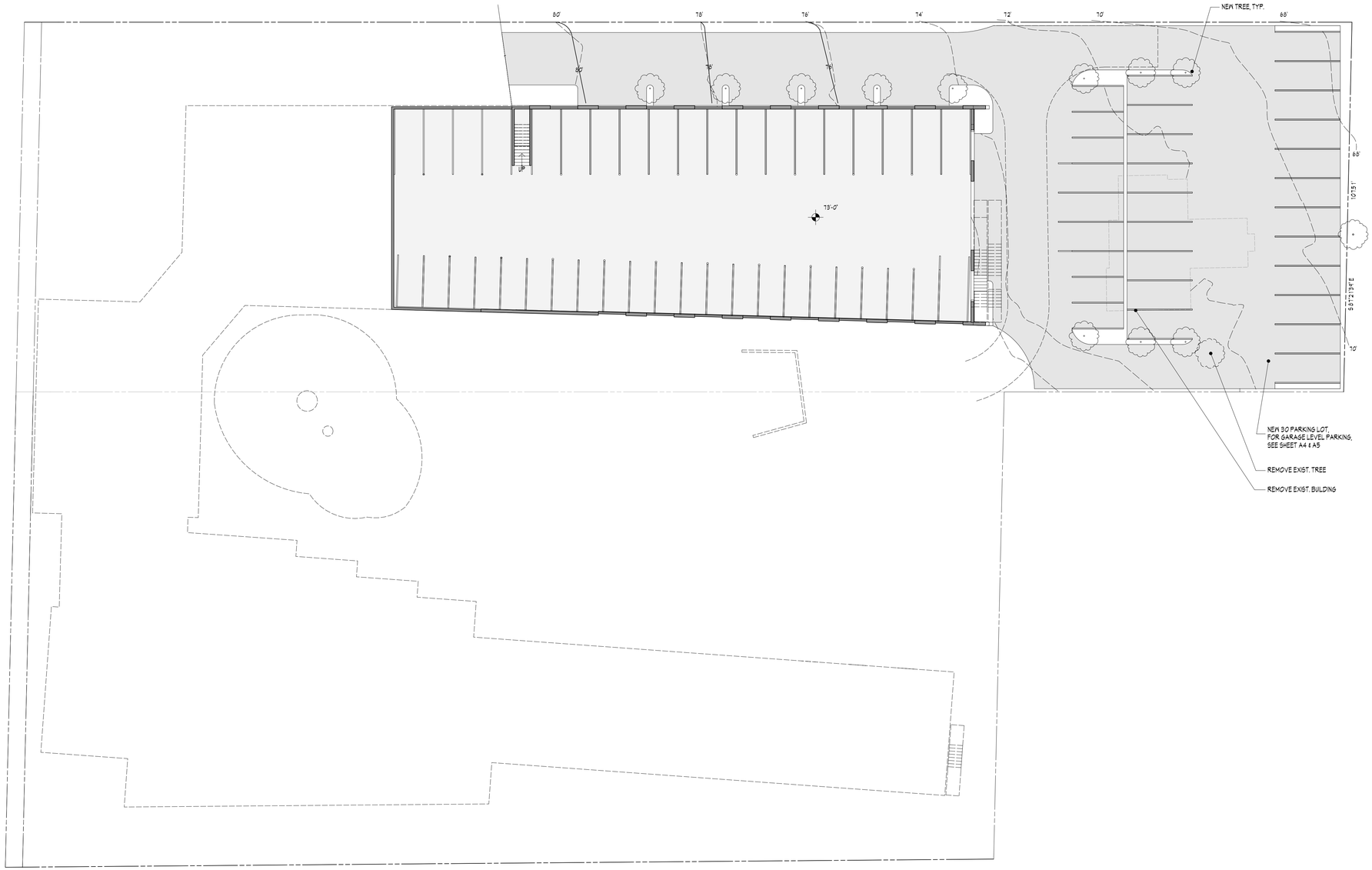
DEC 27 2018
PCD DEPT



LEVEL P2

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

NOTE: Do not scale drawings

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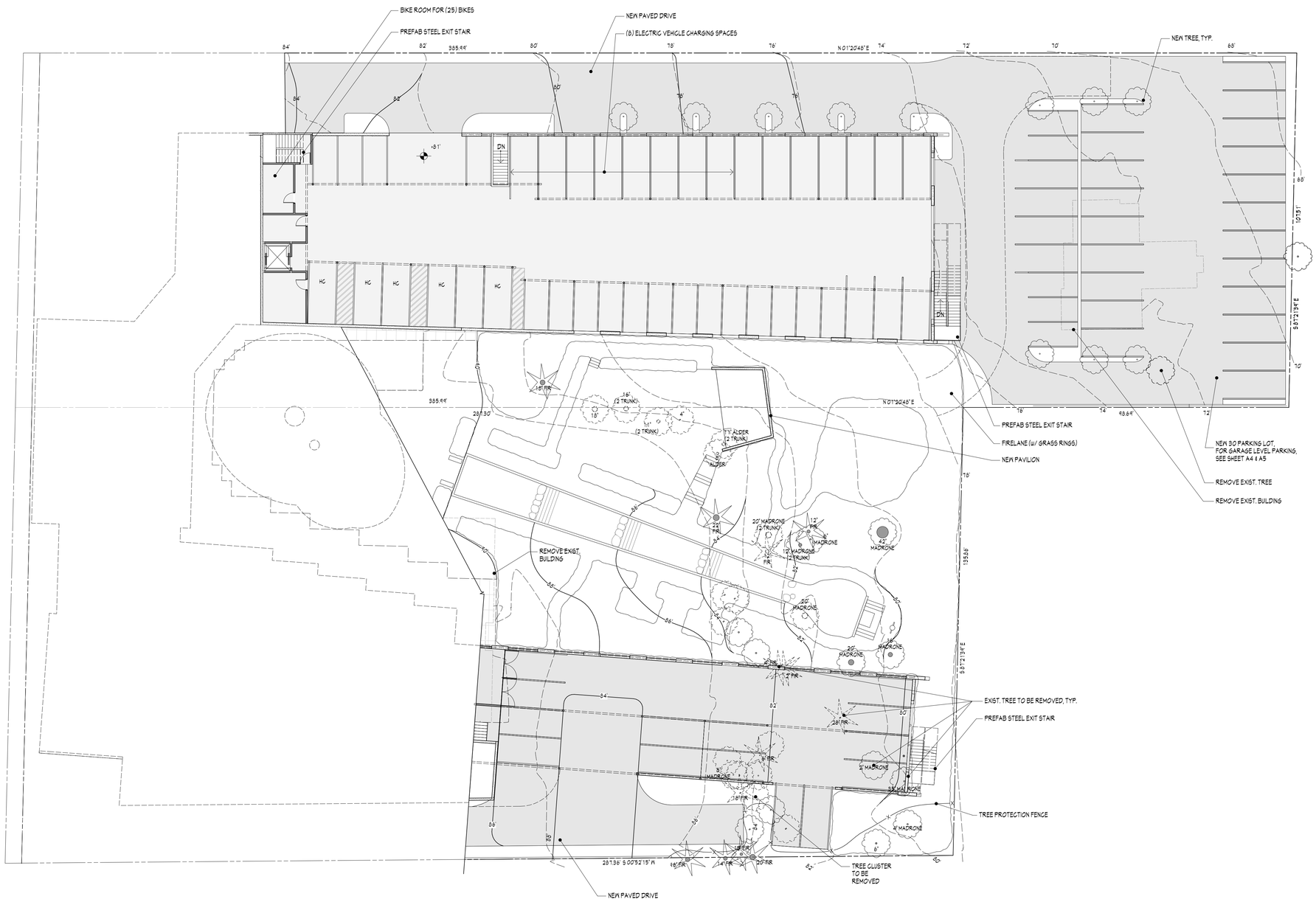
Parking Level P2 Plan

A4



LEVEL P1

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

NOTE: Do not scale drawings

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6/4/19

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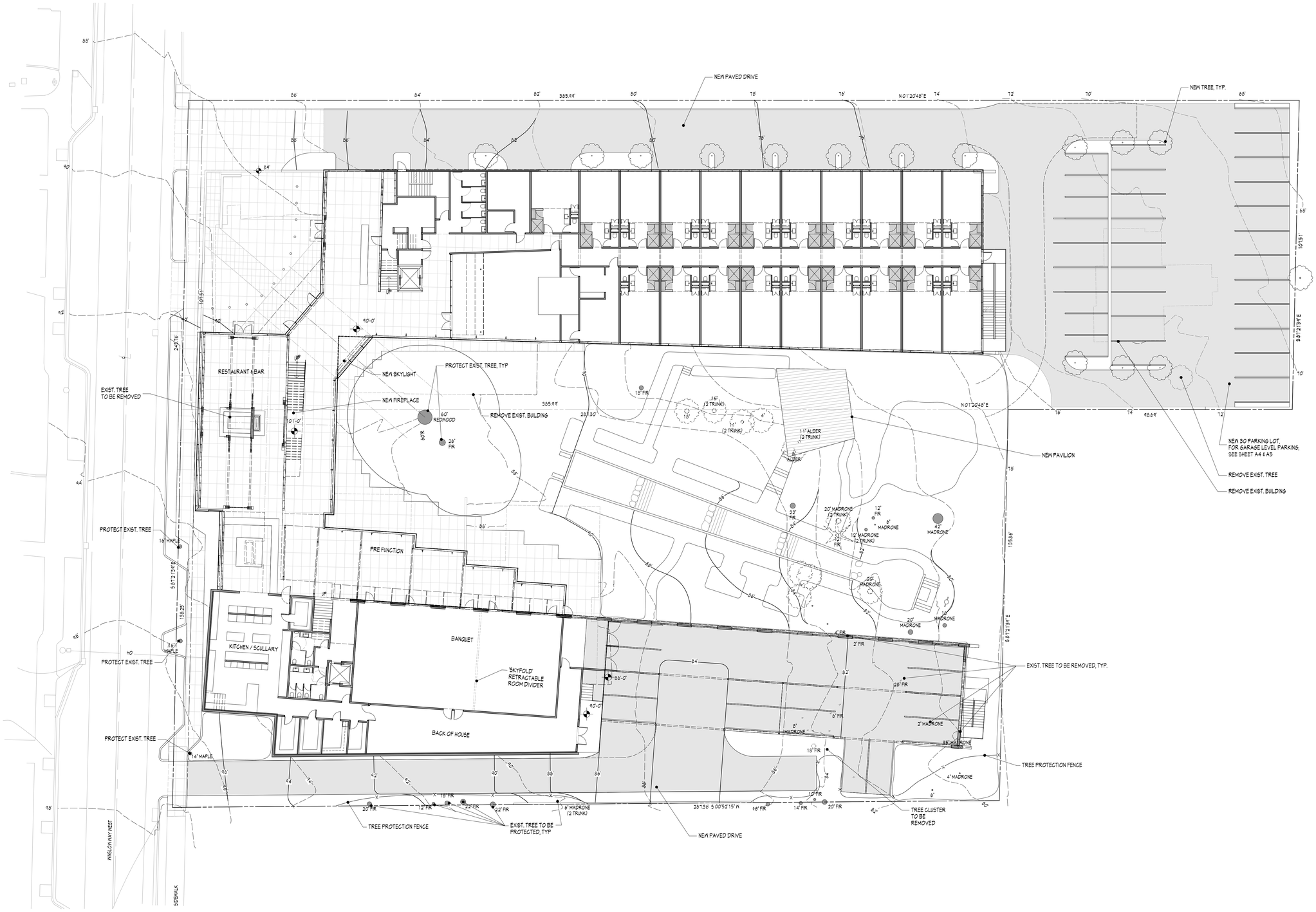
Parking Level P1 Plan

A5



MAIN FLOOR PLAN

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

NOTE: Do not scale drawings

PROGRESS: NOT FOR CONSTRUCTION

4/25/19

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State of Washington

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Main Floor Plan

A6

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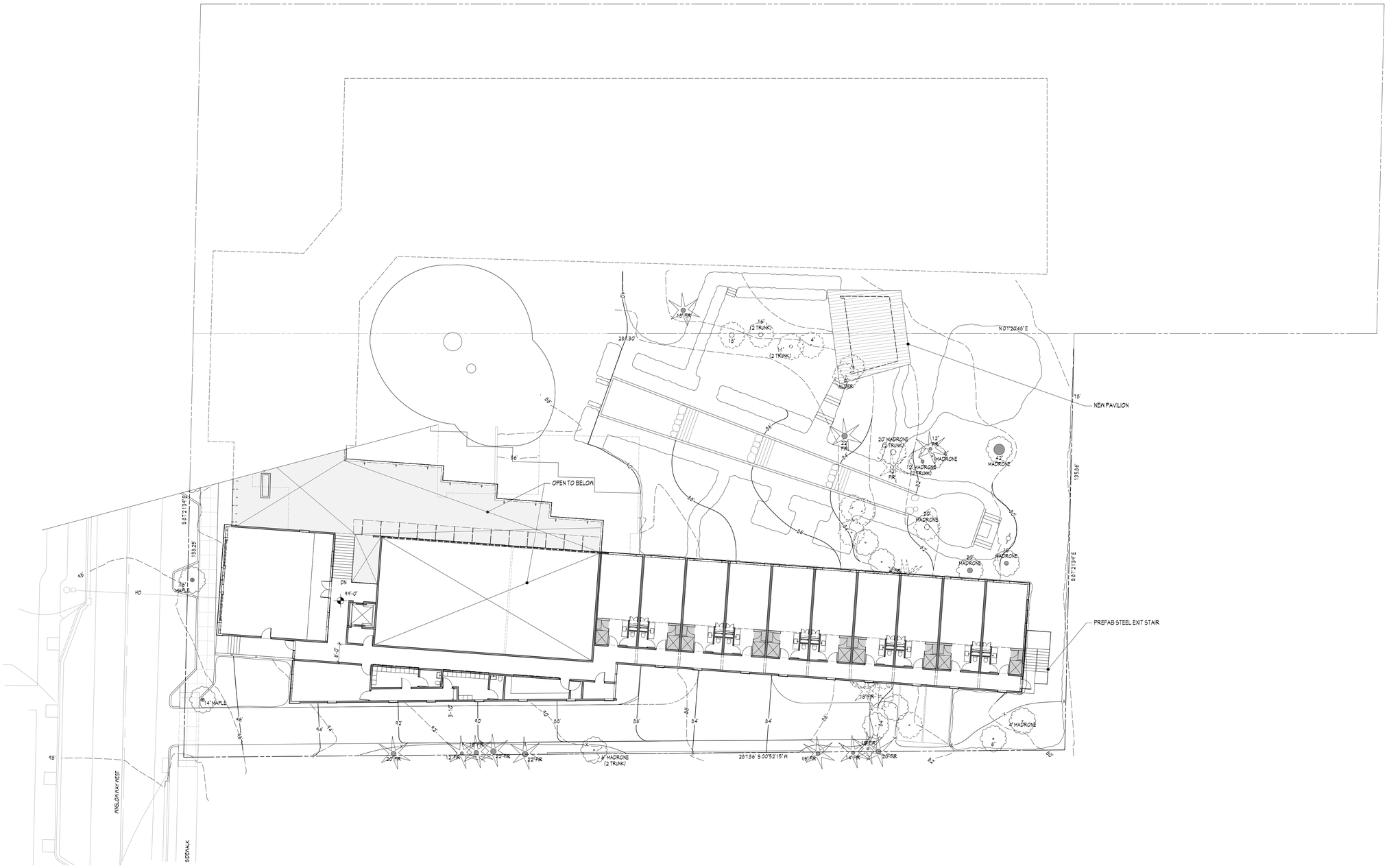

MEZZANINE PLAN

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

NOTE: Do not scale drawings

PROGRESS: NOT FOR CONSTRUCTION

4/25/19

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Mezzanine Plan

A7

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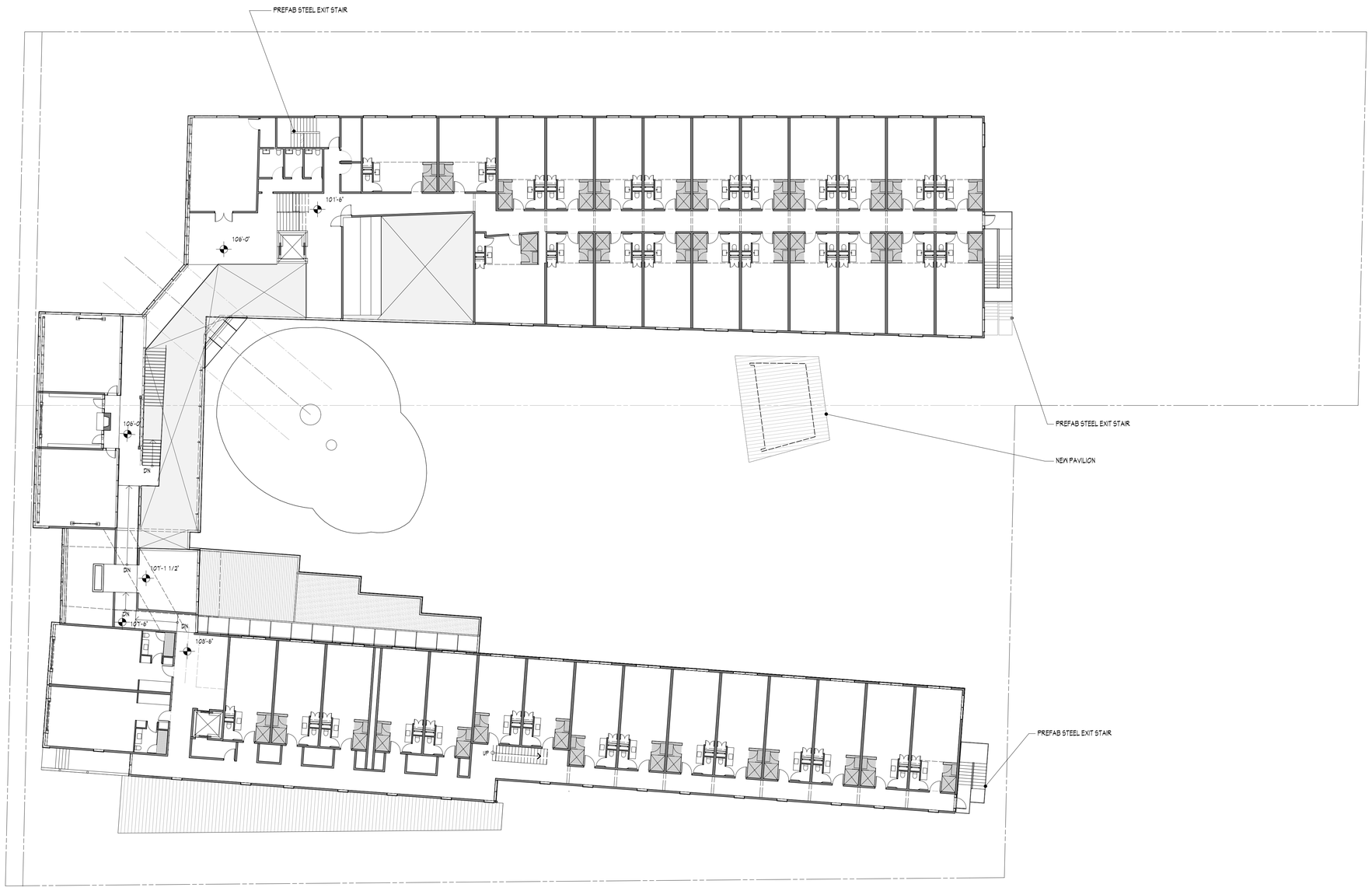

SECOND FLOOR PLAN

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

NOTE: Do not scale drawings

PROGRESS: NOT FOR CONSTRUCTION

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4/25/19

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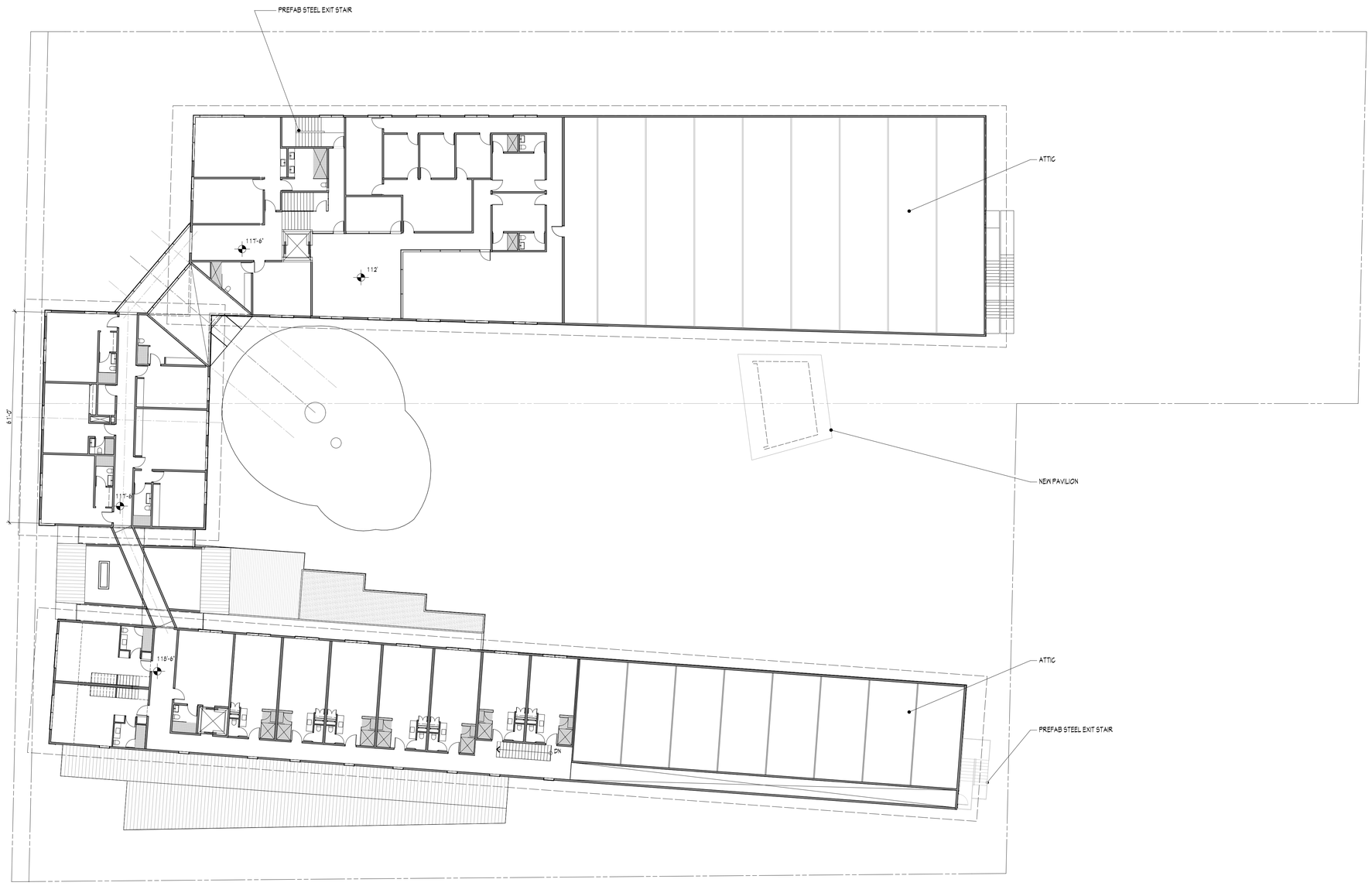
Second Floor Plan

A8



THIRD FLOOR PLAN

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

NOTE: Do not scale drawings

PROGRESS: NOT FOR CONSTRUCTION

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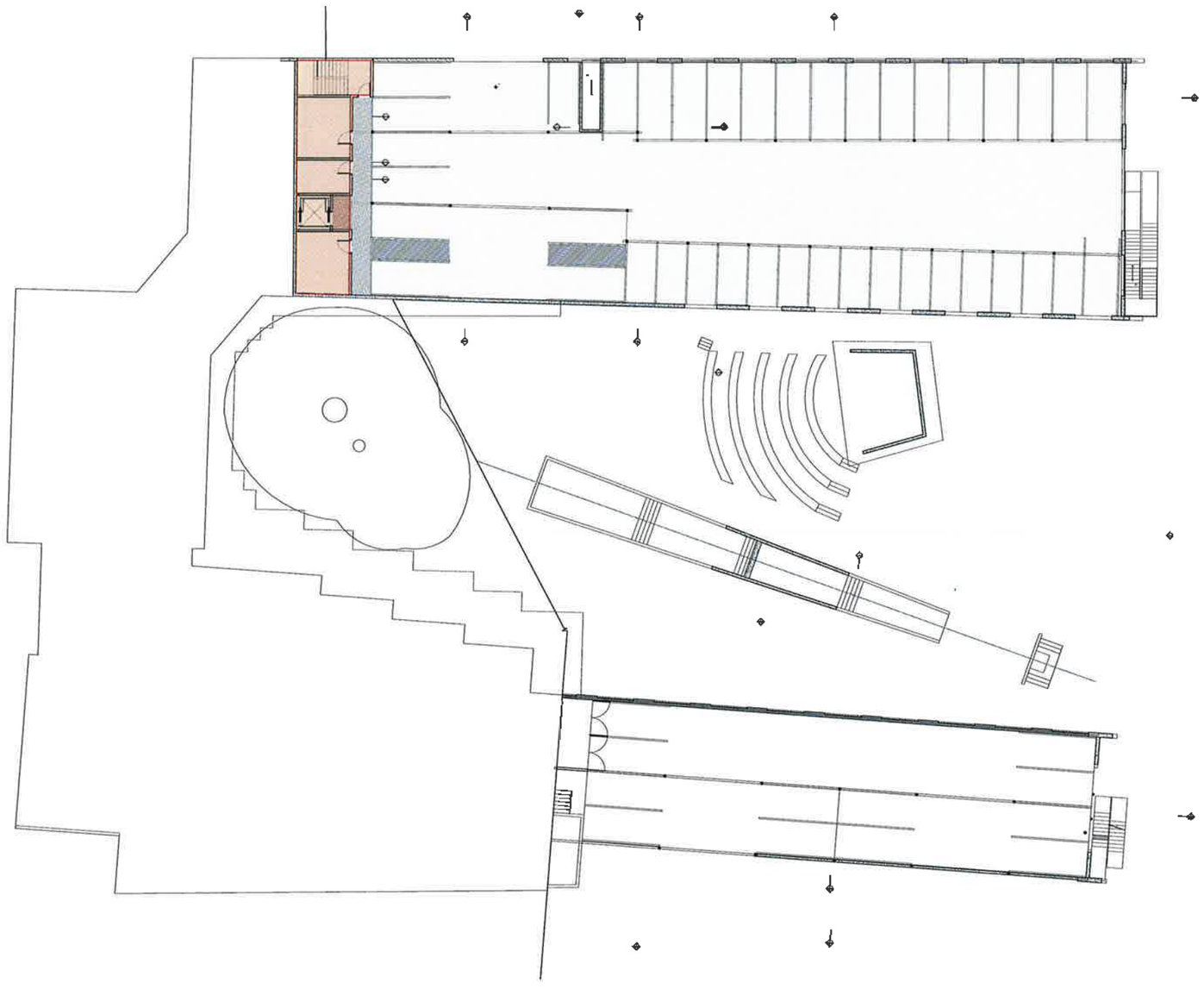
Third Floor Plan

A9

LOT AREA = 80,854.25 SF
= 1.86 ACRES

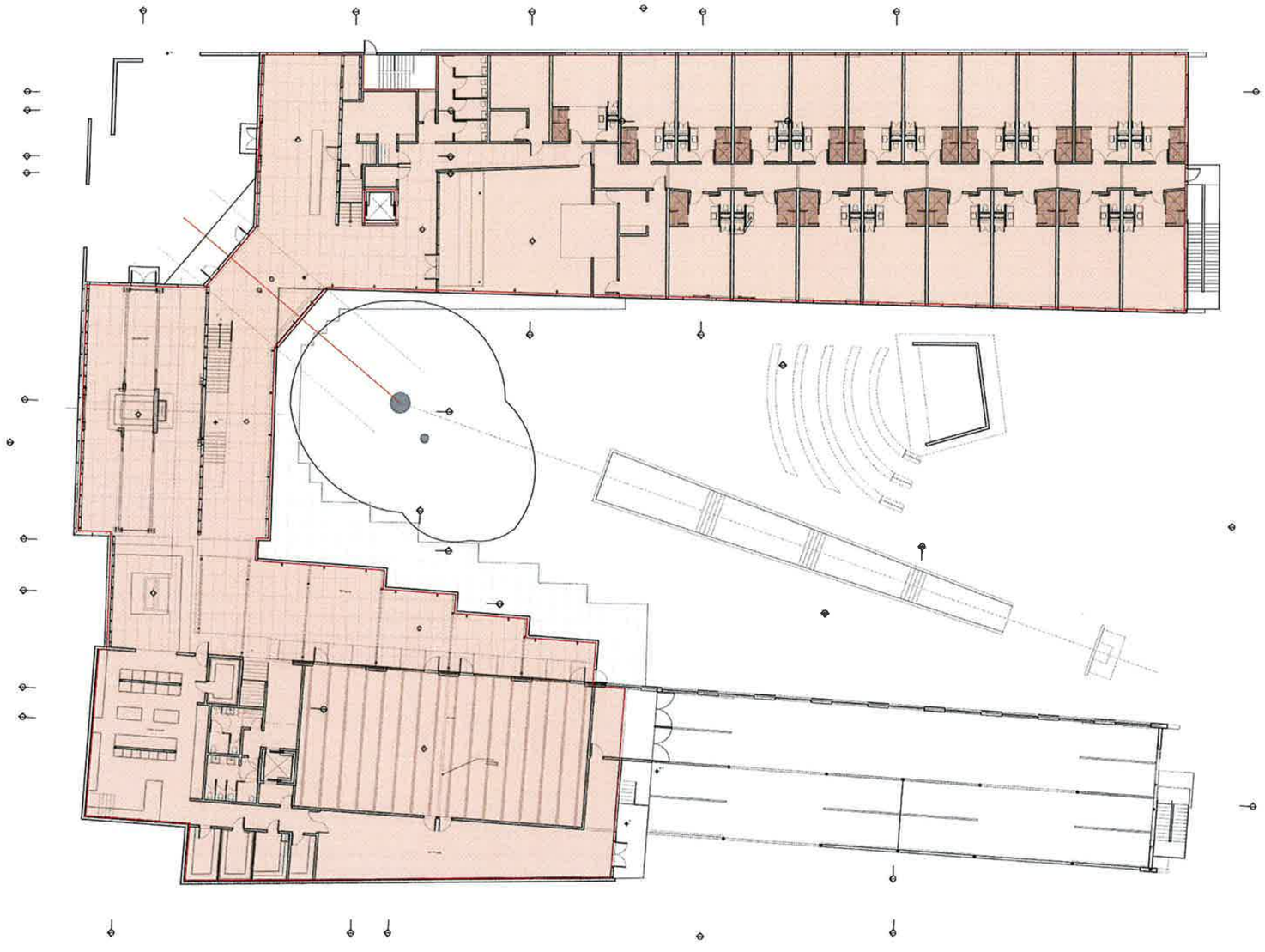
3RD FLR	14561
2ND FLR	24815
MEZZ	8028
1ST FLR	25382
PARKING P1	785
	73,571 SF

FAR = 73571 / 80854.25 = .91



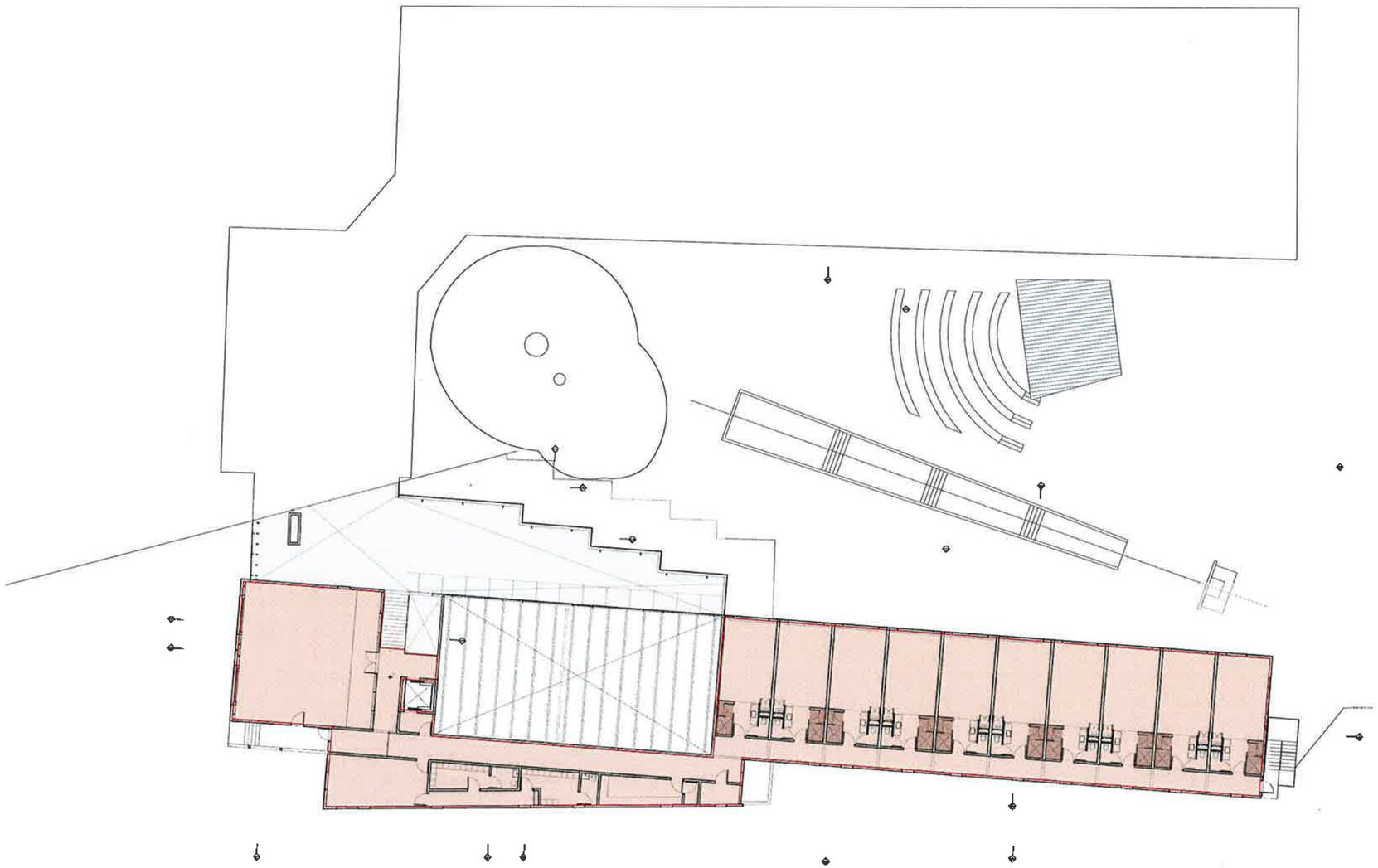
GARAGE P1: FA = 785 SF

SCALE: 1/32" = 1'-0"



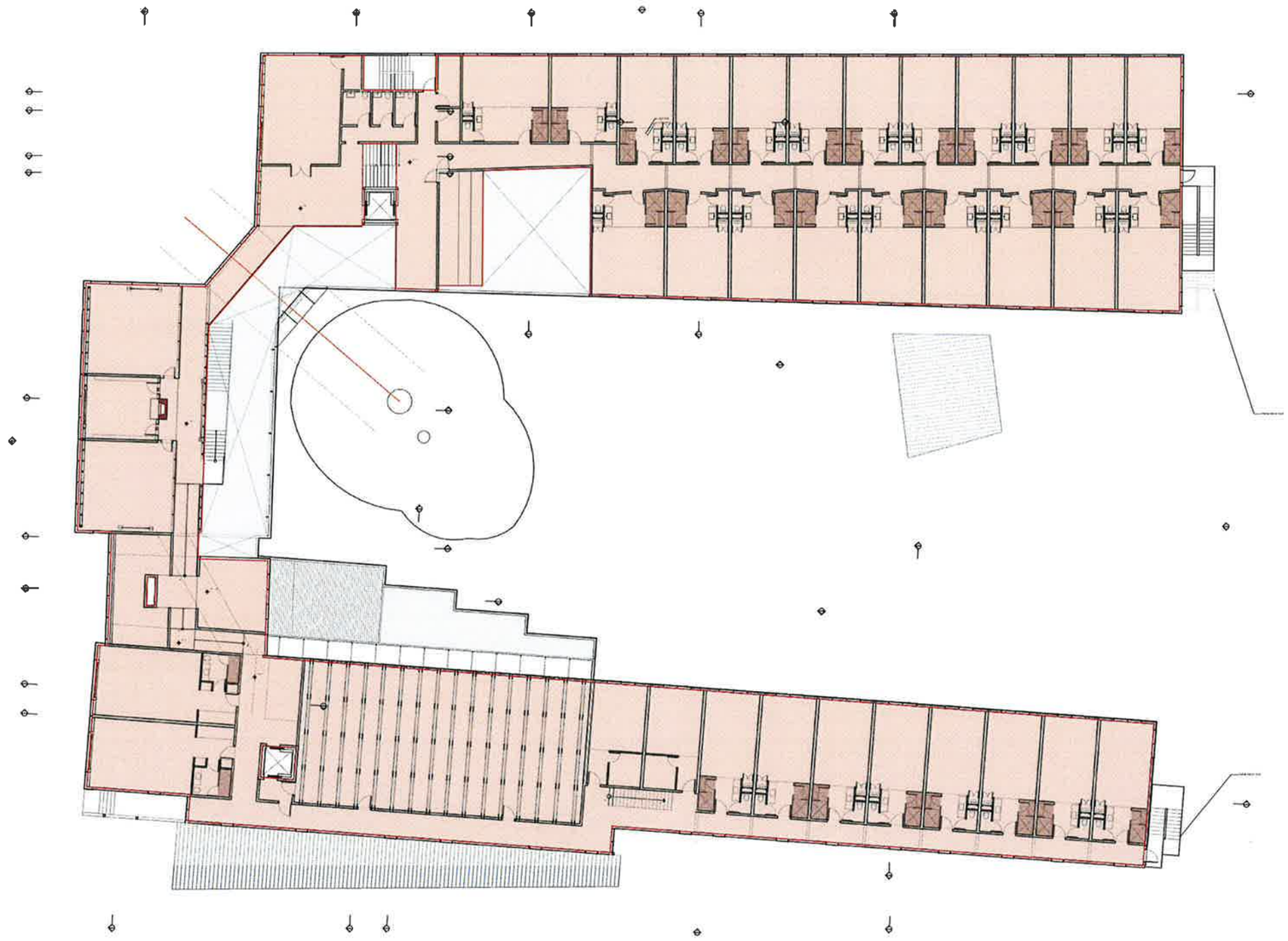
GROUND FLR.: FA = 25,382 SF

SCALE: 1/32" = 1'-0"



MEZZANINE: FA = 8 028 SF

SCALE: 1/32" = 1'-0"



2ND FLR: FA = 24,815 SF

SCALE: 1/32" = 1'-0"

3RD FLR: FA = 13,956 + 605 = 14,561 SF

SCALE: 1/32" = 1'-0"

BUILDING FOOTPRINT = 31,191 SF
PAVILION FOOTPRING = 344 SF
TOTAL FOOTPRINT 31,535 SF

LOT AREA = 80,854 SF

LOT AREA COVERAGE = 31,535/80,854 = 39%

LOT AREA COVERAGE

SCALE: 1/32" = 1'-0"

1 Tree & Vegetation Retention Plan
1" = 20'-0"

NORTH SCALE: 1"= 20'-0"

Existing Tree Legend

- EXISTING CONIFER TREE TO BE RETAINED.
- EXISTING DECIDUOUS TREE TO BE RETAINED.
- EXISTING CONIFER TREE TO BE REMOVED.
- EXISTING DECIDUOUS TREE TO BE REMOVED.
- 1 TREE NO. (REFER TO TREE CALCULATIONS AND ARBORIST REPORT (FORTHCOMING) FOR ADDITIONAL INFORMATION.

PROGRESS: NOT FOR CONSTRUCTION

STATE OF WASHINGTON JONATHAN D. MORRIS NO. 736 EXP. 2/21/2019 LANDSCAPE ARCHITECT

NOTE: Do not scale drawings

12/27/2018

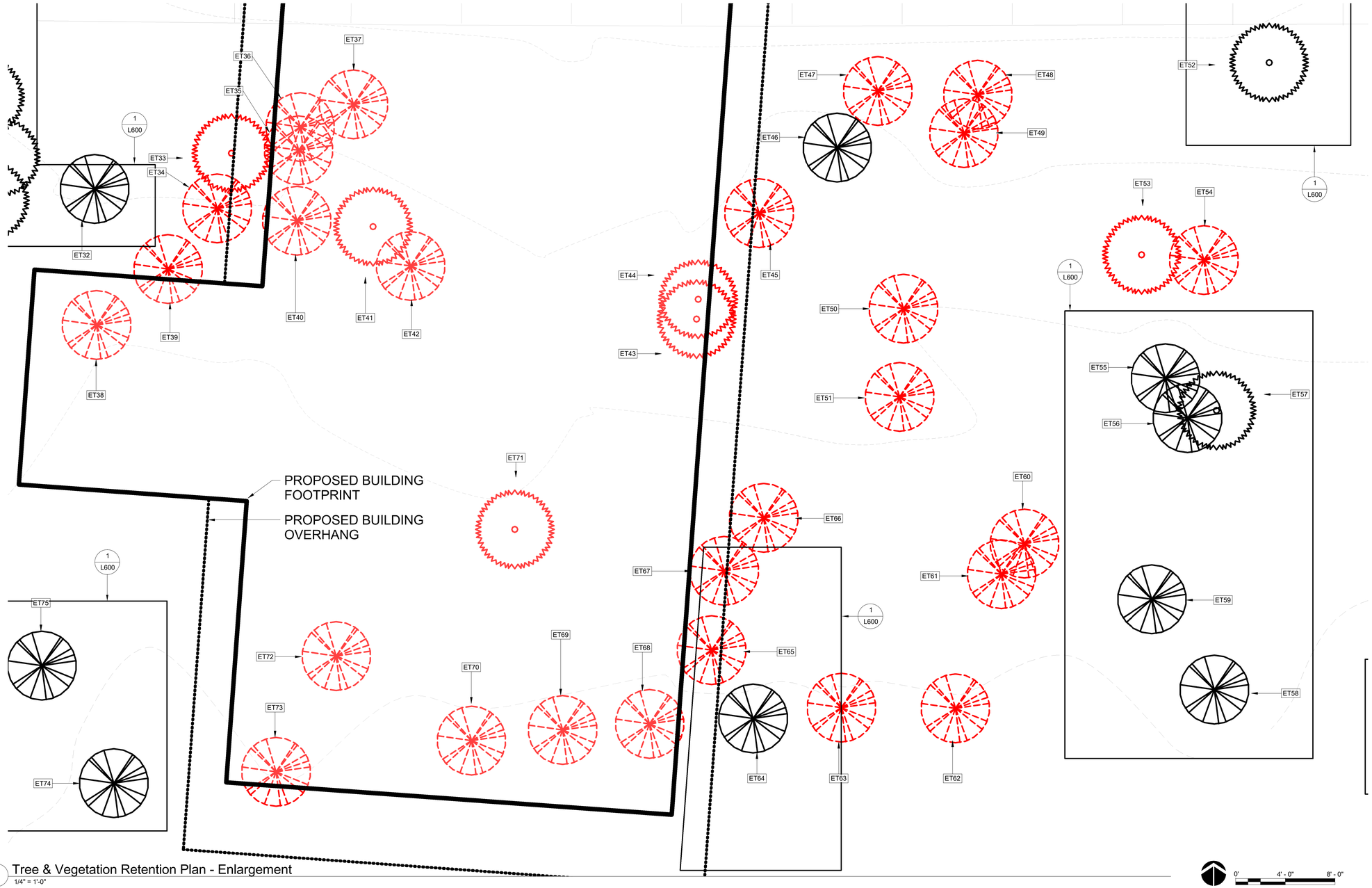
REVISIONS		
MK	DATE	DESCRIPTION

berger PARTNERSHIP
1927 Post Alley, Ste. 2
Seattle, WA 98101
206.325.6877
bergerpartnership.com

Winslow Way Hotel
253 Winslow Way West
Bainbridge Island, WA 98110

TREE & VEGETATION RETENTION PLAN

TP101



1 Tree & Vegetation Retention Plan - Enlargement
1/4" = 1'-0"

Existing Tree Legend

EXISTING CONIFER TREE TO BE RETAINED.

EXISTING DECIDUOUS TREE TO BE RETAINED.

EXISTING CONIFER TREE TO BE REMOVED.

EXISTING DECIDUOUS TREE TO BE REMOVED.

1 TREE NO. (REFER TO TREE CALCULATIONS AND ARBORIST REPORT (FORTHCOMING) FOR ADDITIONAL INFORMATION.

PROGRESS: NOT FOR CONSTRUCTION

STATE OF WASHINGTON
JONATHAN D. MORLEY
NO. 736 EXP. 2/2/2019
LANDSCAPE ARCHITECT

NOTE: Do not scale drawings

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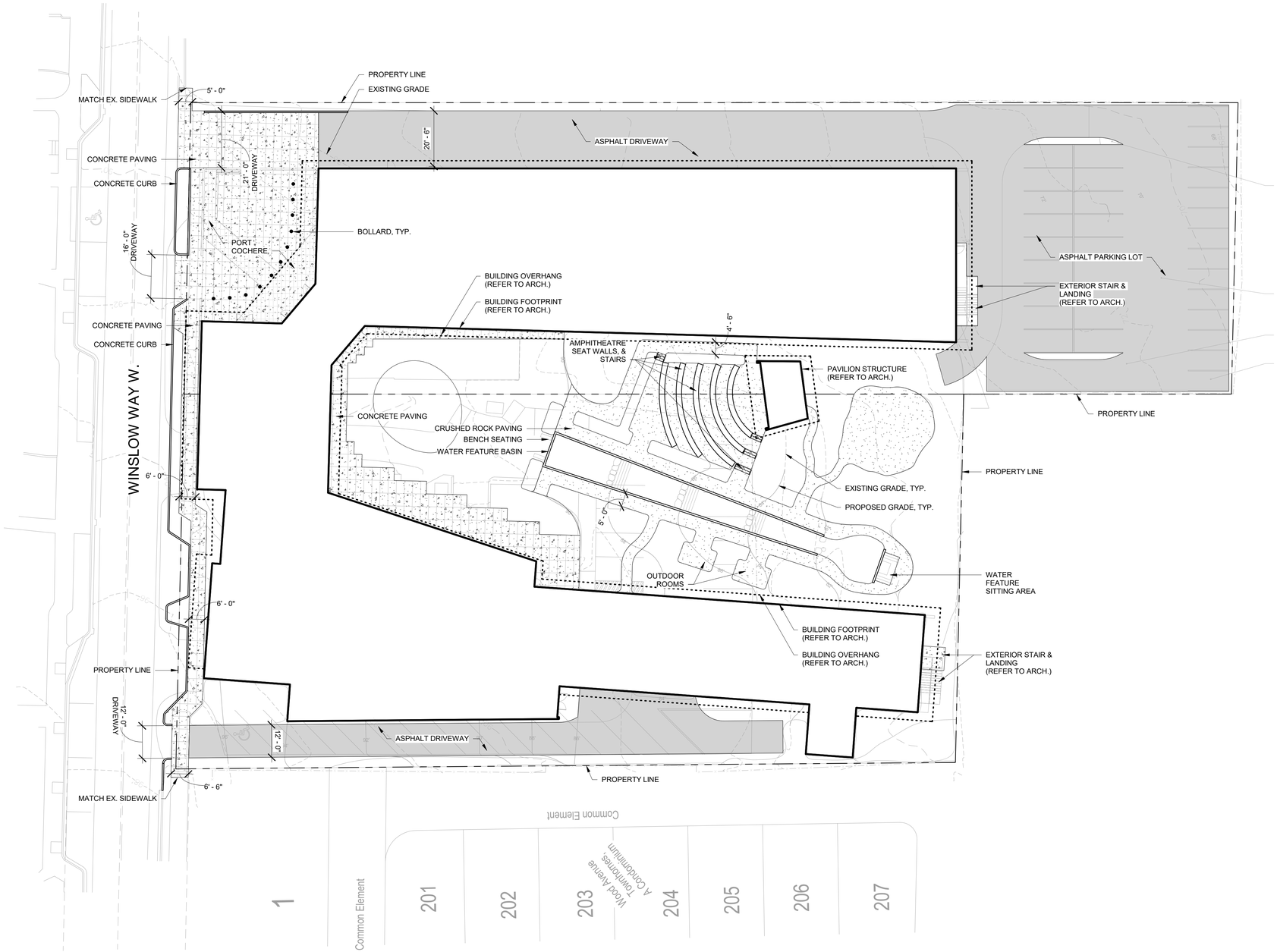
bergerpartnership
1927 Post Alley, Ste. 2
Seattle, WA 98101
206.325.6877
bergerpartnership.com

Winslow Way Hotel
253 Winslow Way West
Bainbridge Island, WA 98110

TREE & VEGETATION RETENTION PLAN

TP102



1 Site Plan
1" = 20'-0"

NORTH SCALE: 1"= 20'-0"

PROGRESS: NOT FOR CONSTRUCTION

NOTE: Do not scale drawings

12/27/2018

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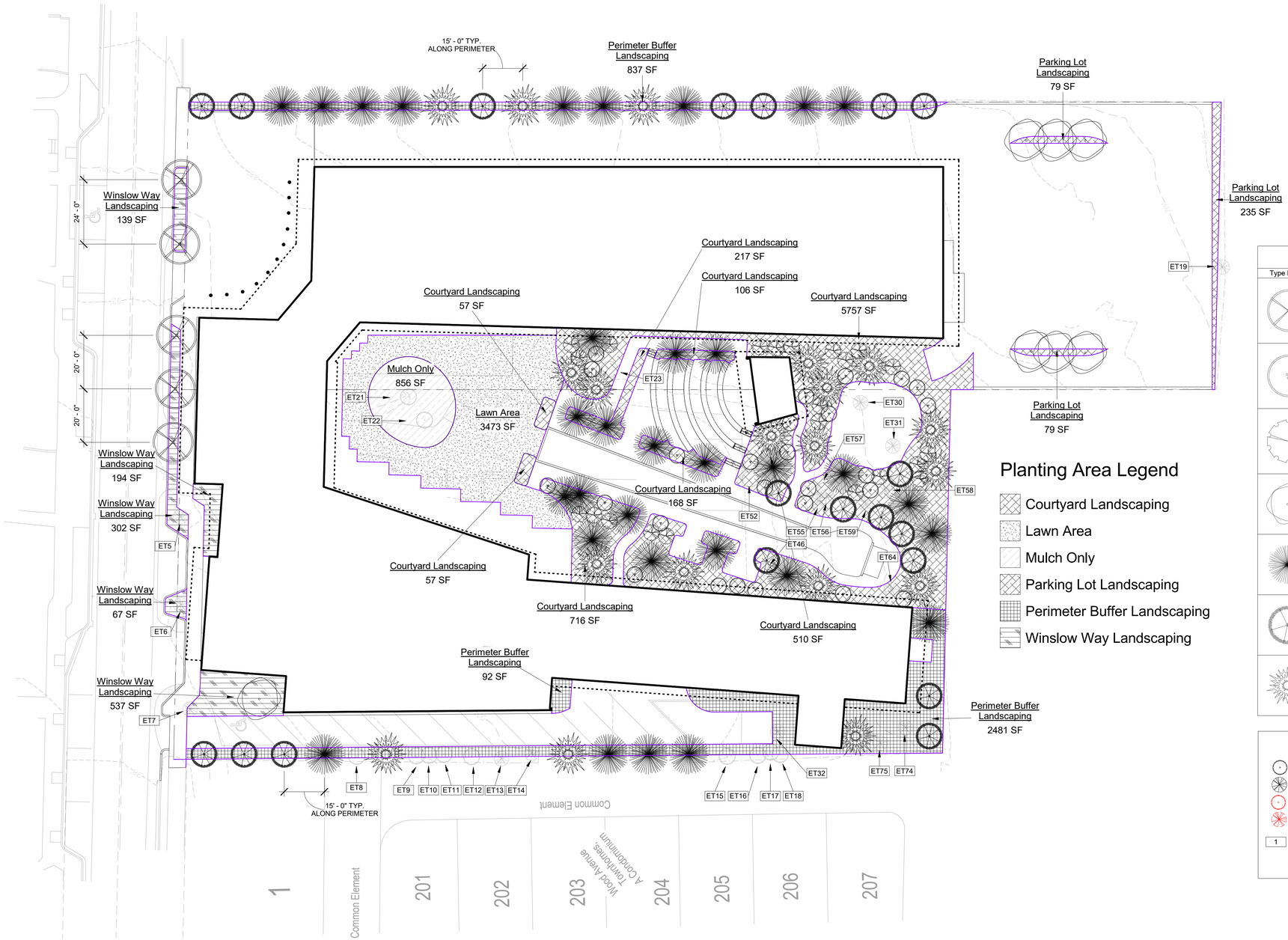
berger PARTNERSHIP
1927 Post Alley, Ste. 2
Seattle, WA 98101
206 325 6877
bergerpartnership.com

Winslow Way Hotel
253 Winslow Way West
Bainbridge Island, WA 98110

LANDSCAPE SITE PLAN

L101



Planting Area Legend

- Courtyard Landscaping
- Lawn Area
- Mulch Only
- Parking Lot Landscaping
- Perimeter Buffer Landscaping
- Winslow Way Landscaping

Site Tree Legend

Type Image	Type Mark	Species Name	Common Name
	AM	ARBUTUS MARINA	MARINA STRAWBERRY TREE
	AC	ACER CIRCINATUM	VINE MAPLE
	AR	ALNUS RUBRA	RED ALDER
	QG	QUERCUS GARRYANA	GARRY OAK
	PM	PSEUDOTSUGA MENZIESII	DOUGLAS FIR
	PCC	PINUS CONTORTA SSP CONTORTA	SHORE PINE
	TP	THUJA PLICATA	WESTERN RED CEDAR

Existing Tree Legend

- EXISTING CONIFER TREE TO BE RETAINED.
- EXISTING DECIDUOUS TREE TO BE RETAINED.
- EXISTING CONIFER TREE TO BE REMOVED.
- EXISTING DECIDUOUS TREE TO BE REMOVED.
- 1 TREE NO. (REFER TO TREE CALCULATIONS AND ARBORIST REPORT (FORTHCOMING) FOR ADDITIONAL INFORMATION.

1 Planting Plan
1" = 20'-0"

NORTH 0' 20' 40' SCALE: 1"= 20'-0"

STATE OF WASHINGTON JONATHAN D. MORLEY NO 736 EXP 2/21/2019 LANDSCAPE ARCHITECT

NOTE: Do not scale drawings

PROGRESS: NOT FOR CONSTRUCTION

12/27/2018

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PARTNERSHIP berger
1927 Post Alley, Ste. 2
Seattle, WA 98101
206.325.6877
bergerpartnership.com

Winslow Way Hotel
253 Winslow Way West
Bainbridge Island, WA 98110

PLANTING PLAN

LP101

Existing Tree Inventory - Removed			
Mark	Species	Size	Comments
1	UNKNOWN	7	
2	UNKNOWN	12	
3	UNKNOWN	4	
4	PINE	20	
20	MADRONE	20	
24	UNKNOWN	18	
25	UNKNOWN	16	
26	UNKNOWN	11	
27	UNKNOWN	4	
28	ALDER	8	
29	ALDER	11	
33	FIR	18	
34	HOLLY	4	
35	MADRONE	8	
36	MADRONE	8	
37	UNKNOWN	2	
38	UNKNOWN	4	
39	MADRONE	8	
40	HOLLY	6	
41	FIR	6	
42	MADRONE	21	
43	FIR	2	
44	FIR	4	
45	UNKNOWN	2	
47	ALDER	7	
48	ALDER	4	
49	ALDER	14	
50	HOLLY	4	
51	MADRONE	20	
53	FIR	12	
54	MADRONE	20	
60	HOLLY	4	
61	HOLLY	4	
62	SHRUB	8	
63	SHRUB	8	
65	HOLLY	4	
66	HOLLY	4	
67	MADRONE	20	
68	SHRUB	8	
69	SHRUB	8	
70	SHRUB	8	
71	FIR	28	
72	MADRONE	12	
73	MADRONE	35	LANDMARK TREE PER BMC16.32
		456	

Existing Tree Inventory - Retained				
Mark	Species	Size	Comments	Tree Units
13	MADRONE	4		1
59	HOLLY	4		1
32	UNKNOWN	5		1
14	MADRONE	6		1.2
75	UNKNOWN	6		1.2
56	MADRONE	6		1.2
46	HOLLY	7		1.2
17	FIR	10		1.2
31	SHRUB	10		1.2
9	FIR	12		1.4
57	FIR	12		1.4
55	MADRONE	12		1.4
16	FIR	14		1.4
7	MAPLE	14		1.4
74	MADRONE	14		1.4
15	FIR	16		3.2
5	MAPLE	16		3.2
6	MAPLE	16		3.2
64	MADRONE	16		3.2
10	FIR	18		3.2
23	FIR	18		3.2
8	FIR	20		3.8
18	FIR	20		3.8
30	UNKNOWN	20		3.8
11	FIR	22		4.6
12	FIR	22		4.6
52	FIR	22		4.6
22	FIR	26		6.2
19	FIR	28	NOT ON PROPERTY	7
58	MADRONE	42	LANDMARK TREE PER BMC16.32	11.4
21	SEQUOIA SEMPERVIRENS	60	LANDMARK TREE PER BMC16.32	13.8
Grand totals		518		101.4

TREE UNITS BY DBH FOR EXISTING TREES	
DBH	Tree Units
3-5	1.0
6-10	1.2
11-12	1.4
13-15	2.0
16-18	3.2
19-20	3.8
21-23	4.6
24-26	6.2
27-28	7.0
29-30	7.8
30-31	8.4
32-33	9.0
34-36	9.6
37-38	10.2
39-40	10.8
41-42	11.4
43-44	12.0
45-46	12.6
47-48	13.2
49+	13.8

TOTAL SITE TREE UNIT CALCULATIONS

MUTC CENTRAL CORE TREE UNIT REQUIREMENT: 30 TREE UNITS PER ACRE

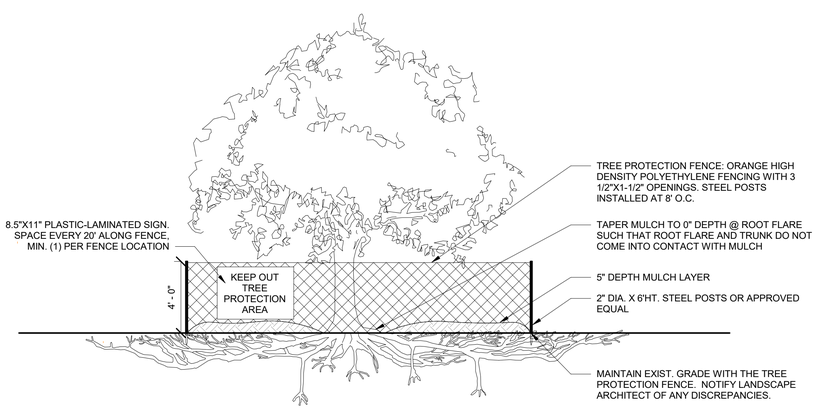
TOTAL SITE SIZE (WITHIN PROPERTY LINES): 80855 SQUARE FEET
TOTAL SITE SIZE (WITHIN PROPERTY LINES): 1.86 ACRES

TOTAL TREE UNITS REQUIRED CALCULATION: 30 TREE UNITS PER ACRE * 1.86 ACRES = 55.8 TREE UNITS

TOTAL TREE UNITS REQUIRED: 55.8 TREE UNITS

TOTAL TREE UNITS FROM EXISTING RETAINED TREES: 101.4 TREE UNITS
TOTAL TREE UNITS FROM NEW TREES: 124

TOTAL TREE UNITS: 225.4 TREE UNITS



NOTES:
1. CONFIRM TREE PROTECTION FENCE LAYOUT WITH LANDSCAPE ARCHITECT PRIOR TO ANY GROUND DISTURBING, DEMOLITION, STOCKPILING, OR ANY OTHER ACTIVITIES WHICH MAY DISTURB THE TREE OR TREE ROOT SYSTEM.
2. SEE ARBORISTS REPORT FOR SITE SPECIFIC TREE PROTECTION MEASURES. ARBORISTS REPORT SHALL TAKE PRECEDENCE OVER ANY INCONSISTENCIES.
3. SEE MOST CURRENT VERSION OF ANSI A300 (PART5) AND SPECIFICATIONS FOR ADDITIONAL TREE PROTECTION REQUIREMENTS AND DEFINITIONS.
4. NO PRUNING SHALL BE PERFORMED EXCEPT BY APPROVED ARBORIST.
5. NO EQUIPMENT SHALL OPERATE INSIDE FENCING INCLUDING DURING FENCE INSTALLATION AND REMOVAL.
6. THERE SHALL BE NO ACTIVITIES THAT WOULD CONTRIBUTE TO SOIL COMPACTION WHITHIN THE TREE PROTECTION ZONE.

1 TREE PROTECTION
1/4" = 1'-0"

PROGRESS: NOT FOR CONSTRUCTION

STATE OF WASHINGTON
JONATHAN D. MORLEY
NO. 736 EXP. 2/21/2019
LANDSCAPE ARCHITECT

NOTE: Do not scale drawings

12/27/2018

REVISIONS
MK DATE DESCRIPTION

PARTNERSHIP berger
1927 Post Alley, Ste. 2
Seattle, WA 98101
206.325.6877
bergerpartnership.com

Winslow Way Hotel
253 Winslow Way West
Bainbridge Island, WA 98110

TREE CALCULATIONS
& PROTECTION DETAIL

L600

Overall Site Tree Planting Schedule

Type Image	QTY.	Type Mark	Species Name	Common Name	Size	Spacing	Comments
	5	AM	ARBUTUS MARINA	MARINA STRAWBERRY TREE	2" CAL.	PER PLAN	
	26	AC	ACER CIRCINATUM	VINE MAPLE	8' HT.	PER PLAN	
	22	AR	ALNUS RUBRA	RED ALDER	6' HT.	PER PLAN	
	7	QG	QUERCUS GARRYANA	GARRY OAK	2" CAL. 48" BOX.	PER PLAN	
	32	PM	PSEUDOTSUGA MENZIESII	DOUGLAS FIR	8' HT.	PER PLAN	
	19	PCC	PINUS CONTORTA SSP. CONTORTA	SHORE PINE	8' HT.	PER PLAN	
	19	TP	THUJA PLICATA	WESTERN RED CEDAR	8' HT.	PER PLAN	

Grand total: 130

PLANTING REQUIREMENTS

1. Intent. The intent of this section is to encourage the use of native species and recommend planting conditions adaptive to Bainbridge Island.
2. Requirements. Landscape designs shall conform to the following provisions:
   - A. Areas not devoted to landscape required by this chapter, parking, structures and other site improvements are encouraged to be planted or remain in existing vegetation.
   - B. New plant materials shall include native species or nonnative species that have adapted to the climatic conditions of the coastal region of the Puget Sound region.
   - C. New plant materials shall consist of drought resistant species, except where site conditions within the required landscape areas assure adequate moisture for growth.
   - D. New tree plantings shall be a minimum of two inches in caliper if deciduous or six feet in height if evergreen. New shrubs planted in roadside or perimeter buffers shall be of a variety that achieves a minimum six feet height at maturity. Soil planting types and depth shall be sufficient for tree planting.
   - E. When the width of any landscape strip is 20 feet or greater, the required trees shall be staggered in two or more rows.
   - F. Existing vegetation may be used to augment new plantings to meet the standards of this chapter.
   - G. Grass may be used as a ground cover where existing or amended soil conditions assure adequate moisture for growth.
   - H. Ground cover areas shall contain at least two inches of composted organic mulch at finish grade to minimize evaporation. Mulch shall consist of materials such as composted yard waste, composted sawdust, and/or manure that are fully composted.
   - I. Amend existing and/or compacted soils in accordance with Chapter 15.20 BIMC.
   - J. Specific submittal requirements for landscaping plans (tree protection, retention and planting plans) are included in the city's administrative manual.
3. Performance Assurance.
   - A. Performance assurance is required to assure the city that the landscape required by this section is properly installed and will become established and be adequately maintained.
   - B. The required landscape shall be installed prior to the issuance of a temporary certificate of occupancy for the project. The Washington landscape architect, Washington certified nursery professional or Washington certified landscaper shall submit a landscaping declaration to the director to verify installation in accordance with the approved plans.
   - C. The time limit for compliance may be extended to allow installation of landscaping during the next appropriate planting season as approved if the director determines that a performance assurance device, for a period of not more than one year, will adequately protect the interests of the city. The performance assurance device shall be for 150 percent of the cost of the work or improvements covered by the assurance device. In no case may the property owner delay performance for more than one year.
   - D. The form and type of the performance assurance device shall be determined by the director.
4. Maintenance Assurance.
   - A. The property owner shall replace any unhealthy or dead plant materials in conformance with the approved planting plan.
   - B. A maintenance assurance device shall be required for a period of five years after acceptance by the city of the new planting or transplanting of vegetation to ensure proper installation, establishment, and maintenance.
   - C. The maintenance assurance device amount shall not be less than 20 percent of the cost of replacing materials covered by the assurance device.
   - D. The form and type of the maintenance assurance device shall be determined by the director.

Planting Area Schedule

Name	Area
Courtyard Landscaping	7589 SF
Lawn Area	3473 SF
Mulch Only	856 SF
Parking Lot Landscaping	392 SF
Perimeter Buffer Landscaping	3411 SF
Winslow Way Landscaping	1238 SF
	16959 SF

PERIMETER BUFFER LANDSCAING - TREES

- FULL SCREEN REQUIREMENTS:
  1. TREE SIZE/SPECIES: Minimum 70 percent evergreen trees ranging in height from four feet to six feet at the time of planting with at least 50 percent being six feet high
  2. QUANTITIES: The number of trees is determined by calculating the area of the perimeter buffer and dividing by 250 square feet, or one tree for every 10 feet of buffer length, whichever is greater
     - A. 15'-0" O.C. SPACING
- PARTIAL SCREEN REQUIREMENTS:
  1. SHRUB SIZE/SPECIES: GROUNDCOVER: Minimum 50 percent evergreen trees ranging in height from four feet to six feet at the time of planting with at least 50 percent being six feet high
  2. QUANTITIES: The number of trees is determined by calculating the area of the perimeter buffer and dividing by 400 square feet or one tree for every 20 feet of buffer length
     - A. 25'-0" O.C. SPACING

CALCULATIONS:
TOTAL AREA: 3,411 SF
TOTAL TREES REQUIRED: 13
TOTAL TREES PROVIDED: 32

TREES

QTY	SPECIES	COMMON NAME	SIZE	SPACING	NATIVE	EVERGREEN
14	PSEUSDOTSUGA MENZIESII	DOUGLAS FIR	8' HT.	15'-0" O.C.	Y	Y
6	THUJA PLICATA	WESTERN RED CEDAR	8' HT.	15'-0" O.C.	Y	Y
12	PINUS CONTORTA SSP. CONTORTA	SHORE PINE	8' HT.	15'-0" O.C.	Y	Y

PERIMETER BUFFER LANDSCAPING - SHRUB & GROUNDCOVER

- FULL SCREEN REQUIREMENTS:
  1. SHRUB SIZE/SPECIES: Minimum 70 percent evergreen shrubs at least 21 inches in height at the time of planting, to achieve minimum six feet height at maturity
  2. GROUNDCOVER: Living ground cover shall be planted and spaced to achieve total coverage within five years
  3. QUANTITIES: The number of shrubs is determined by calculating the area of the perimeter buffer and dividing by 50 square feet or one shrub for every 20 feet of buffer length, whichever is greater.
     - A. 84" O.C. MAX. SPACING
- PARTIAL SCREEN REQUIREMENTS:
  1. SHRUB SIZE/SPECIES: At least 50 percent evergreen shrubs at least 21 inches in height at the time of planting, to achieve minimum six feet height at maturity
  2. GROUNDCOVERLiving ground cover shall be planted and spaced to achieve total coverage within five years
  3. QUANTITIES: The number of shrubs is determined by calculating the area of the perimeter buffer and dividing by 100 square feet or one shrub for every five feet of buffer length, whichever is greater
     - A. 120" O.C. MAX SPACING

CALCULATIONS:
TOTAL AREA: 3,411 SF
TOTAL SHRUBS REQUIRED: 68
TOTAL SHRUBS PROVIDED: 441

SHRUBS

QTY	SPECIES	COMMON NAME	SIZE	SPACING	NATIVE	EVERGREEN
63	VACCINUM OVATUM	EVERGREEN HUCKLEBERRY	30" HT.	36" O.C.	Y	Y
63	MYRICA CALIFORNICA	PACIFIC WAX MYRTLE	30" HT.	36" O.C.	Y	Y
63	ARCTOSTAPHLOS COLUMBIANA	MANZANITA	30" HT.	36" O.C.	Y	Y
63	HOLODISCUS DISCOLOR	OCEANSPRAY	30" HT.	36" O.C.	Y	N
63	GARRYA ELLIPTICA	COAST SILK TASSEL	30" HT.	36" O.C.	Y	Y
63	AMELANCHIER ALNIFOLIA	SERVICEBERRY	30" HT.	36" O.C.	Y	N
63	MAHONIA AQUIFOLIUM	TALL OREGON GRAPE	30" HT.	36" O.C.	Y	Y

GROUNDCOVERS

	SPECIES	COMMON NAME	SIZE	SPACING
328	GAULTHERIA SHALLON	SALAL	1 GAL.	18" O.C.
328	FRAGARIA CHILOENSIS	COASTAL STRAWBERRY	1 GAL.	18" O.C.
328	POLYSTICUM MUNITUM	SWORD FERN	2 GAL.	18" O.C.
328	ARCTOSTAPHYLOS UVA-URSI	KINNIKINNICK	1 GAL.	18" O.C.

PARKING LOT LANDSCAPING

REQUIREMENTS FOR PARKING LOTS LOCATED TO THE SIDE OF BUILDINGS AND ADJACENT TO PUBLIC RIGHTS-OF-WAY
- One tree for every four parking stalls; and
- One hundred percent of the trees may be deciduous; and
- Deciduous trees minimum two-inch caliper; and
- Evergreen shrubs planted to form a hedge, minimum 18-inch height at the time of planting, spaced no more three feet on center, not to exceed a mature height of three feet located adjacent to the public rights-of-way (this may be achieved with the perimeter landscape); and
- A landscaped area at the end of aisles; and
- Deciduous trees minimum two-inch caliper spaced no more than 30 feet on center located along the public rights-of-way (this may be achieved with the perimeter landscape); and
- Evergreen ground cover and/or shrubs planted and spaced to achieve total coverage within two years.

REQUIREMENTS FOR PARKING LOTS LOCATED BEHIND BUILDINGS AND NOT ADJACENT TO PUBLIC RIGHTS-OF-WAY
- One tree for every eight parking stalls; and
- One hundred percent of the trees may be deciduous; and
- Deciduous trees minimum two-inch caliper, evergreen trees minimum four feet height at the time of planting; and
- Evergreen ground cover and/or shrubs planted and spaced to achieve total coverage within two years; and
- A landscaped area at the end of aisles.

STANDARDS:
- Maintain shrubs at a maximum three feet height within parking lots so views between vehicles and pedestrians will not be blocked.
- Landscape in planting islands or strips shall have an area of at least 100 square feet and with a narrow dimension of not less than five feet if wheel stops are provided to prevent vehicle overhang. A narrow dimension of not less than eight feet may be provided if the vehicle overhang area is included in the planting area.
- Provide permanent curbs or wheel stops to protect the plantings from vehicle overhang.
- Significant trees and tree stands may be used in lieu of new landscape requirements if they are in addition to the significant tree and tree stand retention requirements.
- Clustering of new plant material within parking lots may be approved or required by the director if the intent of this section is met.
- Refer to the suggested landscape materials matrix in the administrative manual for tree species appropriate for parking lots.

CALCULATIONS:
TOTAL AREA: 392 SF
TOTAL PARKING STALLS: 32
TOTAL TREES REQUIRED: 4
TOTAL TREES PROVIDED: 6

TREES

QTY	SPECIES	COMMON NAME	SIZE	INCL. MATERIALS MATRIX	DECIDUOUS
6	QUERCUS GARRYANA	GARRY OAK	2" CAL. / 48" BOX	Y	Y
	CORNUS KOUSA	KOUSA DOGWOOD	10' HT.	Y	Y
	PINUS CONTORTA SSP. CONTORTA	SHORE PINE	8' HT.	Y	N

SHRUBS

QTY	SPECIES	COMMON NAME	SIZE	SPACING	NATIVE	EVERGREEN
22	VACCINUM OVATUM	EVERGREEN HUCKLEBERRY	21" HT.	24" O.C.	Y	Y
22	MAHONIA AQUIFOLIUM	TALL OREGON GRAPE	21" HT.	24" O.C.	Y	Y

GROUNDCOVERS

	SPECIES	COMMON NAME	SIZE	SPACING
22	GAULTHERIA SHALLON	SALAL	1 GAL.	18" O.C.
22	FRAGARIA CHILOENSIS	COASTAL STRAWBERRY	1 GAL.	18" O.C.
22	POLYSTICUM MUNITUM	SWORD FERN	2 GAL.	24" O.C.
22	ARCTOSTAPHYLOS UVA-URSI	KINNIKINNICK	1 GAL.	18" O.C.
22	MAHONIA NERVOSA	LOW OREGON GRAPE	21" HT.	24" O.C.
22	C. X ACUTIFLORA ' KARL FOERSTER'	FEATHER REED GRASS	2 GAL.	24" O.C.
22	P. ALOPECURIOIDES 'HAMELN'	DWARF FOUNTAIN GRASS	2 GAL.	24" O.C.

COURTYARD LANDSCAPING

CALCULATIONS:
TOTAL AREA: 7,589 SF

TREES

QTY	SPECIES	COMMON NAME	SIZE	COMMENTS
17	PSEUSDOTSUGA MENZIESII	DOUGLAS FIR	8' HT.	
13	THUJA PLICATA	WESTERN RED CEDAR	8' HT.	
7	PINUS CONTORTA SSP. CONTORTA	SHORE PINE	8' HT.	
22	ALNUS RUBRA	RED ALDER	6' HT.	
26	ACER CIRCINATUM	VINE MAPLE	8' HT.	3 STEM MIN.

SHRUBS

QTY	SPECIES	COMMON NAME	SIZE	SPACING
97	VACCINUM OVATUM	EVERGREEN HUCKLEBERRY	30" HT.	36" O.C.
97	MYRICA CALIFORNICA	PACIFIC WAX MYRTLE	30" HT.	36" O.C.
97	HOLODISCUS DISCOLOR	OCEANSPRAY	30" HT.	36" O.C.
97	GARRYA ELLIPTICA	COAST SILK TASSEL	30" HT.	36" O.C.
97	AMELANCHIER ALNIFOLIA	SERVICEBERRY	30" HT.	36" O.C.
97	MAHONIA AQUIFOLIUM	TALL OREGON GRAPE	30" HT.	36" O.C.
97	RHODODENDRON MACROPHYLLUM	PACIFIC RHODODENRON	30" HT.	36" O.C.
97	ARBUTUS MENZIESII	MADRONE	30" HT.	36" O.C.
97	ARCTOSTAPHYLOS COLUMBIANA	MANZANITA	30" HT.	36" O.C.
97	TAXUS BREVIFOLIA	PACIFIC YEW	48" HT.	30" O.C.

GROUNDCOVERS

	SPECIES	COMMON NAME	SIZE	SPACING
324	GAULTHERIA SHALLON	SALAL	1 GAL.	18" O.C.
324	FRAGARIA CHILOENSIS	COASTAL STRAWBERRY	1 GAL.	18" O.C.
324	POLYSTICUM MUNITUM	SWORD FERN	2 GAL.	18" O.C.
324	ARCTOSTAPHYLOS UVA-URSI	KINNIKINNICK	1 GAL.	18" O.C.
324	OXALIS OREGANA	REDWOOD SORREL	4" POTS	18" O.C.
324	MAHONIA NERVOSA	LOW OREGON GRAPE	1 GAL.	18" O.C.
324	LUPINUS POLYPHYLLUS	LARGED LEAVED LUPINE	1 GAL.	18" O.C.
324	ACHILLEA MILLEFOLIUM	YARROW	1 GAL.	18" O.C.
324	DESCHAMPSIA CESPITOSA	TUFTED HAIRGRASS	1 GAL.	18" O.C.

WINSLOW WAY LANDSCAPING

CALCULATIONS:
TOTAL AREA: 1,238 SF

TREES

QTY	SPECIES	COMMON NAME	SIZE
1	QUERCUS GARRYANA	GARRY OAK	2" CAL./48" BOX
5	ARBUTUS MARINA	MARINA STRAWBERRY TREE	2" CAL.

SHRUBS

QTY	SPECIES	COMMON NAME	SIZE	SPACING
53	VACCINUM OVATUM	EVERGREEN HUCKLEBERRY	30" HT.	36" O.C.
53	ARCTOSTAPHLOS COLUMBIANA	MANZANITA	30" HT.	36" O.C.
53	TAXUS X BACCATA 'REPANDENS'	SPREADING YEW	24" HT.	36" O.C.

GROUNDCOVERS

	SPECIES	COMMON NAME	SIZE	SPACING
79	GAULTHERIA SHALLON	SALAL	1 GAL.	18" O.C.
79	FRAGARIA CHILOENSIS	COASTAL STRAWBERRY	1 GAL.	18" O.C.
79	MAHONIA NERVOSA	LOW OREGON GRAPE	1 GAL.	18" O.C.
79	LIRIOPE MUSCARI	CREEPING LIRIOPE	1 GAL.	18" O.C.
79	C. X ACUTIFLORA ' KARL FOERSTER'	FEATHER REED GRASS	2 GAL.	18" O.C.
79	P. ALOPECURIOIDES 'HAMELN'	DWARF FOUNTAIN GRASS	2 GAL.	18" O.C.

STORMWATER LANDSCAPING (no areas included with this submittal)

CALCULATIONS:
TOTAL AREA: 0 SF

SHRUBS

QTY	SPECIES	COMMON NAME	SIZE	SPACING
	CORNUS SERICEA 'KELSEYI'	KELSEY RED-TWIG DOGWOOD	1 GAL.	24" O.C.
	CORNUS SERICEA	RED TWIG DOGWOOD	1 GAL.	24" O.C.

GROUNDCOVERS

	SPECIES	COMMON NAME	SIZE	SPACING
	JUNCUS EFFUSUS	COMMON RUSH	1 GAL.	24" O.C.
	IRIS DOUGLASIANA	DOUGLAS IRIS	1 GAL.	24" O.C.
	CAREX OBNUPTA	SLOUGH SEDGE	1 GAL.	24" O.C.
	SCIRPUS MICROCARPUS	SMALL FRUITED BULRUSH	1 GAL.	24" O.C.

PROGRESS: NOT FOR CONSTRUCTION

NOTE: Do not scale drawings

12/27/2018

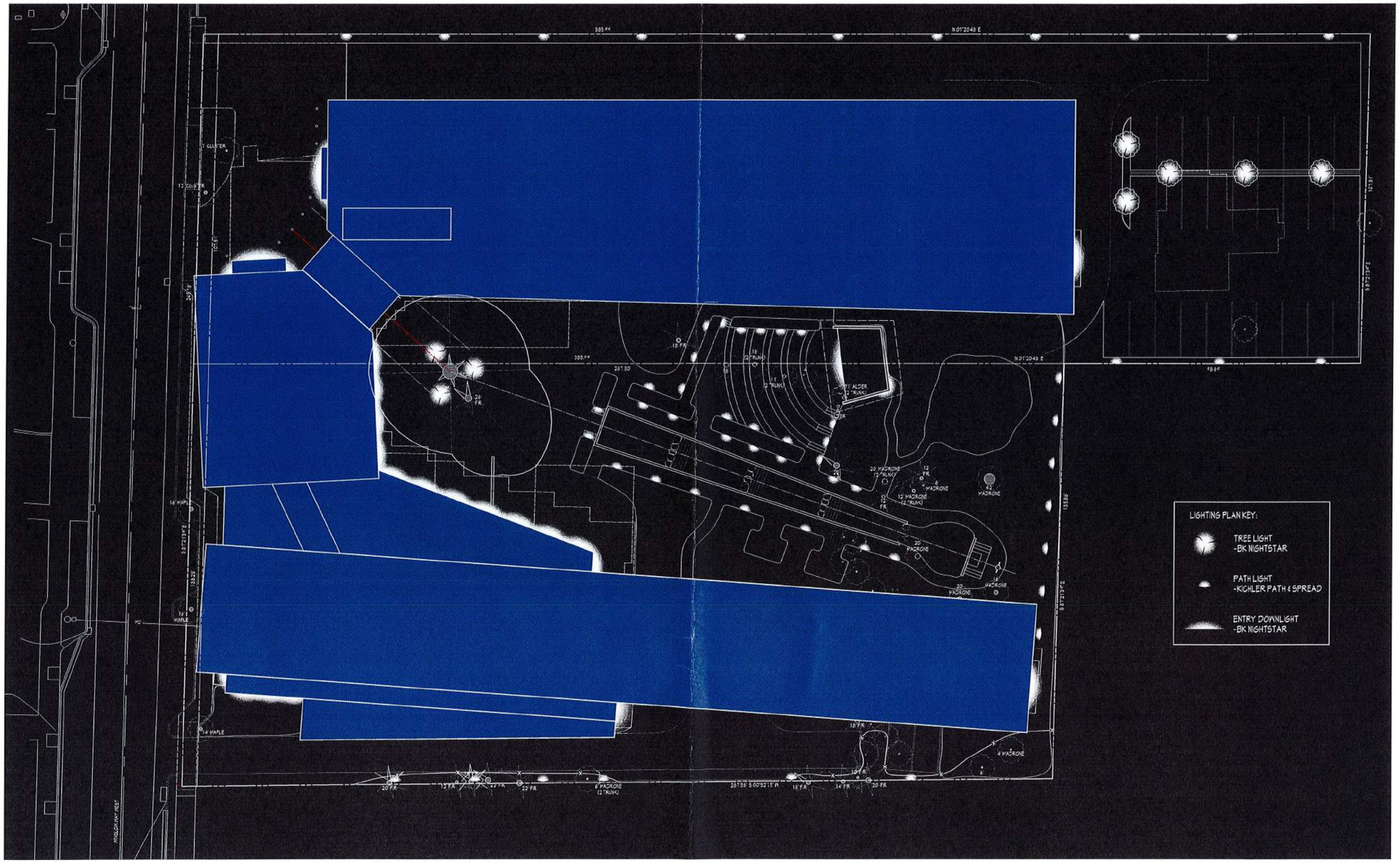
REVISIONS		
MK	DATE	DESCRIPTION

PARTNERSHIP
berger
1927 Post Alley, Ste. 2
Seattle, WA 98101
206.325.6877
bergerpartnership.com

Winslow Way Hotel
253 Winslow Way West
Bainbridge Island, WA 98110

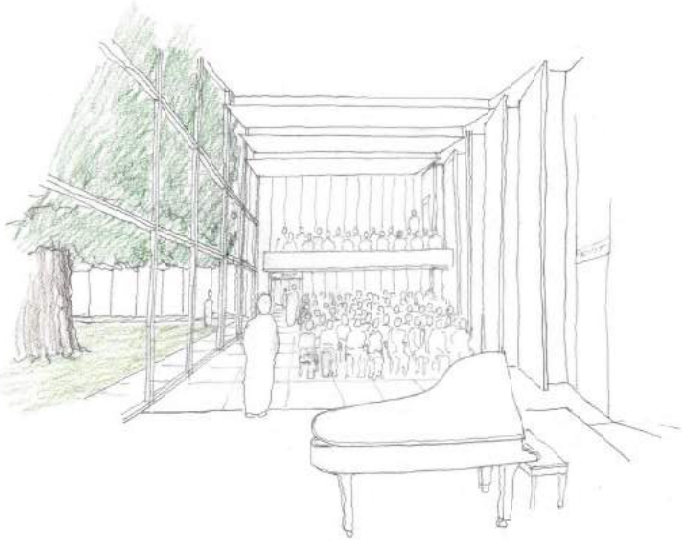
PLANTING SCHEDULES

L601

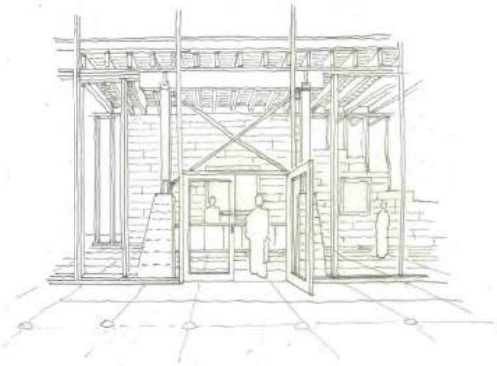


Lighting Plan

WINSLOW WAY PERSPECTIVE



MUSIC HALL



ENTRY

PROGRESS: NOT FOR CONSTRUCTION

NOTE: Do not scale drawings

4/25/19

REGISTERED ARCHITECT
JAMES L. CUTLER
State of Washington

REVISIONS		
NO.	DATE	DESCRIPTION
	02-28-19	REVISION 1 FOR CODE

Cutler Anderson Architects
135 Parfitt Way SW. Bainbridge Island, WA 98110
P: 206.842.4710 9 F: 206.842.4420
Email: contact@cutler-anderson.com

Winslow Way Hotel
253 Winslow Way West
Bainbridge Island, WA, 98110

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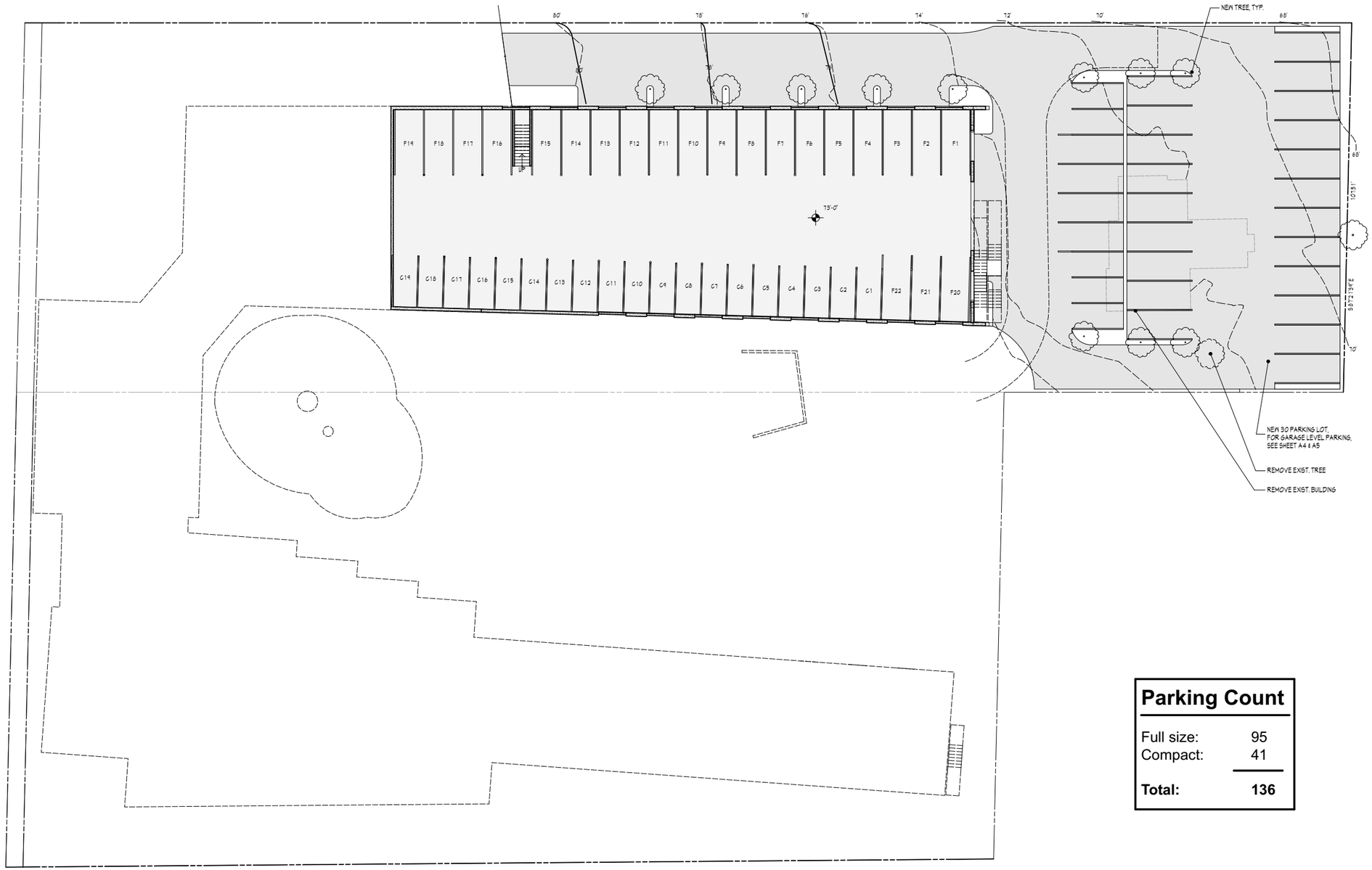
Perspectives

A14

BIM Server: BimServer21 - BIMcloud Basic for ARCHICAD 20\Winslow Way Hotel, Printed: 4/25/19, 1:32 PM



Parking Count

Full size:	95
Compact:	41
Total:	**136**

N

LEVEL P2 1

SCALE: 1/32" = 1'-0"

NOTE: Do not scale drawings

5/10/19

REVISIONS		
MK	DATE	DESCRIPTION

Cutler Anderson Architects
135 Parfitt Way SW. Bainbridge Island, WA 98110
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Winslow Way Hotel
253 Winslow Way West
Bainbridge Island, WA 98110

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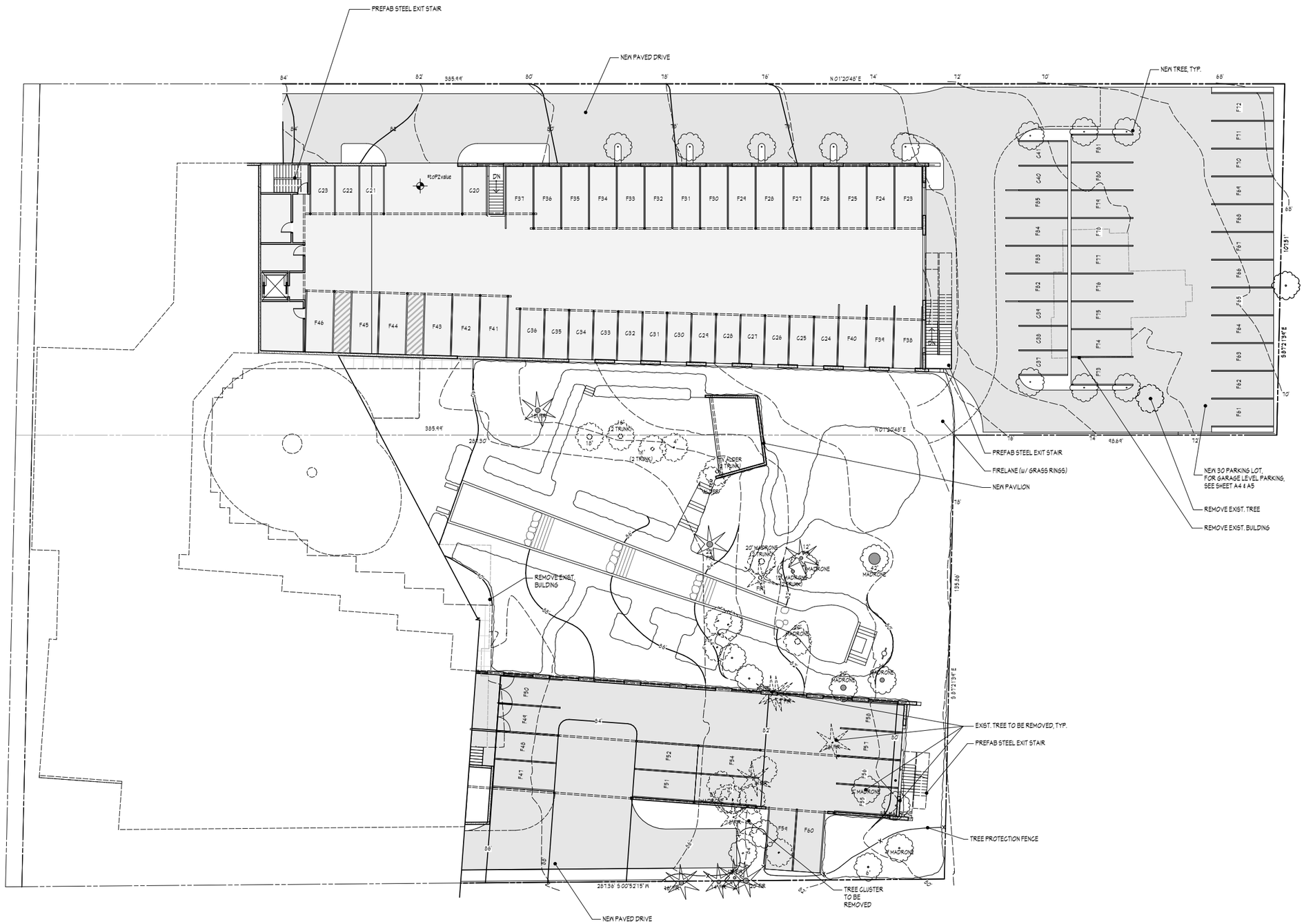
Parking Count
Level P2

1

BIM Server: BimServer21 - BIMcloud Basic for ARCHICAD 20/Winslow Way Hotel, 5/10/19, 10:51 AM



NOTE: Do not scale drawings

5/10/19

REVISIONS		
MK	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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Winslow Way Hotel
253 Winslow Way West
Bainbridge Island, WA 98110

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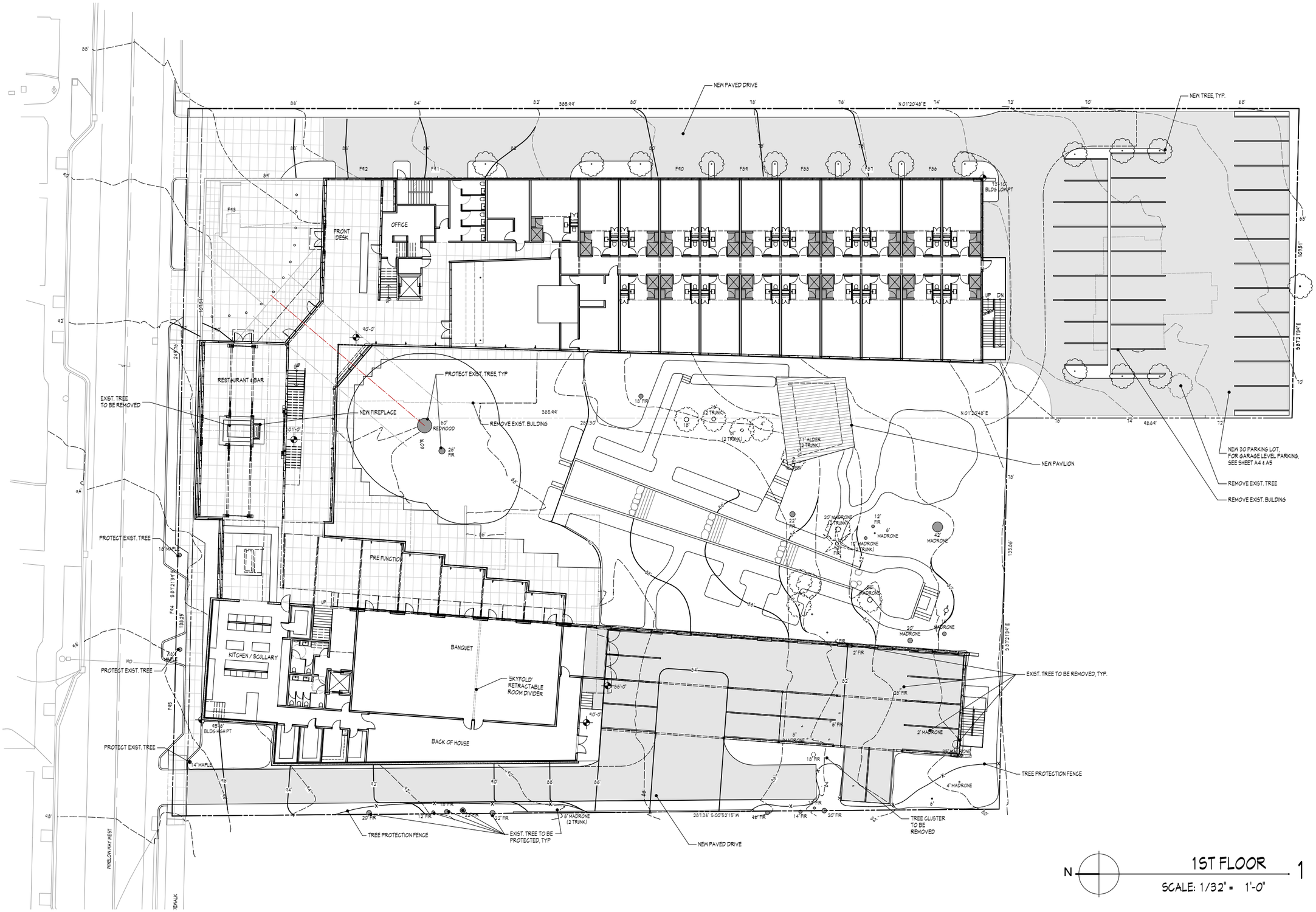
Parking Count
Level P1

2

BIM Server: BimServer21 - BIMcloud Basic for ARCHICAD 20/Winslow Way Hotel, 5/10/19, 10:51 AM



N

1ST FLOOR 1

SCALE: 1/32" = 1'-0"

NOTE: Do not scale drawings

5/10/19

REVISIONS		
MK	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

Winslow Way Hotel
253 Winslow Way West
Bainbridge Island, WA 98110

© Cutler Anderson Architects

Parking Count
First Floor

3

BIM Server: BimServer21 - BIMcloud Basic for ARCHICAD 20/Winslow Way Hotel, 5/10/19, 10:51 AM

DATE: MARCH 24, 2018
TO: BRUCE ANDERSON
COMPANY: CUTLER ANDERSON ARCHITECTS
ADDRESS: 135 PARFITT WAY SW
CITY/STATE: BAINBRIDGE ISLAND, WA
COPY TO:
FROM: DANIEL GARCIA, JEFF WECKSTEIN, STEFFEN TUROFF, MANUEL SOTO
PROJECT NAME: WINSLOW HOTEL PROJECT
PROJECT NUMBER: 39-1067.00

The purpose of this memorandum is to present the preliminary findings of our shared parking analysis for the Winslow Hotel Project in Bainbridge Island, Washington. Upon receiving feedback and client input, Walker can further refine the model and build upon this preliminary analysis to address the parking-related issues and priorities of the client. The following assumptions were used in developing these findings:

- Walker assumed the hotel project to be primarily a leisure hotel.
- The hotel was assumed to contain 70 rooms.
- Walker gathered census data to determine the employee drive ratio for the project.
- Guest drive ratios were taken from Walker's experience with similar projects.
- The convenience of the Bainbridge Island Ferry as a key transportation link to most of the Seattle area as well as Hotel patrons arriving at Seattle Tacoma International Airport was taken into account, as was the Hotel's plans for encouraging and accommodating guests who arrive without a car.
- Walker consolidated the programming data that was provided by the client into five general land uses (as shown in Figure 1).

SUMMARY OF CONCLUSIONS/RECOMMENDATIONS/NEXT STEPS

- The shared parking model recommends a parking supply of 120 parking spaces to accommodate peak design day demand, which is projected to occur at 9:00 PM on a weekend, likely in summer.
    - Design day projections assume that 3,600 square feet of the event space (main ballroom and pre-function) is used by a large party
    - Hotel guests (47 spaces) and event guests (57 spaces) make up the main components of needed parking supply at peak, with the remainder made up of hotel employees and external patrons of the hotel restaurant/lounge.
- The shared parking model recommends a parking supply of 179 parking spaces to accommodate peak parking demand assuming all 7,359 square feet of event space is in use concurrently, as well as full occupancy of the hotel rooms.
    - Walker recommends parking be planned for design day conditions, with a contingency plan for the max event scenario; building parking spaces that will sit empty for well over 300 days a year is not advised.
- Walker welcomes any input from Cutler Anderson Architects related to the projected mode choice of hotel patrons, and any additional information regarding the projected use of the event spaces.
- Walker considered information provided by Cutler Anderson Architects regarding potential transportation demand management (TDM) measures that the Hotel operator would be willing to deploy that could reduce the recommended parking supply such as:

- Shuttle service to the Bainbridge Island Ferry.
- Subsidized transit for employees.
- Availability of traditional and/or electric bikes to hotel guests.
- Potential deployment of rideshare vehicles such as electric Zipcars at the site, consistent with the Hotel's environmentally conscious ethos.

Figure 1: Consolidated Uses

Hotel Rooms	Restaurant w/Bar	Meeting/ Banquet Space	Spa/Fitness Center	Retail
70 rooms	4,730 sf	7,350 sf	1,670 sf	100 sf

Source: Walker Consultants, 2018

Figure 2 shows how the uses were consolidated. Any uses that were not consolidated are shown in white and not counted towards the parking analysis since they are components accessible only by either hotel employees or hotel guests and will not generate parking demand additive to the hotel guest rooms.

Figure 2: Consolidation of Original Program Data

	Use	SF
Lobby, Front Office, Circulation	Lobby	400
	Front Desk	150
	Luggage Storage + alcove near entry	100
	Ground Floor Circulation	600
	Back Office, Telecom, Reservations, Work Area (immediately behind front desk)	600
Indoor areas "found" spaces	Library	200
	Hospitality alcove with coffee seating	150
Administration	General Manager	200
	Sales/Marketing (two workstations)	200
	Food & Beverage (chef's office)	150
	General Office	200
	Accounting	300
Food & Beverage	Restaurant	
	Dining for 60 - Divisible into Two Sections	1350
	Private Dining - alcoved and open to dining at busy times	450
	Bar - 390sf bar and bar stools, 150sf table and seating, 200 high tops and soft seating, 40sf stage	780
	Morning espresso at bar	0
Meeting and Banquet Space	Main Ballroom - Divisible into 3 breakouts	2400
	Junior Ballroom	1200
	Breakout room one	600
	Breakout room two	450
	Board Room	600
	Wedding Gazebo	0
	Indoor Prefunction Space	1200
	Circulation, Restrooms, Coatroom	1000

	Use	SF
Food Services and Facilities	Main Kitchen	2000
	Banquet Kitchen and Dish-Up	0
	Room Service	150
	Food Storage (including walk-ins)	500
	Wine & Beer Storage	80
	Conference Services - rear service including storage for table and chairs	900
	AV Storage	120
Hotel Service Entrance, Receiving and Storage	Purchasing/Receiving Office	120
	Loading Docks (covered)	200
	Trash/Recycling Storage	120
	General Storage	500
Spa & Fitness	Total Spa sf	1670
	Fitness sf	600
	Shared - Steam Room (350sf) and Dry Sauna (300sf)	650
	Men's and Women's lockers, plus shower and restroom (300sf each)	600
Retail	Sundry Shop	100
	Apparel	0
	Business Center	0
Hotel Employee Facilities	Two unisex bathrooms	160
	Men's and Women's Lockers	250
	Employee Breakroom	150

Source: Walker Consultants, 2018

SHARED PARKING METHODOLOGY

This study entails a parking needs analysis that relies on estimates of parking requirements based on recommendations in studies from the Urban Land Institute (ULI), and namely Shared Parking[1]. For the analysis herein, Walker employed the use of a shared parking model to assess projected demand. Shared parking methodology was developed in the 1980s and has been a widely-accepted industry standard for rightsizing parking facilities over the past 30+ years. Adopted by cities throughout the U.S., and codified in zoning ordinances as an acceptable practice, shared parking is endorsed by the ULI, the American Planning Association (APA), the National Parking Association (NPA), and International Council of Shopping Centers (ICSC), as an acceptable method of parking planning and management.

Shared parking allows for the sharing of parking spaces among uses in a mixed-use environment—in lieu of providing a minimum number of parking spaces for each individual use. Shared parking commonly results in a reduction of required parking spaces. This reduction, which is sometimes significant, depends on the quantities and mix of uses and local code requirements.

Shared Parking is defined as the ability to use the same parking resource by multiple nearby or adjacent land uses without encroachment. Shared parking takes into account the parking demand for more than 45 different land uses; the availability and use of alternative modes of transportation; captive market effects[2]; and daily, hourly, and seasonal variations. In the case of the Winslow Hotel Project, a shared parking analysis recognizes the interrelationship of parking among the proposed hotel, restaurant, spa uses as well as the meeting/banquet uses.

A shared parking model generates 456 parking computations as follows:

- 19 hours during a day, beginning at 6 a.m. and concluding at 1 a.m.
- 2 days per week, a weekday and a weekend day
- 12 months of the year
- 19 x 2 x 12 = 456 different calculations

The recommended parking capacity is derived based on the highest figure generated from these 456 computations. Therefore, the intent is to design for the busiest hour of the year, busiest day of the year, and busiest month of the year, at an 85th percentile level of parking demand relative to similar properties.

A shared parking analysis begins first by taking the land use quantities of the project, e.g., number of hotel rooms, and multiplying by a base parking demand ratio and monthly and hourly adjustment factors. All base ratios and hourly and monthly adjustments are industry standards that are based on thousands of parking occupancy studies, vetted by leading parking consultants and real estate professionals, and documented within the Second Edition of ULI/ICSC's Shared Parking.

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[1] Shared Parking, Second Edition. Washington DC: ULI-The Urban Land Institute, 2005.

[2] Recognition of a user group already on site for another primary purpose and not generating incremental parking demand for an accessory use. For example, a sandwich shop located in an office tower generates very little, if any, outside parking demand. Since the parking demand for the office tower tenants has already been accounted for, to avoid double counting, a non-captive adjustment factor is applied to the parking demand calculation for the sandwich shop. In this extreme example, the non-captive ratio may be 0 percent.

Walker, as the analyst for this particular study and in accordance with standard shared-parking methodology, applies two additional adjustments to the base parking demand ratios, one to reflect an estimate of the local transportation modal split (called the driving ratio) and another to account for the best estimate of captive market effects (called the non-captive ratio). These will all be described in more detail in the sections to follow.

The following graphic provides an illustrative view of the steps involved in the shared parking analysis. This graphic is used within this document to help the reader understand the shared parking process and to also assist in communicating the step of the analysis that is being described within this memorandum. The Shared Parking Analysis section follows this graphic in consecutive order, moving from left to right, and in subsequent sections, the gray highlighted section of the graphic (note: all sections are highlighted in Figure 3) designates the step that is being described.

Figure 3: Steps of Shared Parking Analysis

Land Use Units (Number of rooms, square footage, etc.)	X	Standard or Base Parking Generation Ratio	X	Monthly Factor	X	Hourly Factor	X	Driving Ratio	X	Non-Captive Ratio	=	TOTAL

Source: Walker Consultants, 2018

For most land uses, shared parking is based on the 85th percentile of peak-hour observations, a standard espoused by the ITE, the NPA's Parking Consultants Council, and renowned parking planners. This 85th percentile is a significant and high threshold to meet in terms of supplying parking capacity in that it is provides a parking supply that will not be needed by a majority of developments. The 85th percentile recommendation is informed by field data counts in the fourth edition of ITE's *Parking Generation*[3] and this threshold represents the 85th percentile of peak-hour observations supplied during the study. Comparatively, an average hotel project could be expected to generate parking needs near the 50th percentile level of activity.

The key goal of a shared parking analysis is to find the balance between providing adequate parking to support a development from a commercial and operational standpoint and protect the interests of neighboring property owners, while minimizing the negative aspects of excessive land area or resources devoted to parking. The ultimate goal of a shared parking analysis is to find a peak period, reasonably predictable worst-case scenario, or design day condition.

Allowing multiple land uses and entities to share parking spaces has allowed for and led to the creation of many popular real estate developments and districts, resulting in the combination of office, residential, retail, hotel, and entertainment districts that rely heavily on shared parking for economic viability while providing parking accommodations to meet the actual demand generated by the development. Traditional downtowns in large and small cities alike have depended on the practice in order to be compact, walkable, and economically viable. In the same way, mixed-use projects have also benefited from the shared-parking principle, which offers multiple benefits to a community, not the least of which is a lesser environmental impact due to the reduction in required parking needed to serve commercial developments, as well as the ability to create a more desirable mix of uses at one location, all the while ensuring that parking supply is designed for the busiest hour of the year, busiest day of the year, and busiest month of the year, at an 85th percentile relative to similar properties.

[3] Parking Generation, Fourth Edition. Washington DC: Institute of Transportation Engineers, 2010.

SHARED PARKING ANALYSIS

In accordance with accepted shared-use methodology, this section of the memorandum documents the steps taken to appropriately determine a recommended parking capacity for the project. Base parking generation ratios, representing weekday and weekend conditions, are taken verbatim from the Second Edition of ULI's *Shared Parking* and multiplied by the Project's land use quantities, yielding a product which is then adjusted by multiplying by hourly and monthly factors for each of the project's respective land uses. These are called "presence factors". Two final adjustments are made to the standard or base parking generation ratios. One adjustment discounts the demand to account for local transportation modal split characteristics, recognizing that not everyone drives an automobile for every trip, and a second adjustment is made to avoid double counting attendees who are on-site for more than one reason and are therefore not creating additive parking demand. These last two calculations are referred to as the "driving ratio" and "non-captive" adjustments. The balance of this section of the memorandum documents the math that underlies this analysis, following the steps listed below.

List of Shared Parking Steps	Page
Step 1: Identification and Quantification of Project Land Use Components	5
Step 2: Application of Standard or Base Parking Generation Ratios	6
Step 3: Application of Presence Factors	7
Step 4: Application of Non-Captive Adjustment	7
Step 5: Application of Driving Ratio	8
Step 6: Total Recommended Number of Spaces from Shared Parking Analysis	9

LAND USE UNITS: BUILDING PROGRAM DESCRIPTION

The consolidated proposed land uses were previously shown in Figure 1. Since Walker's goal with shared parking analysis is to project the recommended parking supply for a typically busy "85th percentile" day, two scenarios have been prepared related to the event space. The first is the typically busy day scenario, which would involve a large gathering utilizing the main ballroom and pre-function space. The second is a worst-case scenario assuming all event spaces are being used simultaneously. Walker recommends planning the parking supply to accommodate the typically busy day, with a contingency plan for the worst-case scenario.

Step 1: Identification and Quantification of Project Land Use Components

Land Use Units (Number of rooms, square footage, etc.)	X	Standard or Base Parking Generation Ratio	X	Monthly Factor	X	Hourly Factor	X	Non-Captive Ratio	X	Driving Ratio	=	TOTAL

Source: Walker Consultants, 2018

Table 1: Summary of Proposed Development

Land Use Component	Scenario	
	Design Day	Worst-Case
Hotel	70 rooms	70 rooms
Restaurant/Bar	4,730 SF	4,730 SF
Meeting/Banquet Space	3,600 SF	7,350 SF
Spa	1,670 SF	1,670 SF
Sundry Shop	100 SF	100 SF

Source: Cutler Anderson Architects, 2018

STANDARD OR BASE PARKING GENERATION RATIOS

Simply put, the base parking demand ratios represent how many spaces should be supplied to each use if the spaces are unshared, and the project is located in a suburban context where the driving ratio is at or near 100 percent. The following table documents the base parking generation rates employed, rates taken verbatim from the Second Edition of Shared Parking, and informed by thousands of field parking occupancy studies performed by parking and transportation professionals over decades. These ratios have been vetted by a team of consultants who specialize in parking demand analyses and who mutually agreed upon the use of these ratios prior to the publication of the Second Edition of Shared Parking.

Step 2: Application of Standard or Base Parking Generation Ratios

Land Use Units (Number of rooms, square footage, etc.)	X	Standard or Base Parking Generation Ratio	X	Monthly Factor	X	Hourly Factor	X	Non-Captive Ratio	X	Driving Ratio	=	TOTAL

Source: Walker Consultants, 2018

Table 2: Standard or Base Parking Generation Ratios

Land Use	Weekday		Weekend		Unit
	Visitor	Employee	Visitor	Employee	
Retail	2.90	0.70	3.20	0.80	/ksf GLA
Hotel Spa/Salon	3.00	3.00	3.00	3.00	/ksf GLA
Hotel-Leisure	0.90	0.25	1.00	0.18	/room
Restaurant/Lounge	10.00		10.00		/ksf GLA
Meeting/Banquet (20-50 sq ft/key)	30.00		30.00		/ksf GLA

Source: Shared Parking, Second Edition; Urban Land Institute; and International Council of Shopping Centers, 2005, Walker, 2018
Note: GLA = Gross Leasable Area

PRESENCE FACTORS

After the Project's land uses have been quantified and standard or base parking generation ratios have been applied to these land use quantities, adjustments are made to account for parking demand variability by hour of day and month of year. This is referred to as a "presence" adjustment.

Step 3: Application of Presence Factors

Land Use Units (Number of rooms, square footage, etc.)	X	Standard or Base Parking Generation Ratio	X	Monthly Factor	X	Hourly Factor	X	Non-Captive Ratio	X	Driving Ratio	=	TOTAL

Source: Walker Consultants, 2018

Presence is expressed as a percentage of peak potential demand modified for both time of day and month of the year. The fact that parking demand for each component may peak at different times generally means that fewer parking spaces are needed for the project than would be required if each component were a freestanding development.

NON-CAPTIVE ADJUSTMENT RATIO

A shared parking analysis recognizes that people often visit two or more land uses housed within the same development site, without increasing their on-site parking use. For example, at some events, a portion of the guests may also be staying at the hotel. A non-captive ratio allows for an adjustment to the parking needs analysis by taking into account the portion of on-site visitors who are already accounted for as hotel guest parking demand, and are therefore not creating additional parking demand. In this example, the hotel restaurant and hotel event space demand is captive to hotel demand and therefore care must be taken in the shared parking analysis to avoid double counting. This double counting is avoided by applying what is referred to as a "non-captive ratio."

Non-captive ratios can vary from one property to the next and from one function to the next within the same property. Typically, a reduction ranging from 20 to 70 percent has been used by parking and transportation professionals to fine tune the parking requirements for mixed-use projects with primary attractors and secondary attractors. The non-captive ratios included herein are intended to be reasonable and appropriate adjustments.

Step 4: Application of Non-Captive Adjustment

Land Use Units (Number of rooms, square footage, etc.)	X	Standard or Base Parking Generation Ratio	X	Monthly Factor	X	Hourly Factor	X	Non-Captive Ratio	X	Driving Ratio	=	TOTAL

Source: Walker Consultants, 2018

Since the hotel is modeled as the primary demand generator for the site, a 100 percent non-captive rate was applied for hotel guests and employees. This means that 100 percent of hotel guests are arriving on site with the intention of staying at the hotel. Additionally, employee parking across all uses was kept at a 100 percent non-captive ratio because they would be arriving on site with the intention of employment. For accessory uses,

adjustments were applied. The hotel restaurant/ lounge and spa were seen as accessory uses primarily serving existing hotel guests. For this reason, a 50 percent non-captive ratio adjustment was applied. This assumes 50 percent of users will arrive on site creating additional parking demand for these uses. Furthermore, the hotel sundry shop, due to its size, was seen as a use almost exclusively serving hotel guests. For this reason, a 25 percent non-captive adjustment ratio was applied. The non-captive ratio for event space is likely to vary from event to event; however, a baseline non-captive ratio of 60% on weekdays and 70% on weekends was applied based on Walker's experience. A summary of the non-captive ratios is shown below in Table 3.

Table 3: Non-Captive Ratio Summary Table

	Non-Captive Ratio	
Visitors	Weekday	Weekend
Hotel Guests	100%	100%
Spa	50%	50%
Restaurant/Lounge	50%	50%
Sundry Shop	25%	25%
Event Space	60%	70%

Source: Walker Consultants, 2018

DRIVING RATIO ADJUSTMENT

A driving ratio adjustment is the percentage of patrons and employees that are projected to drive to the site in a personal vehicle, expressed as a ratio. This excludes all non-driving modes of transportation including shuttle bus, taxi, ride-hailing (Lyft/Uber), walking, and carpooling passengers. Driving-ratio adjustments were made to the base ratios based on U.S. Census data (American Community Survey). Based on United States Census 2015 American Community Survey data, approximately 54% of those who work on Bainbridge commute to work in a single occupant vehicle and 4% carpool, the majority of which are in a two-person carpool (Table B08406).

Based on the data, we have assumed that 42% of employees commute by a non-auto mode.

A drive ratio of 80% was assumed for hotel guests.

Step 5: Application of Driving Ratio

Land Use Units (Number of rooms, square footage, etc.)	X	Standard or Base Parking Generation Ratio	X	Monthly Factor	X	Hourly Factor	X	Non-Captive Ratio	X	Driving Ratio	=	TOTAL

Source: Walker Consultants, 2018

SUMMARY

The table below summarizes the shared parking analysis and recommended number of spaces which peaks on a Saturday at 9pm.

Table 4: Total Weekend Recommended Number of Spaces from Shared Parking Analysis

	Land Use Units	Base Ratio	Monthly Factor	Hourly Factor	Driving Ratio	Non-Captive Ratio	July 9:00 pm Total
Hotel	70 rooms	1.00 /room	100%	95%	70%	100%	47
Hotel Employee	70 rooms	0.18 /room	100%	55%	63%	100%	5
Restaurant/ Lounge	4,730 SF	10.0 /KSF	98%	67%	70%	50%	11
Hotel Sundry Shop	100 SF	3.2 /KSF	64%	50%	100%	25%	0
Hotel Sundry Employee	100 SF	0.8 /KSF	80%	65%	63%	100%	0
Spa	1,670 SF	3.00 /KSF	65%	0%	100%	50%	0
Spa Employee	1,670 SF	3.00 /KSF	75%	0%	63%	100%	0
Meeting/ Banquet Space	7,350 SF*	30.0 /KSF	100%	100%	75%	70%	57
Note: All figures 0.50 and greater are rounded up to the next whole number and then totaled. *Restaurant space includes kitchen space.* **Event square footage is projected to be at partial capacity, not full capacity during the design day for parking.*						TOTAL	120

Source: Walker Consultants, 2018

For a high demand weekend, representing a sellout[4] of hotel guest rooms and an 85th percentile-level of activity relative to other similar properties, the shared parking model recommends 120 total spaces. The highest demand generator for the site, as seen above, is the event space, followed by the hotel rooms.

The following figure displays the demand fluctuations throughout an entire day for the weekend. Both graphs display the fluidity of demand based on the uses and adjustments factored into the analysis. It is important to note that when one use peaks (spa for example), another use may be in a lull (hotel restaurant/ lounge/event space). These relationships, in part, are what allow for the reduction in the number of spaces needed.

[4] Hotel guest room occupancy rates in the U.S. average around 70 percent over a year and the calculations included herein are based on 100 percent occupancy.

Figure 4: Shared Parking Projection by Hour of Day for a Weekend

Source: Walker Consultants, 2018

Walker also ran the shared parking model assuming that all of the event space (7,350 square feet) is used concurrently, a condition expected to occur rarely and which the Hotel would be able to control (and plan). Under this scenario, the meeting/banquet space generates the need for an additional 59 parking spaces, for a total of 179 parking spaces. As mentioned previously, Walker recommends designing the parking supply for a design day scenario, with a contingency plan to accommodate a max event type scenario.

PARKING INVENTORY

Walker has reviewed the applicant's plan to provide 96 off-street and 6 on-street parking spaces, for a total of 102 on-street spaces to provide parking at the Hotel site, taking into account some valeting of vehicles on the site, for greater space efficiency, when needed. The plan also includes the use of up to 40 commercial spaces across the street from the project site, that have been identified as available after 6:00 pm.[5] Finally, additional available, privately-owned parking spaces within walking and shuttle distance have also been identified proximate to the Hotel site.

For most hours on most days of the year, the 102 spaces are projected to be sufficient to provide parking for the Hotel and its auxiliary uses. To supply the recommended number of parking spaces for a design day, the use of some spaces in the commercial center across the street will provide sufficient parking capacity to meet the

[5] In most commercial districts, privately owned off-street parking experience the lowest occupancy rates, and sit empty much of the time. The sharing of these spaces by other land uses in the area is a (parking) planning best practice.

recommended parking supply. Under the worst-case scenario, the use of additional, available private parking in the area is a reasonable strategy to accommodate occasional peaks in event parking demand.

The shared parking model that Walker Consultants was based on 70 rooms, and as the hotel has been refined, we're now at 87 rooms. The remaining spaces are comparable in areas. Their breakdown was made up of 47 spaces for hotel guests (.6714 spaces/room), 57 spaces for events and the balance (16 spaces) for employees and external restaurant patrons.

We are being very conservative in what we include/exclude from the event and restaurant spaces so we will not discount any reductions in those spaces.

Applying the same parking ratio to the expanded room count (17 rooms additional compared to the parking study count) requires an additional 11.41 (rounded to 12) parking spaces for a total of 132 for peak design day demand. We are providing 136 spaces.

We initiated the study because in the Core Zone, the City's parking requirements (Table 18.15.020-2) require a "technical studies prepared by a qualified professional relating to the parking need for the proposed use" or "required parking for the proposed use as determined by other comparable jurisdictions". We chose to do the technical study so as to better take into account the proximity to the ferry.

It should be noted that if this hotel had been located on the island outside of Winslow the parking requirement (Table 18.15.020-1) is one parking space per sleeping room.

From the Study commissioned:

• The shared parking model recommends a parking supply of 120 parking spaces to accommodate peak **design day** demand, which is projected to occur at 9:00 PM on a weekend, likely in summer. **Design day projections assume that 3,600 square feet of the event space (main ballroom and pre-function) is used by a large party.**

• Hotel guests (47 spaces) and event guests (57 spaces) make up the main components of needed parking supply at peak, with the remainder made up of hotel employees and external patrons of the hotel restaurant/lounge.

• The shared parking model recommends a parking supply of 179 parking spaces to accommodate peak parking demand assuming all 7,359 square feet of event space is in use concurrently, as well as full occupancy of the hotel rooms. Walker recommends parking be planned for **design day** conditions, with a contingency plan for the max event scenario; parking spaces that will sit empty for well over 300 days a year is not advised.

<u>Parking Study at 70 rooms</u>

Parking spaces required are 120 for 70 rooms = 47 spaces for rooms, 57 spaces for events and the balance for employees and external patrons. **0.6714 spaces/room**

<u>Parking Study applied to 75 rooms</u>

Parking spaces required are 124 for 75 rooms = 51 spaces for rooms, 57 spaces for events and the balance for employees and external patrons. **0.6714 spaces/room**

<u>Parking Study applied to 87 rooms</u>

Parking spaced required are 132 for 87 rooms = 59 spaces for rooms, 57 spaces for events and the balance for employees and external patrons. **0.6714 spaces/room**

WE ARE PROPOSING 136 ON SITE SPACES.

The event spaces total 5,880sf, having been adjusted downward from 7,359sf used in the Parking Study, for a decrease of 1,479sf or 50 people at 30sf/person. This reduction will reduce the peak parking demand predicted for this use, but does not change the design day demand.

WINSLOW HOTEL
TRAFFIC IMPACT ANALYSIS

City of Bainbridge Island, WA

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April 2019

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WINSLOW HOTEL
TRAFFIC IMPACT ANALYSIS

TABLE OF CONTENTS

1. Introduction 3
2. Project Description 3
3. Existing Conditions 6
4. Future Traffic Conditions 12
5. Summary 24

Appendix....25

LIST OF TABLES

1. Existing Weekday Peak Hour Level of Service 9
2. Accident History 11
3. Project Trip Generation 12
4. Forecast 2021 Weekday Peak Hour Level of Service 22
5. Forecast 2039 Weekday PM Peak Hour Project Trips and Intersection Volumes 23

LIST OF FIGURES

1. Vicinity Map & Roadway System 4
2. Site Plan 5
3. Existing AM Peak Hour Volumes 7
4. Existing PM Peak Hour Volumes 8
5. Trip Distribution – AM Peak Hour 14
6. Trip Distribution – PM Peak Hour 15
7. AM Peak Hour Pipeline Volumes 16
8. PM Peak Hour Pipeline Volumes 17
9. Forecast 2021 AM Peak Hour Volumes without Project 18
10. Forecast 2021 AM Peak Hour Volumes with Project 19
11. Forecast 2021 PM Peak Hour Volumes without Project 20
12. Forecast 2021 PM Peak Hour Volumes with Project 21

WINSLOW HOTEL
TRAFFIC IMPACT ANALYSIS

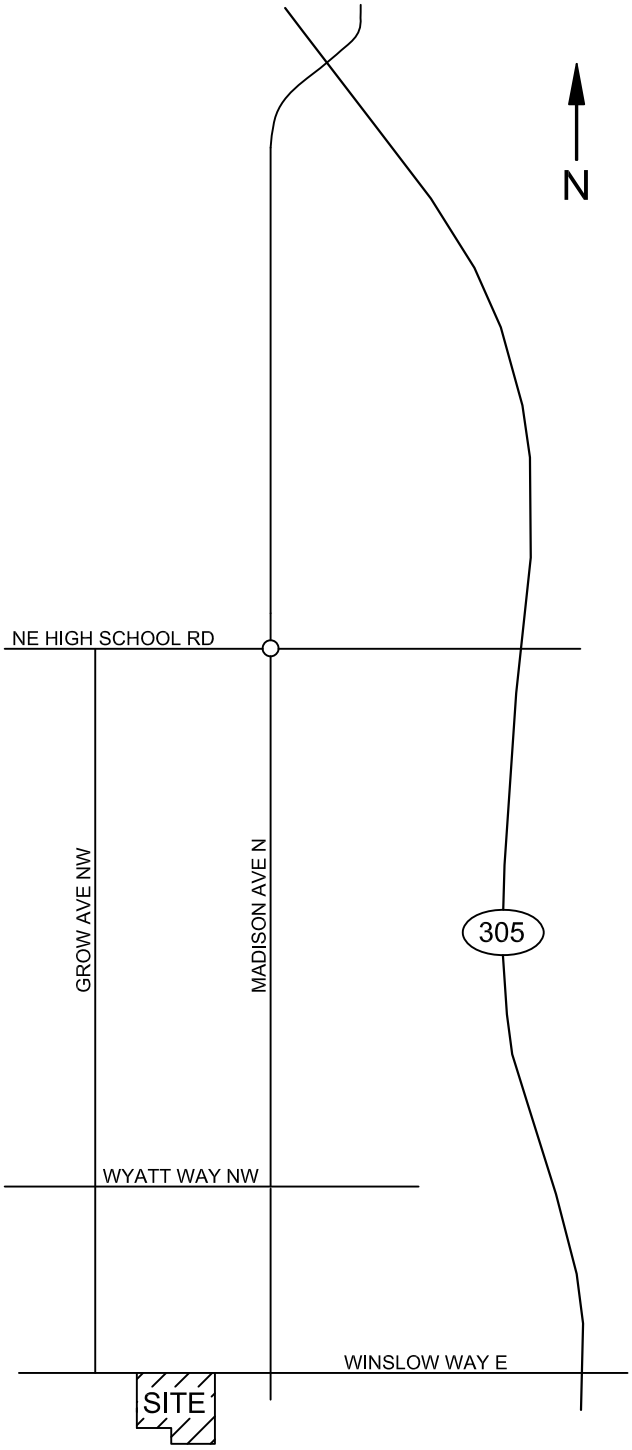
1. INTRODUCTION

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

2. PROJECT DESCRIPTION

Winslow Hotel is a proposed 72,000 square foot (sf) hotel comprising 87 guest rooms in the city of Bainbridge Island. The subject site is located on the south side of Winslow Way and west of Madison Ave on parcels: 272502-4-097-2000 & 272502-4-098-2009. Existing on-site uses will be removed for new construction which consist of an 11,659-sf retail/office building and a 1,574-sf dwelling unit formerly used for restaurant and dining.

The hotel would offer amenities including a restaurant, spa, and banquet rooms. A parking supply of 123 stalls is proposed to accommodate daily operations based on an independent park study. A shuttle system would be available for guests arriving/departing from the Bainbridge Island Ferry Terminal. A vicinity map of the surrounding roadway network is illustrated in Figure 1. A conceptual design outlining the overall configuration of the project and access points via Winslow Way is presented in Figure 2.



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WINSLOW HOTEL

VICINITY MAP & ROADWAY SYSTEM
FIGURE 1

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WINSLOW HOTEL

SITE PLAN
FIGURE 2

3. EXISTING CONDITIONS

3.1 Existing Roadway Characteristics

The major roadways serving the site are listed and described below.

SR 305: is a north-south, multi-lane state route and city designated primary arterial. SR 305 provides connection to the Bainbridge Island Ferry Terminal to the south and to SR 3 and SR 307 to the north. The roadway supports approximately 11,000 average daily trips (ADT) in the vicinity. Shoulders consists of ferry waiting on the west side and paved on the east side. A separated non-motorist path is available on the east side of SR 305. The posted speed limit within the study area ranges from 30 mph to 40 mph.

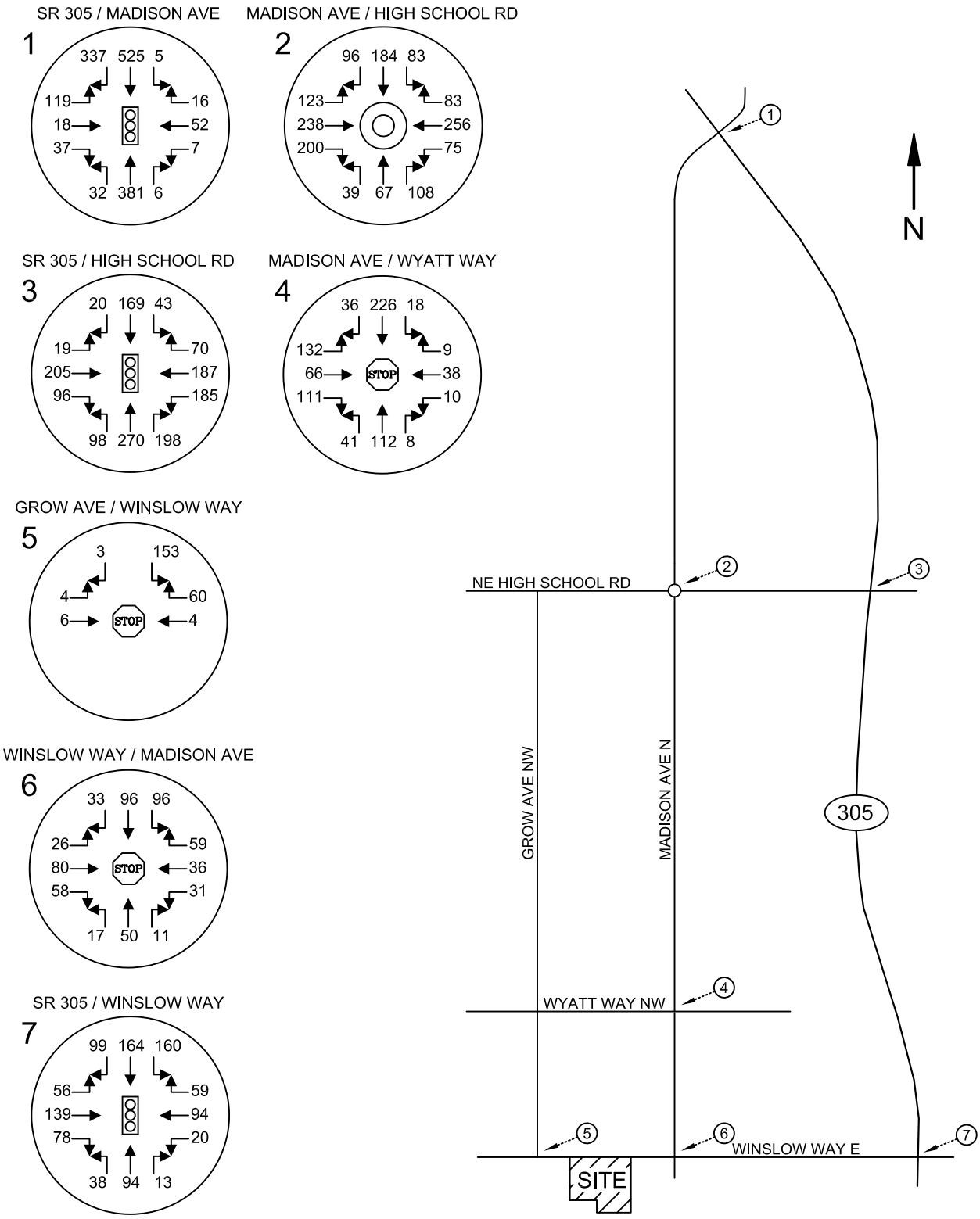
Madison Avenue S./N.: is a north-south, two-lane collector south of Winslow Way and a two- to three-lane secondary arterial to the north. The road cross section near the site consists of one 10-foot wide travel lane in either direction and 4-foot wide paved shoulders. Curb, gutter, and sidewalk are available along either direction. The roadway has a posted speed limit of 25 mph in the vicinity. No on-street parking opportunities are offered south of Winslow Way.

Winslow Way W./E.: is an east-west, two-lane collector and local access west of Madison Avenue and a two-lane secondary arterial to the east. Travel lanes vary from 10-12 feet in width and the roadway has a posted speed limit of 20 mph in the vicinity. Painted bike sharrows are found on the roadway east of Madison Avenue. Curb, gutter, and sidewalk are available in either direction. On-street parking is offered as head-in angle and parallel.

3.2 Existing Peak Hour Volumes

Traffic counts were performed at various locations to determine baseline vehicular activity in the defined study area. Field data was collected in October of 2018 under two peak period weekday scenarios: 7-9 PM and 4-6 PM. These timeframes generally represent peak vehicular activity and were the focus of this analysis. The one-hour reflecting highest overall volumes (peak hour) for each intersection is then used to analyze worst-case conditions. The study intersections with respective AM and PM peak hour volumes are illustrated in Figure 3 and Figure 4. Full count sheets are included in the appendix. The study intersections are summarized below.

1. SR 305 / Madison Ave
2. Madison Ave / High School Rd
3. SR 305 / High School Rd
4. Madison Ave / Wyatt Way
5. Grow Ave / Winslow Way
6. Winslow Way / Madison Ave
7. SR 305 / Winslow Way



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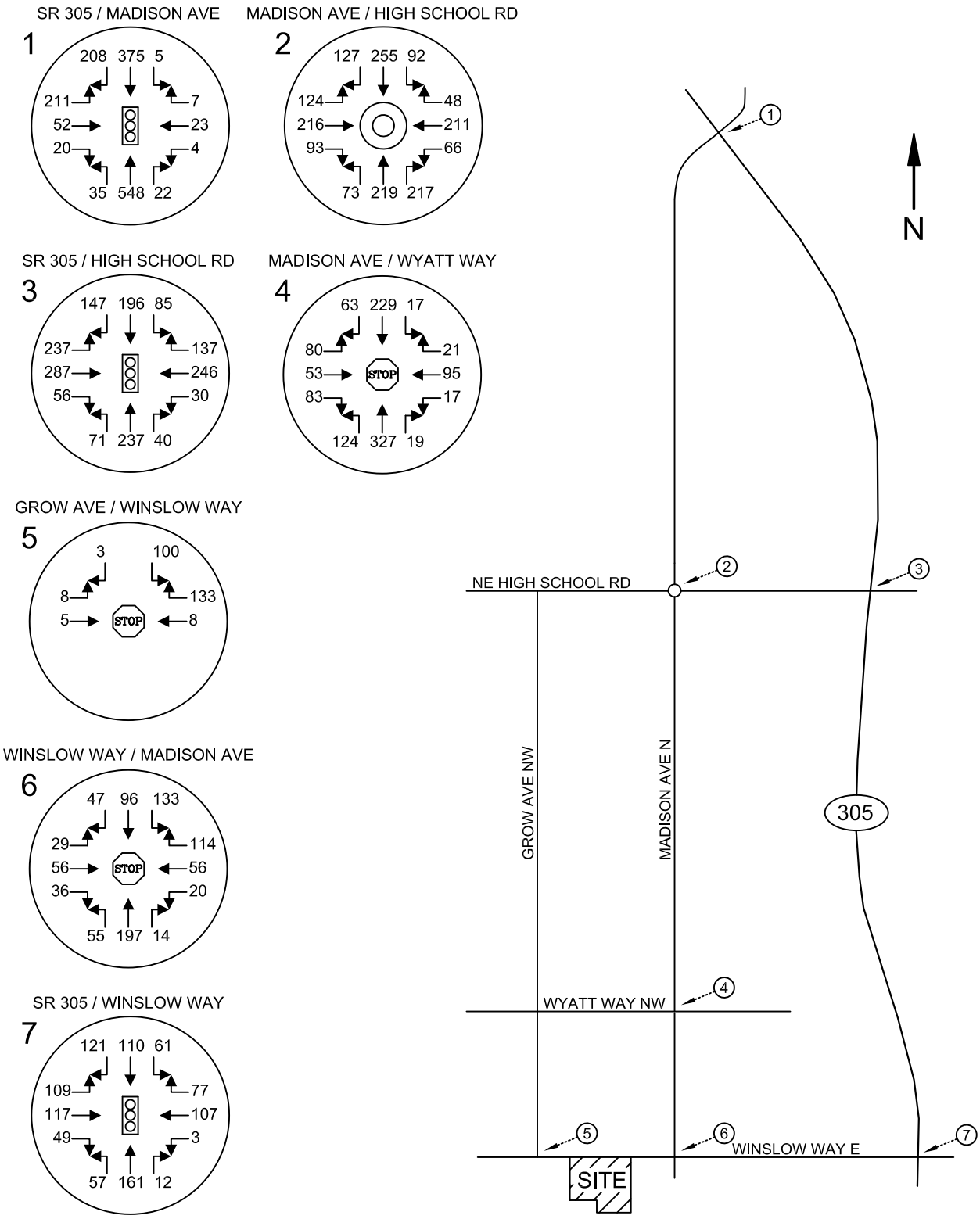
WINSLOW HOTEL

EXISTING AM PEAK HOUR VOLUMES
FIGURE 3



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WINSLOW HOTEL

EXISTING PM PEAK HOUR VOLUMES
FIGURE 4

3.3 Existing Level of Service

Existing peak hour delays were determined through the use of the *Highway Capacity Manual* 6th Edition. Capacity analysis is used to determine level of service (LOS) which is an established measure of congestion for transportation facilities. The range[1] for intersection level of service is LOS A to LOS F with the former indicating the best operating conditions with low control delays and the latter indicating the worst conditions with heavy control delays. Level of service calculations were made through the use of the *Synchro 10* analysis program. Delays presented represent overall weighted average delays for the signalized and roundabout controls. For unsignalized, side-street stop-controlled intersections, LOS is determined by the movement with the highest delay

Table 1: Existing Weekday Peak Hour Level of Service

Delays Given in Seconds per Vehicle

		AM Peak Hour		*PM Peak Hour*	
Ref #	**Intersection**	**LOS**	**Delay**	**LOS**	**Delay**
Signalized					
1	SR 305 / Madison Ave	B	11.6	B	16.6
3	SR 305 / High School Rd	C	24.3	C	33.9
7	SR 305 / Winslow Way	B	18.5	C	23.9
Roundabout					
2	Madison Ave / High School Rd	B	13.3	B	12.1
All-Way Stop					
4	Madison Ave / Wyatt Way	B	12.8	C	17.9
5	Grow Ave / Winslow Way	A	8.3	A	7.7
6	Madison Ave / Winslow Way	B	10.7	B	11.6

[1] *Signalized Intersections - Level of Service*

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

Stop Controlled Intersections – Level of Service

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

Highway Capacity Manual, 6th Edition

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

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

WSDOT Level of Service Standards[3]: SR 305 is considered a Highway of Statewide Significance (HSS) with an established LOS standard of LOS D.

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

3.4 Non-Motorist Traffic

The city's downtown area offers a robust network of non-motorist facilities in the form of complete sidewalks, marked pedestrian crossings, and bicycle lanes/sharrows. There is currently no sidewalk on the south side of Winslow Way W west of Finch Pl SW; however, the proposal includes frontage improvements with new sidewalk extending through property limits, or approximately 245 linear feet. The downtown nature of the area and proximity to local amenities is anticipated to encourage non-vehicular modes of transportation.

3.5 Transit Service

A review of the Kitsap Transit system indicates transit service is provided in the area. The nearest bus stop with respect to the subject site is served via Route 97 with stops located on Winslow Way W at Wood Ave SW less than 200 feet walking distance west of the site. Route 97 provides service from the American Legion Park & Ride to the Bainbridge Ferry. Other nearby routes (~0.25 miles) consist of Routes 90, 98, & 99 with stops along Winslow Way E and Madison Ave N. Refer to the Kitsap Transit Routed Buses schedule for detailed route information.

Moreover, the Bainbridge Island Ferry Terminal is less than one mile east with respect to the project site. The hotel is anticipated to be a major attraction to non-local residents with many trips expected to arrive/depart from the ferry. The hotel has proposed a shuttle service available to all guests for pick-up and drop-off.

---

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

[3] Level of Service Standards for Washington State Highways, *WSDOT,* (2010).

3.6 Access Driveway Safety

Access to the site is proposed to continue on Winslow Way E via one entrance on either end of the site and an additional driveway for shuttle ingress/egress. Assessments of driveway sight distance are consistent with AASHTO's *Green Book* (2011) standards. Based on the 20-mph posted speed limit on Winslow Way W, 195- and 225 feet of unobstructed view is needed for project traffic to safely enter the roadway. Preliminary measurements along the roadway length indicates sufficient sight lines in excess of 250 feet. No safety concerns are identified with the continued use to/from Winslow Way E.

3.7 Accident History

A list of the recorded accident history from 2015 through 2017 for the study intersections was requested and obtained from WSDOT. A summary of the accident totals per year at each intersection is provided in Table 2 below.

Table 2: Accident History

Location	2015	2016	2017	Avg/yr
SR 305				
at: Madison Ave	4	5	2	3.7
at: High School Rd	2	7	7	5.3
at: Winslow Way	4	5	1	3.3
Madison Ave				
at: High School Rd	2	5	4	3.7
at: Wyatt Way	2	4	4	3.3
at: Madison Ave	0	1	0	0.3
Grow Ave				
at: Winslow Way	0	0	0	0

A review of the crash data indicates the most common accident occurrences were in the form of: rear-end collisions (27) and entering at angle (19). These types of accidents are generally due to driver inattentiveness rather than roadway geometry or design. Three reported collisions involved vehicle-to-pedestrian/cyclist. One accident along SR 305 at High School Rd involved two fatalities due to the vehicle going over the embankment.

3.8 Roadway Improvements

A review of the City of Bainbridge Island Capital Improvement Program indicates improvement projects are planned in the vicinity:

Wyatt Way Reconstruction Phase 1
This scope of this project intends to reconstruct and improve the existing Wyatt Way segment from Madison Avenue to Lovell Avenue. Included are sidewalk and bicycle facilities on both sides of the street and capacity improvements to the intersection of Wyatt Way/Madison Avenue. Intersection improvements are planned with either signalization or a roundabout.

Olympic Drive Non-Motorized Improvements
The scope of this project includes pedestrian and bicycle improvements to Olympic Drive near the Bainbridge Island ferry terminal. Improvements consist of sidewalk widening, bike lanes or sharrows, painted bike boxes, center divider curb, street lighting, signal modifications and landscaping.

4. FUTURE TRAFFIC CONDITIONS

4.1 Trip Generation

Trip generation is used to determine the magnitude of project impacts on the surrounding street system. This is denoted by the quantity or specific number of new trips that enter or exit a project during a designated time period, such as a specific peak hour or an entire day. Data presented in this report was taken from the Institute of Transportation Engineer's (ITE) publication *Trip Generation*, 10th Edition. The designated land use for the proposed project is defined as Hotel (LUC 310).

An excerpt from the ITE manual states, “A hotel is a place of lodging that provides sleeping accommodations and supporting facilities such as restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, limited recreational facilities (pool, fitness room), and/or other retail and service shops.” The proposal was identified to offer similar amenities and supporting facilities and is projected to be accurately represented by the above land use. Table 3 below summarizes the estimated new trips. Included are the average weekday daily traffic (AWDT) and the AM and PM peak hours. Refer to the appendix for trip generation output.

Table 3: Project Trip Generation

Land Use	Rooms	AWDT	AM Peak-Hour Trips			PM Peak-Hour Trips		
			In	Out	Total	In	Out	Total
Hotel	87	727	24	17	**41**	26	26	**52**

Based on ITE data the project is anticipated to generate 41 new trips in the AM and 52 new trips in the PM peak hours of travel. However, many trips are likely to be in the form of shuttle and/or walking due to proximity to local attractions and amenities. The downtown nature of the area would encourage alternative modes of travel to passenger vehicles. The trip generation is considered to be a conservative forecast.

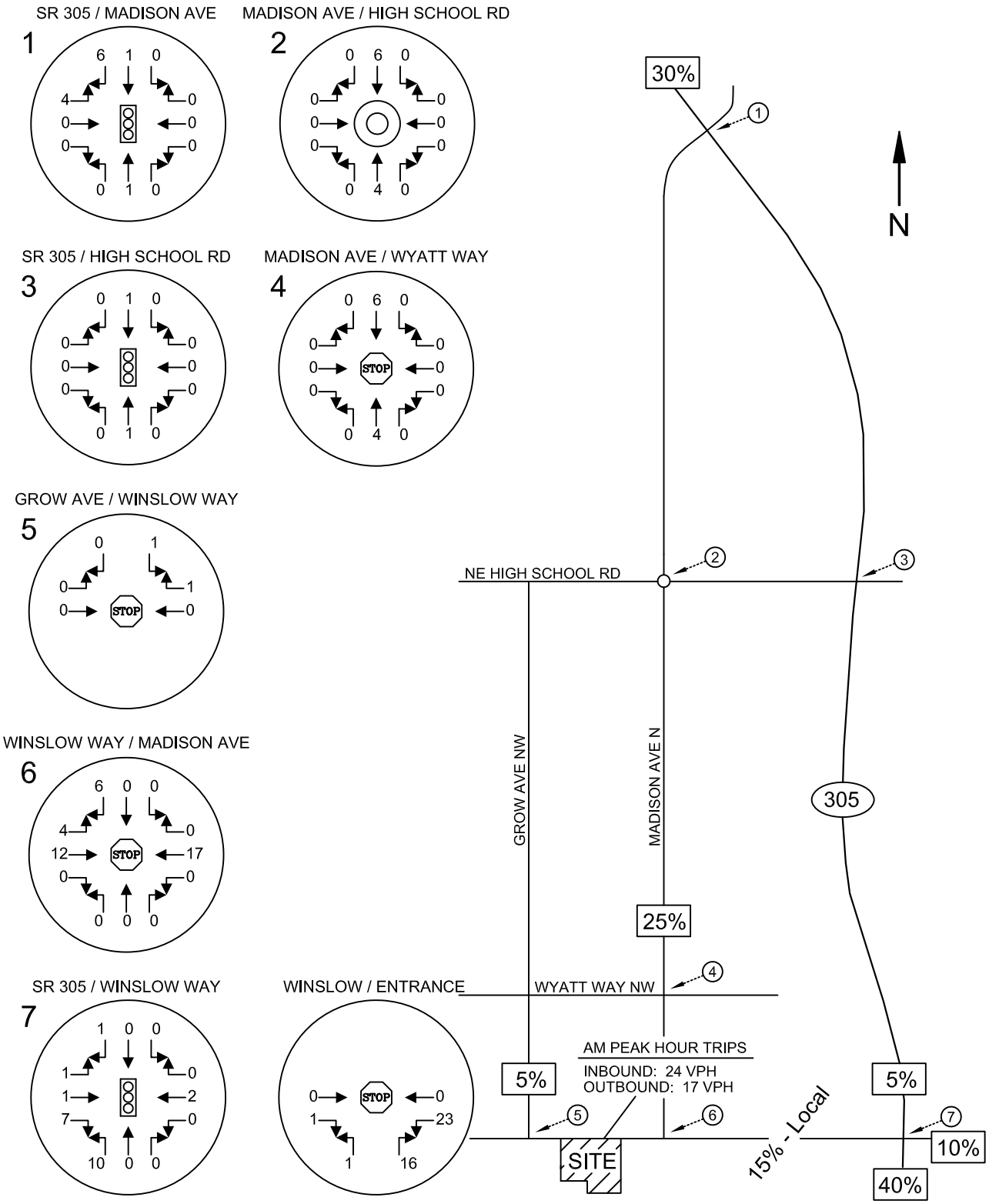
In addition, no trip deductions from the existing 11,659 sf on-site retail building and 1,574 square foot restaurant were applied to remain conservative in analyzing potential impacts to the adjacent roadway network and study intersections. The net increase in local traffic is therefore lower than the summarized trip generation in Table 3. A calculation of PM peak hour assuming the office traffic and restaurant traffic shows that 15 PM peak hour trips from the office and 12 trips from the restaurant could be expected. This would realize only 22 net new PM peak hour trips from the site.

4.2 Distribution & Assignment

Trip distribution describes the anticipated travel routes for inbound and outbound project traffic during the peak hour study periods. Figures 5 & 6 illustrate destination and origin percentages for the respective AM and PM peak hours. Trip distributions are based on existing travel patterns and proximity to nearby arterials. The hotel is anticipated to attract out of town guests which would likely originate from the ferry terminal or SR 305 from the north.

4.3 Future Peak Hour Volumes

A horizon year of 2021 was used for future traffic delay analysis to reflect conditions at the time of project buildout. Forecast background volumes were derived by applying a one percent annual compound growth rate to the existing intersection volumes. This growth rate has been determined appropriate for the study area and has been used in similar past projects. In addition, a number of nearby approved projects have been included as pipeline volumes. Projects include: CKCB, Madison Grove, Wallace Cottages, Madison Place, Madison Landing, Wyatt Apartments, Madrona Townhomes and Viconsi Master Plan. Pipeline volumes traveling through the study intersection are shown in Figures 7 & 8 for the AM and PM peak hours, respectively. Forecast 2021 peak hour volumes without project are illustrated in Figures 9 & 10. Forecast 2021 peak hour volumes with project are illustrated in Figures 11 & 12. In addition, a long-term 20-year (2039) horizon was analyzed in terms of total intersection volumes and are provided in the appendix.



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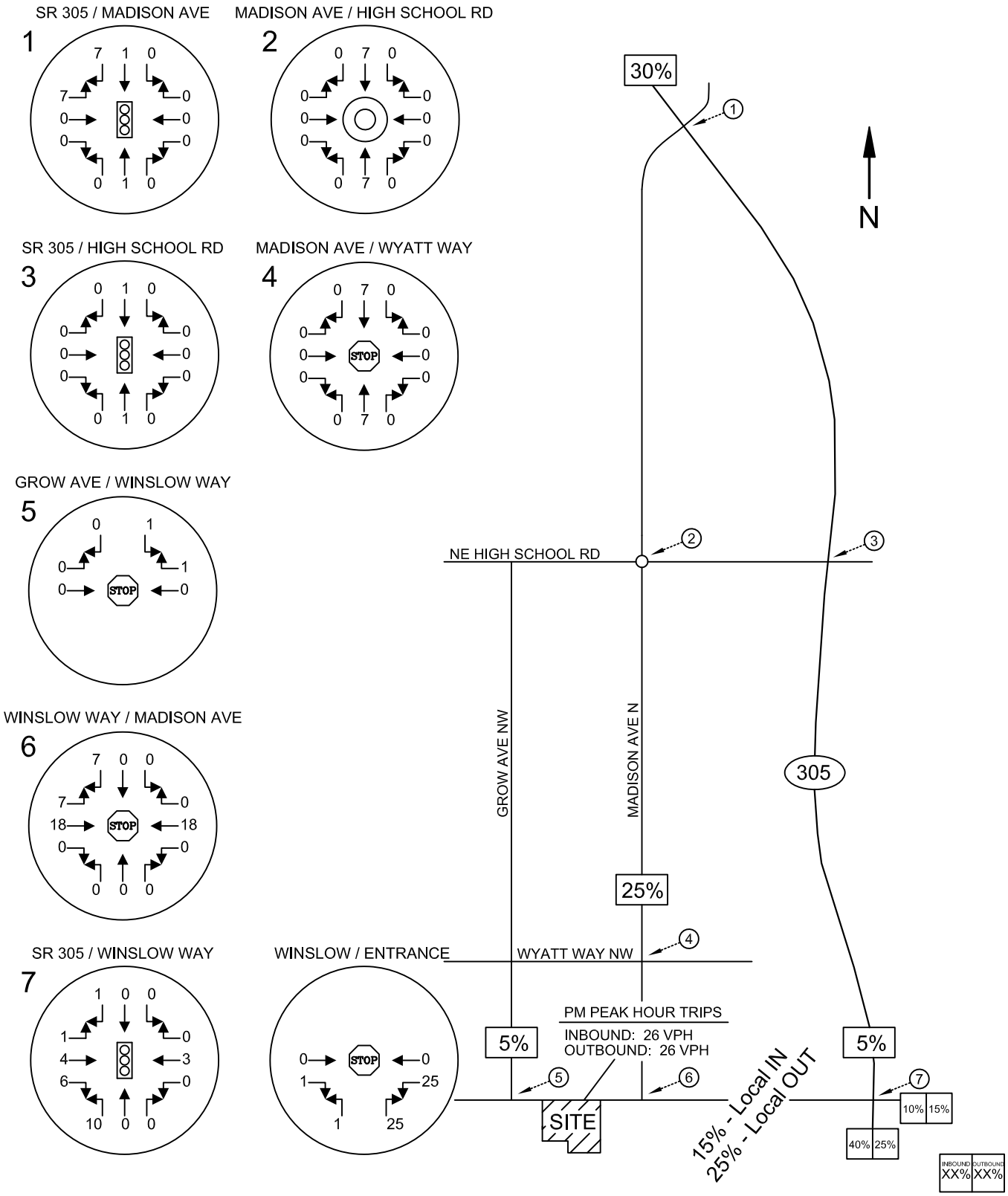
WINSLOW HOTEL

TRIP DISTRIBUTION - AM PEAK HOUR

FIGURE 5



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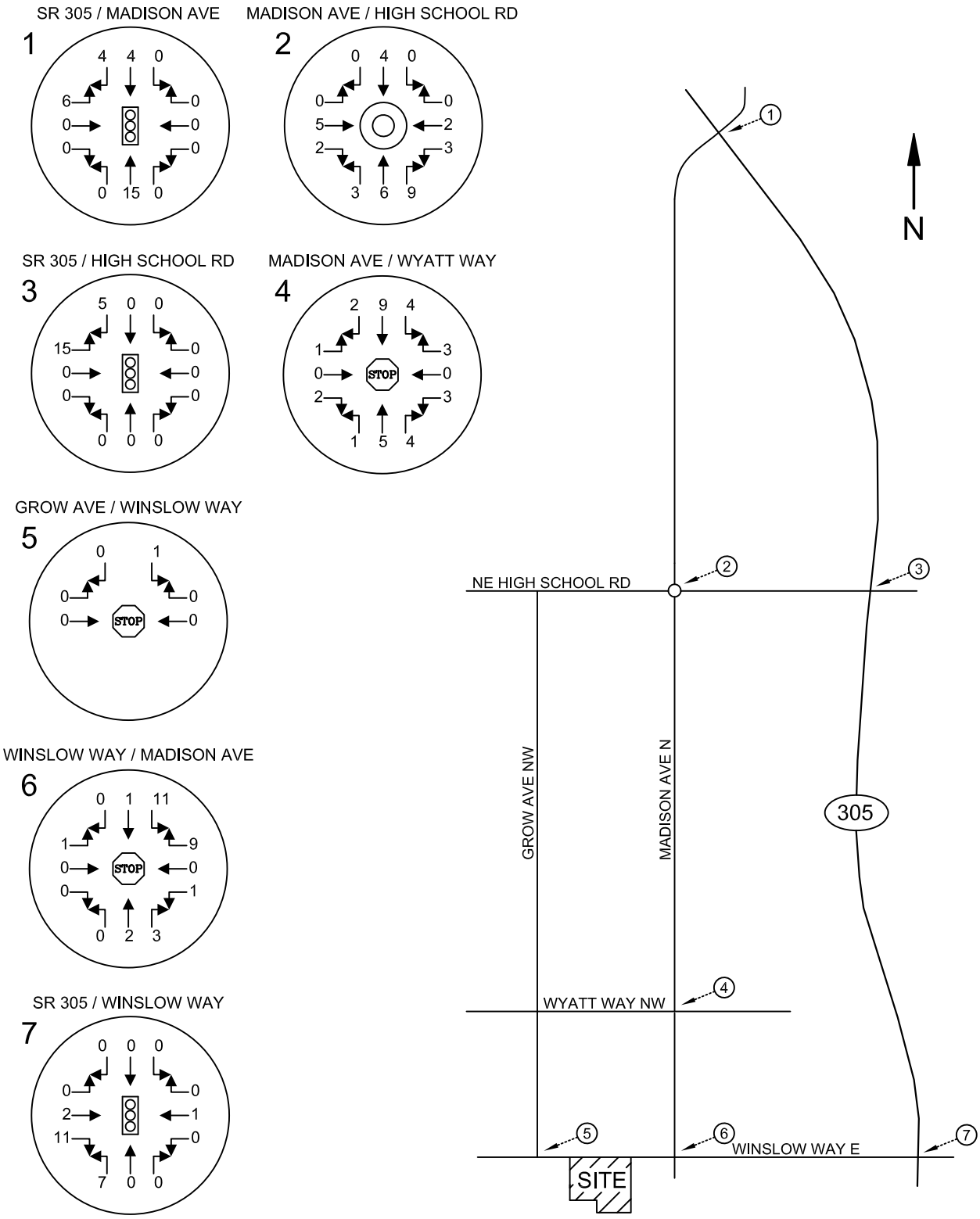
WINSLOW HOTEL

TRIP DISTRIBUTION - PM PEAK HOUR

FIGURE 6



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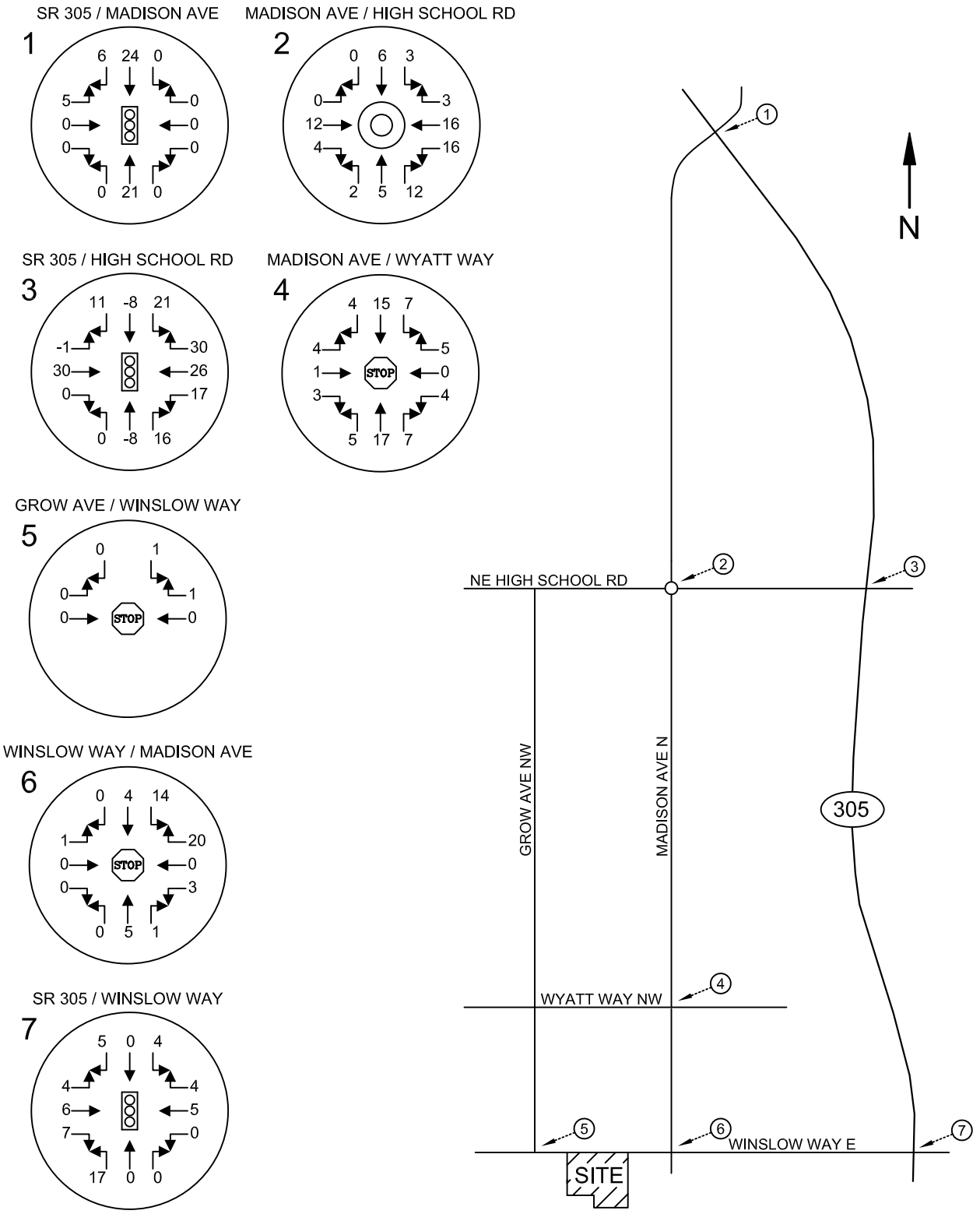
WINSLOW HOTEL

AM PEAK HOUR PIPELINE VOLUMES
FIGURE 7



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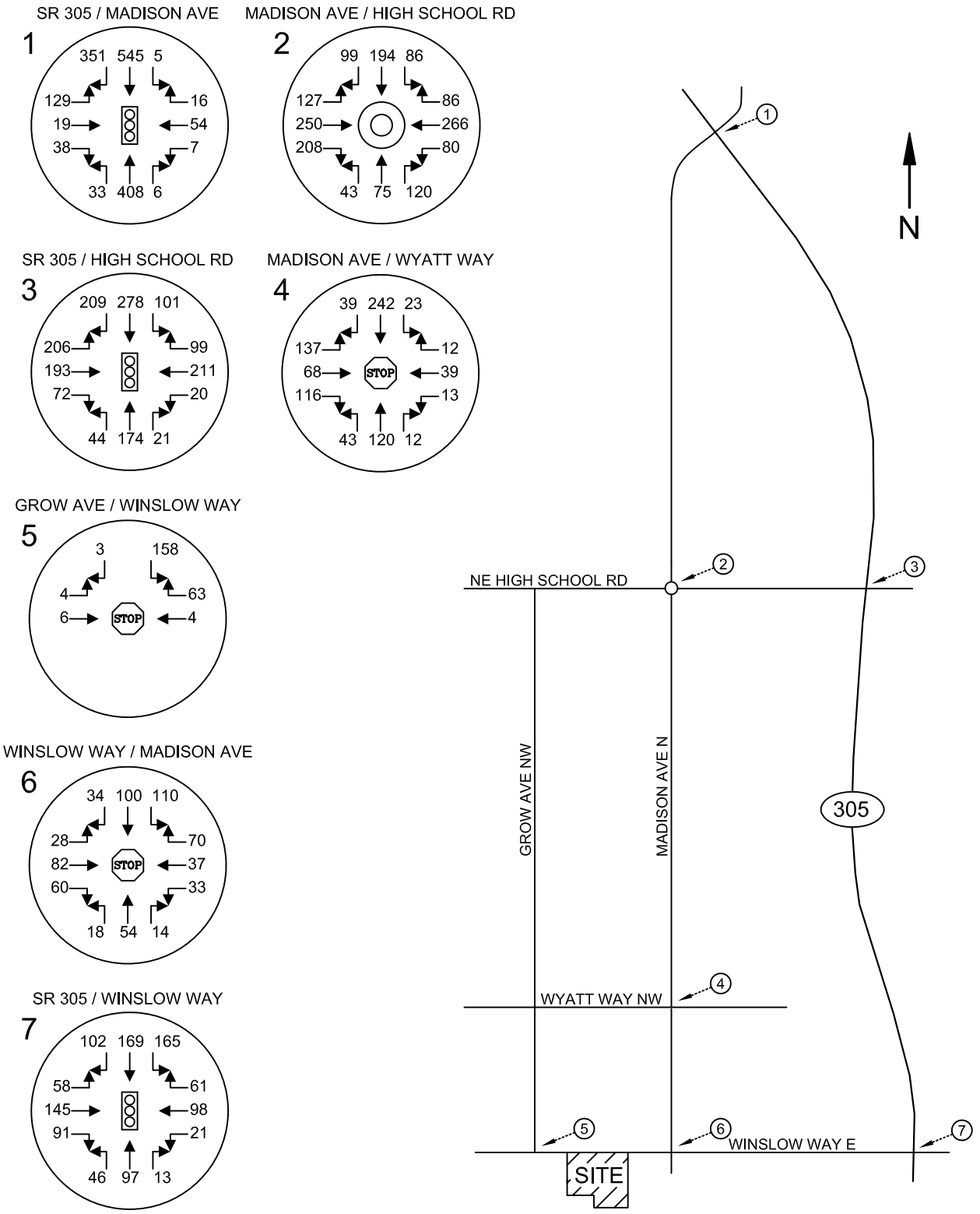
PM PEAK HOUR PIPELINE VOLUMES

FIGURE 8



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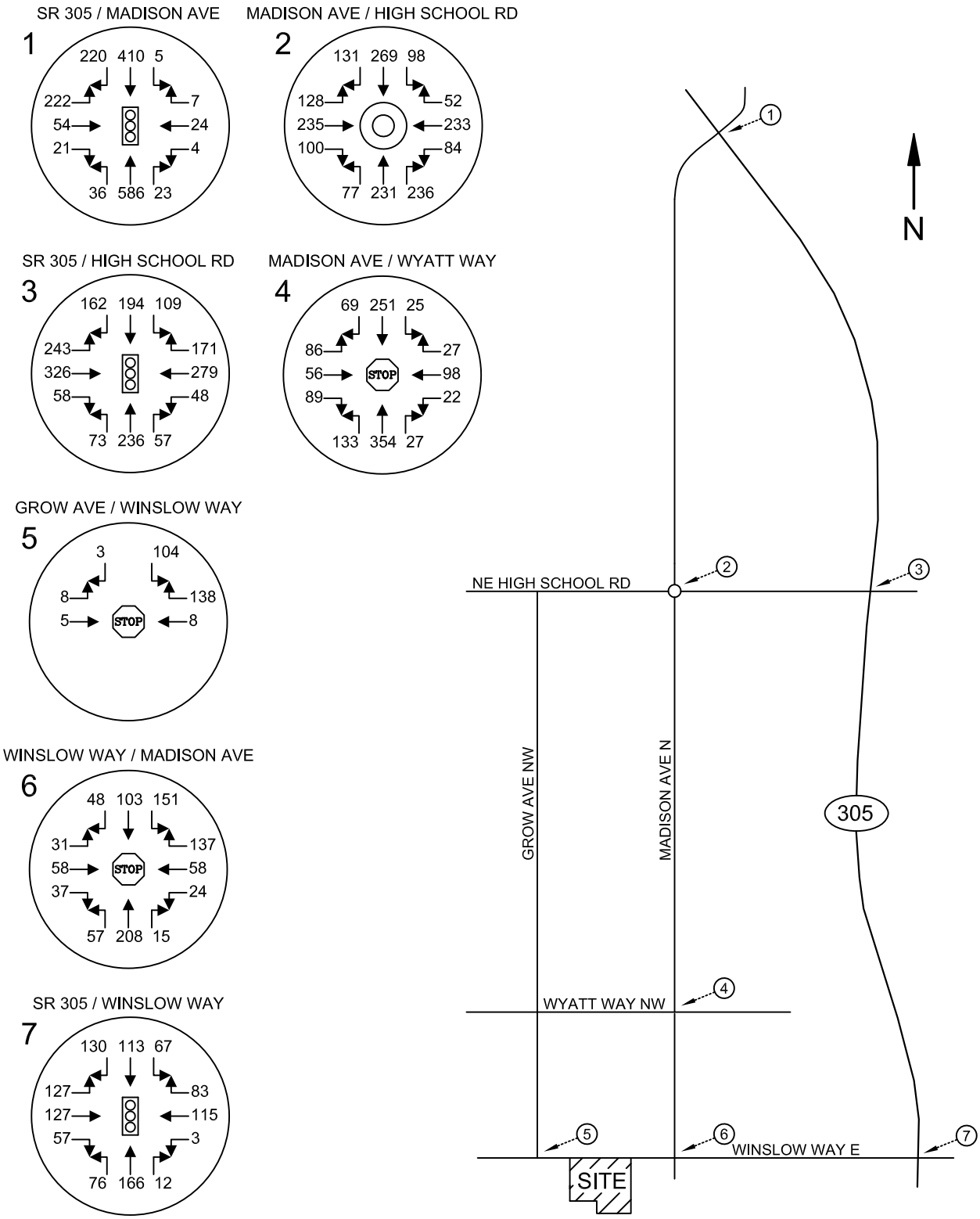
WINSLOW HOTEL

2021 AM PEAK HOUR VOLUMES WITHOUT PROJECT

FIGURE 9



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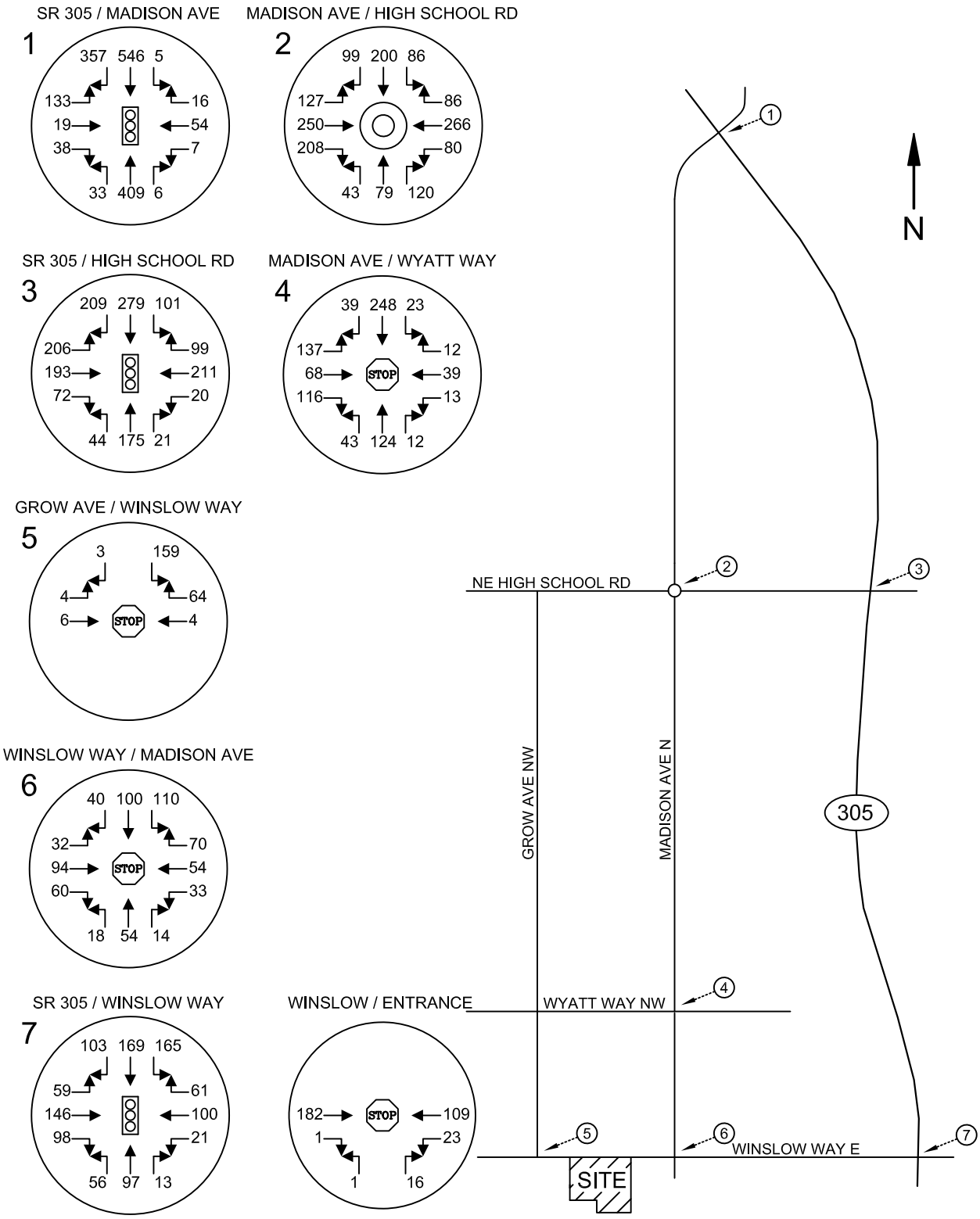
WINSLOW HOTEL

2021 PM PEAK HOUR VOLUMES WITHOUT PROJECT

FIGURE 10



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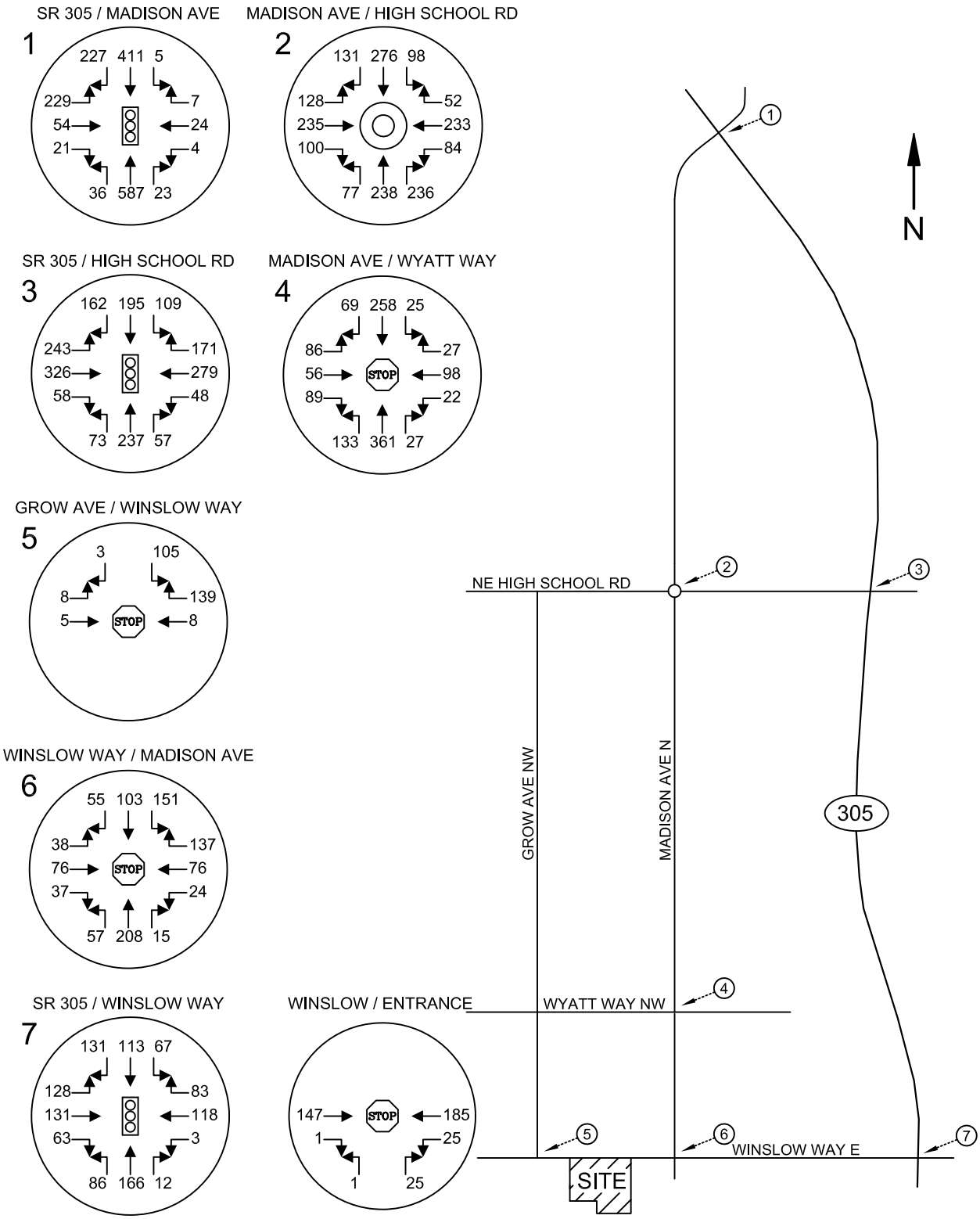
WINSLOW HOTEL

2021 AM PEAK HOUR VOLUMES WITH PROJECT

FIGURE 11



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WINSLOW HOTEL

2021 PM PEAK HOUR VOLUMES WITH PROJECT

FIGURE 12

4.4 Future Level of Service

Level of service analyses were made of the forecast 2021 peak hour volumes without (background) and with project related trips added to the key roadways and intersections. Delays for the study intersections under future conditions are shown in the table below.

Table 4: Forecast 2021 Weekday Peak Hour Level of Service

Delays given in seconds per vehicle

Ref #	Intersection	*AM Peak Hour*				*PM Peak Hour*			
		Without		With		Without		With	
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Signalized									
1	SR 305 / Madison Ave	B	13.0	B	13.2	B	17.4	B	17.7
3	SR 305 / High School Rd	C	24.9	C	24.9	D	37.5	D	37.6
7	SR 305 / Winslow Way	B	19.5	B	19.7	C	28.1	C	28.6
Roundabout									
2	Madison Ave / High School Rd	C	15.3	C	15.6	B	14.3	B	14.5
All-Way Stop									
4	Madison Ave / Wyatt Way	B	13.7	B	13.9	C	23.4	C	24.6
5	Grow Ave / Winslow Way	A	8.3	A	8.3	A	7.7	A	7.7
6	Madison Ave / Winslow Way	B	11.1	B	11.6	B	12.3	B	12.7
Stop									
	Entrance / Winslow Way	--	--	B	10.5	--	--	A	9.3

Forecast 2021 Weekday AM & PM Peak Hours:

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

4.5 Left Turn Warrant

Procedures described in WSDOT's Design Manual, *Exhibit 1310-7a Left-Turn Storage Guidelines* were used to determined left turn needs on Winslow Way E at the project's entrance assuming the use of one entrance only. Based on forecast 2021 PM peak hour volumes, a left turn lane would not be warranted. See appendix for left turn nomograph.

4.6 2039 Peak Hour Volumes

Table 5 shows the estimated future PM peak hour volumes at the study intersections, along with the project trips and percentage of project traffic of the totals.

Table 5: Forecast 2039 Weekday PM Peak Hour Project Trips and Intersection Volumes

Ref #	Intersection	Project Trips	Intersection Volume	Project %
Signalized				
1	SR 305 / Madison Ave	16	1914	0.8
3	SR 305 / High School Rd	2	2295	0.1
7	SR 305 / Winslow Way	25	1290	1.9
Roundabout				
2	Madison Ave / High School Rd	14	2217	0.6
All-Way Stop				
4	Madison Ave / Wyatt Way	14	1462	1.0
5	Grow Ave / Winslow Way	2	318	0.6
6	Madison Ave / Winslow Way	50	1139	4.4

As shown, the project would be a small contributor to overall traffic with project accounting for less than one percent overall intersection volumes with the exception of two intersections: Madison Ave / Winslow Way (4.4%) and SR 305 / Winslow Way (1.9%). No significant impact is anticipated from project traffic.

5. SUMMARY

The Winslow Hotel project proposes for the construction of an 87-room hotel in the Winslow area of Bainbridge Island. The subject property is located on the south side of Winslow Way E on parcels: 272502-4-097-2000 & 272502-4-098-2009. Existing on-site is an 11,659-sf retail/office building and a 1,574-sf unoccupied dwelling unit which will both be removed for new construction. A conceptual site plan illustrating access to Winslow Way is presented in Figure 2. A total of 123 on-site parking stalls is proposed to accommodate projected parking demands from and independent parking study. Existing delays within the study area are summarized in Table 1 and show all intersections currently meeting City or WSDOT Level of Service (LOS) standards.

The hotel is anticipated to generate approximately 41 AM and 52 PM peak hour trips. The existing uses on the site of office and a restaurant generate an estimated 27 existing PM peak hour trips resulting in a net of 25 PM peak hour trips with the construction of the hotel.

Forecast 2021 peak hour delays are shown to remain meeting or exceeding City or WSDOT LOS standards. Based on future conditions at the project access, left turn storage is not needed on Winslow Way E.

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

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

WINSLOW HOTEL
TRAFFIC IMPACT ANALYSIS

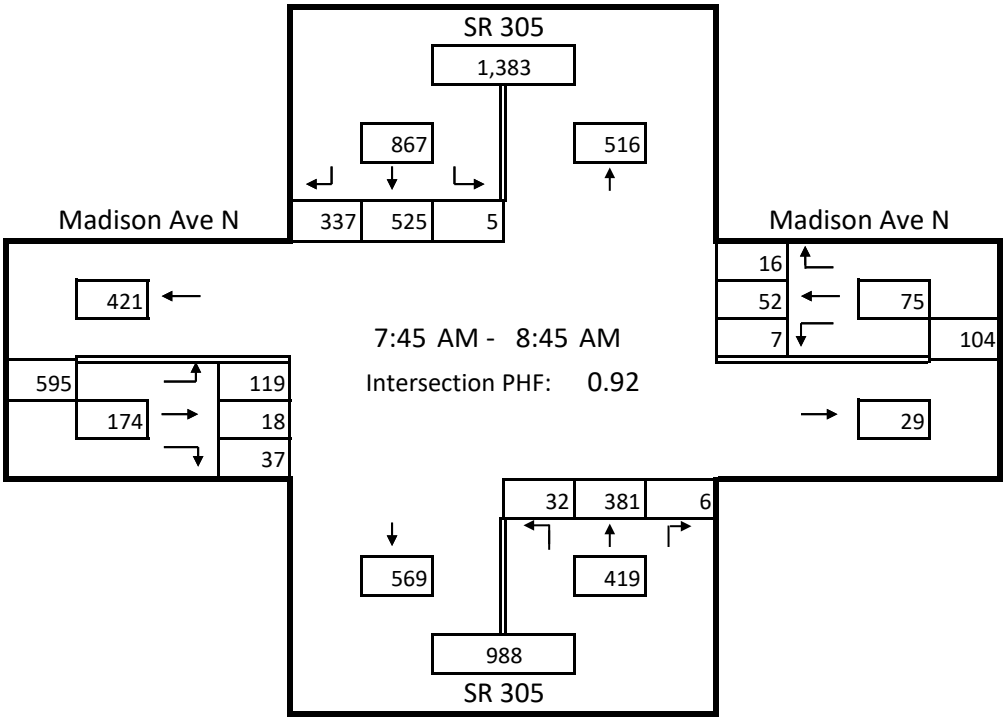
APPENDIX

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

Project Name: **Winslow Hotel**
Intersection: SR 305 NE & Madison Ave N — Date of Count: 12/4/2018
Jurisdiction: City of Bainbridge — Project Number: 4218

Time Period	Soutbound SR 305				Westbound Madison Ave N				Northbound SR 305				Eastbound Madison Ave N				
	HV	R	T	L	HV	R	T	L	HV	R	T	L	HV	R	T	L	Total
7:00 AM	3	48	104	0	0	2	4	0	3	3	54	2	2	4	0	17	246
7:15 AM	3	71	131	0	0	7	3	0	2	2	55	0	0	6	2	9	291
7:30 AM	4	94	153	0	0	1	23	2	2	0	63	5	0	13	4	16	380
7:45 AM	5	90	117	1	0	3	12	3	9	2	124	7	2	6	8	41	430
8:00 AM	5	74	141	2	0	5	7	1	4	2	74	5	0	5	4	30	359
8:15 AM	4	77	146	1	0	3	12	0	1	1	73	8	3	18	3	22	372
8:30 AM	4	96	121	1	0	5	21	3	7	1	110	12	0	8	3	26	418
8:45 AM	3	74	148	1	1	2	9	5	5	1	90	2	0	6	6	25	378
Total	31	624	1,061	6	1	28	91	14	33	12	643	41	7	66	30	186	2,874

Peak Hour	**7:45 AM to 8:45 AM**																Total
Peak Total	18	337	525	5	0	16	52	7	21	6	381	32	5	37	18	119	1,535
Heavy Veh.	1.8%				0.8%				4.7%				2.5%				
PHF	0.97				0.65				0.79				0.79				

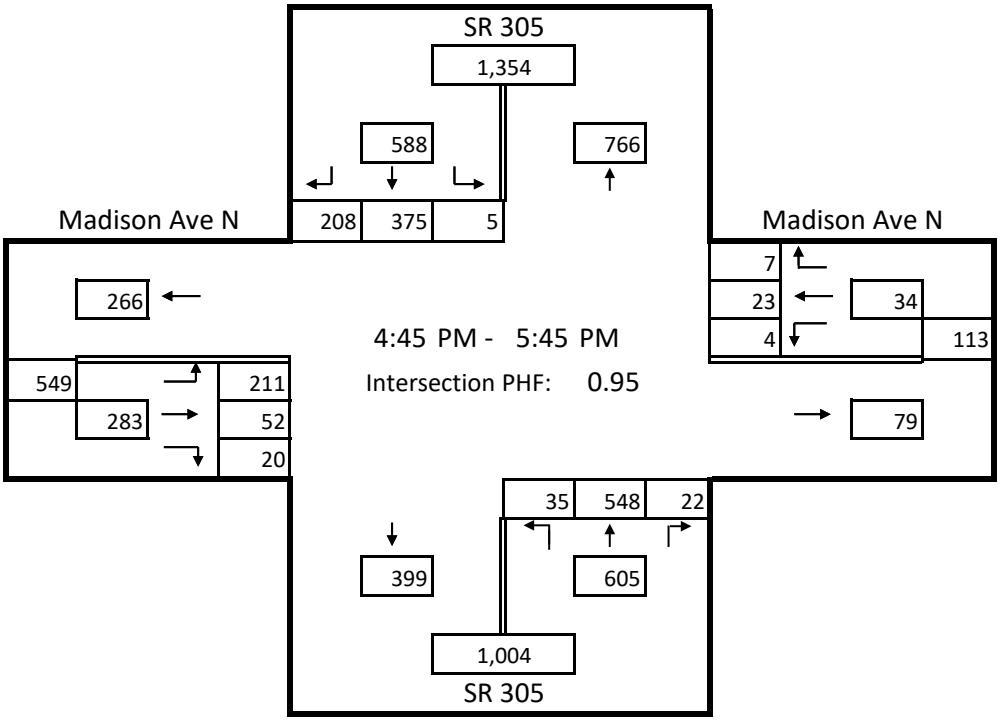


Heath & Associates, Inc.
2214 Tacoma Road
Puyallup, WA 98371

Project Name: **Winslow Hotel**
Intersection: SR 305 NE & Madison Ave N — Date of Count: 12/4/2018
Jurisdiction: City of Bainbridge — Project Number: 4218

Time Period	Soutbound SR 305				Westbound Madison Ave N				Northbound SR 305				Eastbound Madison Ave N				
	HV	R	T	L	HV	R	T	L	HV	R	T	L	HV	R	T	L	Total
4:00 PM	11	42	107	3	0	1	5	1	1	3	120	3	2	2	11	64	376
4:15 PM	2	55	100	0	0	3	4	0	3	3	95	2	1	7	8	64	347
4:30 PM	2	47	84	1	0	1	6	4	7	11	101	7	0	4	12	45	332
4:45 PM	3	62	89	3	1	1	6	1	0	6	120	14	0	5	17	59	387
5:00 PM	4	43	115	1	0	5	6	1	0	3	114	5	2	5	16	46	366
5:15 PM	2	63	105	1	0	1	7	2	0	5	103	4	1	6	8	68	376
5:30 PM	2	40	66	0	0	0	4	0	8	8	211	12	0	4	11	38	404
5:45 PM	0	36	64	0	0	4	9	0	0	2	131	2	0	3	5	48	304
Total	26	388	730	9	1	16	47	9	19	41	995	49	6	36	88	432	2,892

Peak Hour	**4:45 PM to 5:45 PM**																Total
Peak Total	11	208	375	5	1	7	23	4	8	22	548	35	3	20	52	211	1,510
Heavy Veh.	2.3%				1.4%				1.8%				1.1%				
PHF	0.87				0.71				0.65				0.86				

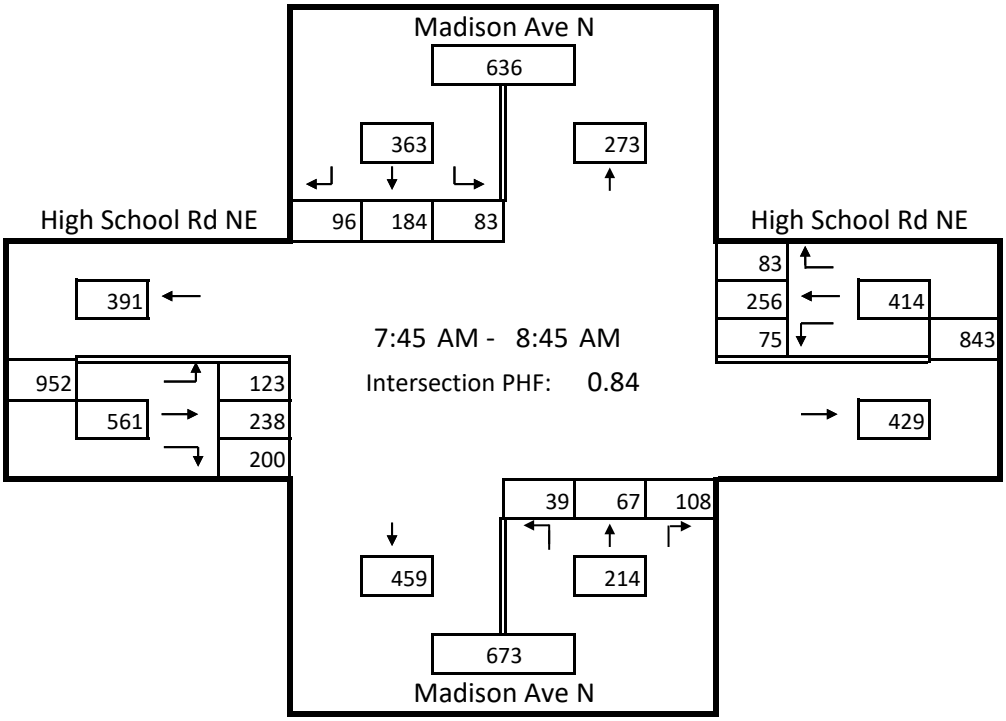


Heath & Associates, Inc.
2214 Tacoma Road
Puyallup, WA 98371

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

Time Period	Soutbound Madison Ave N				Westbound High School Rd NE				Northbound Madison Ave N				Eastbound High School Rd NE				
	HV	R	T	L	HV	R	T	L	HV	R	T	L	HV	R	T	L	Total
7:00 AM	3	7	26	11	1	3	17	6	0	10	10	3	3	21	34	11	166
7:15 AM	3	17	19	8	0	7	13	14	0	14	13	3	0	24	26	10	171
7:30 AM	3	31	36	11	4	18	57	27	0	19	16	8	3	47	46	32	358
7:45 AM	4	26	36	23	1	17	54	18	0	17	12	8	2	62	69	44	393
8:00 AM	2	14	53	16	1	15	51	16	2	25	12	6	0	39	65	21	338
8:15 AM	3	30	46	19	0	22	66	23	2	23	14	8	3	42	45	29	375
8:30 AM	1	26	49	25	3	29	85	18	0	43	29	17	0	57	59	29	470
8:45 AM	2	16	30	28	0	27	67	8	1	36	17	7	1	24	64	27	355
Total	21	167	295	141	10	138	410	130	5	187	123	60	12	316	408	203	2,626

Peak Hour	**7:45 AM to 8:45 AM**																Total
Peak Total	10	96	184	83	5	83	256	75	4	108	67	39	5	200	238	123	1,552
Heavy Veh.	3.5%				1.5%				1.4%				1.3%				
PHF	0.91				0.78				0.60				0.80				

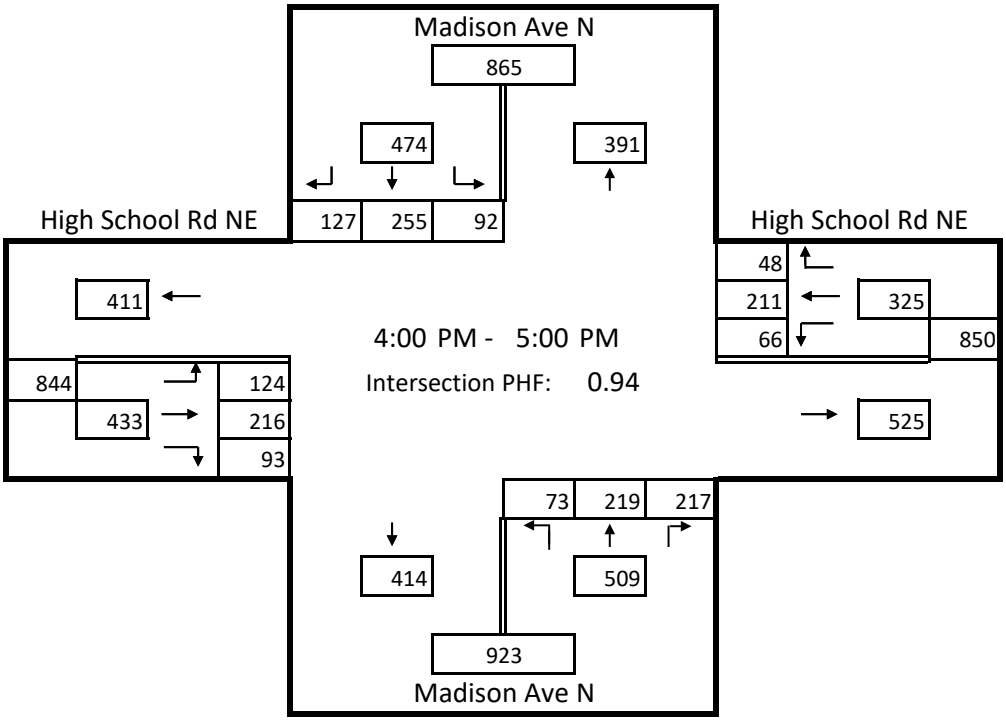


Heath & Associates, Inc.
2214 Tacoma Road
Puyallup, WA 98371

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

Time Period	Soutbound Madison Ave N				Westbound High School Rd NE				Northbound Madison Ave N				Eastbound High School Rd NE				
	HV	R	T	L	HV	R	T	L	HV	R	T	L	HV	R	T	L	Total
4:00 PM	1	33	59	29	1	13	53	26	3	66	54	18	0	27	53	32	468
4:15 PM	1	30	60	24	1	17	47	9	1	66	59	21	1	25	55	28	445
4:30 PM	4	29	71	21	0	10	58	11	1	47	52	19	0	19	49	26	417
4:45 PM	0	35	65	18	0	8	53	20	0	38	54	15	1	22	59	38	426
5:00 PM	0	42	65	17	1	20	47	13	0	60	56	8	4	38	53	30	454
5:15 PM	0	38	56	20	0	16	51	13	0	50	44	11	1	41	57	25	423
5:30 PM	2	43	94	14	0	18	49	14	0	37	54	20	2	25	48	18	438
5:45 PM	1	25	77	25	2	15	36	12	0	31	57	9	0	25	27	20	362
Total	9	275	547	168	5	117	394	118	5	395	430	121	9	222	401	217	3,433

Peak Hour	**4:00 PM to 5:00 PM**																Total
Peak Total	6	127	255	92	2	48	211	66	5	217	219	73	2	93	216	124	1,741
Heavy Veh.	0.9%				0.8%				0.5%				1.1%				
PHF	0.98				0.88				0.87				0.91				

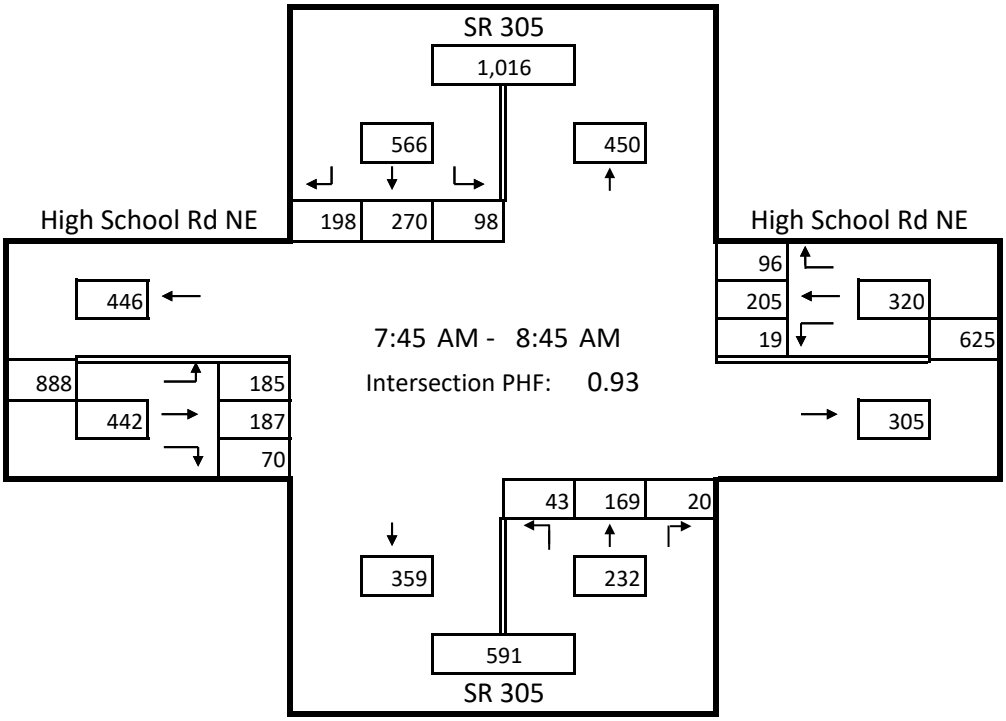


Heath & Associates, Inc.
2214 Tacoma Road
Puyallup, WA 98371

Project Name: **Winslow Hotel**
Intersection: SR 305 & High School Rd NE — Date of Count: 12/4/2018
Jurisdiction: City of Bainbridge — Project Number: 4218

Time Period	Soutbound SR 305				Westbound High School Rd NE				Northbound SR 305				Eastbound High School Rd NE				
	HV	R	T	L	HV	R	T	L	HV	R	T	L	HV	R	T	L	Total
7:00 AM	1	32	47	25	1	12	21	5	4	7	20	8	1	7	13	22	226
7:15 AM	2	39	79	23	1	11	22	8	1	0	13	6	1	15	18	22	261
7:30 AM	5	45	92	26	2	19	44	7	2	1	16	2	3	27	42	40	373
7:45 AM	4	39	60	25	0	19	52	3	9	8	68	15	1	17	49	45	414
8:00 AM	4	67	60	20	1	26	40	3	4	1	20	8	1	18	39	47	359
8:15 AM	0	51	77	25	2	19	63	10	1	4	29	8	2	28	37	41	397
8:30 AM	4	41	73	28	1	32	50	3	5	7	52	12	1	7	62	52	430
8:45 AM	3	62	63	27	0	21	44	8	2	7	22	7	3	15	46	50	380
Total	23	376	551	199	8	159	336	47	28	35	240	66	13	134	306	319	2,840

Peak Hour	**7:45 AM to 8:45 AM**																Total
Peak Total	12	198	270	98	4	96	205	19	19	20	169	43	5	70	187	185	1,560
Heavy Veh.	2.0%				1.5%				8.2%				1.7%				
PHF	0.92				0.87				0.64				0.91				

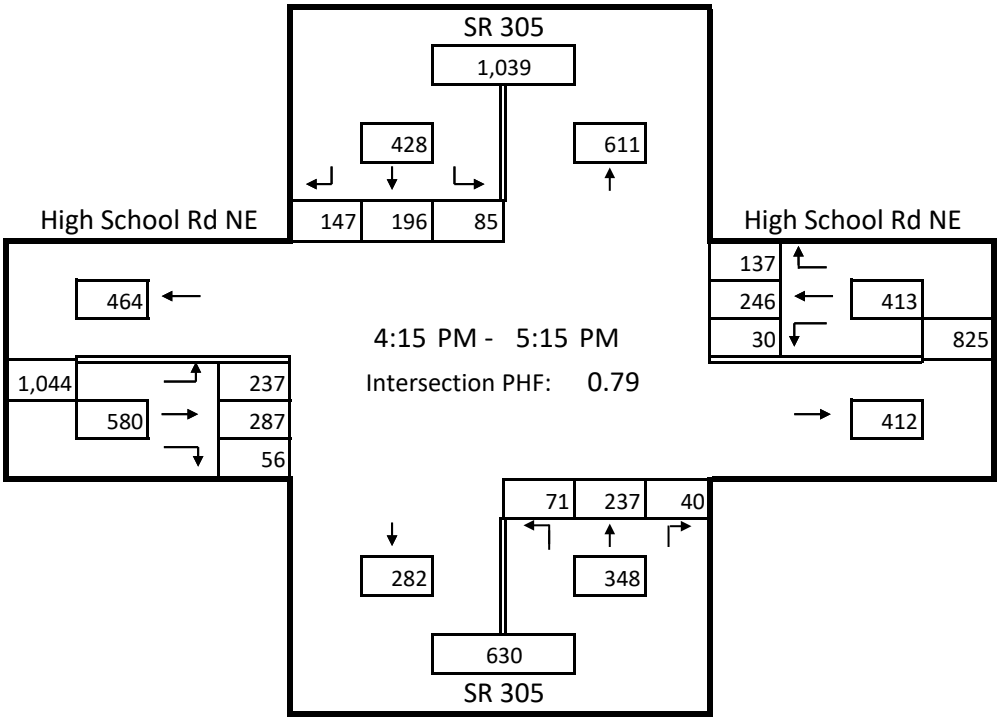


Heath & Associates, Inc.
2214 Tacoma Road
Puyallup, WA 98371

Project Name: **Winslow Hotel**
Intersection: SR 305 NE & High School Rd NE — Date of Count: 12/4/2018
Jurisdiction: City of Bainbridge — Project Number: 4218

Time Period	Soutbound SR 305				Westbound High School Rd NE				Northbound SR 305				Eastbound High School Rd NE				
	HV	R	T	L	HV	R	T	L	HV	R	T	L	HV	R	T	L	Total
4:00 PM	6	33	54	22	0	27	75	9	0	5	39	7	1	15	52	69	414
4:15 PM	4	40	53	26	1	25	62	7	1	6	19	13	3	21	79	53	413
4:30 PM	2	32	40	13	1	50	71	11	12	20	140	43	0	10	71	52	568
4:45 PM	1	41	46	22	0	33	57	5	0	9	34	8	0	9	67	70	402
5:00 PM	6	34	57	24	1	29	56	7	0	5	44	7	2	16	70	62	420
5:15 PM	4	36	57	31	0	23	52	6	0	1	25	3	0	18	72	63	391
5:30 PM	1	24	28	14	1	34	74	7	9	13	165	68	0	9	47	37	531
5:45 PM	1	26	32	16	0	25	49	5	1	8	53	13	0	5	47	54	335
Total	25	266	367	168	4	246	496	57	23	67	519	162	6	103	505	460	3,474

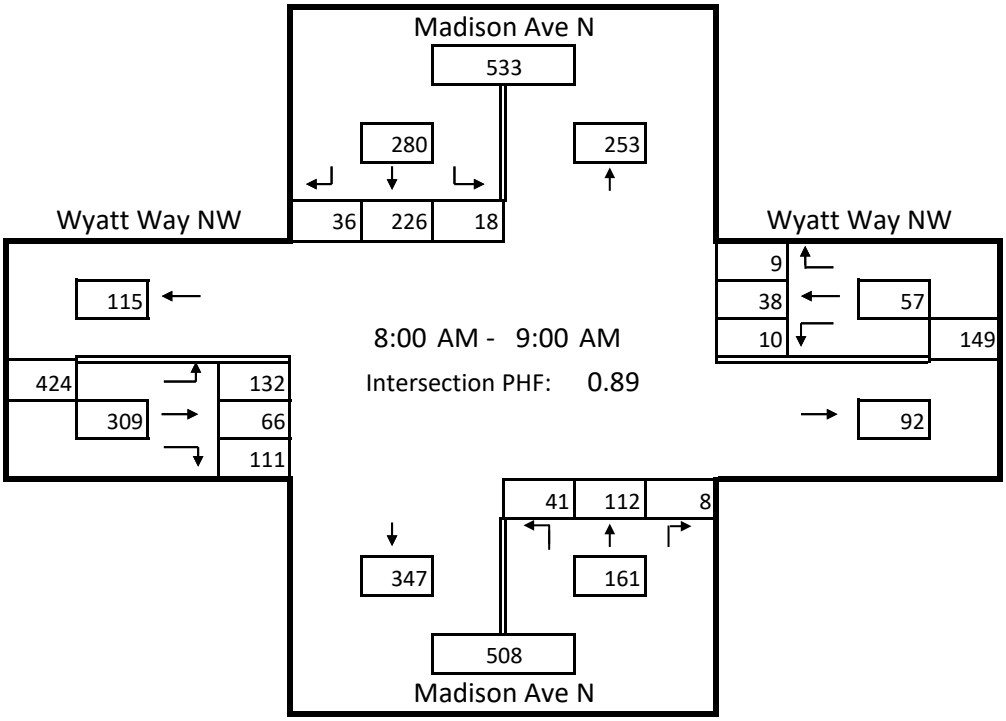
Peak Hour	**4:15 PM to 5:15 PM**																Total
Peak Total	13	147	196	85	3	137	246	30	13	40	237	71	5	56	287	237	1,769
Heavy Veh.	3.1%				0.5%				3.1%				0.6%				
PHF	0.90				0.78				0.43				0.95				



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

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

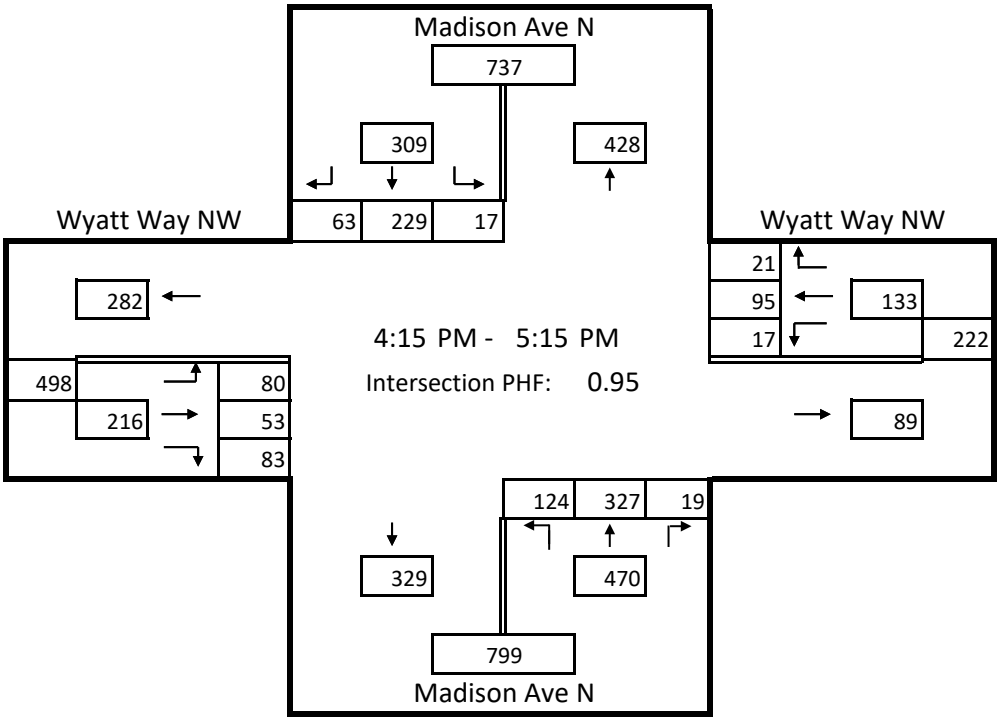
Time Period	Soutbound Madison Ave N				Westbound Wyatt Way NW				Northbound Madison Ave N				Eastbound Wyatt Way NW				
	HV	R	T	L	HV	R	T	L	HV	R	T	L	HV	R	T	L	Total
7:00 AM	0	0	29	3	0	1	6	1	3	0	10	14	0	14	5	5	91
7:15 AM	3	3	28	4	0	2	0	2	0	0	10	7	0	20	8	8	95
7:30 AM	0	3	32	1	1	2	3	1	0	1	18	12	2	39	22	19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



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

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

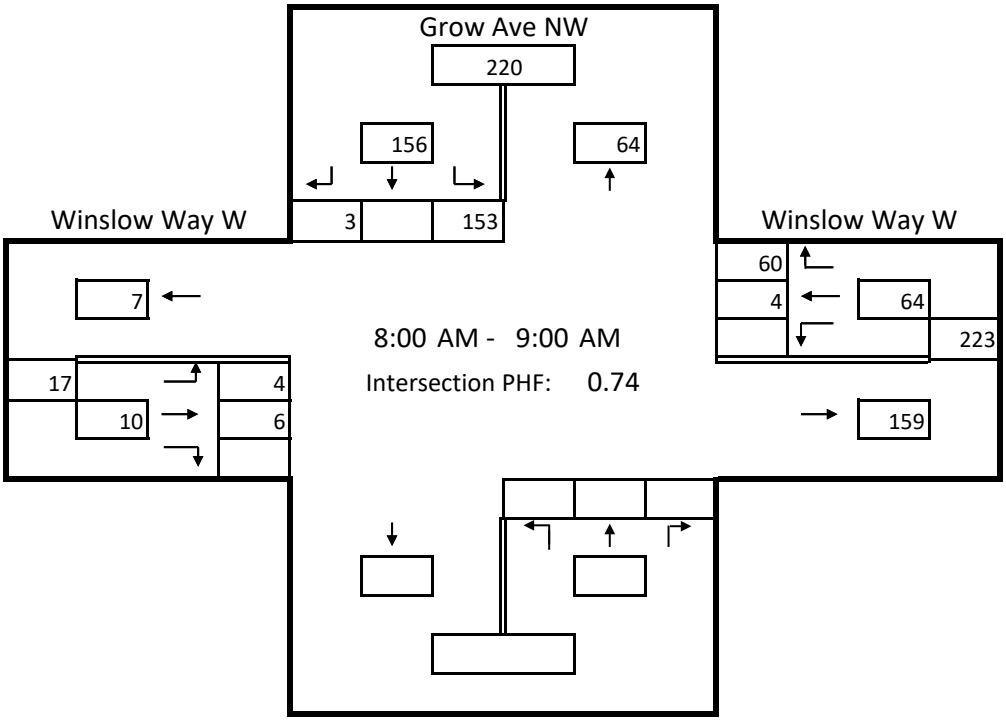
Time Period	Soutbound Madison Ave N				Westbound Wyatt Way NW				Northbound Madison Ave N				Eastbound Wyatt Way NW				
	HV	R	T	L	HV	R	T	L	HV	R	T	L	HV	R	T	L	Total
4:00 PM	1	17	59	6	1	5	14	4	0	1	71	28	4	21	10	24	266
4:15 PM	0	13	64	3	0	4	17	7	1	6	85	20	0	23	21	26	290
4:30 PM	0	19	51	1	1	6	37	2	1	4	69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



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

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

Time Period	Soutbound Grow Ave NW				Westbound Winslow Way W				Northbound				Eastbound Winslow Way W				
	HV	R	T	L	HV	R	T	L	HV	R	T	L	HV	R	T	L	Total
7:00 AM	0	0		6	0	6	0						0		0	0	12
7:15 AM	0	0		13	2	10	0						0		3	0	28
7:30 AM	1	0		25	0	7	0						0		1	2	36
7:45 AM	0	1		30	0	14	0						0		0	0	45
8:00 AM	0	1		25	0	14	0						0		2	2	44
8:15 AM	1	1		52	1	21	0						0		2	1	79
8:30 AM	1	1		41	0	15	2						0		1	0	61
8:45 AM	0	0		35	0	10	2						0		1	1	49
Total	3	4		227	3	97	4						0		10	6	354
Peak Hour	**8:00 AM to 9:00 AM**																Total
Peak Total	2	3		153	1	60	4						0		6	4	230
Heavy Veh.	1.3%				3.0%								0.0%				
PHF	0.74				0.76								0.63				

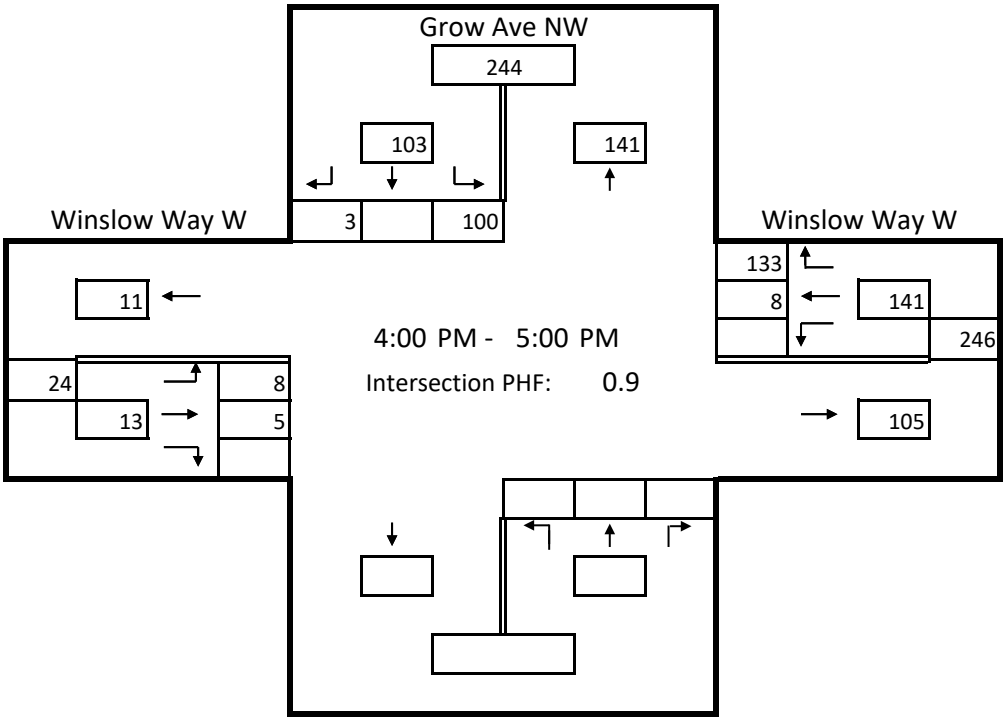


Heath & Associates, Inc.
2214 Tacoma Road
Puyallup, WA 98371

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

Time Period	Soutbound Grow Ave NW				Westbound Winslow Way W				Northbound				Eastbound Winslow Way W				
	HV	R	T	L	HV	R	T	L	HV	R	T	L	HV	R	T	L	Total
4:00 PM	0	0		27	1	28	2						0		1	2	61
4:15 PM	0	0		28	0	28	1						0		1	4	62
4:30 PM	0	2		23	1	38	3						0		3	2	72
4:45 PM	0	1		22	0	39	2						0		0	0	64
5:00 PM	0	3		25	0	28	1						0		0	1	58
5:15 PM	0	5		20	0	29	2						0		1	0	57
5:30 PM	0	0		20	0	27	1						0		2	1	51
5:45 PM	0	0		22	1	31	0						0		2	1	57
Total	0	11		187	3	248	12						0		10	11	482

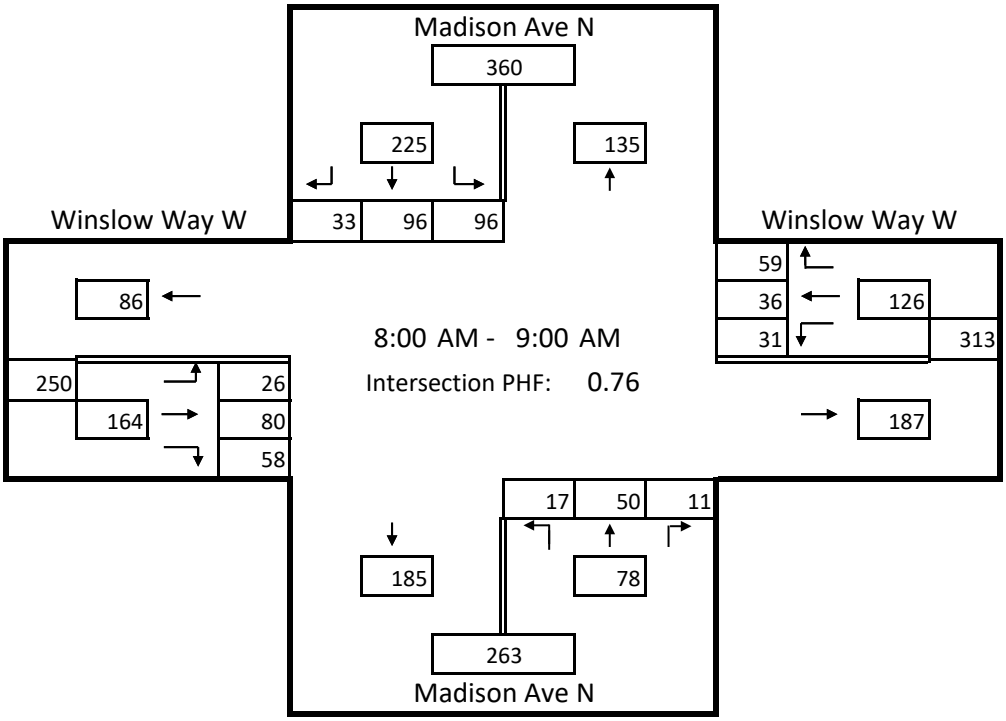
Peak Hour	**4:00 PM to 5:00 PM**																Total
Peak Total	0	3		100	2	133	8						0		5	8	257
Heavy Veh.	0.0%				1.2%								0.0%				
PHF	0.92				0.86								0.65				



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

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

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

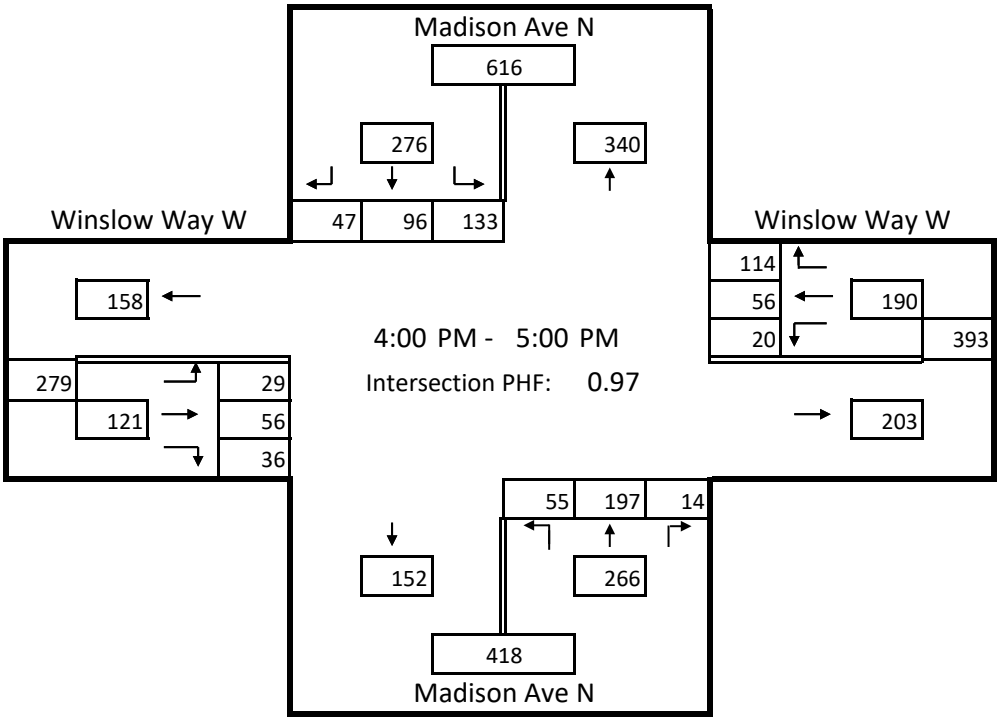


Heath & Associates, Inc.
2214 Tacoma Road
Puyallup, WA 98371

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

Time Period	Soutbound Madison Ave N				Westbound Winslow Way W				Northbound Madison Ave N				Eastbound Winslow Way W				
	HV	R	T	L	HV	R	T	L	HV	R	T	L	HV	R	T	L	Total
4:00 PM	3	7	25	45	1	20	12	3	0	6	41	13	0	13	12	3	204
4:15 PM	0	10	36	38	0	25	14	6	0	2	48	12	0	7	16	7	221
4:30 PM	0	16	17	27	1	36	22	8	0	2	47	10	0	9	14	11	220
4:45 PM	0	14	18	23	0	33	8	3	0	4	61	20	0	7	14	8	213
5:00 PM	2	4	24	39	0	19	7	5	0	5	46	8	0	2	19	10	190
5:15 PM	0	6	23	51	0	34	10	7	0	2	30	9	0	7	14	6	199
5:30 PM	1	5	23	32	2	46	55	8	0	1	33	7	0	7	11	5	236
5:45 PM	0	6	17	27	0	34	13	7	0	4	31	11	0	10	10	3	173
Total	6	68	183	282	4	247	141	47	0	26	337	90	0	62	110	53	1,656

Peak Hour	**4:00 PM to 5:00 PM**																Total
Peak Total	3	47	96	133	2	114	56	20	0	14	197	55	0	36	56	29	853
Heavy Veh.	1.1%				0.9%				0.0%				0.0%				
PHF	0.82				0.72				0.00				0.89				

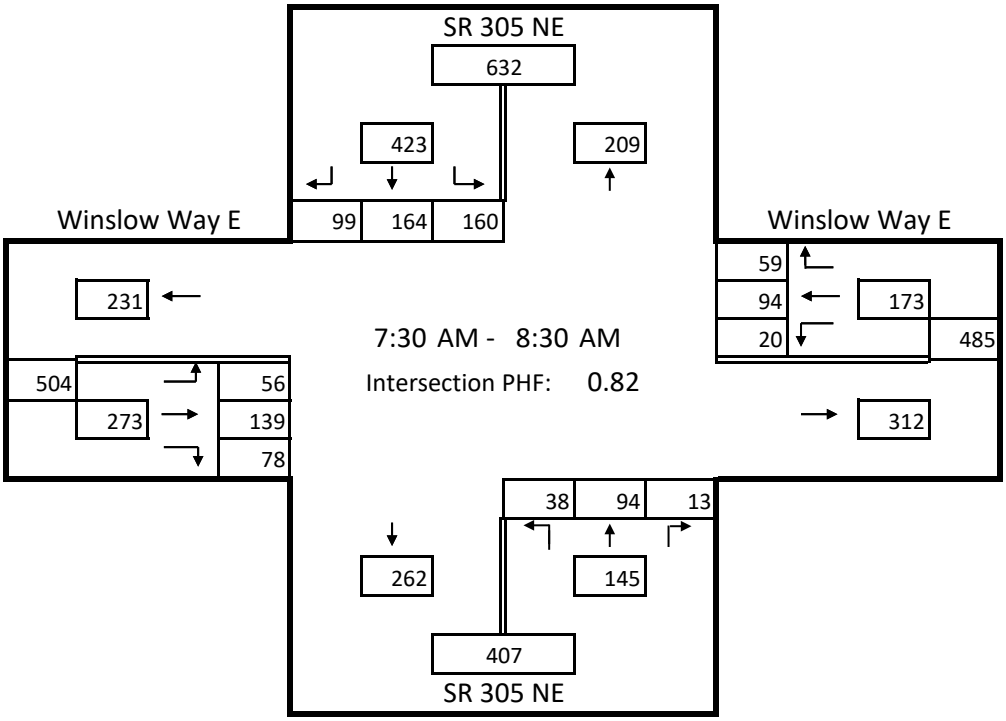


Heath & Associates, Inc.
2214 Tacoma Road
Puyallup, WA 98371

Project Name: **Winslow Hotel**
Intersection: SR 305 NE & Winslow Way — Date of Count: 12/4/2018
Jurisdiction: City of Bainbridge — Project Number: 4218

Time Period	Soutbound SR 305 NE				Westbound Winslow Way E				Northbound SR 305 NE				Eastbound Winslow Way E				
	HV	R	T	L	HV	R	T	L	HV	R	T	L	HV	R	T	L	Total
7:00 AM	1	12	30	13	2	14	18	5	4	1	3	4	1	9	9	10	136
7:15 AM	2	19	50	30	2	9	9	2	0	0	0	1	3	21	15	10	173
7:30 AM	5	17	57	60	2	13	23	7	4	2	5	0	3	24	46	9	277
7:45 AM	1	20	26	43	0	22	33	1	9	6	59	30	1	12	49	10	322
8:00 AM	4	34	34	18	2	12	18	3	3	2	8	4	2	16	13	17	190
8:15 AM	0	28	47	39	1	12	20	9	3	3	22	4	1	26	31	20	266
8:30 AM	1	24	43	41	1	15	29	2	7	1	19	12	2	19	27	13	256
8:45 AM	3	34	26	17	2	7	20	0	2	0	7	3	0	1	13	18	153
Total	17	188	313	261	12	104	170	29	32	15	123	58	13	128	203	107	1,773

Peak Hour	**7:30 AM to 8:30 AM**																Total
Peak Total	10	99	164	160	5	59	94	20	19	13	94	38	7	78	139	56	1,014
Heavy Veh.	2.2%				4.0%				16.3%				3.0%				
PHF	0.79				0.77				0.38				0.86				

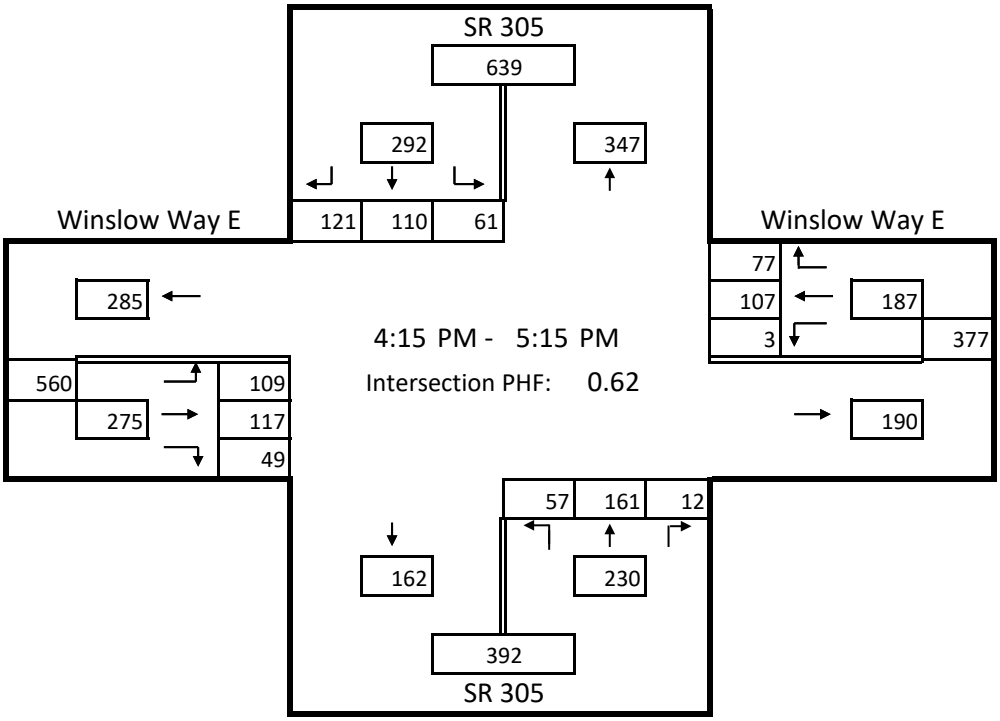


Heath & Associates, Inc.
2214 Tacoma Road
Puyallup, WA 98371

Project Name: **Winslow Hotel**
Intersection: SR 305 NE & Winslow Way — Date of Count: 12/4/2018
Jurisdiction: City of Bainbridge — Project Number: 4218

Time Period	Soutbound SR 305				Westbound Winslow Way E				Northbound SR 305				Eastbound Winslow Way E				
	HV	R	T	L	HV	R	T	L	HV	R	T	L	HV	R	T	L	Total
4:00 PM	7	35	27	15	1	11	14	1	0	0	2	2	6	7	30	33	191
4:15 PM	5	33	31	18	1	11	20	2	0	2	43	15	3	18	36	22	260
4:30 PM	2	33	26	13	1	43	50	1	12	10	112	42	2	10	30	24	411
4:45 PM	1	30	17	11	0	11	18	0	1	0	2	0	0	5	16	35	147
5:00 PM	9	25	36	19	0	12	19	0	0	0	4	0	2	16	35	28	205
5:15 PM	3	28	27	14	0	6	22	1	0	0	30	7	1	9	27	18	193
5:30 PM	4	38	13	15	1	8	69	0	13	11	161	75	2	4	21	23	458
5:45 PM	0	20	6	11	0	18	15	2	0	1	4	0	0	4	22	34	137
Total	31	242	183	116	4	120	227	7	26	24	358	141	16	73	217	217	2,002

Peak Hour	**4:15 PM to 5:15 PM**																Total
Peak Total	17	121	110	61	2	77	107	3	13	12	161	57	7	49	117	109	984
Heavy Veh.	5.7%				1.1%				5.0%				3.2%				
PHF	0.89				0.50				0.35				0.87				



Hotel
(310)

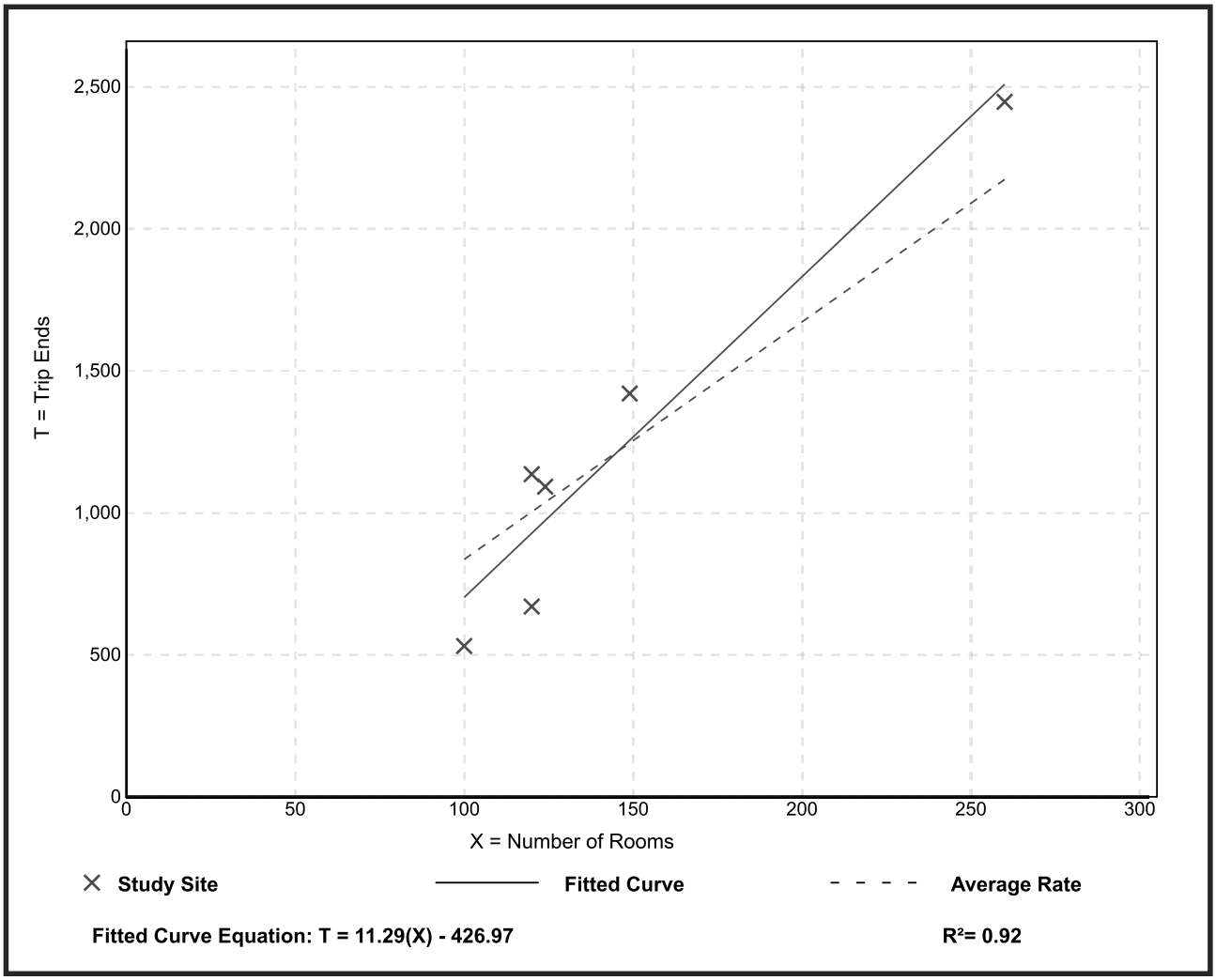
Vehicle Trip Ends vs: **Rooms**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 6
Avg. Num. of Rooms: 146
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
8.36	5.31 - 9.53	1.86

Data Plot and Equation



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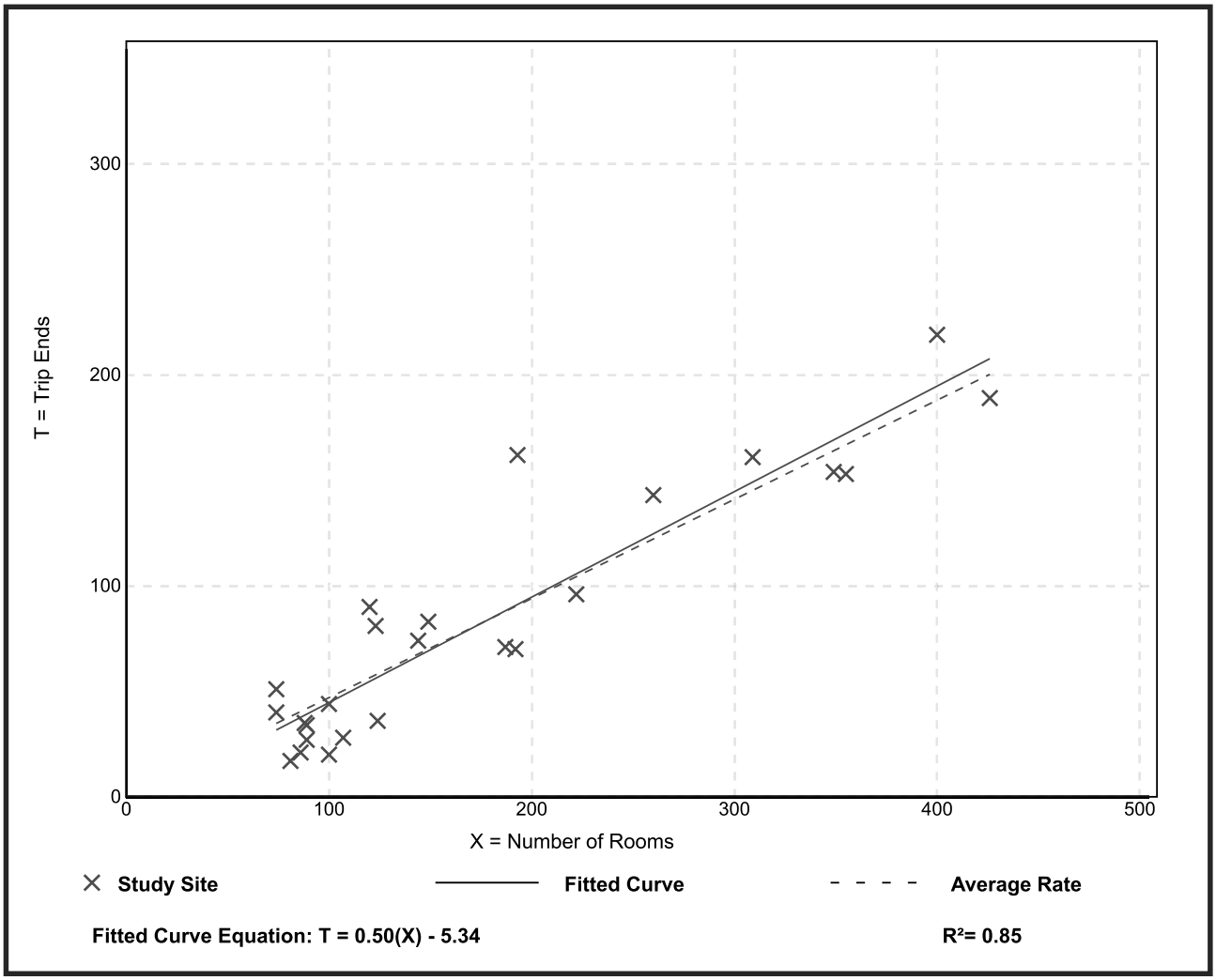
Hotel
(310)

Vehicle Trip Ends vs:	**Rooms**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	25
Avg. Num. of Rooms:	178
Directional Distribution:	59% entering, 41% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.47	0.20 - 0.84	0.14

Data Plot and Equation



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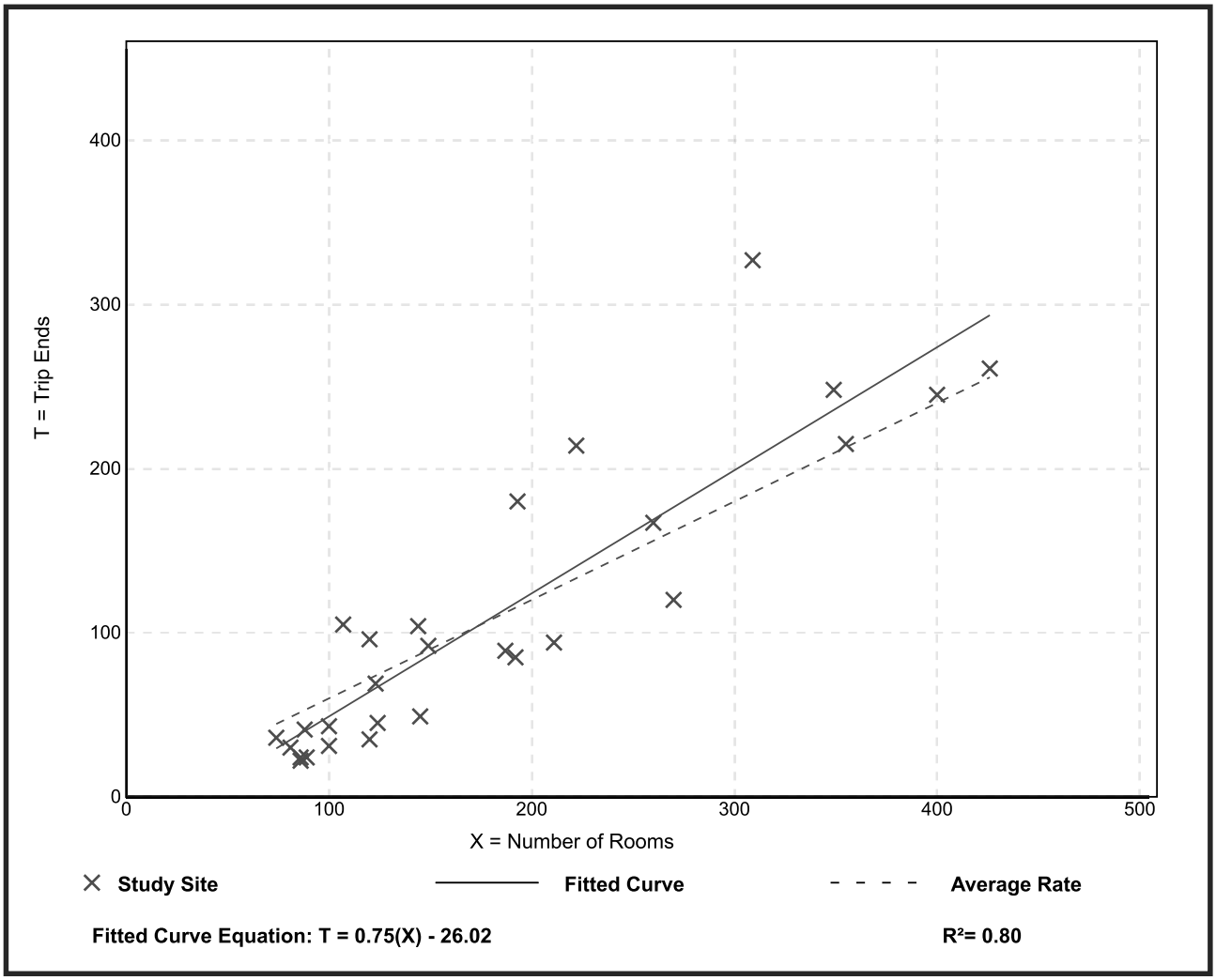
Hotel
(310)

Vehicle Trip Ends vs:	**Rooms**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	28
Avg. Num. of Rooms:	183
Directional Distribution:	51% entering, 49% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.60	0.26 - 1.06	0.22

Data Plot and Equation



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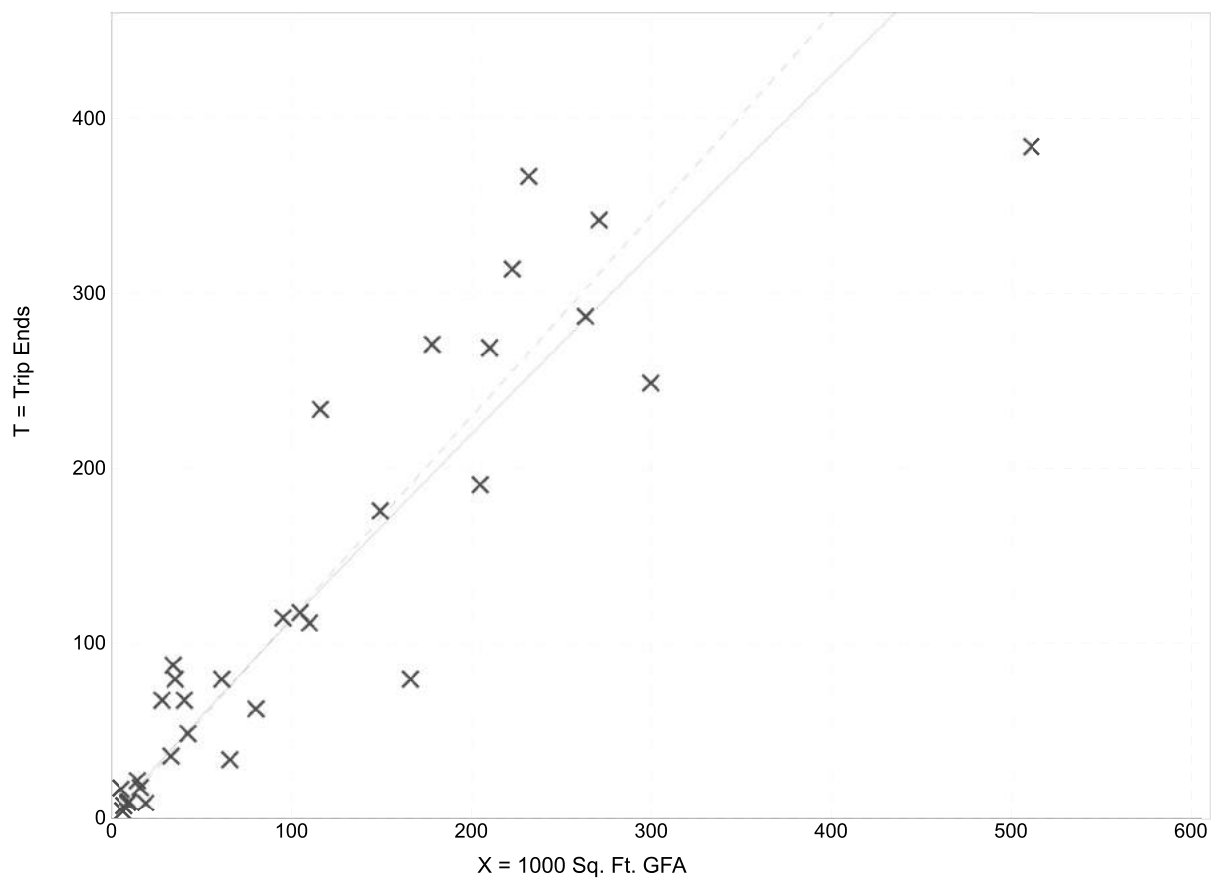
General Office Building
(710)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	32
Avg. 1000 Sq. Ft. GFA:	114
Directional Distribution:	16% entering, 84% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.15	0.47 - 3.23	0.42

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.95 Ln(X) + 0.36 **R^2= 0.88**

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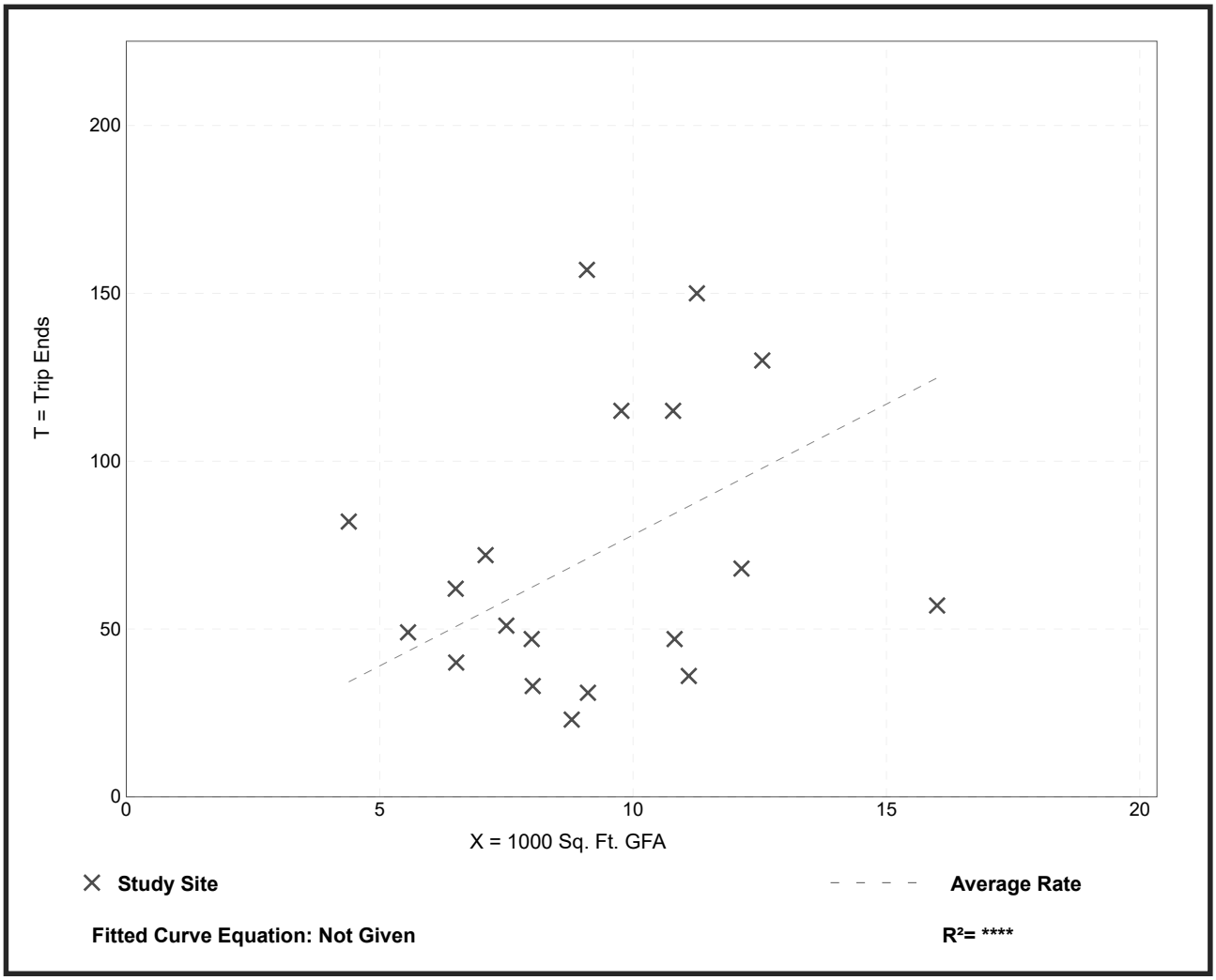
Quality Restaurant
(931)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	19
Avg. 1000 Sq. Ft. GFA:	9
Directional Distribution:	67% entering, 33% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
7.80	2.62 - 18.68	4.49

Data Plot and Equation



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Forecast Intersection Volumes

Annual Growth Rate: 1 %

# of Years to Horizon: 3

2021

AM PEAK HOUR

1

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	337	525	5	16	52	7	6	381	32	37	18	119
Project Trips	6	1	0	0	0	0	0	1	0	0	0	4
Pipeline	4	4	0	0	0	0	0	15	0	0	0	6
Without	351	545	5	16	54	7	6	408	33	38	19	129
With	357	546	5	16	54	7	6	409	33	38	19	133

2

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	96	184	83	83	256	75	108	67	39	200	238	123
Project Trips	0	6	0	0	0	0	0	4	0	0	0	0
Pipeline	0	4	0	0	2	3	9	6	3	2	5	0
Without	99	194	86	86	266	80	120	75	43	208	250	127
With	99	200	86	86	266	80	120	79	43	208	250	127

3

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	198	270	98	96	205	19	20	169	43	70	187	185
Project Trips	0	1	0	0	0	0	0	1	0	0	0	0
Pipeline	5	0	0	0	0	0	0	0	0	0	0	15
Without	209	278	101	99	211	20	21	174	44	72	193	206
With	209	279	101	99	211	20	21	175	44	72	193	206

4

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	36	226	18	9	38	10	8	112	41	111	66	132
Project Trips	0	6	0	0	0	0	0	4	0	0	0	0
Pipeline	2	9	4	3	0	3	4	5	1	2	0	1
Without	39	242	23	12	39	13	12	120	43	116	68	137
With	39	248	23	12	39	13	12	124	43	116	68	137

5

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	3		153	60	4						6	4
Project Trips	0		1	1	0						0	0
Pipeline	0		0	1	0						0	0
Without	3		158	63	4						6	4
With	3		159	64	4						6	4

6

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	33	96	96	59	36	31	11	50	17	58	80	26
Project Trips	6	0	0	0	17	0	0	0	0	0	12	4
Pipeline	0	1	11	9	0	1	3	2	0	0	0	1
Without	34	100	110	70	37	33	14	54	18	60	82	28
With	40	100	110	70	54	33	14	54	18	60	94	32

7

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	99	164	160	59	94	20	13	94	38	78	139	56
Project Trips	1	0	0	0	2	0	0	0	10	7	1	1
Pipeline	0	0	0	0	1	0	0	0	7	11	2	0
Without	102	169	165	61	98	21	13	97	46	91	145	58
With	103	169	165	61	100	21	13	97	56	98	146	59

2021

PM PEAK HOUR

1

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	208	375	5	7	23	4	22	548	35	20	52	211
Project Trips	7	1	0	0	0	0	0	1	0	0	0	7
Pipeline	6	24	0	0	0	0	0	21	0	0	0	5
Without	220	410	5	7	24	4	23	586	36	21	54	222
With	227	411	5	7	24	4	23	587	36	21	54	229

2

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	127	255	92	48	211	66	217	219	73	93	216	124
Project Trips	0	7	0	0	0	0	0	7	0	0	0	0
Pipeline	0	6	3	3	16	16	12	5	2	4	12	0
Without	131	269	98	52	233	84	236	231	77	100	235	128
With	131	276	98	52	233	84	236	238	77	100	235	128

3

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	147	196	85	137	246	30	40	237	71	56	287	237
Project Trips	0	1	0	0	0	0	0	1	0	0	0	0
Pipeline	11	-8	21	30	26	17	16	-8	0	0	30	-1
Without	162	194	109	171	279	48	57	236	73	58	326	243
With	162	195	109	171	279	48	57	237	73	58	326	243

4

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	63	229	17	21	95	17	19	327	124	83	53	80
Project Trips	0	7	0	0	0	0	0	7	0	0	0	0
Pipeline	4	15	7	5	0	4	7	17	5	3	1	4
Without	69	251	25	27	98	22	27	354	133	89	56	86
With	69	258	25	27	98	22	27	361	133	89	56	86

5

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	3		100	133	8						5	8
Project Trips	0		1	1	0						0	0
Pipeline	0		1	1	0						0	0
Without	3		104	138	8						5	8
With	3		105	139	8						5	8

6

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	47	96	133	114	56	20	14	197	55	36	56	29
Project Trips	7	0	0	0	18	0	0	0	0	0	18	7
Pipeline	0	4	14	20	0	3	1	5	0	0	0	1
Without	48	103	151	137	58	24	15	208	57	37	58	31
With	55	103	151	137	76	24	15	208	57	37	76	38

7

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	121	110	61	77	107	3	12	161	57	49	117	119
Project Trips	1	0	0	0	3	0	0	0	10	6	4	1
Pipeline	5	0	4	4	5	0	0	0	17	7	6	4
Without	130	113	67	83	115	3	12	166	76	57	127	127
With	131	113	67	83	118	3	12	166	86	63	131	128

Annual Growth Rate: 1 %

# of Years to Horizon: 20

2039

AM PEAK HOUR

1

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	337	525	5	16	52	7	6	381	32	37	18	119
Project Trips	6	1	0	0	0	0	0	1	0	0	0	4
Pipeline	4	4	0	0	0	0	0	15	0	0	0	6
Without	415	645	6	20	63	9	7	480	39	45	22	151
With	421	646	6	20	63	9	7	481	39	45	22	155

2

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	96	184	83	83	256	75	108	67	39	200	238	123
Project Trips	0	6	0	0	0	0	0	4	0	0	0	0
Pipeline	0	4	0	0	2	3	9	6	3	2	5	0
Without	117	229	101	101	314	95	141	88	51	246	295	150
With	117	235	101	101	314	95	141	92	51	246	295	150

3

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	20	169	43	70	187	185	198	270	98	96	205	19
Project Trips	0	1	0	0	0	0	0	1	0	0	0	0
Pipeline	5	0	0	0	0	0	0	0	0	0	0	15
Without	29	206	52	85	228	226	242	329	120	117	250	38
With	29	207	52	85	228	226	242	330	120	117	250	38

4

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	36	226	18	9	38	10	8	112	41	111	66	132
Project Trips	0	6	0	0	0	0	0	4	0	0	0	0
Pipeline	2	9	4	3	0	3	4	5	1	2	0	1
Without	46	285	26	14	46	15	14	142	51	137	81	162
With	46	291	26	14	46	15	14	146	51	137	81	162

5

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	3		153	60	4						6	4
Project Trips	0		1	1	0						0	0
Pipeline	0		0	1	0						0	0
Without	4		187	74	5						7	5
With	4		188	75	5						7	5

6

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	33	96	96	59	36	31	11	50	17	58	80	26
Project Trips	6	0	0	0	17	0	0	0	0	0	12	4
Pipeline	0	1	11	9	0	1	3	2	0	0	0	1
Without	40	118	128	81	44	39	16	63	21	71	98	33
With	46	118	128	81	61	39	16	63	21	71	110	37

7

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	99	164	160	59	94	20	13	94	38	78	139	56
Project Trips	1	0	0	0	2	0	0	0	10	7	1	1
Pipeline	0	0	0	0	1	0	0	0	7	11	2	0
Without	121	200	195	72	116	24	16	115	53	106	172	68
With	122	200	195	72	118	24	16	115	63	113	173	69

2039

PM PEAK HOUR

1

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	208	375	5	7	23	4	22	548	35	20	52	211
Project Trips	7	1	0	0	0	0	0	1	0	0	0	7
Pipeline	6	24	0	0	0	0	0	21	0	0	0	5
Without	260	482	6	9	28	5	27	690	43	24	63	262
With	267	483	6	9	28	5	27	691	43	24	63	269

2

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	127	255	92	48	211	66	217	219	73	93	216	124
Project Trips	0	7	0	0	0	0	0	7	0	0	0	0
Pipeline	0	6	3	3	16	16	12	5	2	4	12	0
Without	155	317	115	62	273	97	277	272	91	117	276	151
With	155	324	115	62	273	97	277	279	91	117	276	151

3

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	147	196	85	137	246	30	40	237	71	56	287	237
Project Trips	0	1	0	0	0	0	0	1	0	0	0	0
Pipeline	11	-8	21	30	26	17	16	-8	0	0	30	-1
Without	190	231	125	197	326	54	65	281	87	68	380	288
With	190	232	125	197	326	54	65	282	87	68	380	288

4

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	63	229	17	21	95	17	19	327	124	83	53	80
Project Trips	0	7	0	0	0	0	0	7	0	0	0	0
Pipeline	4	15	7	5	0	4	7	17	5	3	1	4
Without	81	294	28	31	116	25	30	416	156	104	66	102
With	81	301	28	31	116	25	30	423	156	104	66	102

5

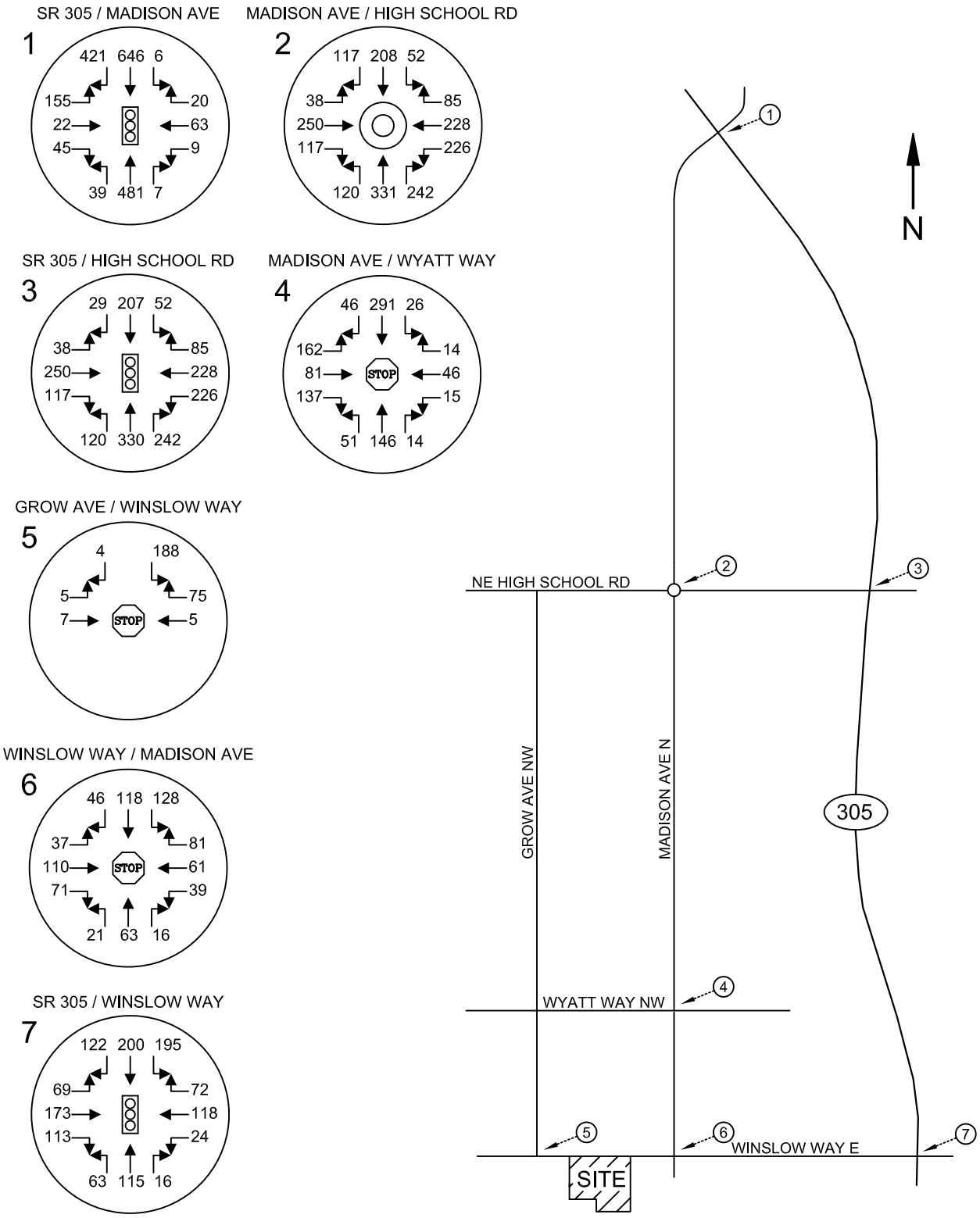
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	3		100	133	8						5	8
Project Trips	0		1	1	0						0	0
Pipeline	0		1	1	0						0	0
Without	4		123	163	10						6	10
With	4		124	164	10						6	10

6

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	47	96	133	114	56	20	14	197	55	36	56	29
Project Trips	7	0	0	0	18	0	0	0	0	0	18	7
Pipeline	0	4	14	20	0	3	1	5	0	0	0	1
Without	57	121	176	159	68	27	18	245	67	44	68	36
With	64	121	176	159	86	27	18	245	67	44	86	43

7

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	121	110	61	77	107	3	12	161	57	49	117	119
Project Trips	1	0	0	0	3	0	0	0	10	6	4	1
Pipeline	5	0	4	4	5	0	0	0	17	7	6	4
Without	153	134	78	98	136	4	15	196	87	67	149	149
With	154	134	78	98	139	4	15	196	97	73	153	150

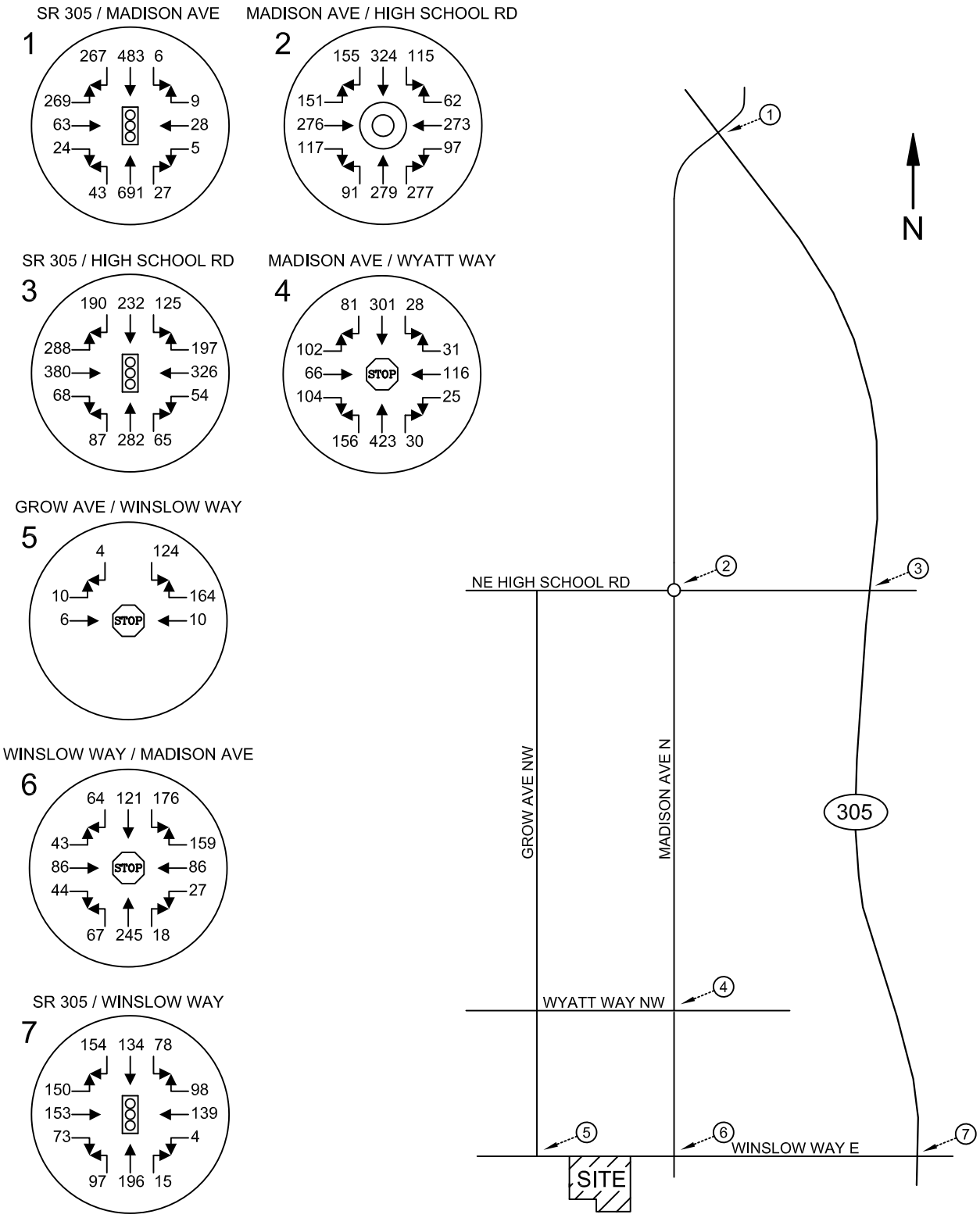


HEATH & ASSOCIATES

TRAFFIC AND CIVIL ENGINEERING

WINSLOW HOTEL

2039 AM PEAK HOUR VOLUMES WITH PROJECT
FIGURE 1 - APPENDIX



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TRAFFIC AND CIVIL ENGINEERING

WINSLOW HOTEL

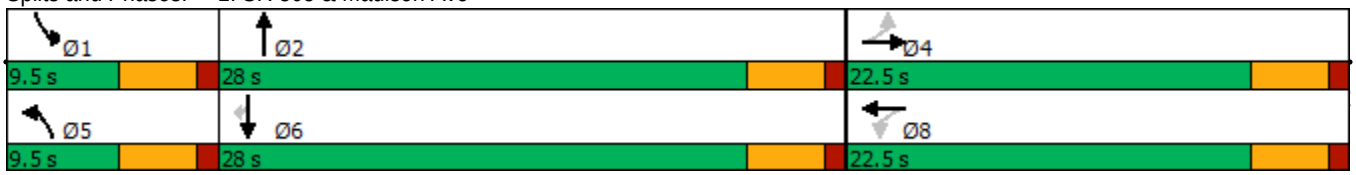
2039 PM PEAK HOUR VOLUMES WITH PROJECT
FIGURE 2 - APPENDIX

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	119	18	37	7	52	16	32	381	6	5	525	337
Future Volume (vph)	119	18	37	7	52	16	32	381	6	5	525	337
Satd. Flow (prot)	0	1732	0	0	1819	0	1719	1806	0	1770	1863	1583
Flt Permitted		0.745			0.964		0.950			0.950		
Satd. Flow (perm)	0	1334	0	0	1763	0	1719	1806	0	1770	1863	1583
Satd. Flow (RTOR)		23			17			2				366
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	1%	1%	1%	5%	5%	5%	2%	2%	2%
Adj. Flow (vph)	129	20	40	8	57	17	35	414	7	5	571	366
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	189	0	0	82	0	35	421	0	5	571	366
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								6
Total Split (s)	22.5	22.5		22.5	22.5		9.5	28.0		9.5	28.0	28.0
Total Lost Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	4.5
Act Effct Green (s)		11.3			11.1		5.4	26.3		5.4	24.8	24.8
Actuated g/C Ratio		0.26			0.25		0.12	0.60		0.12	0.56	0.56
v/c Ratio		0.53			0.18		0.17	0.39		0.02	0.54	0.35
Control Delay		20.0			13.4		25.2	10.0		24.0	14.5	2.8
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		20.0			13.4		25.2	10.0		24.0	14.5	2.8
LOS		B			B		C	A		C	B	A
Approach Delay		20.0			13.4			11.2			10.0	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)		31			11		7	51		1	78	0
Queue Length 95th (ft)		100			44		36	197		10	#329	44
Internal Link Dist (ft)		948			635			1618			511	
Turn Bay Length (ft)							250			250		590
Base Capacity (vph)		604			790		211	1169		217	1143	1112
Starvation Cap Reductn		0			0		0	0		0	0	0
Spillback Cap Reductn		0			0		0	0		0	0	0
Storage Cap Reductn		0			0		0	0		0	0	0
Reduced v/c Ratio		0.31			0.10		0.17	0.36		0.02	0.50	0.33

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 44
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 11.6 — Intersection LOS: B
Intersection Capacity Utilization 51.6% — ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: SR 305 & Madison Ave

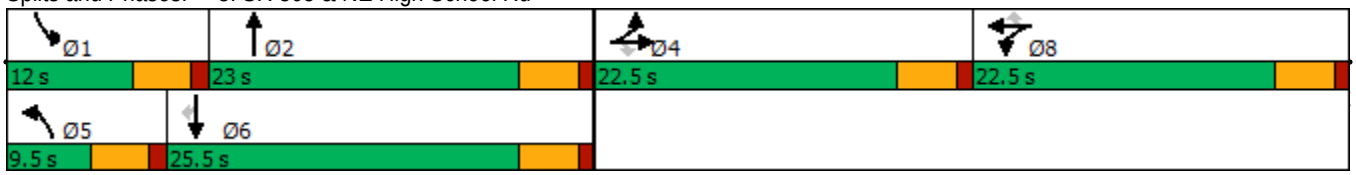


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	185	187	70	19	205	96	43	169	20	98	270	198
Future Volume (vph)	185	187	70	19	205	96	43	169	20	98	270	198
Satd. Flow (prot)	1681	1761	1583	1770	1863	1583	1671	3289	0	1770	1863	1583
Flt Permitted	0.950	0.995		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1761	1583	1770	1863	1583	1671	3289	0	1770	1863	1583
Satd. Flow (RTOR)			143			143		15				213
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	8%	8%	8%	2%	2%	2%
Adj. Flow (vph)	199	201	75	20	220	103	46	182	22	105	290	213
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	179	221	75	20	220	103	46	204	0	105	290	213
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8						6
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	23.0		12.0	25.5	25.5
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Act Effct Green (s)	13.6	13.6	13.6	12.9	12.9	12.9	5.4	13.1		7.7	17.2	17.2
Actuated g/C Ratio	0.22	0.22	0.22	0.20	0.20	0.20	0.09	0.21		0.12	0.27	0.27
v/c Ratio	0.50	0.59	0.17	0.06	0.58	0.24	0.32	0.29		0.49	0.57	0.36
Control Delay	30.2	32.1	1.2	24.5	32.2	3.6	40.1	23.1		41.4	27.7	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	30.2	32.1	1.2	24.5	32.2	3.6	40.1	23.1		41.4	27.7	5.9
LOS	C	C	A	C	C	A	D	C		D	C	A
Approach Delay		26.5			23.2			26.3			22.4	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	68	87	0	7	84	0	19	34		42	108	0
Queue Length 95th (ft)	146	176	4	25	165	21	#60	70		#119	206	50
Internal Link Dist (ft)		1037			642			2308			1618	
Turn Bay Length (ft)	235		215	225		225	250			250		125
Base Capacity (vph)	520	545	588	547	576	588	143	1056		228	672	707
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.34	0.41	0.13	0.04	0.38	0.18	0.32	0.19		0.46	0.43	0.30

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 63.2
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 24.3 — Intersection LOS: C
Intersection Capacity Utilization 54.2% — ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: SR 305 & NE High School Rd

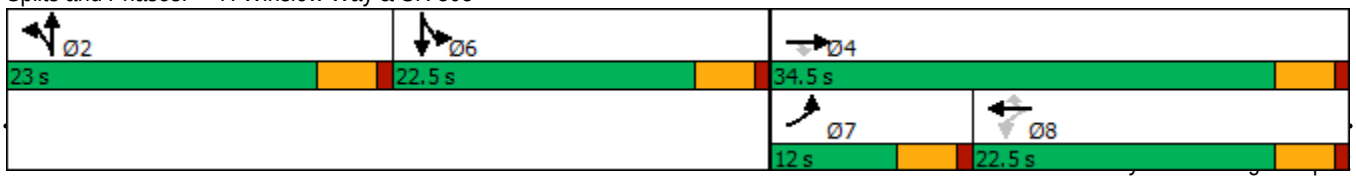


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	139	78	20	94	59	38	94	13	160	164	99
Future Volume (vph)	56	139	78	20	94	59	38	94	13	160	164	99
Satd. Flow (prot)	1752	1845	1568	0	1810	1553	0	3029	0	0	3350	0
Flt Permitted	0.950				0.908			0.987			0.981	
Satd. Flow (perm)	1752	1845	1568	0	1659	1553	0	3029	0	0	3350	0
Satd. Flow (RTOR)			95			143		12			47	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	16%	16%	16%	2%	2%	2%
Adj. Flow (vph)	68	170	95	24	115	72	46	115	16	195	200	121
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	170	95	0	139	72	0	177	0	0	516	0
Turn Type	Prot	NA	Perm	Perm	NA	Perm	Split	NA		Split	NA	
Protected Phases	7	4			8		2	2		6	6	
Permitted Phases			4	8		8						
Total Split (s)	12.0	34.5	34.5	22.5	22.5	22.5	23.0	23.0		22.5	22.5	
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5		4.5			4.5	
Act Effct Green (s)	7.7	16.8	16.8		10.9	10.9		9.4			14.3	
Actuated g/C Ratio	0.15	0.33	0.33		0.21	0.21		0.18			0.28	
v/c Ratio	0.26	0.28	0.17		0.40	0.16		0.31			0.53	
Control Delay	29.1	15.4	4.4		26.1	1.2		23.4			19.3	
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0			0.0	
Total Delay	29.1	15.4	4.4		26.1	1.2		23.4			19.3	
LOS	C	B	A		C	A		C			B	
Approach Delay		15.1			17.6			23.4			19.3	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)	22	40	0		45	0		28			76	
Queue Length 95th (ft)	58	80	21		91	0		55			123	
Internal Link Dist (ft)		1411			673			704			1304	
Turn Bay Length (ft)	125		100			175						
Base Capacity (vph)	300	1156	1018		683	723		1289			1407	
Starvation Cap Reductn	0	0	0		0	0		0			0	
Spillback Cap Reductn	0	0	0		0	0		0			0	
Storage Cap Reductn	0	0	0		0	0		0			0	
Reduced v/c Ratio	0.23	0.15	0.09		0.20	0.10		0.14			0.37	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 51.5
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.53
Intersection Signal Delay: 18.5 — Intersection LOS: B
Intersection Capacity Utilization 44.9% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 7: Winslow Way & SR 305



Intersection	
Intersection Delay, s/veh	13.3
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	667	493	255	420
Demand Flow Rate, veh/h	681	503	261	437
Vehicles Circulating, veh/h	422	278	541	449
Vehicles Exiting, veh/h	464	524	562	332
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	19.5	9.2	8.5	11.0
Approach LOS	C	A	A	B

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	681	503	261	437
Cap Entry Lane, veh/h	897	1039	795	873
Entry HV Adj Factor	0.980	0.980	0.979	0.962
Flow Entry, veh/h	667	493	255	420
Cap Entry, veh/h	879	1018	778	839
V/C Ratio	0.759	0.484	0.328	0.501
Control Delay, s/veh	19.5	9.2	8.5	11.0
LOS	C	A	A	B
95th %tile Queue, veh	7	3	1	3

Intersection	
Intersection Delay, s/veh	12.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	132	66	111	10	38	9	41	112	8	18	226	36
Future Vol, veh/h	132	66	111	10	38	9	41	112	8	18	226	36
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	148	74	125	11	43	10	46	126	9	20	254	40
Number of Lanes	0	1	0	0	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	13.8	9.6	10.4	13.4
HCM LOS	B	A	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	43%	18%	6%
Vol Thru, %	0%	93%	21%	67%	81%
Vol Right, %	0%	7%	36%	16%	13%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	120	309	57	280
LT Vol	41	0	132	10	18
Through Vol	0	112	66	38	226
RT Vol	0	8	111	9	36
Lane Flow Rate	46	135	347	64	315
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.085	0.228	0.511	0.105	0.476
Departure Headway (Hd)	6.648	6.093	5.299	5.888	5.446
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	539	588	680	607	661
Service Time	4.396	3.841	3.34	3.945	3.486
HCM Lane V/C Ratio	0.085	0.23	0.51	0.105	0.477
HCM Control Delay	10	10.6	13.8	9.6	13.4
HCM Lane LOS	A	B	B	A	B
HCM 95th-tile Q	0.3	0.9	2.9	0.4	2.6

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	6	4	60	153	3
Future Vol, veh/h	4	6	4	60	153	3
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	5	8	5	80	204	4
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7.7	7.3	8.8
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	40%	0%	98%
Vol Thru, %	60%	6%	0%
Vol Right, %	0%	94%	2%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	10	64	156
LT Vol	4	0	153
Through Vol	6	4	0
RT Vol	0	60	3
Lane Flow Rate	13	85	208
Geometry Grp	1	1	1
Degree of Util (X)	0.017	0.092	0.248
Departure Headway (Hd)	4.587	3.89	4.29
Convergence, Y/N	Yes	Yes	Yes
Cap	785	927	834
Service Time	2.59	1.891	2.331
HCM Lane V/C Ratio	0.017	0.092	0.249
HCM Control Delay	7.7	7.3	8.8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.3	1

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	80	58	31	36	59	17	50	11	96	96	33
Future Vol, veh/h	26	80	58	31	36	59	17	50	11	96	96	33
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles, %	2	2	2	5	5	5	4	4	4	2	2	2
Mvmt Flow	34	105	76	41	47	78	22	66	14	126	126	43
Number of Lanes	0	1	0	0	1	1	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	1
HCM Control Delay	11.8	9.5	10.4	10.6
HCM LOS	B	A	B	B

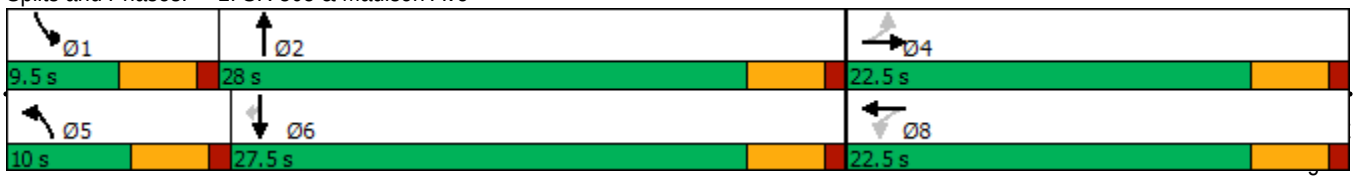
Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	22%	16%	46%	0%	100%	0%
Vol Thru, %	64%	49%	54%	0%	0%	74%
Vol Right, %	14%	35%	0%	100%	0%	26%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	78	164	67	59	96	129
LT Vol	17	26	31	0	96	0
Through Vol	50	80	36	0	0	96
RT Vol	11	58	0	59	0	33
Lane Flow Rate	103	216	88	78	126	170
Geometry Grp	6	6	7	7	7	7
Degree of Util (X)	0.174	0.345	0.154	0.115	0.221	0.265
Departure Headway (Hd)	6.112	5.748	6.286	5.343	6.3	5.614
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	587	626	571	671	571	642
Service Time	4.144	3.775	4.018	3.075	4.026	3.34
HCM Lane V/C Ratio	0.175	0.345	0.154	0.116	0.221	0.265
HCM Control Delay	10.4	11.8	10.2	8.8	10.8	10.4
HCM Lane LOS	B	B	B	A	B	B
HCM 95th-tile Q	0.6	1.5	0.5	0.4	0.8	1.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	211	52	20	4	23	7	35	548	22	5	375	208
Future Volume (vph)	211	52	20	4	23	7	35	548	22	5	375	208
Satd. Flow (prot)	0	1778	0	0	1802	0	1770	1852	0	1770	1863	1583
Flt Permitted		0.758			0.960		0.950			0.950		
Satd. Flow (perm)	0	1398	0	0	1740	0	1770	1852	0	1770	1863	1583
Satd. Flow (RTOR)		6			7			4				219
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	222	55	21	4	24	7	37	577	23	5	395	219
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	298	0	0	35	0	37	600	0	5	395	219
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								6
Total Split (s)	22.5	22.5		22.5	22.5		10.0	28.0		9.5	27.5	27.5
Total Lost Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	4.5
Act Effct Green (s)		14.6			14.6		5.7	22.8		5.2	21.0	21.0
Actuated g/C Ratio		0.30			0.30		0.12	0.47		0.11	0.44	0.44
v/c Ratio		0.70			0.07		0.18	0.68		0.03	0.49	0.27
Control Delay		26.8			12.5		25.7	17.4		24.8	14.4	3.3
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		26.8			12.5		25.7	17.4		24.8	14.4	3.3
LOS		C			B		C	B		C	B	A
Approach Delay		26.8			12.5			17.9			10.5	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)		64			5		9	112		1	64	0
Queue Length 95th (ft)		#197			24		37	#357		10	183	35
Internal Link Dist (ft)		948			635			1618			511	
Turn Bay Length (ft)							250			250		590
Base Capacity (vph)		546			679		209	987		190	923	895
Starvation Cap Reductn		0			0		0	0		0	0	0
Spillback Cap Reductn		0			0		0	0		0	0	0
Storage Cap Reductn		0			0		0	0		0	0	0
Reduced v/c Ratio		0.55			0.05		0.18	0.61		0.03	0.43	0.24

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 48.2	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 16.6	Intersection LOS: B
Intersection Capacity Utilization 60.0%	ICU Level of Service B
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: SR 305 & Madison Ave

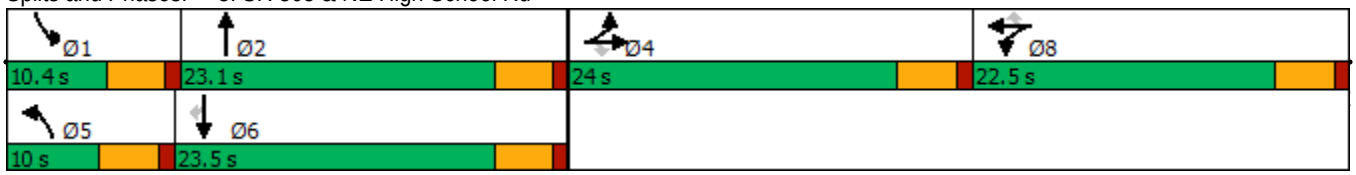


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	237	287	56	30	246	137	71	237	40	85	196	147
Future Volume (vph)	237	287	56	30	246	137	71	237	40	85	196	147
Satd. Flow (prot)	1681	1763	1583	1770	1863	1583	1752	3428	0	1752	1845	1568
Flt Permitted	0.950	0.996		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1763	1583	1770	1863	1583	1752	3428	0	1752	1845	1568
Satd. Flow (RTOR)			143			173		22				186
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	300	363	71	38	311	173	90	300	51	108	248	186
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	270	393	71	38	311	173	90	351	0	108	248	186
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8						6
Total Split (s)	24.0	24.0	24.0	22.5	22.5	22.5	10.0	23.1		10.4	23.5	23.5
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Act Effct Green (s)	18.8	18.8	18.8	15.8	15.8	15.8	5.6	14.3		6.0	17.1	17.1
Actuated g/C Ratio	0.26	0.26	0.26	0.22	0.22	0.22	0.08	0.20		0.08	0.23	0.23
v/c Ratio	0.62	0.87	0.14	0.10	0.77	0.36	0.68	0.51		0.76	0.57	0.36
Control Delay	32.9	49.3	0.6	25.0	42.2	7.0	63.0	27.6		69.9	32.6	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	32.9	49.3	0.6	25.0	42.2	7.0	63.0	27.6		69.9	32.6	6.6
LOS	C	D	A	C	D	A	E	C		E	C	A
Approach Delay		38.6			29.3			34.9			31.1	
Approach LOS		D			C			C			C	
Queue Length 50th (ft)	120	187	0	14	136	0	43	73		52	110	0
Queue Length 95th (ft)	180	#297	0	34	198	32	#99	96		#118	155	32
Internal Link Dist (ft)		1037			642			2308			1618	
Turn Bay Length (ft)	235		215	225		225	250			250		125
Base Capacity (vph)	454	476	532	441	464	524	133	899		143	485	549
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.59	0.83	0.13	0.09	0.67	0.33	0.68	0.39		0.76	0.51	0.34

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 73.1
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 33.9 — Intersection LOS: C
Intersection Capacity Utilization 57.5% — ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: SR 305 & NE High School Rd

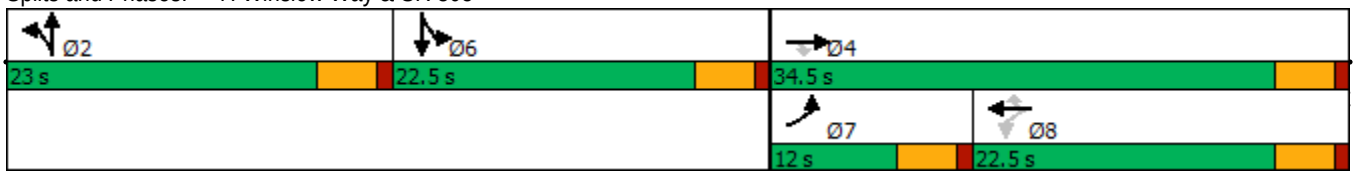


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	109	117	49	3	107	77	57	161	12	61	110	121
Future Volume (vph)	109	117	49	3	107	77	57	161	12	61	110	121
Satd. Flow (prot)	1770	1863	1583	0	1861	1583	0	3370	0	0	3163	0
Flt Permitted	0.950				0.990			0.988			0.990	
Satd. Flow (perm)	1770	1863	1583	0	1844	1583	0	3370	0	0	3163	0
Satd. Flow (RTOR)			82			143		6			195	
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	6%	6%	6%
Adj. Flow (vph)	176	189	79	5	173	124	92	260	19	98	177	195
Shared Lane Traffic (%)												
Lane Group Flow (vph)	176	189	79	0	178	124	0	371	0	0	470	0
Turn Type	Prot	NA	Perm	Perm	NA	Perm	Split	NA		Split	NA	
Protected Phases	7	4			8		2	2		6	6	
Permitted Phases			4	8		8						
Total Split (s)	12.0	34.5	34.5	22.5	22.5	22.5	23.0	23.0		22.5	22.5	
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5		4.5			4.5	
Act Effct Green (s)	7.7	23.9	23.9		11.5	11.5		12.3			11.6	
Actuated g/C Ratio	0.12	0.39	0.39		0.19	0.19		0.20			0.19	
v/c Ratio	0.79	0.26	0.12		0.52	0.30		0.55			0.62	
Control Delay	58.8	15.7	4.5		30.0	6.1		26.3			17.7	
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0			0.0	
Total Delay	58.8	15.7	4.5		30.0	6.1		26.3			17.7	
LOS	E	B	A		C	A		C			B	
Approach Delay		30.8			20.2			26.3			17.7	
Approach LOS		C			C			C			B	
Queue Length 50th (ft)	64	46	0		59	0		63			46	
Queue Length 95th (ft)	#123	73	9		88	4		80			54	
Internal Link Dist (ft)		1411			673			704			1304	
Turn Bay Length (ft)	125		100			175						
Base Capacity (vph)	222	934	835		554	576		1046			1088	
Starvation Cap Reductn	0	0	0		0	0		0			0	
Spillback Cap Reductn	0	0	0		0	0		0			0	
Storage Cap Reductn	0	0	0		0	0		0			0	
Reduced v/c Ratio	0.79	0.20	0.09		0.32	0.22		0.35			0.43	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 61.7
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 23.9 — Intersection LOS: C
Intersection Capacity Utilization 39.1% — ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 7: Winslow Way & SR 305



Intersection	
Intersection Delay, s/veh	12.1
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	461	345	542	504
Demand Flow Rate, veh/h	471	351	554	514
Vehicles Circulating, veh/h	447	453	470	379
Vehicles Exiting, veh/h	446	571	448	425
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	11.7	9.1	15.1	11.3
Approach LOS	B	A	C	B

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	471	351	554	514
Cap Entry Lane, veh/h	875	869	854	937
Entry HV Adj Factor	0.980	0.982	0.979	0.980
Flow Entry, veh/h	461	345	542	504
Cap Entry, veh/h	857	853	836	918
V/C Ratio	0.538	0.404	0.648	0.548
Control Delay, s/veh	11.7	9.1	15.1	11.3
LOS	B	A	C	B
95th %tile Queue, veh	3	2	5	3

Intersection	
Intersection Delay, s/veh	17.9
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	80	53	83	17	95	21	124	327	19	17	229	63
Future Vol, veh/h	80	53	83	17	95	21	124	327	19	17	229	63
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	90	60	93	19	107	24	139	367	21	19	257	71
Number of Lanes	0	1	0	0	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	15.1	13	20.3	18.4
HCM LOS	C	B	C	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	37%	13%	6%
Vol Thru, %	0%	95%	25%	71%	74%
Vol Right, %	0%	5%	38%	16%	20%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	124	346	216	133	309
LT Vol	124	0	80	17	17
Through Vol	0	327	53	95	229
RT Vol	0	19	83	21	63
Lane Flow Rate	139	389	243	149	347
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.272	0.7	0.449	0.292	0.602
Departure Headway (Hd)	7.033	6.483	6.656	7.033	6.244
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	510	556	541	510	576
Service Time	4.78	4.231	4.705	5.093	4.294
HCM Lane V/C Ratio	0.273	0.7	0.449	0.292	0.602
HCM Control Delay	12.4	23.1	15.1	13	18.4
HCM Lane LOS	B	C	C	B	C
HCM 95th-tile Q	1.1	5.5	2.3	1.2	4

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	5	8	133	100	3
Future Vol, veh/h	8	5	8	133	100	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	6	9	148	111	3
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7.6	7.3	8.2
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	62%	0%	97%
Vol Thru, %	38%	6%	0%
Vol Right, %	0%	94%	3%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	13	141	103
LT Vol	8	0	100
Through Vol	5	8	0
RT Vol	0	133	3
Lane Flow Rate	14	157	114
Geometry Grp	1	1	1
Degree of Util (X)	0.018	0.156	0.14
Departure Headway (Hd)	4.381	3.579	4.407
Convergence, Y/N	Yes	Yes	Yes
Cap	805	987	811
Service Time	2.473	1.659	2.449
HCM Lane V/C Ratio	0.017	0.159	0.141
HCM Control Delay	7.6	7.3	8.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.6	0.5

Intersection	
Intersection Delay, s/veh	11.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	56	36	20	56	114	55	197	14	133	96	47
Future Vol, veh/h	29	56	36	20	56	114	55	197	14	133	96	47
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	58	37	21	58	118	57	203	14	137	99	48
Number of Lanes	0	1	0	0	1	1	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	1
HCM Control Delay	11.2	9.9	13.9	10.6
HCM LOS	B	A	B	B

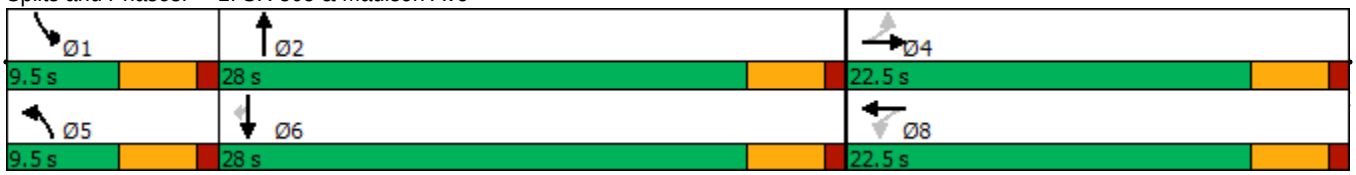
Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	21%	24%	26%	0%	100%	0%
Vol Thru, %	74%	46%	74%	0%	0%	67%
Vol Right, %	5%	30%	0%	100%	0%	33%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	266	121	76	114	133	143
LT Vol	55	29	20	0	133	0
Through Vol	197	56	56	0	0	96
RT Vol	14	36	0	114	0	47
Lane Flow Rate	274	125	78	118	137	147
Geometry Grp	6	6	7	7	7	7
Degree of Util (X)	0.454	0.22	0.141	0.184	0.244	0.232
Departure Headway (Hd)	5.954	6.358	6.49	5.646	6.407	5.668
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	606	564	552	635	561	632
Service Time	3.991	4.408	4.238	3.393	4.146	3.407
HCM Lane V/C Ratio	0.452	0.222	0.141	0.186	0.244	0.233
HCM Control Delay	13.9	11.2	10.3	9.7	11.2	10.1
HCM Lane LOS	B	B	B	A	B	B
HCM 95th-tile Q	2.4	0.8	0.5	0.7	1	0.9

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	129	19	38	7	54	16	33	408	6	5	545	351
Future Volume (vph)	129	19	38	7	54	16	33	408	6	5	545	351
Satd. Flow (prot)	0	1736	0	0	1803	0	1719	1806	0	1770	1863	1583
Flt Permitted		0.741			0.964		0.950			0.950		
Satd. Flow (perm)	0	1330	0	0	1747	0	1719	1806	0	1770	1863	1583
Satd. Flow (RTOR)		22			17			2				382
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	5%	5%	5%	2%	2%	2%
Adj. Flow (vph)	140	21	41	8	59	17	36	443	7	5	592	382
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	202	0	0	84	0	36	450	0	5	592	382
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								6
Total Split (s)	22.5	22.5		22.5	22.5		9.5	28.0		9.5	28.0	28.0
Total Lost Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	4.5
Act Effct Green (s)		11.8			11.8		5.2	24.9		5.2	23.3	23.3
Actuated g/C Ratio		0.25			0.25		0.11	0.52		0.11	0.49	0.49
v/c Ratio		0.58			0.19		0.19	0.48		0.03	0.65	0.39
Control Delay		22.0			13.5		26.1	11.2		24.4	16.9	3.0
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		22.0			13.5		26.1	11.2		24.4	16.9	3.0
LOS		C			B		C	B		C	B	A
Approach Delay		22.0			13.5			12.3			11.5	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)		36			12		8	58		1	85	0
Queue Length 95th (ft)		108			45		37	213		10	#348	45
Internal Link Dist (ft)		948			635			1618			511	
Turn Bay Length (ft)							250			250		590
Base Capacity (vph)		535			696		187	1014		193	983	1016
Starvation Cap Reductn		0			0		0	0		0	0	0
Spillback Cap Reductn		0			0		0	0		0	0	0
Storage Cap Reductn		0			0		0	0		0	0	0
Reduced v/c Ratio		0.38			0.12		0.19	0.44		0.03	0.60	0.38

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 47.6
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 13.0 — Intersection LOS: B
Intersection Capacity Utilization 53.3% — ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: SR 305 & Madison Ave

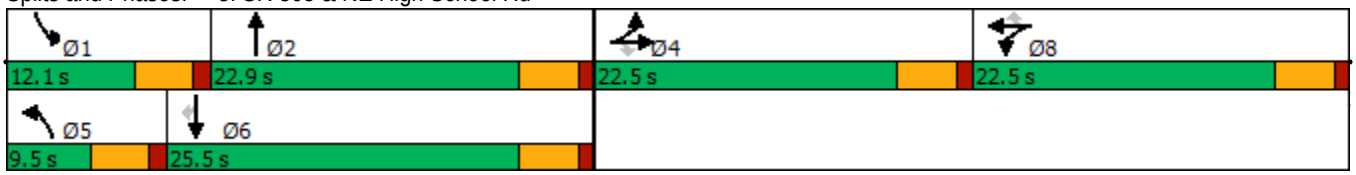


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	206	193	72	20	211	99	44	174	21	101	278	209
Future Volume (vph)	206	193	72	20	211	99	44	174	21	101	278	209
Satd. Flow (prot)	1681	1761	1583	1770	1863	1583	1671	3289	0	1770	1863	1583
Flt Permitted	0.950	0.995		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1761	1583	1770	1863	1583	1671	3289	0	1770	1863	1583
Satd. Flow (RTOR)			143			143		15				225
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	8%	8%	8%	2%	2%	2%
Adj. Flow (vph)	222	208	77	22	227	106	47	187	23	109	299	225
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	200	230	77	22	227	106	47	210	0	109	299	225
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8						6
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.9		12.1	25.5	25.5
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Act Effct Green (s)	13.8	13.8	13.8	13.2	13.2	13.2	5.4	13.4		7.8	17.6	17.6
Actuated g/C Ratio	0.22	0.22	0.22	0.21	0.21	0.21	0.08	0.21		0.12	0.28	0.28
v/c Ratio	0.55	0.61	0.17	0.06	0.59	0.24	0.33	0.30		0.51	0.59	0.38
Control Delay	31.8	33.0	1.4	24.6	32.8	3.9	41.1	23.4		42.3	28.1	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	31.8	33.0	1.4	24.6	32.8	3.9	41.1	23.4		42.3	28.1	5.8
LOS	C	C	A	C	C	A	D	C		D	C	A
Approach Delay		27.7			23.7			26.6			22.6	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	78	92	0	8	89	0	20	36		45	114	0
Queue Length 95th (ft)	162	183	6	27	170	22	#62	71		#125	213	51
Internal Link Dist (ft)		1037			642			2308			1618	
Turn Bay Length (ft)	235		215	225		225	250			250		125
Base Capacity (vph)	513	538	583	541	569	583	141	1037		228	664	709
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.39	0.43	0.13	0.04	0.40	0.18	0.33	0.20		0.48	0.45	0.32

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 64
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.61
Intersection Signal Delay: 24.9 — Intersection LOS: C
Intersection Capacity Utilization 55.7% — ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: SR 305 & NE High School Rd

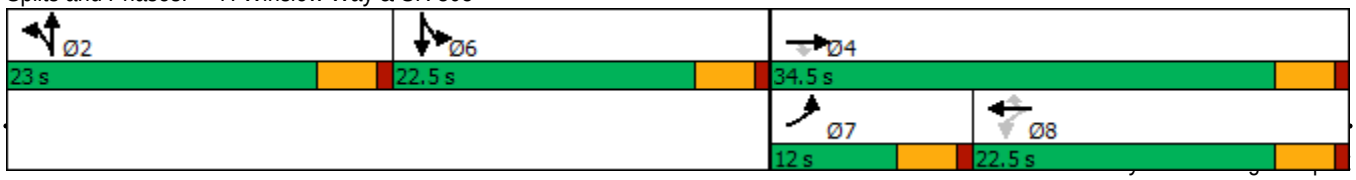


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	145	91	21	98	61	46	97	13	165	169	102
Future Volume (vph)	58	145	91	21	98	61	46	97	13	165	169	102
Satd. Flow (prot)	1752	1845	1568	0	1810	1553	0	3026	0	0	3350	0
Flt Permitted	0.950				0.916			0.985			0.981	
Satd. Flow (perm)	1752	1845	1568	0	1673	1553	0	3026	0	0	3350	0
Satd. Flow (RTOR)			111			143		11			46	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	16%	16%	16%	2%	2%	2%
Adj. Flow (vph)	71	177	111	26	120	74	56	118	16	201	206	124
Shared Lane Traffic (%)												
Lane Group Flow (vph)	71	177	111	0	146	74	0	190	0	0	531	0
Turn Type	Prot	NA	Perm	Perm	NA	Perm	Split	NA		Split	NA	
Protected Phases	7	4			8		2	2		6	6	
Permitted Phases			4	8		8						
Total Split (s)	12.0	34.5	34.5	22.5	22.5	22.5	23.0	23.0		22.5	22.5	
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5		4.5			4.5	
Act Effct Green (s)	7.3	16.8	16.8		10.8	10.8		9.2			14.1	
Actuated g/C Ratio	0.13	0.31	0.31		0.20	0.20		0.17			0.26	
v/c Ratio	0.31	0.31	0.20		0.44	0.18		0.37			0.59	
Control Delay	30.6	16.0	4.4		27.3	1.4		24.4			21.0	
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0			0.0	
Total Delay	30.6	16.0	4.4		27.3	1.4		24.4			21.0	
LOS	C	B	A		C	A		C			C	
Approach Delay		15.3			18.6			24.4			21.0	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)	24	43	0		48	0		31			81	
Queue Length 95th (ft)	61	84	22		95	0		58			130	
Internal Link Dist (ft)		1411			673			704			1304	
Turn Bay Length (ft)	125		100			175						
Base Capacity (vph)	259	1092	973		593	643		1111			1219	
Starvation Cap Reductn	0	0	0		0	0		0			0	
Spillback Cap Reductn	0	0	0		0	0		0			0	
Storage Cap Reductn	0	0	0		0	0		0			0	
Reduced v/c Ratio	0.27	0.16	0.11		0.25	0.12		0.17			0.44	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 54.7
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 19.5 — Intersection LOS: B
Intersection Capacity Utilization 46.1% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 7: Winslow Way & SR 305



Intersection	
Intersection Delay, s/veh	15.3
Intersection LOS	C

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	697	514	283	451
Demand Flow Rate, veh/h	711	524	292	469
Vehicles Circulating, veh/h	443	299	564	473
Vehicles Exiting, veh/h	499	557	590	350
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	23.3	10.0	9.5	12.4
Approach LOS	C	A	A	B

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	711	524	292	469
Cap Entry Lane, veh/h	878	1017	776	852
Entry HV Adj Factor	0.980	0.980	0.970	0.961
Flow Entry, veh/h	697	514	283	451
Cap Entry, veh/h	861	997	753	819
V/C Ratio	0.810	0.515	0.376	0.551
Control Delay, s/veh	23.3	10.0	9.5	12.4
LOS	C	A	A	B
95th %tile Queue, veh	9	3	2	3

Intersection	
Intersection Delay, s/veh	13.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	137	68	116	13	39	12	43	120	12	23	242	39
Future Vol, veh/h	137	68	116	13	39	12	43	120	12	23	242	39
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	154	76	130	15	44	13	48	135	13	26	272	44
Number of Lanes	0	1	0	0	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	15	10	11	14.8
HCM LOS	B	A	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	43%	20%	8%
Vol Thru, %	0%	91%	21%	61%	80%
Vol Right, %	0%	9%	36%	19%	13%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	43	132	321	64	304
LT Vol	43	0	137	13	23
Through Vol	0	120	68	39	242
RT Vol	0	12	116	12	39
Lane Flow Rate	48	148	361	72	342
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.091	0.257	0.547	0.122	0.529
Departure Headway (Hd)	6.804	6.23	5.459	6.083	5.578
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	525	574	660	585	646
Service Time	4.568	3.994	3.511	4.16	3.632
HCM Lane V/C Ratio	0.091	0.258	0.547	0.123	0.529
HCM Control Delay	10.3	11.2	15	10	14.8
HCM Lane LOS	B	B	B	A	B
HCM 95th-tile Q	0.3	1	3.3	0.4	3.1

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	6	4	63	158	3
Future Vol, veh/h	4	6	4	63	158	3
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	5	8	5	84	211	4
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7.7	7.3	8.8
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	40%	0%	98%
Vol Thru, %	60%	6%	0%
Vol Right, %	0%	94%	2%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	10	67	161
LT Vol	4	0	158
Through Vol	6	4	0
RT Vol	0	63	3
Lane Flow Rate	13	89	215
Geometry Grp	1	1	1
Degree of Util (X)	0.017	0.097	0.256
Departure Headway (Hd)	4.608	3.905	4.296
Convergence, Y/N	Yes	Yes	Yes
Cap	781	923	833
Service Time	2.611	1.905	2.341
HCM Lane V/C Ratio	0.017	0.096	0.258
HCM Control Delay	7.7	7.3	8.8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.3	1

Intersection	
Intersection Delay, s/veh	11.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	28	82	60	33	37	70	18	54	14	110	100	34
Future Vol, veh/h	28	82	60	33	37	70	18	54	14	110	100	34
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles, %	2	2	2	5	5	5	4	4	4	2	2	2
Mvmt Flow	37	108	79	43	49	92	24	71	18	145	132	45
Number of Lanes	0	1	0	0	1	1	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	1
HCM Control Delay	12.3	9.8	10.8	11
HCM LOS	B	A	B	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	21%	16%	47%	0%	100%	0%
Vol Thru, %	63%	48%	53%	0%	0%	75%
Vol Right, %	16%	35%	0%	100%	0%	25%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	86	170	70	70	110	134
LT Vol	18	28	33	0	110	0
Through Vol	54	82	37	0	0	100
RT Vol	14	60	0	70	0	34
Lane Flow Rate	113	224	92	92	145	176
Geometry Grp	6	6	7	7	7	7
Degree of Util (X)	0.196	0.367	0.165	0.14	0.258	0.281
Departure Headway (Hd)	6.244	5.899	6.438	5.489	6.417	5.731
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	575	611	557	653	560	628
Service Time	4.286	3.934	4.177	3.227	4.151	3.465
HCM Lane V/C Ratio	0.197	0.367	0.165	0.141	0.259	0.28
HCM Control Delay	10.8	12.3	10.5	9.1	11.4	10.7
HCM Lane LOS	B	B	B	A	B	B
HCM 95th-tile Q	0.7	1.7	0.6	0.5	1	1.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	222	54	21	4	24	7	36	586	23	5	410	220
Future Volume (vph)	222	54	21	4	24	7	36	586	23	5	410	220
Satd. Flow (prot)	0	1780	0	0	1803	0	1770	1852	0	1770	1863	1583
Flt Permitted		0.757			0.962		0.950			0.950		
Satd. Flow (perm)	0	1397	0	0	1745	0	1770	1852	0	1770	1863	1583
Satd. Flow (RTOR)		6			7			4				232
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	234	57	22	4	25	7	38	617	24	5	432	232
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	313	0	0	36	0	38	641	0	5	432	232
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								6
Total Split (s)	23.0	23.0		23.0	23.0		10.2	32.5		9.5	31.8	31.8
Total Lost Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	4.5
Act Effct Green (s)		15.9			15.9		5.9	24.6		5.2	22.8	22.8
Actuated g/C Ratio		0.31			0.31		0.11	0.48		0.10	0.44	0.44
v/c Ratio		0.72			0.07		0.19	0.72		0.03	0.52	0.28
Control Delay		29.5			13.7		27.9	18.0		27.0	14.9	3.1
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		29.5			13.7		27.9	18.0		27.0	14.9	3.1
LOS		C			B		C	B		C	B	A
Approach Delay		29.5			13.7			18.6			10.9	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)		75			6		11	141		1	82	0
Queue Length 95th (ft)		#234			27		40	#387		11	203	35
Internal Link Dist (ft)		948			635			1618			511	
Turn Bay Length (ft)							250			250		590
Base Capacity (vph)		529			661		205	1092		180	1034	982
Starvation Cap Reductn		0			0		0	0		0	0	0
Spillback Cap Reductn		0			0		0	0		0	0	0
Storage Cap Reductn		0			0		0	0		0	0	0
Reduced v/c Ratio		0.59			0.05		0.19	0.59		0.03	0.42	0.24

Intersection Summary

Cycle Length: 65
Actuated Cycle Length: 51.4
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 17.5 — Intersection LOS: B
Intersection Capacity Utilization 62.8% — ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

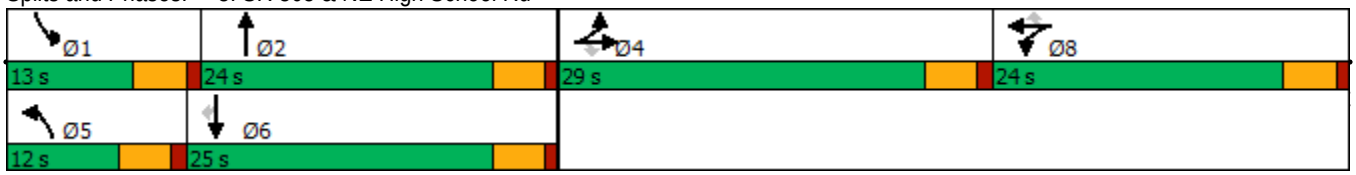
Splits and Phases: 1: SR 305 & Madison Ave

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	243	326	58	48	279	171	73	236	57	109	194	162
Future Volume (vph)	243	326	58	48	279	171	73	236	57	109	194	162
Satd. Flow (prot)	1681	1764	1583	1770	1863	1583	1752	3403	0	1752	1845	1568
Flt Permitted	0.950	0.997		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1764	1583	1770	1863	1583	1752	3403	0	1752	1845	1568
Satd. Flow (RTOR)			127			216		30				205
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	308	413	73	61	353	216	92	299	72	138	246	205
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	277	444	73	61	353	216	92	371	0	138	246	205
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8						6
Total Split (s)	29.0	29.0	29.0	24.0	24.0	24.0	12.0	24.0		13.0	25.0	25.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Act Effct Green (s)	23.5	23.5	23.5	18.6	18.6	18.6	7.3	15.1		8.6	19.0	19.0
Actuated g/C Ratio	0.28	0.28	0.28	0.22	0.22	0.22	0.09	0.18		0.10	0.23	0.23
v/c Ratio	0.59	0.90	0.14	0.16	0.86	0.42	0.61	0.58		0.77	0.59	0.40
Control Delay	33.0	53.5	1.5	29.2	54.0	7.2	57.3	32.9		68.2	37.4	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	33.0	53.5	1.5	29.2	54.0	7.2	57.3	32.9		68.2	37.4	7.0
LOS	C	D	A	C	D	A	E	C		E	D	A
Approach Delay		41.6			35.5			37.8			34.0	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)	134	241	0	27	183	0	49	89		74	125	0
Queue Length 95th (ft)	196	#356	0	54	#276	36	#94	113		#146	173	35
Internal Link Dist (ft)		1037			642			2308			1618	
Turn Bay Length (ft)	235		215	225		225	250			250		125
Base Capacity (vph)	495	519	555	415	436	536	158	820		179	464	548
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.56	0.86	0.13	0.15	0.81	0.40	0.58	0.45		0.77	0.53	0.37

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 83.9
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 37.5 — Intersection LOS: D
Intersection Capacity Utilization 61.2% — ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: SR 305 & NE High School Rd

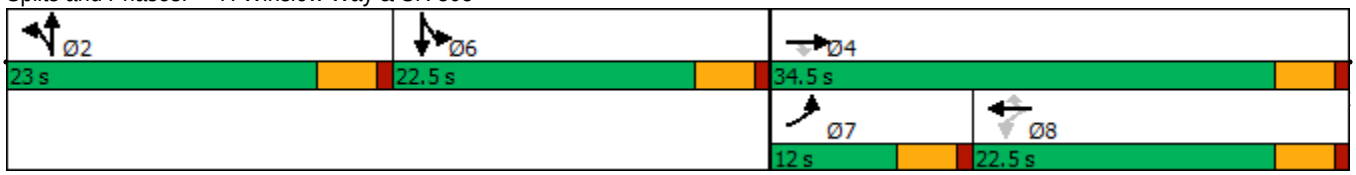


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	127	127	57	3	115	83	76	166	12	67	113	130
Future Volume (vph)	127	127	57	3	115	83	76	166	12	67	113	130
Satd. Flow (prot)	1770	1863	1583	0	1861	1583	0	3363	0	0	3156	0
Flt Permitted	0.950				0.990			0.985			0.989	
Satd. Flow (perm)	1770	1863	1583	0	1844	1583	0	3363	0	0	3156	0
Satd. Flow (RTOR)			92			143		6			210	
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	6%	6%	6%
Adj. Flow (vph)	205	205	92	5	185	134	123	268	19	108	182	210
Shared Lane Traffic (%)												
Lane Group Flow (vph)	205	205	92	0	190	134	0	410	0	0	500	0
Turn Type	Prot	NA	Perm	Perm	NA	Perm	Split	NA		Split	NA	
Protected Phases	7	4			8		2	2		6	6	
Permitted Phases			4	8		8						
Total Split (s)	12.0	34.5	34.5	22.5	22.5	22.5	23.0	23.0		22.5	22.5	
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5		4.5			4.5	
Act Effct Green (s)	7.7	24.4	24.4		12.0	12.0		13.2			12.1	
Actuated g/C Ratio	0.12	0.38	0.38		0.19	0.19		0.21			0.19	
v/c Ratio	0.95	0.29	0.14		0.55	0.32		0.58			0.65	
Control Delay	87.0	16.5	4.6		31.2	7.0		27.1			18.4	
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0			0.0	
Total Delay	87.0	16.5	4.6		31.2	7.0		27.1			18.4	
LOS	F	B	A		C	A		C			B	
Approach Delay		43.1			21.2			27.1			18.4	
Approach LOS		D			C			C			B	
Queue Length 50th (ft)	79	53	0		66	0		73			51	
Queue Length 95th (ft)	#150	78	10		93	8		88			56	
Internal Link Dist (ft)		1411			673			704			1304	
Turn Bay Length (ft)	125		100			175						
Base Capacity (vph)	215	907	818		538	563		1014			1070	
Starvation Cap Reductn	0	0	0		0	0		0			0	
Spillback Cap Reductn	0	0	0		0	0		0			0	
Storage Cap Reductn	0	0	0		0	0		0			0	
Reduced v/c Ratio	0.95	0.23	0.11		0.35	0.24		0.40			0.47	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 63.6
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 28.1 — Intersection LOS: C
Intersection Capacity Utilization 41.4% — ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 7: Winslow Way & SR 305



Intersection	
Intersection Delay, s/veh	14.3
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	492	392	579	529
Demand Flow Rate, veh/h	502	400	591	540
Vehicles Circulating, veh/h	489	474	500	428
Vehicles Exiting, veh/h	479	617	491	446
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	13.7	10.4	18.2	13.3
Approach LOS	B	B	C	B

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	502	400	591	540
Cap Entry Lane, veh/h	838	851	829	892
Entry HV Adj Factor	0.980	0.980	0.980	0.980
Flow Entry, veh/h	492	392	579	529
Cap Entry, veh/h	821	834	812	874
V/C Ratio	0.599	0.470	0.713	0.606
Control Delay, s/veh	13.7	10.4	18.2	13.3
LOS	B	B	C	B
95th %tile Queue, veh	4	3	6	4

Intersection	
Intersection Delay, s/veh	23.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	86	56	89	22	98	27	133	354	27	25	251	69
Future Vol, veh/h	86	56	89	22	98	27	133	354	27	25	251	69
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	97	63	100	25	110	30	149	398	30	28	282	78
Number of Lanes	0	1	0	0	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	17.4	14.5	27.9	24.5
HCM LOS	C	B	D	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	37%	15%	7%
Vol Thru, %	0%	93%	24%	67%	73%
Vol Right, %	0%	7%	39%	18%	20%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	133	381	231	147	345
LT Vol	133	0	86	22	25
Through Vol	0	354	56	98	251
RT Vol	0	27	89	27	69
Lane Flow Rate	149	428	260	165	388
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.307	0.811	0.511	0.344	0.712
Departure Headway (Hd)	7.385	6.823	7.086	7.505	6.61
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	484	527	506	476	543
Service Time	5.162	4.6	5.168	5.603	4.688
HCM Lane V/C Ratio	0.308	0.812	0.514	0.347	0.715
HCM Control Delay	13.4	32.9	17.4	14.5	24.5
HCM Lane LOS	B	D	C	B	C
HCM 95th-tile Q	1.3	7.9	2.9	1.5	5.7

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	5	8	138	104	3
Future Vol, veh/h	8	5	8	138	104	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	6	9	153	116	3
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7.6	7.4	8.2
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	62%	0%	97%
Vol Thru, %	38%	5%	0%
Vol Right, %	0%	95%	3%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	13	146	107
LT Vol	8	0	104
Through Vol	5	8	0
RT Vol	0	138	3
Lane Flow Rate	14	162	119
Geometry Grp	1	1	1
Degree of Util (X)	0.018	0.162	0.146
Departure Headway (Hd)	4.393	3.586	4.417
Convergence, Y/N	Yes	Yes	Yes
Cap	802	983	808
Service Time	2.491	1.669	2.462
HCM Lane V/C Ratio	0.017	0.165	0.147
HCM Control Delay	7.6	7.4	8.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.6	0.5

Intersection	
Intersection Delay, s/veh	12.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	58	37	24	58	137	57	208	15	151	103	48
Future Vol, veh/h	31	58	37	24	58	137	57	208	15	151	103	48
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	60	38	25	60	141	59	214	15	156	106	49
Number of Lanes	0	1	0	0	1	1	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	1
HCM Control Delay	11.7	10.4	15	11.3
HCM LOS	B	B	B	B

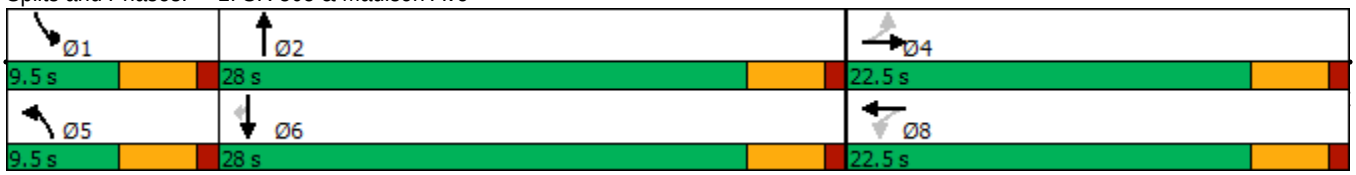
Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	20%	25%	29%	0%	100%	0%
Vol Thru, %	74%	46%	71%	0%	0%	68%
Vol Right, %	5%	29%	0%	100%	0%	32%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	280	126	82	137	151	151
LT Vol	57	31	24	0	151	0
Through Vol	208	58	58	0	0	103
RT Vol	15	37	0	137	0	48
Lane Flow Rate	289	130	85	141	156	156
Geometry Grp	6	6	7	7	7	7
Degree of Util (X)	0.492	0.237	0.157	0.228	0.285	0.253
Departure Headway (Hd)	6.134	6.581	6.674	5.813	6.581	5.848
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	586	543	536	616	545	613
Service Time	4.185	4.649	4.434	3.573	4.332	3.599
HCM Lane V/C Ratio	0.493	0.239	0.159	0.229	0.286	0.254
HCM Control Delay	15	11.7	10.7	10.3	12	10.6
HCM Lane LOS	B	B	B	B	B	B
HCM 95th-tile Q	2.7	0.9	0.6	0.9	1.2	1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	133	19	38	7	54	16	33	409	6	5	546	357
Future Volume (vph)	133	19	38	7	54	16	33	409	6	5	546	357
Satd. Flow (prot)	0	1734	0	0	1803	0	1719	1806	0	1770	1863	1583
Flt Permitted		0.739			0.964		0.950			0.950		
Satd. Flow (perm)	0	1326	0	0	1747	0	1719	1806	0	1770	1863	1583
Satd. Flow (RTOR)		21			17			2				388
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	5%	5%	5%	2%	2%	2%
Adj. Flow (vph)	145	21	41	8	59	17	36	445	7	5	593	388
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	207	0	0	84	0	36	452	0	5	593	388
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								6
Total Split (s)	22.5	22.5		22.5	22.5		9.5	28.0		9.5	28.0	28.0
Total Lost Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	4.5
Act Effct Green (s)		12.0			12.0		5.2	24.9		5.2	23.3	23.3
Actuated g/C Ratio		0.25			0.25		0.11	0.52		0.11	0.49	0.49
v/c Ratio		0.59			0.19		0.19	0.48		0.03	0.65	0.40
Control Delay		22.3			13.5		26.2	11.4		24.4	17.1	3.1
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		22.3			13.5		26.2	11.4		24.4	17.1	3.1
LOS		C			B		C	B		C	B	A
Approach Delay		22.3			13.5			12.5			11.6	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)		38			12		8	60		1	87	0
Queue Length 95th (ft)		111			45		37	215		10	#349	45
Internal Link Dist (ft)		948			635			1618			511	
Turn Bay Length (ft)							250			250		590
Base Capacity (vph)		531			694		186	1010		192	980	1016
Starvation Cap Reductn		0			0		0	0		0	0	0
Spillback Cap Reductn		0			0		0	0		0	0	0
Storage Cap Reductn		0			0		0	0		0	0	0
Reduced v/c Ratio		0.39			0.12		0.19	0.45		0.03	0.61	0.38

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 47.8
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 13.2 — Intersection LOS: B
Intersection Capacity Utilization 53.6% — ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: SR 305 & Madison Ave

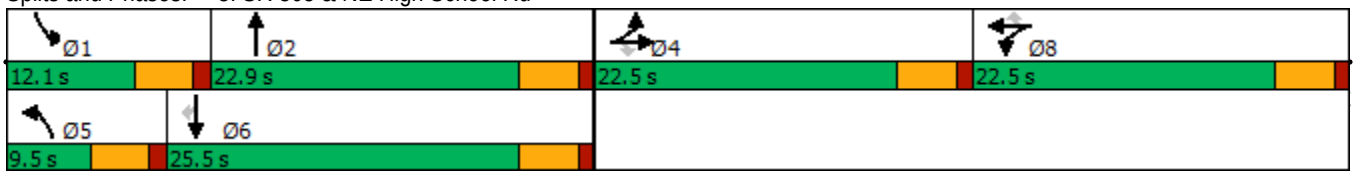


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	206	193	72	20	211	99	44	175	21	101	279	209
Future Volume (vph)	206	193	72	20	211	99	44	175	21	101	279	209
Satd. Flow (prot)	1681	1761	1583	1770	1863	1583	1671	3289	0	1770	1863	1583
Flt Permitted	0.950	0.995		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1761	1583	1770	1863	1583	1671	3289	0	1770	1863	1583
Satd. Flow (RTOR)			143			143		15				225
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	8%	8%	8%	2%	2%	2%
Adj. Flow (vph)	222	208	77	22	227	106	47	188	23	109	300	225
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	200	230	77	22	227	106	47	211	0	109	300	225
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8						6
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.9		12.1	25.5	25.5
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Act Effct Green (s)	13.8	13.8	13.8	13.2	13.2	13.2	5.4	13.4		7.8	17.6	17.6
Actuated g/C Ratio	0.22	0.22	0.22	0.21	0.21	0.21	0.08	0.21		0.12	0.28	0.28
v/c Ratio	0.55	0.61	0.17	0.06	0.59	0.24	0.33	0.30		0.51	0.59	0.38
Control Delay	31.8	33.0	1.4	24.6	32.8	3.9	41.1	23.4		42.3	28.2	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	31.8	33.0	1.4	24.6	32.8	3.9	41.1	23.4		42.3	28.2	5.8
LOS	C	C	A	C	C	A	D	C		D	C	A
Approach Delay		27.7			23.7			26.6			22.7	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	80	92	0	8	89	0	20	36		45	114	0
Queue Length 95th (ft)	162	183	6	27	170	22	#62	71		#125	214	51
Internal Link Dist (ft)		1037			642			2308			1618	
Turn Bay Length (ft)	235		215	225		225	250			250		125
Base Capacity (vph)	513	538	583	540	569	583	141	1037		228	664	709
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.39	0.43	0.13	0.04	0.40	0.18	0.33	0.20		0.48	0.45	0.32

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 64
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.61
Intersection Signal Delay: 24.9 — Intersection LOS: C
Intersection Capacity Utilization 55.7% — ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: SR 305 & NE High School Rd

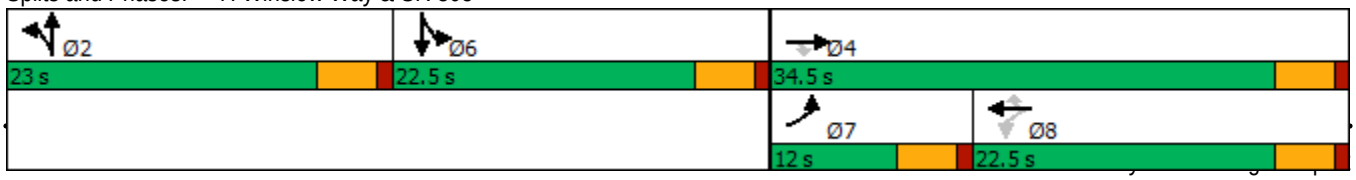


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	146	98	21	100	61	56	97	13	165	169	103
Future Volume (vph)	59	146	98	21	100	61	56	97	13	165	169	103
Satd. Flow (prot)	1752	1845	1568	0	1810	1553	0	3022	0	0	3350	0
Flt Permitted	0.950				0.917			0.983			0.981	
Satd. Flow (perm)	1752	1845	1568	0	1675	1553	0	3022	0	0	3350	0
Satd. Flow (RTOR)			120			143		10			47	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	16%	16%	16%	2%	2%	2%
Adj. Flow (vph)	72	178	120	26	122	74	68	118	16	201	206	126
Shared Lane Traffic (%)												
Lane Group Flow (vph)	72	178	120	0	148	74	0	202	0	0	533	0
Turn Type	Prot	NA	Perm	Perm	NA	Perm	Split	NA		Split	NA	
Protected Phases	7	4			8		2	2		6	6	
Permitted Phases			4	8		8						
Total Split (s)	12.0	34.5	34.5	22.5	22.5	22.5	23.0	23.0		22.5	22.5	
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5		4.5			4.5	
Act Effct Green (s)	7.3	17.0	17.0		10.9	10.9		9.5			14.1	
Actuated g/C Ratio	0.13	0.31	0.31		0.20	0.20		0.17			0.26	
v/c Ratio	0.31	0.31	0.21		0.45	0.18		0.38			0.60	
Control Delay	31.1	16.2	4.4		27.6	1.5		24.6			21.2	
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0			0.0	
Total Delay	31.1	16.2	4.4		27.6	1.5		24.6			21.2	
LOS	C	B	A		C	A		C			C	
Approach Delay		15.3			18.9			24.6			21.2	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)	25	44	0		49	0		33			82	
Queue Length 95th (ft)	62	85	23		96	0		62			132	
Internal Link Dist (ft)		1411			673			704			1304	
Turn Bay Length (ft)	125		100			175						
Base Capacity (vph)	257	1083	970		590	639		1100			1210	
Starvation Cap Reductn	0	0	0		0	0		0			0	
Spillback Cap Reductn	0	0	0		0	0		0			0	
Storage Cap Reductn	0	0	0		0	0		0			0	
Reduced v/c Ratio	0.28	0.16	0.12		0.25	0.12		0.18			0.44	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 55.2
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.60
Intersection Signal Delay: 19.7 — Intersection LOS: B
Intersection Capacity Utilization 46.6% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 7: Winslow Way & SR 305



Intersection	
Intersection Delay, s/veh	15.6
Intersection LOS	C

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	697	514	288	458
Demand Flow Rate, veh/h	711	524	297	477
Vehicles Circulating, veh/h	451	304	564	473
Vehicles Exiting, veh/h	499	557	598	355
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	24.0	10.0	9.6	12.6
Approach LOS	C	B	A	B

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	711	524	297	477
Cap Entry Lane, veh/h	871	1012	776	852
Entry HV Adj Factor	0.980	0.980	0.970	0.961
Flow Entry, veh/h	697	514	288	458
Cap Entry, veh/h	854	992	753	819
V/C Ratio	0.816	0.518	0.383	0.560
Control Delay, s/veh	24.0	10.0	9.6	12.6
LOS	C	B	A	B
95th %tile Queue, veh	9	3	2	4

Intersection	
Intersection Delay, s/veh	13.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	137	68	116	13	39	12	43	124	12	23	248	39
Future Vol, veh/h	137	68	116	13	39	12	43	124	12	23	248	39
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	154	76	130	15	44	13	48	139	13	26	279	44
Number of Lanes	0	1	0	0	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	15.1	10.1	11.1	15.1
HCM LOS	C	B	B	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	43%	20%	7%
Vol Thru, %	0%	91%	21%	61%	80%
Vol Right, %	0%	9%	36%	19%	13%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	43	136	321	64	310
LT Vol	43	0	137	13	23
Through Vol	0	124	68	39	248
RT Vol	0	12	116	12	39
Lane Flow Rate	48	153	361	72	348
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.092	0.265	0.55	0.122	0.542
Departure Headway (Hd)	6.824	6.253	5.494	6.128	5.597
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	523	573	653	581	641
Service Time	4.588	4.016	3.549	4.208	3.649
HCM Lane V/C Ratio	0.092	0.267	0.553	0.124	0.543
HCM Control Delay	10.3	11.3	15.1	10.1	15.1
HCM Lane LOS	B	B	C	B	C
HCM 95th-tile Q	0.3	1.1	3.4	0.4	3.3

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	6	4	64	159	3
Future Vol, veh/h	4	6	4	64	159	3
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	5	8	5	85	212	4
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7.7	7.3	8.8
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	40%	0%	98%
Vol Thru, %	60%	6%	0%
Vol Right, %	0%	94%	2%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	10	68	162
LT Vol	4	0	159
Through Vol	6	4	0
RT Vol	0	64	3
Lane Flow Rate	13	91	216
Geometry Grp	1	1	1
Degree of Util (X)	0.017	0.098	0.258
Departure Headway (Hd)	4.613	3.909	4.3
Convergence, Y/N	Yes	Yes	Yes
Cap	780	922	832
Service Time	2.616	1.909	2.343
HCM Lane V/C Ratio	0.017	0.099	0.26
HCM Control Delay	7.7	7.3	8.8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.3	1

Intersection	
Intersection Delay, s/veh	11.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	94	60	33	54	70	18	54	14	110	100	40
Future Vol, veh/h	32	94	60	33	54	70	18	54	14	110	100	40
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles, %	2	2	2	5	5	5	4	4	4	2	2	2
Mvmt Flow	42	124	79	43	71	92	24	71	18	145	132	53
Number of Lanes	0	1	0	0	1	1	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	1
HCM Control Delay	13.2	10.2	11.1	11.4
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	21%	17%	38%	0%	100%	0%
Vol Thru, %	63%	51%	62%	0%	0%	71%
Vol Right, %	16%	32%	0%	100%	0%	29%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	86	186	87	70	110	140
LT Vol	18	32	33	0	110	0
Through Vol	54	94	54	0	0	100
RT Vol	14	60	0	70	0	40
Lane Flow Rate	113	245	114	92	145	184
Geometry Grp	6	6	7	7	7	7
Degree of Util (X)	0.202	0.408	0.206	0.143	0.264	0.3
Departure Headway (Hd)	6.424	6.006	6.48	5.577	6.567	5.858
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	558	600	553	642	547	613
Service Time	4.475	4.049	4.226	3.322	4.308	3.599
HCM Lane V/C Ratio	0.203	0.408	0.206	0.143	0.265	0.3
HCM Control Delay	11.1	13.2	10.9	9.3	11.7	11.1
HCM Lane LOS	B	B	B	A	B	B
HCM 95th-tile Q	0.7	2	0.8	0.5	1.1	1.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	229	54	21	4	24	7	36	587	23	5	411	227
Future Volume (vph)	229	54	21	4	24	7	36	587	23	5	411	227
Satd. Flow (prot)	0	1780	0	0	1803	0	1770	1852	0	1770	1863	1583
Flt Permitted		0.756			0.961		0.950			0.950		
Satd. Flow (perm)	0	1396	0	0	1744	0	1770	1852	0	1770	1863	1583
Satd. Flow (RTOR)		6			7			4				239
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	241	57	22	4	25	7	38	618	24	5	433	239
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	320	0	0	36	0	38	642	0	5	433	239
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								6
Total Split (s)	23.0	23.0		23.0	23.0		10.2	32.5		9.5	31.8	31.8
Total Lost Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	4.5
Act Effct Green (s)		16.2			16.2		5.9	24.6		5.2	22.8	22.8
Actuated g/C Ratio		0.31			0.31		0.11	0.48		0.10	0.44	0.44
v/c Ratio		0.73			0.07		0.19	0.73		0.03	0.53	0.29
Control Delay		29.8			13.7		28.1	18.4		27.0	15.1	3.1
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		29.8			13.7		28.1	18.4		27.0	15.1	3.1
LOS		C			B		C	B		C	B	A
Approach Delay		29.8			13.7			18.9			10.9	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)		77			6		11	146		1	84	0
Queue Length 95th (ft)		#241			27		40	#388		11	204	35
Internal Link Dist (ft)		948			635			1618			511	
Turn Bay Length (ft)							250			250		590
Base Capacity (vph)		525			656		203	1084		178	1026	979
Starvation Cap Reductn		0			0		0	0		0	0	0
Spillback Cap Reductn		0			0		0	0		0	0	0
Storage Cap Reductn		0			0		0	0		0	0	0
Reduced v/c Ratio		0.61			0.05		0.19	0.59		0.03	0.42	0.24

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 51.7	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 17.7	Intersection LOS: B
Intersection Capacity Utilization 63.3%	ICU Level of Service B
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

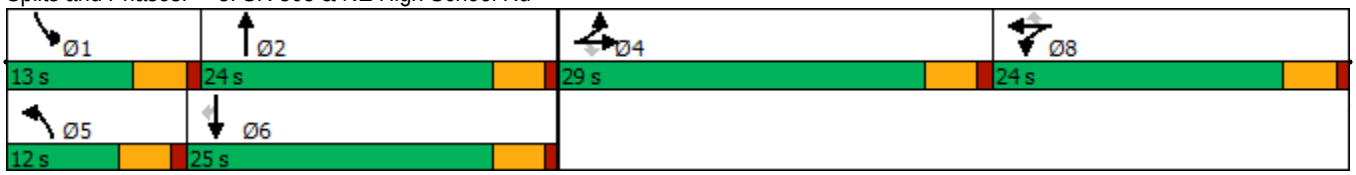
Splits and Phases: 1: SR 305 & Madison Ave

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	243	326	58	48	279	171	73	237	57	109	195	162
Future Volume (vph)	243	326	58	48	279	171	73	237	57	109	195	162
Satd. Flow (prot)	1681	1764	1583	1770	1863	1583	1752	3403	0	1752	1845	1568
Flt Permitted	0.950	0.997		0.950			0.950			0.950		
Satd. Flow (perm)	1681	1764	1583	1770	1863	1583	1752	3403	0	1752	1845	1568
Satd. Flow (RTOR)			127			216		30				205
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	308	413	73	61	353	216	92	300	72	138	247	205
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	277	444	73	61	353	216	92	372	0	138	247	205
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8						6
Total Split (s)	29.0	29.0	29.0	24.0	24.0	24.0	12.0	24.0		13.0	25.0	25.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Act Effct Green (s)	23.5	23.5	23.5	18.5	18.5	18.5	7.3	15.2		8.6	19.0	19.0
Actuated g/C Ratio	0.28	0.28	0.28	0.22	0.22	0.22	0.09	0.18		0.10	0.23	0.23
v/c Ratio	0.59	0.90	0.14	0.16	0.86	0.42	0.61	0.58		0.78	0.59	0.40
Control Delay	33.1	53.7	1.5	29.2	54.2	7.2	57.3	32.9		68.3	37.4	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	33.1	53.7	1.5	29.2	54.2	7.2	57.3	32.9		68.3	37.4	7.0
LOS	C	D	A	C	D	A	E	C		E	D	A
Approach Delay		41.7			35.6			37.7			34.1	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)	134	241	0	27	183	0	49	90		75	126	0
Queue Length 95th (ft)	196	#356	0	54	#276	36	#94	114		#146	174	35
Internal Link Dist (ft)		1037			642			2308			1618	
Turn Bay Length (ft)	235		215	225		225	250			250		125
Base Capacity (vph)	494	519	555	414	436	536	158	819		178	464	547
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.56	0.86	0.13	0.15	0.81	0.40	0.58	0.45		0.78	0.53	0.37

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 83.9
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 37.6 — Intersection LOS: D
Intersection Capacity Utilization 61.3% — ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: SR 305 & NE High School Rd

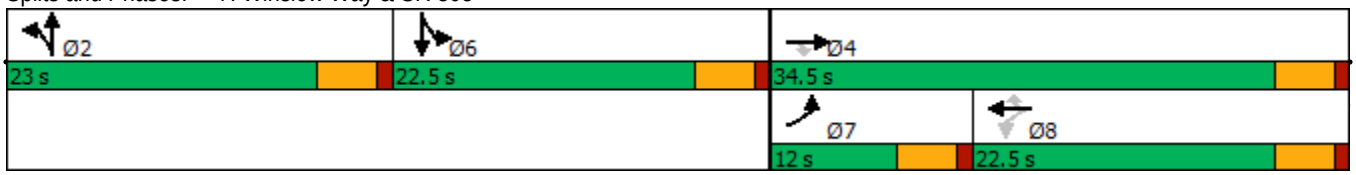


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	128	131	63	3	118	83	86	166	12	67	113	131
Future Volume (vph)	128	131	63	3	118	83	86	166	12	67	113	131
Satd. Flow (prot)	1770	1863	1583	0	1861	1583	0	3359	0	0	3156	0
Flt Permitted	0.950				0.990			0.984			0.989	
Satd. Flow (perm)	1770	1863	1583	0	1844	1583	0	3359	0	0	3156	0
Satd. Flow (RTOR)			102			143		5			211	
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	6%	6%	6%
Adj. Flow (vph)	206	211	102	5	190	134	139	268	19	108	182	211
Shared Lane Traffic (%)												
Lane Group Flow (vph)	206	211	102	0	195	134	0	426	0	0	501	0
Turn Type	Prot	NA	Perm	Perm	NA	Perm	Split	NA		Split	NA	
Protected Phases	7	4			8		2	2		6	6	
Permitted Phases			4	8		8						
Total Split (s)	12.0	34.5	34.5	22.5	22.5	22.5	23.0	23.0		22.5	22.5	
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5		4.5			4.5	
Act Effct Green (s)	7.7	24.5	24.5		12.2	12.2		13.5			12.1	
Actuated g/C Ratio	0.12	0.38	0.38		0.19	0.19		0.21			0.19	
v/c Ratio	0.97	0.30	0.15		0.56	0.32		0.60			0.65	
Control Delay	90.3	16.7	4.5		31.6	7.0		27.5			18.6	
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0			0.0	
Total Delay	90.3	16.7	4.5		31.6	7.0		27.5			18.6	
LOS	F	B	A		C	A		C			B	
Approach Delay		43.5			21.6			27.5			18.6	
Approach LOS		D			C			C			B	
Queue Length 50th (ft)	81	55	0		69	0		77			52	
Queue Length 95th (ft)	#151	80	9		95	8		92			56	
Internal Link Dist (ft)		1411			673			704			1304	
Turn Bay Length (ft)	125		100			175						
Base Capacity (vph)	213	898	816		533	560		1002			1063	
Starvation Cap Reductn	0	0	0		0	0		0			0	
Spillback Cap Reductn	0	0	0		0	0		0			0	
Storage Cap Reductn	0	0	0		0	0		0			0	
Reduced v/c Ratio	0.97	0.23	0.13		0.37	0.24		0.43			0.47	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 64.1
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 28.6 — Intersection LOS: C
Intersection Capacity Utilization 41.8% — ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 7: Winslow Way & SR 305



Intersection	
Intersection Delay, s/veh	14.5
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	492	392	586	537
Demand Flow Rate, veh/h	502	400	598	548
Vehicles Circulating, veh/h	497	481	500	428
Vehicles Exiting, veh/h	479	617	499	453
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	13.9	10.6	18.6	13.5
Approach LOS	B	B	C	B

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	502	400	598	548
Cap Entry Lane, veh/h	831	845	829	892
Entry HV Adj Factor	0.980	0.980	0.980	0.980
Flow Entry, veh/h	492	392	586	537
Cap Entry, veh/h	815	828	812	874
V/C Ratio	0.604	0.473	0.722	0.615
Control Delay, s/veh	13.9	10.6	18.6	13.5
LOS	B	B	C	B
95th %tile Queue, veh	4	3	6	4

Intersection	
Intersection Delay, s/veh	24.6
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	86	56	89	22	98	27	133	361	27	25	258	69
Future Vol, veh/h	86	56	89	22	98	27	133	361	27	25	258	69
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	97	63	100	25	110	30	149	406	30	28	290	78
Number of Lanes	0	1	0	0	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	17.7	14.8	29.7	25.8
HCM LOS	C	B	D	D

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	37%	15%	7%
Vol Thru, %	0%	93%	24%	67%	73%
Vol Right, %	0%	7%	39%	18%	20%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	133	388	231	147	352
LT Vol	133	0	86	22	25
Through Vol	0	361	56	98	258
RT Vol	0	27	89	27	69
Lane Flow Rate	149	436	260	165	396
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.308	0.831	0.515	0.352	0.73
Departure Headway (Hd)	7.421	6.86	7.146	7.677	6.646
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	481	523	501	471	542
Service Time	5.211	4.649	5.244	5.677	4.739
HCM Lane V/C Ratio	0.31	0.834	0.519	0.35	0.731
HCM Control Delay	13.5	35.2	17.7	14.8	25.8
HCM Lane LOS	B	E	C	B	D
HCM 95th-tile Q	1.3	8.4	2.9	1.6	6.1

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	5	8	139	105	3
Future Vol, veh/h	8	5	8	139	105	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	6	9	154	117	3
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7.6	7.4	8.2
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	62%	0%	97%
Vol Thru, %	38%	5%	0%
Vol Right, %	0%	95%	3%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	13	147	108
LT Vol	8	0	105
Through Vol	5	8	0
RT Vol	0	139	3
Lane Flow Rate	14	163	120
Geometry Grp	1	1	1
Degree of Util (X)	0.018	0.163	0.147
Departure Headway (Hd)	4.396	3.588	4.42
Convergence, Y/N	Yes	Yes	Yes
Cap	801	983	809
Service Time	2.494	1.671	2.464
HCM Lane V/C Ratio	0.017	0.166	0.148
HCM Control Delay	7.6	7.4	8.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.6	0.5

Intersection	
Intersection Delay, s/veh	12.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	76	37	24	76	137	57	208	15	151	103	55
Future Vol, veh/h	38	76	37	24	76	137	57	208	15	151	103	55
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	78	38	25	78	141	59	214	15	156	106	57
Number of Lanes	0	1	0	0	1	1	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	1
HCM Control Delay	12.5	10.8	15.8	11.6
HCM LOS	B	B	C	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	20%	25%	24%	0%	100%	0%
Vol Thru, %	74%	50%	76%	0%	0%	65%
Vol Right, %	5%	25%	0%	100%	0%	35%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	280	151	100	137	151	158
LT Vol	57	38	24	0	151	0
Through Vol	208	76	76	0	0	103
RT Vol	15	37	0	137	0	55
Lane Flow Rate	289	156	103	141	156	163
Geometry Grp	6	6	7	7	7	7
Degree of Util (X)	0.507	0.29	0.194	0.233	0.293	0.272
Departure Headway (Hd)	6.323	6.716	6.769	5.933	6.767	6.011
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	569	532	528	602	529	595
Service Time	4.389	4.797	4.542	3.706	4.534	3.778
HCM Lane V/C Ratio	0.508	0.293	0.195	0.234	0.295	0.274
HCM Control Delay	15.8	12.5	11.2	10.5	12.3	11
HCM Lane LOS	C	B	B	B	B	B
HCM 95th-tile Q	2.9	1.2	0.7	0.9	1.2	1.1

Intersection	
Int Delay, s/veh	6.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	182	1	23	109	1	16
Future Vol, veh/h	182	1	23	109	1	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	16974	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	243	1	31	145	1	21

Major/Minor	Minor2		Major2	
Conflicting Flow All	207	145	0	0
Stage 1	207	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.52	6.22	4.13	-
Critical Hdwy Stg 1	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4.018	3.318	2.227	-
Pot Cap-1 Maneuver	690	902	-	-
Stage 1	731	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	902	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	EB	WB
HCM Control Delay, s	10.5	
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	WBL	WBT
Capacity (veh/h)	902	-	-
HCM Lane V/C Ratio	0.271	-	-
HCM Control Delay (s)	10.5	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	1.1	-	-

Intersection	
Int Delay, s/veh	1.1

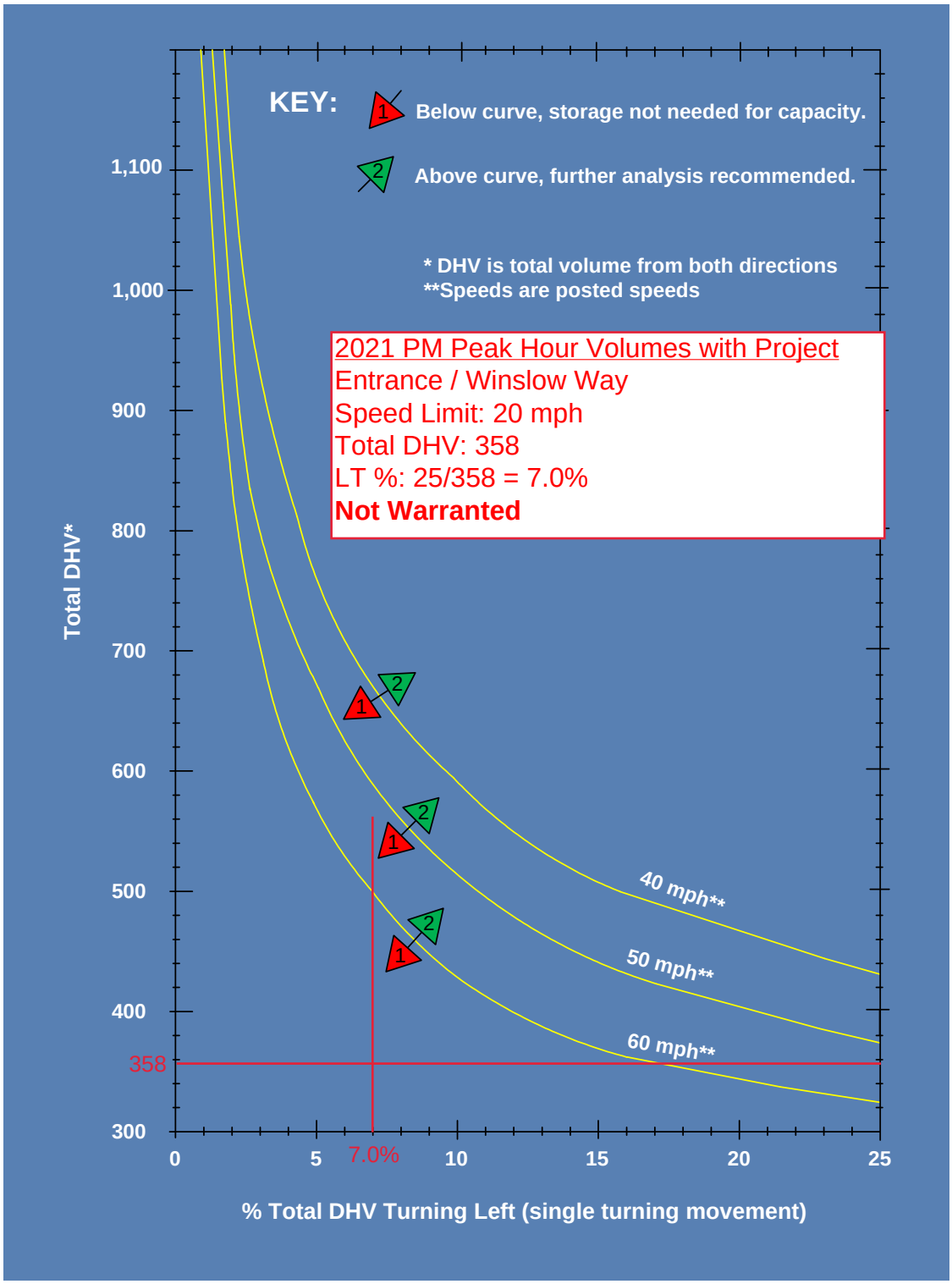
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	147	1	25	185	1	25
Future Vol, veh/h	147	1	25	185	1	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	160	1	27	201	1	27

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	161	0	416	161
Stage 1	-	-	-	-	161	-
Stage 2	-	-	-	-	255	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1418	-	593	884
Stage 1	-	-	-	-	868	-
Stage 2	-	-	-	-	788	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1418	-	581	884
Mov Cap-2 Maneuver	-	-	-	-	581	-
Stage 1	-	-	-	-	868	-
Stage 2	-	-	-	-	771	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	867	-	-	1418	-
HCM Lane V/C Ratio	0.033	-	-	0.019	-
HCM Control Delay (s)	9.3	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

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



CITY OF BAINBRIDGE ISLAND

I

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

Property Location or Description: **The Winslow Hotel**
251 & 253 Winslow Way West
Bainbridge Island, WA
Tax Parcels: 272502-4-097-200 & 272502-4-098-2009
Permit Number: PLN50880 SPR

Development Type: **Site Plan Review, Shoreline Substantial Development, and Shoreline Variance**

Approved Uses: **Commercial Hotel with Restaurant, Spa, and Banquet Rooms**

Approved Density: **87 Hotel Rooms**
Approved Intensity: **52 PM Peak-Hour Trips/727 Average Weekday Daily Trips (AWDT) at project completion**

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

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

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

P.S. Corelis

BY: Peter S. Corelis, P.E.

June 6, 2019
Date

Attachments:
- ☐ **1: Concurrency Test; or**
- ☒ **2: Traffic Analysis**

CITY OF BAINBRIDGE ISLAND

DEPARTMENT OF PUBLIC WORKS - ENGINEERING

MEMORANDUM

Date: June 5, 2019

To: Olivia Sontag, Planner, Planning and Comm. Development

From: Peter Corelis, P.E., Development Engineer

Subject: PLN50880 SPR – Winslow Hotel Site Plan Review

Project Description:
The proposal is to construct a 72,000 square-foot hotel with eighty-seven (87) rooms, restaurant, spa, and banquet rooms.

Recommendation for Approval:
I have completed a review of the above-referenced project materials first received by the City of Bainbridge Island on December 27, 2018. The site plan is recommended for **APPROVAL** based on the following findings and subject to the conditions.

1. The site plan conforms to regulations concerning drainage in BIMC 15.20 and 15.21;

2. The site plan will not cause an undue burden on the drainage basin or water quality and will not unreasonably interfere with the use and enjoyment of properties downstream as conditioned;

3. The streets and pedestrian ways as proposed are adequate to accommodate anticipated traffic;

4. The site will rely on public water and sewer services. There is currently adequate capacity in the water and sewer system and those services can be made available at the site;

5. The site plan as conditioned conforms to the City of Bainbridge Island Design and Construction Standards and Specifications, "the Standards";

6. The site plan and design is in conformance with the applicable portions of the comprehensive plan pertaining to streets, roads, and utilities, except as noted.

Recommended Conditions of Approval

General

1. Civil improvement plans, reports, and computations, prepared by a civil engineer registered in the State of Washington shall be submitted with the application(s) for a construction permit [building, grading, right-of-way (ROW), etc.] to the City for review and approval to construct all necessary infrastructure and utilities serving the site. Certificate of occupancy will not be issued for any building until all civil improvements are completed and finaled.

2. As-built civil construction plans stamped by a civil engineer shall be provided by the applicant prior to final.

Facilities Extension

3. A Developer Extension Agreement (DEA) shall be executed at the site or utilities construction permitting application phase for the construction of roads and utilities to be inspected and accepted by the City.

4. A right-of-way (ROW) construction permit will be required prior to any construction activities within the right-of-way in addition to completing the DEA and obtaining other necessary construction permits. The ROW permit will be subject to separate conditions and bonding requirements.

5. The project frontage shall be developed consistent with the street standard for an urban collector roadway in the Winslow Core per drawing DWG. 7-030. The frontage shall include:

    - A 5-foot wide ROW dedication along the full parcels' Winslow Way West frontage conveyed to the City by a Right of Way Deed prior to building final
    - A 6-foot wide bike lane (5 feet of asphalt and 1-foot gutter pan)
    - Concrete curb and gutter with an adjacent 3-foot planter strip
    - A minimum 5-foot wide concrete sidewalk

6. A public pedestrian easement shall be dedicated to the City for sidewalk improvements proposed outside of the future ROW boundaries prior to building final.

7. Building overhangs that extend into the ROW shall require an air space license agreement with the City prior to building final.

Access

8. The Traffic Impact Analysis prepared by Heath & Associates, dated April 2019, concluded that no safety concerns are identified with the three entrances as proposed on Winslow Way West. The additional entrances (service only entrance and shuttle entrance) are approved along with the two-way hotel parking lot entrance.

Utilities

9. On-site water and sewer main extensions shall include a utility easement granted to the City to the meters and/or backflow prevention devices, fire hydrants and building sewer cleanouts.

10. An 8-inch City sewer main has been extended to the southeast property corner. The main shall be extended approximately 300 feet north through and across the property along the eastern boundary to serve this and adjacent properties. The applicant may apply for a latecomer reimbursement agreement for future hookups to the facilities.

11. Restaurant drainage fixtures shall be plumbed to an appropriately sized grease trap interceptor prior to discharging to the City's sewer system.

Stormwater

12. A Stormwater Pollution Prevention Plan (SWPPP) prepared by a civil engineer licensed in the State of Washington is required prior to construction activities including clearing or grading or civil improvements for all phases of the project that complies with BIMC 15.20.

13. Pumping stormwater to a suitable conveyance system shall require failsafe redundancies to limit potential impacts to downstream properties, including a duplex pump system with backup power generation.

14. Discharging stormwater to the City's system shall be done so as to bypass existing water-quality structures in Winslow Way West. Additional structures or storm drain lines shall be installed as necessary to avoid impacting the existing structures.

15. Where the project discharges to the Winslow Way West storm drain system a downstream analysis shall be conducted to demonstrate that adequate capacity exists from the site to the main storm drain in Madison Avenue.

16. Disturbed project area totals approximately 1.8 acres. A sediment trap(s) per Department of Ecology BMP C240 shall be required where the total of on- and offsite contributing drainage area is less than 3 acres. Due to the constrained downstream storm drain system, a higher level of flow control protection is warranted. The sediment trap shall be designed with a storage capacity based on the 10-year peak flow of the developed site. Turbidity and pH control shall be required as necessary downstream of the sediment trap to achieve the performance standards of a State Stormwater General Construction Permit.

17. A final stormwater report shall be submitted with the building permit detailing compliance with all applicable minimum requirements as required by BIMC 15.20, prepared by a civil engineer licensed in the State of Washington.

18. Prior to building permit final, the applicant shall submit an operation and maintenance plan for the on-going maintenance of the on-site storm drainage systems.

19. All on-site stormwater facilities shall remain privately owned and maintained. The owner(s) shall be responsible for maintenance of the storm drainage facilities for this development following construction. Annual inspection and maintenance reports shall be provided to the City. A Declaration of Covenant for stormwater system operation and maintenance will be required to be recorded

before building final. The approved language for the Declaration of Covenant is found in BIMC Chapter 15.21, Exhibit A.

20. The hotel parking lots and drive aisles shall be constructed of permeable pavements and hardscaping consistent with the preliminary civil site plans submitted with the application. These on-site stormwater management Best Management Practices (BMPs) shall be subjected to the aforementioned facilities maintenance responsibilities of the owner.

Permitting

21. Application for a building permit shall require binding water and sewer availability letters from the City along with water meter sizing computations.

22. The proposed action(s), phased or concurrent, in their totality would result in more than one (1) acre of earth disturbance on the site and drain to waters of the State. A Construction Stormwater General Permit shall be obtained from the Washington State Department of Ecology and the site shall be monitored for discharge of pollutants and sediment to the wetlands and stream for the duration of the project. No land clearing or construction permits shall be issued prior to obtaining the State permit.

CITY OF BAINBRIDGE ISLAND

WATER/SEWER AVAILABILITY REQUEST

Previously received non-binding commitment? ☐ Water ☐ Sewer
Previously Received binding commitment? ☐ Water ☐ Sewer
Previous case number(s): _____
Has information changed since previous submittals? ☐ Yes ☒ No
Date Received: _____ Case Number: _____

APPLICATION PURPOSE:

Water	☐ Information ☒ Non-binding Commitment[1] BA ☐ Binding Commitment – Limited Reservation[2] ☐ Binding Commitment – Unlimited Reservation[3] ☐ Approval to Connect	Sewer	☐ Information ☒ Non-binding Commitment[1] BA ☐ Binding Commitment – Limited Reservation[2] ☐ Binding Commitment – Unlimited Reservation[3] ☐ Approval to Connect

PROJECT INFORMATION:

Project Name: WINSLOW HOTEL

Project Description: HOTEL WITH APPROXIMATELY 87 ROOMS, WITH ASSOCIATED BANQUET AND MEETING ROOMS, RESTAURANT AND BAR, SPA AND BACK OF HOUSE SPACES. WITH LANDSCAPED COURTYARDS AND UNDER BUILDING & SURFACE PARKING

Parcel Number(s): 272502-4-098-2004, 272505-4-097-2000

Site Address: 241 & 253 WINSLOW WAY WEST Bainbridge Island, WA 98110

Current Use: ☐ Single Family Residence ☐ Multi-Family Residences ☒ Commercial/Industrial ☒ Vacant Land ☐ ADU

Is this an LID area? ☐ Yes ☒ No ☐ Don't Know Subject to Latecomer's Agreement? ☐ Yes ☒ No ☐ Don't Know

Forecasted Connection Date? (MM/YY) Water 03 / 2020 Sewer 03 / 2020

APPLICANT INFORMATION:

Owner	Name: MIKE BURNS Address: 10575 NE VALLEY LANE BAINBRIDGE ISLAND WA 98110 Phone: (206) 552-9252 Email: MFBURNS@BUFISH.COM	Existing COBI Utility Account Number(s):
Agent	*Please attach notarized Owner/Applicant Agreement Form* Name: BRUCE ANDERSON, AIA Agency: CUTLER ANDERSON ARCHITECTS Address: 135 PARFITT WAY SW BAINBRIDGE ISLAND, WA 98110 Phone: (206) 842-4710 Email: BRUCEA@CUTLER-ANDERSON.COM	

CITY OF
BAINBRIDGE
ISLAND

280 Madison Avenue N
Bainbridge Island, Washington 98110
www.bainbridgewa.gov
206.842.2016

Date: June 7, 2019
SmartGov Case No.: PW19 0009
Owner: Mike Burns
Mailing Address: 10575 NE Darden Lane | Bainbridge Island, WA 98110
Agent: Bruce Anderson
Phone/Email: (206) 842-4710 | brucea@cutler-anderson.com
Project: Winslow Hotel
Location: 241 & 253 Winslow Way West | Bainbridge Island, WA 98110
Tax Identification No(s).: 272502-4-098-2009, 272502-4-097-2000
System: Winslow Water (97650T) and Sewer (NPDES Permit No. 002090-7) System's; approved for 2,378 connections and population equivalent of 10,000 respectively.

THIS LETTER WILL SERVE AS A NON-BINDING COMMITMENT FOR WATER AND SEWER SYSTEM CAPACITY.

The City of Bainbridge Island Department of Public Works has completed a review of your request for a non-binding water and sewer commitment. Our review has determined that, as of the date of application, this parcel is within current City water and sewer service areas, and services are located adjacent to the subject parcels. The project proposal is for approximately 57.35 ERUs to construct an 87 room hotel with associated banquet and meeting rooms, restaurant and bar, spa, and back of house spaces This project will be eligible for connection to the City's water and sewer systems contingent upon available water and sewer capacity at the time of application of binding commitment, all conditions being met within permitting processes, and all connection and participation fees being paid.

A **Binding Commitment** for Water and Sewer System Capacity may be obtained by submitting a Water/Sewer Availability Request with the most current project information, including number and size of water meters, a cross connection control analysis, and a sewer connection analysis. A binding commitment limited reservation requires a payment of a 10%, non-refundable deposit on water and sewer system participation fees and will reserve participation for a period of four years from the date of payment. Full payment will establish a binding commitment unlimited reservation, does not expire, and shall be required prior building permit issuance or connection.

Additional and/or modified requirements may be established at the time of any subsequent requests. If you have any questions, please do not hesitate to contact the Department of Public works.

Sincerely,

Aaron Quitslund
Construction Inspector
City of Bainbridge Island
Department of Public Works

CITY OF BAINBRIDGE ISLAND

ENVIRONMENTAL (SEPA) CHECKLIST - *UPDATED 2014*
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 checklist:

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

Instructions for applicants:

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

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

Instructions for Lead Agencies:

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals:

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

RECEIVED
APR 26 2019
Planning and
Community Development

Department of Planning and Community Development
280 Madison Avenue North • Bainbridge Island, WA • 98110-1812
Phone: (206) 842-2552 • Fax: (206) 780-0955 • Email: pcd@bainbridgewa.gov
www.ci.bainbridge-isl.wa.us

LEFT COLUMN TO BE COMPLETED BY APPLICANT.	FOR STAFF USE ONLY
A. background	
1. Name of proposed project, if applicable: **Winslow Hotel**	A
2. Name of applicant: **Bruce Anderson, AIA Cutler Anderson Architects**	A
3. Address and phone number of applicant and contact person: **Bruce Anderson, AIA Cutler Anderson Architects, 135 Parfitt Way SW, Bainbridge Island WA 98110 206 842 4710**	A
4. Date checklist prepared: **4.25.19**	A
5. Agency requesting checklist: **City of Bainbridge Island**	A
6. Proposed timing or schedule (including phasing, if applicable): **Construction upon issuance of all permits and availability of funding.**	A
7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. **No.**	A
8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. **This SEPA checklist.**	A
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. **No.**	A
10. List any government approvals or permits that will be needed for your proposal, if known. **Site Plan and Design Review, Building Permit and other associated construction permits.**	Conditional Use Permit Right-of-Way Permit

LEFT COLUMN TO BE COMPLETED BY APPLICANT.	FOR STAFF USE ONLY
11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.) [**This project is the construction of a 87 room hotel, with associated restaurant and bar, banquet and meeting rooms, spa, back of house spaces and underbuilding and surface parking.**	132 parking spaces 1.85 acres Outdoor ceremony space (no amplification) w/ band shell
12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist. **South side of Winslow Way, west of Madison, former site of Napa Auto Parts/122 Bar, and current location of Children's Hospital Bargain Boutique.**	A
B. ENVIRONMENTAL ELEMENTS	
1. Earth	A
a. General description of the site (circle one): **Flat, rolling**, hilly, steep slopes, mountainous, other.	
b. What is the steepest slope on the site (approximate percent slope)? **Natural grades, less than 6%**	A
c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils. **Soil is mapped (USDA) as Kapowsin gravelly ashy loam, 0-6 percent slopes.**	A
d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. **No.**	A

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e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill. **Approximately 7,500 cu. yards of excavation and grading, and about 1,000 yards of import of gravels and topsoil. Imported materials will come from off island.**	A
f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. **Only as a result of construction.**	A
g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? **About 30,300sf of building and structures, 4,750sf of hardscape, and 12,800sf of pavement. That is about 60% impervious surfaces.**	A
h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any: **Standard best practices will be employed to control erosion.**	A
2. Air	
a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known. **Emissions will be those associated with construction equipment during construction. Afterwards emissions will be associated with the kitchen exhaust, and refuse left for pickup if longer than the anticipated schedule. Wood burning fireplace(s) are proposed in limited numbers.**	A
b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. **No.**	A
c. Proposed measures to reduce or control emissions or other impacts to air, if any: **During construction properly maintained equipment will be used. Kitchen exhaust will be filtered (and cooking will be electric fired). Refuse will be picked up on a frequent schedule, and located in a contained room. Any burning of wood will use fully dried wood to reduce smoke.**	A

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3. Water	
a. Surface Water:	
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. **Eagle Harbor.**	A
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. **Proposed building is located about 750 feet from Eagle Harbor.**	No.
3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material. **None.**	A
4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known. **None.**	A
5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan. **No.**	A
6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge. **Additional impervious (building) discharge, runoff from surface parking and impervious landscape areas, some of which will infiltrate. Excess stormwater that doesn't infiltrate, or is captured for reuse, will be sent to City's stormwater system.**	A
b. Ground Water:	
1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.	City Water OR on-site well

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No. Stormwater will be allowed to first infiltrate, with any excess sent to the City's stormwater system.	
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.**	A
c. Water runoff (including stormwater):	
1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe. **Runoff will be from roofs and hard surfaces. Roof runoff may be captured and used for flushing water within the building. Other storm water will be first used for irrigation and infiltrated, and then excess stormwater will be pumped to the City's stormwater conveyance system to Eagle Harbor.**	A
2) Could waste materials enter ground or surface waters? If so, generally describe. **No.**	A
3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe. **It will modify existing drainage patterns, replacing uncontrolled surface runoff with conveyance to existing storm water system.**	A
d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any: **Properly design system in conformance with all regulatory requirements.**	A
4. Plants	
a. Check the types of vegetation found on the site:	

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__X__deciduous tree: alder, maple, aspen, other __X__evergreen tree: fir, cedar, pine, other __X__shrubs __X__grass ____pasture ____crop or grain ____ Orchards, vineyards or other permanent crops. ____ wet soil plants: cattail, buttercup, skunk cabbage, other ____water plants: water lily, eelgrass, milfoil, other ____other types of vegetation	A
b. What kind and amount of vegetation will be removed or altered? **Some existing deciduous and evergreen trees, grasses and shrubs will be removed for construction and building placement.**	A
c. List threatened and endangered species known to be on or near the site. **Eagles are known to perch in trees surrounding Eagle Harbor.**	A
d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: **Disturbed areas will be replanted with native plants, including trees and shrubs, in consultation with the City in terms of long term maintenance plans and park design.**	A
e. List all noxious weeds and invasive species known to be on or near the site. **None.**	A
5. Animals	
a. List any birds and other animals which have been observed, or are known to be on or near the site. Examples include:	A
birds: hawk, **heron, eagle, songbirds**, other: mammals: deer, bear, elk, beaver, other: fish: bass, **salmon**, trout, herring, **shellfish**, other :	
b. List any threatened and endangered species known to be on or near the site. **None. [Eagles off Federal List]**	A
c. Is the site part of a migration route? If so, explain. **It is to the extent the Island is part of a migration route.**	No.

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d. Proposed measures to preserve or enhance wildlife, if any: **Plant selection will be made with wildlife habitat as a criteria.**	A
e. List any invasive animal species known to be on or near the site. **Scotch Broom, non-native Blackberries.**	A
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. **Electricity for lighting and heat. The project may generate all, or nearly all, of its onsite energy needs from rooftop solar arrays.**	A
b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe. [help] **No, primary shading midday is to the street to north.**	A
c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any: **Building will meet, or exceed, required energy performance standards.**	A
7. Environmental health	
a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur as a result of this proposal? If so, describe. **No.**	A
1) Describe any known or possible contamination at the site from present or past uses. **Unknown.**	A
2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity. **None.**	A

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3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project. **No toxic or hazardous materials will be utilized during construction, or in the operations of the hotel.**	A
4) Describe special emergency services that might be required. **None.**	A
5) Proposed measures to reduce or control environmental health hazards, if any: **No toxic or hazardous materials will be utilized during construction, or in the operations of the hotel.**	A
b. Noise	
1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)? **None.**	A
2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site. **Short-term construction noise, long-term noise is the comings and goings of trucks servicing the hotel, trash and recycling, linen service and food and beverage delivery.**	A
3) Proposed measures to reduce or control noise impacts, if any: **Properly maintained construction vehicles and adherence to City noise requirements during construction. Afterward, morning trash and recycling has been rescheduled for later in the morning, after 10:00am, to reduce early morning noise sources.**	A Fencing Perimeter walls Landscaping Band shell
8. Land and shoreline use	
a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe. **Current surrounding use is commercial and residential uses, in the Core and Multi-family zones surrounding the parcel.**	A

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b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use? **No.**	A
1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how: **No.**	A
c. Describe any structures on the site. **Existing office building being rented to Children's, the former BBQ business housed in a former dwelling. Foundations for the now demolished bar.**	A
d. Will any structures be demolished? If so, what? **Yes, remaining buildings located on site will be removed.**	A
e. What is the current zoning classification of the site? **Core.**	A
f. What is the current comprehensive plan designation of the site? **Core.**	Highest density A
g. If applicable, what is the current shoreline master program designation of the site? **NA.**	A
h. Has any part of the site been classified as a critical area by the city or county? If so, specify. **No.**	A
i. Approximately how many people would reside or work in the completed project? **Hotel will serve transient guests only. Maximum staff on site could be around 50.**	A

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

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None.	Tenants
k. Proposed measures to avoid or reduce displacement impacts, if any: **None.**	A
L. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: **Project is designed to be compatible with Winslow's master plan, and surrounding residential, mixed use and commercial uses and structures.**	A
m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any: **None.**	A
9. Housing	
a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing. **None.**	A
b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. **None.**	A
c. Proposed measures to reduce or control housing impacts, if any: **None.**	A
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? **45', principal building materials are concrete, wood, glass and metal.**	A
b. What views in the immediate vicinity would be altered or obstructed? **Sidewalk views from Winslow Way will be obstructed by building. Surrounding views toward the subject property will be altered with the addition of the hotel.**	A
c. Proposed measures to reduce or control aesthetic impacts, if any: **Building is designed to read as multiple structures along Winslow Way, with portions of the building setback from the street, to provide**	A

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variety and scale. The east and west elevations are quieter facades, with no guest rooms facing west to maintain privacy of the residential development on that side of the project.	
11. Light and glare	
a. What type of light or glare will the proposal produce? What time of day would it mainly occur? **Exterior down lighting at doors and where under building parking and access is located for safety and security. Interior lighting at night through windows and doors when building is in use.**	A
b. Could light or glare from the finished project be a safety hazard or interfere with views? **No.**	A
c. What existing off-site sources of light or glare may affect your proposal? **None.**	A
d. Proposed measures to reduce or control light and glare impacts, if any: [help] **Lighting design and fixture selections will be made to minimize any light spill and shield all sources from surrounding neighbors.**	A
12. **Recreation**	
a. What designated and informal recreational opportunities are in the immediate vicinity? **None immediately nearby. Waterfront Park is within a short walk nearby.**	A
b. Would the proposed project displace any existing recreational uses? If so, describe. **No.**	A
c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: **None.**	A
13. **Historic and cultural preservation**	

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a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe. **According to County records, portions of the former DLI building were built in 1942, clearly with extensive remodeling and additions since that time. The building that the former BBQ restaurant was housed in was a residence built in 1912. It is in very poor condition. Neither have any existing features that suggests they're eligible for a listing.**	A
b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources. **None known at this location.**	A Condition
c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc. **None.**	A
d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required. **If cultural artifacts are found during excavation, experts will be engaged.**	A
14. Transportation	
a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any. **Winslow Way fronts on the project to the north. Vehicular and pedestrian access is to Winslow Way. There are two driveways accessing the east and west edges of the site, and an entry court integrated into the east access for passenger car and van loading/unloading. There are four major pedestrian entries, one serving the front desk, one the major lobby entry, a separate restaurant/bar entry and a secondary employee and building access at the west end of the street frontage.**	A

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b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop? **Kitsap Transit has a route on Winslow Way, three more on Madison to the east, and additional routes that serve the Washington State Ferry Terminal less than 15 minute walk to east.**	A
c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate? **Project will provide onsite approximately 135 spaces to serve the hotel. Existing spaces will be relocated and incorporated into this parking count.**	A
d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private). **Project will improve the frontage along Winslow Way, including gutter and curb, sidewalks and landscaping.**	A
e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe. **Many guests will arrive by Ferry (Washington State Ferry Terminal) and walk or be picked up by hotel shuttle.**	A
f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates? **Daily trips, categorizing the project as a "hotel", are 727/day. Peak trips (4-6:00PM) are anticipated to be about 52 cars if the project is characterized as a "hotel" and 82 trips/hour/peak if we separately calculate the hotel, restaurant and spa as separate uses. This is a reduction from 108 trips/hour/peak when the BBQ and bar were operating.**	A
g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.	

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No.	A
h. Proposed measures to reduce or control transportation impacts, if any: **Hotel will have a shuttle van meeting guests and the ferry terminal.**	A
15. Public services	
a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe. **The project may increase the need for public services proportional to the increased business activity on these parcels.**	A
b. Proposed measures to reduce or control direct impacts on public services, if any. **None.**	A
16. **Utilities**	
a. Circle utilities currently available at the site: **electricity**, natural gas, **water**, **refuse service**, **telephone**, **sanitary sewer**, septic system, other **Storm Water System** 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. **No additional utilities needed.**	A

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: _____

Name of signee BRUCE ANDERSON, AIA

Position and Agency/Organization COTTER ANDERSON ARCHITECTS

Date Submitted: 4·25·19

CHECKLIST REVIEWED BY:

4·26·2019

Project Manager, Department of Planning and Community Development

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D. supplemental sheet for nonproject actions

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

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

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

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

   Project is designed to not use during construction or operations, any toxic or hazardous substances.

   A

   Proposed measures to avoid or reduce such increases are:

   None.

   A

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

   Will likely not.

   A

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

   Construction best practices, landscape planting to maintain or increase habitat on site.

   A

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

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Building will consume natural resources in terms of construction activities and building materials. Energy use will be minimized by meeting or exceeding code.	A
Proposed measures to protect or conserve energy and natural resources are: **Using sustainable materials where available, maximizing energy conservation measures. Project may have a solar array to generate on-site electricity.**	A
4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands? **No effect.**	A
Proposed measures to protect such resources or to avoid or reduce impacts are: **None.**	A
5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans? **Project is not near shoreline.**	A
Proposed measures to avoid or reduce shoreline and land use impacts are: **None.**	A
6. How would the proposal be likely to increase demands on transportation or public services and utilities? **Small increase in utility use (energy, water and sewer), mass transit has capacity for any increase in use associated with this project.**	A
Proposed measures to reduce or respond to such demand(s) are: **None.**	A
7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment. **No conflict.**	A

From: **Yantis, Michael** Michael.Yantis@stantec.com
Subject: RE: Hotel - a bit more
Date: April 20, 2019 at 7:26 PM
To: Bruce Anderson brucea@cutler-anderson.com

YM

So, I ran some calculations. I did not have any sound level data for unamplified music other than high school or college bands and all of that data is indoors. I inquired on the National Council of Acoustic Consultants list serve to see if anyone across the country had data that they could share with me. I heard from an acoustician in Texas who started his career working for me in Seattle. He had Bulgarian folk music that he measured indoors, but in a large hall. I checked the sound levels. They are close to what I would expect for a wedding band – people could still have a conversation when the band was playing but they might need to raise their voices if they were 20 feet away. Perhaps it is a bit conservative, but it is the best I have without going to find a wedding somewhere.

I'm predicting a sound level at the southern boundary of 69 dBA without any attention for a bandstand "barrier". Code is 55 dBA up until 10:00 a.m. and then reduces to 45 dBA after 10:00. A practical limit for barrier attenuation due to reflections from nearby surfaces is 15 dBA. So that would put us right up at the daytime limit. I would not be surprised if the barrier attenuation was less than 15 dB from the multiple reflections off of the nearby buildings. There will likely need to be some sort of sound monitoring system that lets the band know if they are exceeding the code limits so they can monitor their own sound levels. There are some commercially available systems with red, yellow and green lights to indicate whether the sound is less than, near or over the code limits.

I am around on Monday or even Sunday evening if you would like to discuss this further.

Kind regards,

Michael R. Yantis, P.E.
Principal Acoustics

Direct: 206.224.3680
Mobile: 206.919.9045
Michael.Yantis@stantec.com

Stantec
400 Fairview Avenue, Suite 620
Seattle, WA 98109-5371

Stantec

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From: Bruce Anderson <brucea@cutler-anderson.com>
Sent: Friday, April 19, 2019 6:48 PM
To: Yantis, Michael <Michael.Yantis@stantec.com>
Subject: Re: Hotel - a bit more

At the amphitheater as the first choice. We're showing a small band stand now, oriented NW toward the tree shown in your/our drawing. If we used your position, we'd want to slide it to the east to maintain the water feature axis.

Bruce Anderson

Cutler Anderson Architects
Voice 206.842.4710 Fax 206.842.4420

On Apr 19, 2019, at 6:45 PM, Yantis, Michael <Michael.Yantis@stantec.com> wrote:

Where might the wedding occur? Near the tree, or near the amphitheater? Could we create a little bandstand if needed, to tuck the band in and shield it from the neighbors? If so, it would be ideal to orient it toward the northwest, and locate it in line with the western edge of the amphitheater, probably right where the water feature is located now. Something like this:

<image001.jpg>

I'm sure this is just what you and Jim were hoping I would suggest! I don't know what is needed yet so I will run my first predictions with no screening. I'm just seeing where the boundaries are.

Kind regards,

Michael R. Yantis, P.E.
Principal Acoustics

Direct: 206.224.3680
Mobile: 206.919.9045
Michael.Yantis@stantec.com

Stantec
400 Fairview Avenue, Suite 620
Seattle, WA 98109-5371

<image002.png>

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From: Bruce Anderson <brucea@cutler-anderson.com>
Sent: Friday, April 19, 2019 5:02 PM
To: Yantis, Michael <Michael.Yantis@stantec.com>
Subject: Re: Hotel - a bit more

Yes, and the sketches are still good.

Bruce Anderson

Cutler Anderson Architects
206.842.4710

From: **Yantis, Michael** Michael.Yantis@stantec.com
Subject: RE: Hotel Follow Up
Date: April 29, 2019 at 6:01 PM
To: Bruce Anderson brucea@cutler-anderson.com
Cc: Masoner, Ashley Ashley.Masoner@stantec.com

YM

I think your assessment is correct. The 8' would reduce air brake pressure release, back up alarms, etc. (BTW, they make back up alarms that hiss rather than chime. They are less annoying.)

I can't tell you how long the barrier should be yet. It looks like trucks would enter from the east. Some of the trucks won't likely be semi-type so their muffler might not be 12' or 13' above ground. If I am correct, a barrier along the truck route would be helpful.

We should talk about noise code requirements on the phone.

Absorptive materials in the vicinity of noisy activity such as the dumpsters or walls near loading activity would be helpful. We should talk about where it should occur to be most effective. I'd need you to walk me through the plans and we can determine it together.

Kind regards,

Michael R. Yantis, P.E.
Principal Acoustics

Direct: 206.224.3680
Mobile: 206.919.9045
Michael.Yantis@stantec.com

Stantec
400 Fairview Avenue, Suite 620
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Stantec

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From: Bruce Anderson <brucea@cutler-anderson.com>
Sent: Tuesday, April 23, 2019 8:02 AM
To: Yantis, Michael <Michael.Yantis@stantec.com>
Subject: Hotel Follow Up

Michael, we had a good meeting with the westerly neighbor's last night. Their focus is on sound and our loading dock/garbage pickup. I said we'd looked at this previously and showed them that a wall needed to be 15' tall to be affective. They don't like that aesthetically, so they've asked us to consider an 8' wall (measured from their grade). I said that would not block truck exhaust, but may have some effectiveness against noise (tires, back up alarms, loading dock activities, dumpster loading) that takes place below that height?

We're looking for your comments on this. If the wall does have some effectiveness, how long should it be relative to the position of the loading dock and trash pickup.

Second, they asked if sound absorptive materials surrounding the loading dock and trash pickup might be affective? I'm thinking we mostly have the lid of the underbuilding space to work with, but perhaps some of the walls too if that makes sense.

Bruce Anderson

Cutler Anderson Architects
206.842.4710

Design Review Board Design Guideline Checklist

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

☐ "Pre-App" Meeting Checklist

☐ "Post-App" Meeting Checklist

Project Name/Case #: WINSLOW HOTEL / PLN 50880 PRE

Land Use Application (Pre-app, Site Plan Review etc.): SITE PLAN REVIEW / CONDITIONAL USE PERMIT

Project Description: APPROXIMATELY 75 ROOM HOTEL WITH ASSOCIATED BANQUET AND MEETING ROOMS, RESTAURANT & BAR, SPA AND BACK OF HOUSE SPACE.

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.	BUILDINGS MATERIALS ARE WOOD, GLASS AND BOARD FORMED CONCRETE. SEE DRAWINGS FOR THEIR ASSEMBLY AND ARRANGEMENT	
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).	BUILDING FORMS ARE SCALED TO THE VARIETY OF USES BEHIND. STRUCTURE IS EXPOSED TO PROVIDE ARTICULATION AND SCALE TO THE FACADES. VERTICALLY THE BUILDING STARTS GLASSY AT THE SIDEWALK AND BECOMES MORE SOLID HIGHER UP.	

Design Review Board Design Guideline Checklist

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

Applicable Design Guidelines				
Design Guideline	**Intent**	**Description**	**Applicant Response**	**DRB Action (Y/N)**
3.	To limit the visual impact of blank walls and facades and better assure aesthetic appeal.	Blank walls shall not be visible to public spaces. Blank facades should otherwise be limited to the back of buildings or where required by the building code. Treatments to alleviate blank walls shall be similar in materials to facades normally in view of the public.	THERE ARE NO BLANK WALLS.	
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.	HOTEL GREATLY EXCEEDS THIS 10' MINIMUM CEILING ON THE GROUND FLOOR. GROUND FLOOR IS HIGHLY GLAZED.	
5.	To maintain pedestrian scale along facades facing public ways.	Facades facing public ways shall incorporate setbacks or articulation that establishes a 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.	BUILDING FRONTAGE ON WINSLOW WAY IS HIGHLY ARTICULATED. THERE ARE FOUR ENTRANCES ACCESSIBLE DIRECTLY TO THE STREET.	

Design Review Board Design Guideline Checklist

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

Applicable Design Guidelines				
Design Guideline	**Intent**	**Description**	**Applicant Response**	**DRB Action (Y/N)**
6.	To maintain the pedestrian activities by encouraging continuous frontages along sidewalks.	Where parking fronts onto a public street, the maximum separation between buildings shall be 80 feet. Greater separations are permitted if landscape setbacks are increased or other design features such as low walls, trellises and public spaces are created along the street frontage.	NO PARKING FRONTS ON THE 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.	THE OVERALL BUILDING FORM IS BROKEN INTO THREE MAJOR BLOCKS, WITH LINKING ELEMENTS, TO ADDRESS SCALE ON WILLOW WAY.	
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.	ONE BUILDING BLOCK IS SET BACK FROM STREET TO ALLOW FOR THE ENTRY COURT.	
9.	To soften the impact of the built environment.	Encourage public pedestrian passageways and vegetation between buildings.	ONLY ONE BUILDING	
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.	SEE NORTH ELEVATION AND CROSS-SECTIONS FOR BUILDING CONTEXT.	

Design Review Board Design Guideline Checklist

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

Applicable Design Guidelines				
Design Guideline	**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.	SEE EXAMPLES FOR SIGNAGE INTENTIONS.	
12.	To improve the pedestrian environment around buildings and minimize curb cuts.	Where a drive through facility is allowed, drive throughs must be in conjunction with a parking lot that serves the same business, must be to the side or rear of the building and should not be visible from public streets. Drive throughs should consist of no more than a single vehicle lane.	NO DRIVE THROUGH FACILITY IS PROPOSED.	
13.	To provide pedestrian access to buildings.	Provide multiple entrances along streets. Pedestrian passageways are encouraged.	THERE ARE FOUR ENTRYS PROPOSED ALONG WINSLOW WAY.	
14.	To provide weather protection for pedestrians.	Recessed entries and/or overhead weather protection above the sidewalk entrances shall be used.	LOBBY AND RESTAURANT ENTRYS HAVE CANOPIES OVERHEAD.	
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.	BUILDING IS VISUALY SPLIT INTO THREE ELEMENTS WITH CONNECTING LINKS.	

Design Review Board Design Guideline Checklist

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

Applicable Design Guidelines				
Design Guideline	**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.	SURFACE PARKING IS LOCATED BEHIND BUILDING, NOT VISIBLE FROM PUBLIC ROW.	

Guidelines Requiring Action per DRB: _____

DRB Summary Motion on Actions: _____

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_____

Design Review Board Design Guideline Checklist

Mixed Use Town Center/ Core District Design Guidelines– BIMC 18.18.030

☐ **"Pre-App" Meeting Checklist**

☐ **"Post-App" Meeting Checklist**

Project Name/Case #: WINSLOW HOTEL / PLN 50880 VRE

Land Use Application (Pre-app, Site Plan Review etc.): SITE PLAN REVIEW / CONDITIONAL USE PERMIT

Project Description: APPROXIMATELY 75 ROOM HOTEL WITH ASSOCIATED BANQUET AND MEETING ROOMS, RESTAURANT AND BAR, SPA AND BACK OF HOUSE SPACE

Applicable Design Guidelines				
Design Guideline	**Intent**	**Description**	**Applicant Response**	**DRB Action (Y/N)**
1. Streetscape	To create a streetscape that is safe, comfortable and appealing to people on foot. New development shall promote a green urban environment with visually interesting spaces and connections for people to walk, sit and window shop.	Pedestrian pathways shall be established in order to connect internal and external development. New development and redevelopment shall include passageways that cut through sites and connect to other sites and/or buildings. These can be simple walkways or can be more elaborate landscaped courtyards. They can be opened to the sky or covered. Types of pathways may include the following: **a.** Public—formal sidewalk along ROW or dedicated access through sites **b.** Public/private—less formal minimum 5 foot wide paths connecting sites to street **c.** Private—internal pathways from parking to building entrances or building to building.	STREETSCAPE IS IMPROVED WITH SIDEWALKS, CURBS AND LANDSCAPE. HOTEL ITSELF IS ORGANIZED AROUND A CENTRAL LANDSCAPED COURTYARD THAT INCLUDES THE PRESERVATION OF THE SIGNIFICANT REDWOOD. THE LOBBY, RESTAURANT AND BAR ARE LOCATED ALONG THE STREET TO ACTIVATE THE STREET. THE COURTYARD IS BOTH VISUALLY AND PHYSICALLY ACCESSIBLE TO THE STREET.	
2. Streetscape	Same as Above	Sidewalks along streets shall incorporate separated areas for streetscape features and through pedestrian traffic. These features shall include: **a.** A 3 foot minimum amenity area (usually located closest to the street curb) in order to accommodate signs, street furniture, lighting, landscaping, etc. **b.** A 5 foot minimum wide clear walkway area shall maintain a path for pedestrian through travel. This path does not need to be straight but can have a meandering alignment. Signs, street furniture, planters and other amenities shall not encroach upon the clear walkway area. **c.** A minimum 10 foot total sidewalk width between curb and front of building, if sufficient right-of-way is available. A storefront area at least 2 feet wide shall be provided.	STREET FRONTAGE IS DESIGNED TO ALIGN WITH EXISTING IMPROVEMENTS TO THE WEST. WHERE THERE ARE NO ON STREET PARKING SPACES THERE IS THE 3' MINIMUM AMENITY AREA. THE TOTAL WIDTH OF THE FRONTAGE VARIES AS THE HOTEL IS BROKEN UP INTO A NUMBER OF BLOCKS OF STRUCTURE TO BREAK DOWN THE OVERALL SCALE.	

Design Review Board Design Guideline Checklist

Mixed Use Town Center/ Core District Design Guidelines– BIMC 18.18.030

Applicable Design Guidelines				
Design Guideline	**Intent**	**Description**	**Applicant Response**	**DRB Action (Y/N)**
3. Streetscape	Same as Above	Street trees shall be provided in an amount equivalent to at least one every 30 feet in planting pots or beds covered by a tree grate, pavers or planted area. Trees may be grouped and are encouraged to have a varied meandering effect. Tree size, location and species shall be approved by the City.	EXISTING STREET TREES ARE BEING PRESERVED. ADDITIONAL TREES ARE PROPOSED AT THE WEST END OF THE FRONTAGE TO TRANSITION TO THE RESIDENTIAL USE ADJACENT.	
4. Public Space	To provide an enhanced pedestrian experience by linking public plazas, courtyards and other gathering spaces. To achieve this in the Winslow Core the following guidelines shall be addressed	If plazas, courtyards and other pedestrian areas are included in the project as part of an FAR Bonus Program or other development requirement the following guidelines shall be addressed: **a.** Public spaces should be oriented toward the south (for solar exposure) when feasible to create a more comfortable micro-climate. **b.** Spaces must include additional landscape conducive to pedestrian use, such as accent lighting, public art, benches and/or low seating walls, and brick or other special paving. **c.** Public space shall not be occupied by driveways, service areas, or any other motorized vehicular use, temporary or otherwise.	HOTEL INCLUDES A SOUTH FACING SEMI-PUBLIC COURT W/ CONSIDERABLE AMENITIES INCLUDING A WATER FEATURE, AMPHITHEATER, BENCHES, WALKS AND TERRACE.	
5. Public Space	Same as Above	Designated intersections should be designed to allow for public spaces. Rather than meeting the corner, new buildings should incorporate forecourts, plazas, or gardens that welcome the public and offer a dramatic statement at the corner. Major entrances should also be located at the corners and highlighted by elements such as higher or more expressive canopies, higher bays, larger windows and doors, projections, different window designs, or other physical features.	MAJOR ENTRY IS LOCATED AT THE CORNER OF THE SUBJECT PARCEL CLOSEST TO THE CENTER OF ACTIVITY ON WINSLOW WAY. THE OVERALL CONFIGURATION IS DESIGNED TO BE INVITING FROM THE MADISON AVENUE/WINSLOW WAY INTERSECTION.	
6. Building Design/IOver -massing and Variation	To produce a townscape that is highly variegated and diverse, with a wide variety of building forms and massing, with a high degree of activity and interest at the street level that can engage people on foot. New development should not display repetitive or monochromatic features but rather embody creative expression as individualized structures that contribute to the unique place that is the Core of the Town Center.	1. **Articulation.** Buildings shall incorporate articulation on all sides. The street-facing side(s) shall receive the greatest amount of attention with respect to richness of forms, details, materials, and craft. 2. **Variety in form**. Variety in building forms shall be provided rather than regularized repetition. 3. **Varied frontages**. Building frontages along a street block shall include storefronts, bays, recesses, offsets, balconies, a varied and rich color palette, and other elements to avoid long, monolithic facades. 4. **Multi-frontages**. Single buildings that face more than one street should respond architecturally to the context of each street. Developments with multiple buildings should incorporate multiple architectural responses for various buildings.	THE WINSLOW WAY FRONTAGE IS HIGHLY ARTICULATED WITH THREE BUILDING BLOCKS CONNECTED WITH LINKING ELEMENTS. THE MATERIAL PALETTE INCLUDES WOOD, GLASS AND BOARD-FORMED CONCRETE.	

Design Review Board Design Guideline Checklist

Mixed Use Town Center/ Core District Design Guidelines– BIMC 18.18.030

Applicable Design Guidelines				
Design Guideline	**Intent**	**Description**	**Applicant Response**	**DRB Action (Y/N)**
7. Building Design/ Street-Level Elements	Same as Above	1. The first floor level should be at least 12 feet in height as measured from the floor to the interior ceiling to provide for a generous space for retailing, services, and restaurant functions. Entrances to retail spaces shall be directly from the sidewalk. 2. Street-facing, ground-floor facades of commercial and mixed-use buildings shall incorporate generous amounts of glass in storefront-like windows. Amounts of clear, transparent glass shall meet or exceed the following: • 80% along Winslow Way • 60% along Madison, Bjune and Parfitt • 40% along other streets 3. Overhead weather protection elements (canopies, awnings) shall be installed on street-facing facades alongWinslow Way, although they need not be continuous. They should also be installed on other streets where retail uses are provided. The height above the sidewalk shall be at least 8 feet but no more than 12 feet. The minimum depth shall be 5 feet – although 6 feet is preferred. Canopies must be designed so that water running off the canopy does not occur in the clear walkway area. Canopies shall be constructed of permanent, durable materials such as steel and glass. Awnings shall not be internally illuminated, unless the material is opaque. Pedestrian-oriented lighting beneath the canopy is encouraged. 4. The street facing facades of commercial and mixed-use buildings shall incorporate a variety of architectural features to produce a visually rich and engaging experience for people on foot. At least five of the following shall be included in the design of the façade: • Kickplates for storefront windows • Prominent, projecting sills on storefront display windows • Artwork on walls, columns, pilasters and other surfaces • A visibly obvious plinth or base element of stone, masonry or concrete having an architectural finish (ie, not unfinished concrete) • Pilasters with banding, belt courses, insets, reveals or other details • Ornamental tile work or metal work • Masonry soldier course • Decorative medallions • Containers for seasonal planting • Pedestrian-scaled lighting • Hanging baskets supported by ornamental brackets • Pedestrian-scaled signs or signs painted on windows • An element not listed here that meets the intent	THE GROUND FLOOR CEILING HEIGHT EXCEEDS THIS STANDARD. LOBBY, AND RESTAURANT ENTRANCES ARE AT THE SIDEWALK/ENTRY COURT AT THE STREET. GROUND FLOOR GLAZING MEETS OR EXCEEDS THIS STANDARD FOR WINSLOW WAY. THERE ARE DISCONTINUOUS CANOPIES OVER THE ENTRYS. THERE ARE NOT CANOPIES OVER THE SIDEWALK AS THE FRONTAGE IS TRANSITIONING TO RESIDENTIAL AT THIS POINT. SEE DESIGN FOR 1. PROMINENT SILLS ON DISPLAY WINDOWS 2. VISUAL STRUCTURAL ELEMENTS BEHIND THE GLASS. 3. A CONCRETE, BOARD FORMED PLINTH. 4. PROMINENT METAL STRUCTURAL CONNECTIONS 5. PEDESTRIAN SCALED LIGHTING & SIGNAGE. 6. A VARIETY OF LANDSCAPE ELEMENTS ALONG THE SIDEWALK.	

Design Review Board Design Guideline Checklist

Mixed Use Town Center/ Core District Design Guidelines– BIMC 18.18.030

Applicable Design Guidelines				
Design Guideline	**Intent**	**Description**	**Applicant Response**	**DRB Action (Y/N)**
7. Building Design/ Upper Level Setbacks	Same as Above	1. Along Winslow Way and Madison Avenue, building facades shall be stepped back above the second story. However, this is not intended to produce a rigid, uniform stepback along the street. The following alternatives are acceptable: • The top floor steps back at least 10 feet. • All floors above the second floor step back at least 10 feet. • Progressive stepbacks on several floors to a total of at least 10 feet. • Some combination of the above. (eg. third floor 7 feet, top floor 3 feet.) 2. Facades of floors that are stepped back shall be distinguished by a change in elements such as window design, railings, trellises, details, materials and/or color so that the result is a rich and organized combination of features that face the street. Balconies may extend into the stepback areas. 3. Alternatives to this guideline may be proposed, so long as the effect is the that the upper floor(s) appear to recede from view, and the impacts of massing on light and air are addressed.	OVERALL BUILDING FORMS VARY IN THEIR POSITIONS RELATIVE TO THE STREET TO PROVIDE SCALE. LINKING ELEMENTS ARE DESIGNED TO BE SHORTER THAN THE MAJOR BUILDING FORMS. THE GROUND AND LOWER FLOORS THAT HAVE PUBLIC FUNCTION SPACES ARE HIGHLY GLAZED. UPPER FLOORS THAT ARE GUEST ROOMS HAVE MORE SOLID WALLS WITH PUNCHED OPENINGS. SEE DESIGN FOR HOW WE'VE ADDRESSED SCALE.	
8. Building Design/ Blank Walls	Same as Above	1. Because walls that are potentially blank present a challenge with regard to appearance, it is expected that creative design approaches will be presented for consideration. 2. Blank, unembellished walls are not allowed. Where there are not windows and doors, facades should be designed with sufficient variety and detail to be of interest to people on foot. However, there are certain conditions which warrant special treatment to ensure that large expanses of wall where windows are not possible are treated in a manner that enhances the townscape and streetscape. • Parking structures should not be exposed to view. Commercial space should intervene between parking and the sidewalk. In the event that this is not possible, the parking shall be screened by vertically growing vines and other vegetation, decorative metalwork, or bas-relief artwork. If vegetation is used, planting beds shall be at least three feet wide and irrigated to ensure the survival of plants. • Some newer buildings may have walls on side lot lines exposed to view for years until an adjacent structure is built. In such cases, the walls shall be treated with simple elements like banding, color, art, patterning of masonry, prominent reveals or recesses, all of which should reflect the design of the building as a whole. Completely blank "end walls" are not acceptable.	NO BLANK WALLS. PARKING STRUCTURE IS UNDER BUILDING, AWAY FROM STREET. DESIGN OF PARKING LEVEL(S) IS INTEGRATED INTO THE DESIGN OF THE OVERALL FACADE.	

Design Review Board Design Guideline Checklist

Mixed Use Town Center/ Core District Design Guidelines– BIMC 18.18.030

Applicable Design Guidelines				
Design Guideline	**Intent**	**Description**	**Applicant Response**	**DRB Action (Y/N)**
9. Building Design/ Roof Appearance	Same as Above	1. In roof design, the greatest amount of attention should be given to the lower floors most closely visible from the street. Roof edges should also be given design attention. The profile against the sky shall be given expression through elements such as projections, overhangs, cornices, trellises, stepbacks, brackets holding up overhangs, changes in material or other elements, and their combination. 2. Flat, unembellished roofs are not desired. However, flat roofs may be appropriate for green building purposes, for example to accommodate green roofs or solar panels. 3. Buildings located within 100 feet of residential zones outside of the Core shall incorporate pitched roof forms, with slope between 4:12 and 12:12 in order to create a transition in development pattern.	EAST AND WEST ROOFS ARE DESIGNED TO ACCEPT SOLAR PANELS, NORTH ROOF, SHADED BY THE REDWOOD, IS PITCHED IN THE OPPOSITE DIRECTION TO GIVE SCALE TO THE STREET. BUILDING IS FLANKED BY PROPERTIES IN THE CORE ZONE, AND TO THE SOUTH BY A HIGH DENSITY MULTI FAMILY ZONE.	
10. Parking Design/ Surface Parking Lots	*Parking in the Winslow Core is required to be located behind, beside, and/or under buildings. To reduce visual impact, surface lots and parking structures must meet the following guidelines:*	1. Surface parking lots shall be screened or treated architecturally. Architectural treatment shall require two or more of the following: a. Planting designed to screen lots from view b. Expanded decorative panels or grilles c. Other devices, as approved, which meet the intent.	SURFACE PARKING IS LOCATED TO THE REAR OF THE BUILDING.	
11. Parking Design/ Parking Structures	*Same as Above*	**B. Parking Structures** 1. Buildings that provide street level parking or free standing parking structures shall be screened or treated architecturally. Treatments should complement/integrate with the architecture of the building (see building design guidelines) and garage entrances shall be minimized. 2. Lighting fixtures within garages shall be screened from view from the street.	THERE IS NO SEPARATE PARKING STRUCTURE PROPOSED.	

Guidelines Requiring Action per DRB: _____

DRB Summary Motion on Actions: _____

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Design Review Board Design Guideline Checklist

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

☐ **"Pre-App" Meeting Checklist**

☐ **"Post-App" Meeting Checklist**

Project Name/Case #: WINSLOW HOTEL / PLN 50880 PRE

Land Use Application (Pre-app, Site Plan Review etc.): SITE PLAN REVIEW / CONDITIONAL USE PERMIT

Project Description: APPROXIMATELY 75 ROOM HOTEL WITH ASSOCIATED BANQUET AND MEETING ROOMS, RESTAURANT AND BAR, SPA AND BACK OF HOUSE SPACE

Applicable Design Guidelines				
Design Guideline	**Intent**	**Description**	**Applicant Response**	**DRB Action (Y/N)**
1. Parking Lot Location	To have parking lots be as visually unobtrusive as possible.	Parking lots should not front upon intersections. Parking lots should be located behind or to the side of buildings.	PARKING IS LOCATED UNDER THE BUILDING, AND BEHIND.	
2. Outdoor Open Spaces and Amenities	To establish, over time, a variety of open spaces within the town center	New development and redevelopment should provide facilities near or visible from the sidewalk for outdoor public use. Examples of such facilities include seating areas, courtyards, and small plaza spaces. Generally, the larger the development, the greater the number and size of such spaces. Furthermore, it is desirable to locate these spaces where they can receive sun and where they can easily be connected to adjacent concentrations of land use.	HOTEL IS DESIGNED AROUND A SIGNIFICANT, SOUTH FACING COURTYARD. SIDEWALK LEVEL IS VERY TRANSPARENT, TO PROVIDE FOR VIEWS OF THE COURTYARD FROM THE STREET.	
3. Pedestrian Connections	To create a network of safe, comfortable and attractive linkages for people on foot	New development and redevelopment should include pedestrian walkways, raised and/or separated from traffic lanes, that offer access from the public sidewalk to the main entrance to the building. (Locating a building entrance directly on the sidewalk satisfies this guideline.) In addition, connections to adjoining properties should be provided. Furthermore, within parking lots, there should be pedestrian walkways that allow people to traverse the lot without being forced to use vehicular aisles.	THE HOTEL LOBBY ENTRY, AND RESTAURANT/BAR ENTRY ARE LOCATED ON THE ENTRY COURT AT THE STREET. ADDITIONALLY THERE IS A SECONDARY ENTRANCE AT THE WEST END OF THE STREET FRONTAGE.	
4. Shielded Lighting	To ensure that the source of lighting for parking, service and loading areas is not visible from neighboring development.	Freestanding light fixtures should not exceed 14' in height. All exterior lighting fixtures should incorporate cutoff shields to prevent spillover.	NO FREESTANDING LIGHT FIXTURES ARE PROVIDED.	

Design Review Board Design Guideline Checklist

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

Applicable Design Guidelines				
Design Guideline	**Intent**	**Description**	**Applicant Response**	**DRB Action (Y/N)**
5. Screen Service Areas	To conceal loading, trash, and storage areas from view.	Trash containers should be enclosed on all sides with solid walls and gates. Loading docks, outdoor storage and staging areas should be screened with fencing and vegetation, such as evergreen hedges. Chain link fencing is not acceptable.	TRASH AND RECYCLING ARE LOCATED UNDER THE BUILDING AND WILL ALSO BE ENCLOSED TO MANAGE SOUND AND SMELL.	
6. Common Open Space	To ensure that open spaces within a development containing dwelling units are truly usable by all residents.	While some portions of common open space may be dedicated to specific amenities such as pools and tennis courts, most of it should be designed in such a manner as to allow walking throughout the development, to any adjacent commercial or recreational areas, and to surrounding streets. Except for designated senior housing, some place for children to play should also be provided.	COURTYARD IS DESIGNED TO BE ACCESIBLE BY ALL HOTEL, RESTAURANT AND BAR PATRONS.	
6a. Conceal Garage Doors	To ensure that street frontages are not dominated by vehicular storage facilities.	Entrances to parking garages and structures should be from alleys, access lanes, or minor side streets, rather than from principal through streets. If access from a principal street is unavoidable, such access should be restricted to a single, two-way curb cut for each development.	HOTEL ONLY HAS WINSLOW WAY FRONTAGE FOR ACCESS. THERE IS AN ENTRY COURT FOR DROP OFF AND PARKING ACCESS AND A SEPARATE NARROW SERVICE ACCESS AND EMPLOYEE PARKING ACCESS.	
7. Overall Form	To create visual continuity among buildings having potentially different styles.	Buildings should utilize elements such as massing, materials, windows, canopies, and pitched or terraced roof forms to create both a visually distinct "base" as well as a "cap".	SEE DRAWINGS THAT SHOW COMPLIANCE WITH THIS GUIDELINE.	
8. Entrances	To make it apparent from the street where major entrances to buildings are located.	Principal entrances to buildings should be visually prominent and located within close proximity to the public sidewalk. Entrances should incorporate elements such as setbacks, recesses, balconies, porches, arches, trellises, or other architectural devices.	ENTRIES ARE LOCATED AT AN ENTRY COURT DESIGNED TO BE VISIBLE FROM THE CORE OF WINSLOW WAY.	
9. Conceal Mechanical Equipment	To ensure that larger pieces of mechanical equipment are visually unobtrusive.	Rooftop mechanical equipment should be concealed by and integrated within the roof form of a building. Simply surrounding it with a parapet wall is not sufficient.	NO ROOFTOP MECHANICAL EQUIPMENT IS PROPOSED.	
10. Structured Parking	To diminish the visual impact of parking as viewed from streets.	Any level of parking contained within or under a structure that is visible from a public street shall fully screen the parking with either another use, a facade that incorporates artwork, or trees and other vegetation.	DOES NOT APPLY	
11. Encouraging Varied Details	To ensure that denser types of housing include details that create a sense of human scale and that break down the bulk of larger buildings.	Buildings containing residential dwellings should incorporate most, if not all, of the following elements: • 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	PROJECT IS A HOTEL.	

Design Review Board Design Guideline Checklist

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

Applicable Design Guidelines				
Design Guideline	**Intent**	**Description**	**Applicant Response**	**DRB Action (Y/N)**
12. Integration	To ensure that signage is a part of the overall design approach to a project and not an afterthought.	The design of signs should be integrated with the architecture and site design of a project.	SIGNAGE IS ANTICIPATED TO BE INTEGRATED WITH THE ENTRY CANOPIES, A GROUND SIGN AT THE ENTRY COURT, AND WINDOW SIGNAGE.	
13. Creativity	To encourage interesting and even unusual approaches to graphic design.	Signs should be expressive and even whimsical, exhibiting a graphic design approach to form and lighting. Standard, back-lighted, metal frame and plastic panel signs are discouraged.	SEE EXAMPLES PROVIDED.	
14. Awning Signs	To produce a visual effect that emphasizes buildings and vegetation, not advertising.	Signs painted on awnings are allowed, but awnings should not be internally illuminated.	NO AWNINGS ARE PROPOSED.	

Guidelines Requiring Action per DRB: _____

DRB Summary Motion on Actions: _____

_____

_____

Cutler Anderson Architect 135 Parfitt Way SW, Bainbridge Island, WA 98110

May 22, 2019

To: Heather Wright
Olivia Sontag
City of Bainbridge Island

From: Bruce Anderson, AIA

Re: Winslow Hotel PLN50880 SPR

I've attached a total of 11 drawings. The floor plans show two alternatives.

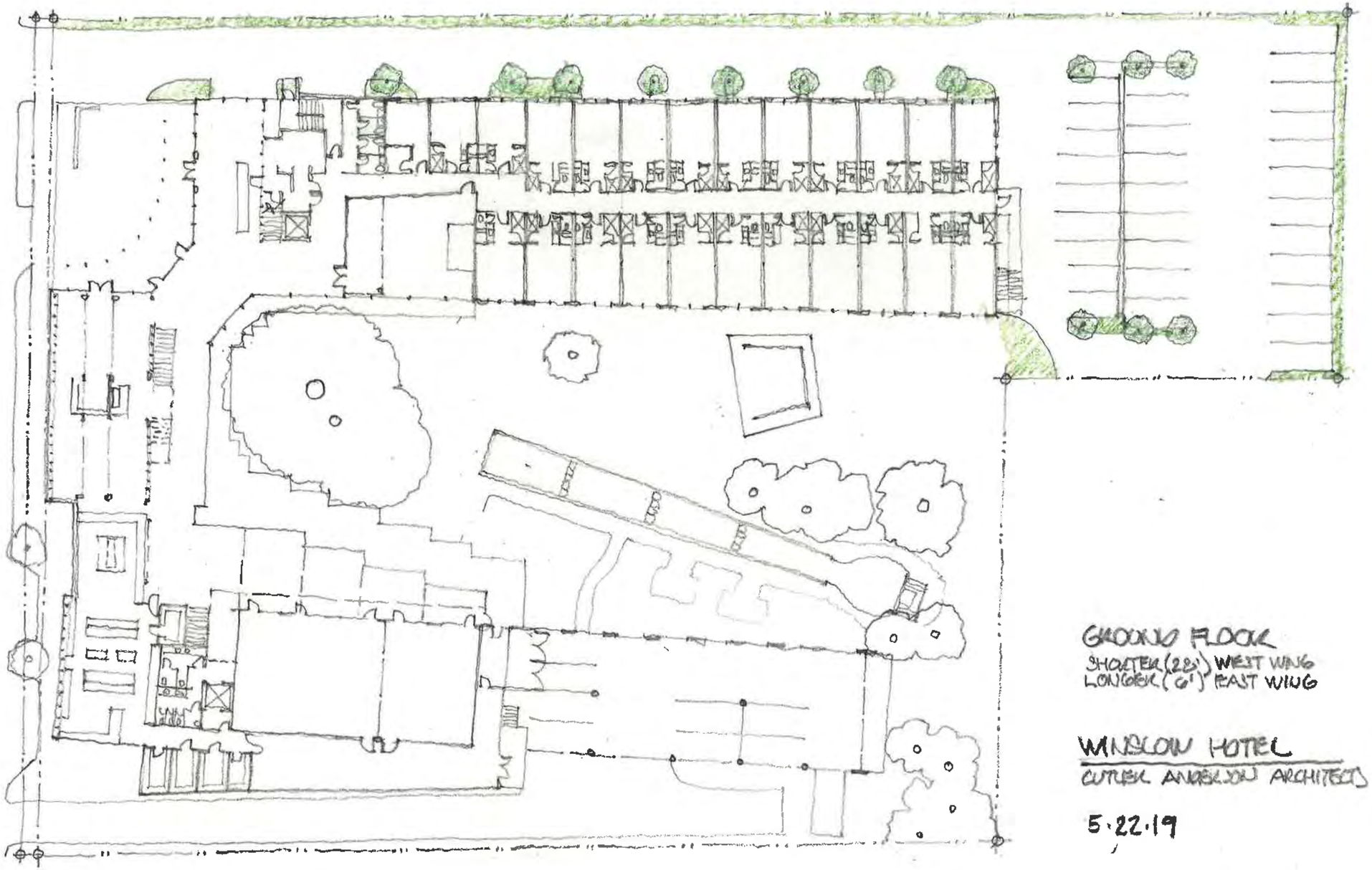
The first alternative is a change where we shift 4 hotel rooms into the east wing, that wing grows six feet in length to accommodate this. That enables us to move 4 rooms out of the east wing, shortening it by twenty-eight feet. The hotel is about 1,136 square feet smaller with this potential change.

The second alternative is to do the first change, and additionally take a slice out of the "gasket" between the north and west wings. This effectively shifts the west side of the hotel east eight feet. This reduces the hotel square footage by an additional 736 square feet. You'll also notice that we return to the angled wall at the pre-function space facing the tree.

Additionally, we have found that we can reduce the slope of the east and west wings, resulting in those wings being reduced in height at Winslow Way about two feet in the west wing, and one foot six inches in the east wing. Likely we'll do this even if we don't implement these other potential revisions. The elevations reflect this change in roof lines, as well as the changes in building width and wing lengths.

The reductions in floor area don't alter the parking requirements as the changes are in location of the rooms, not the count of rooms.

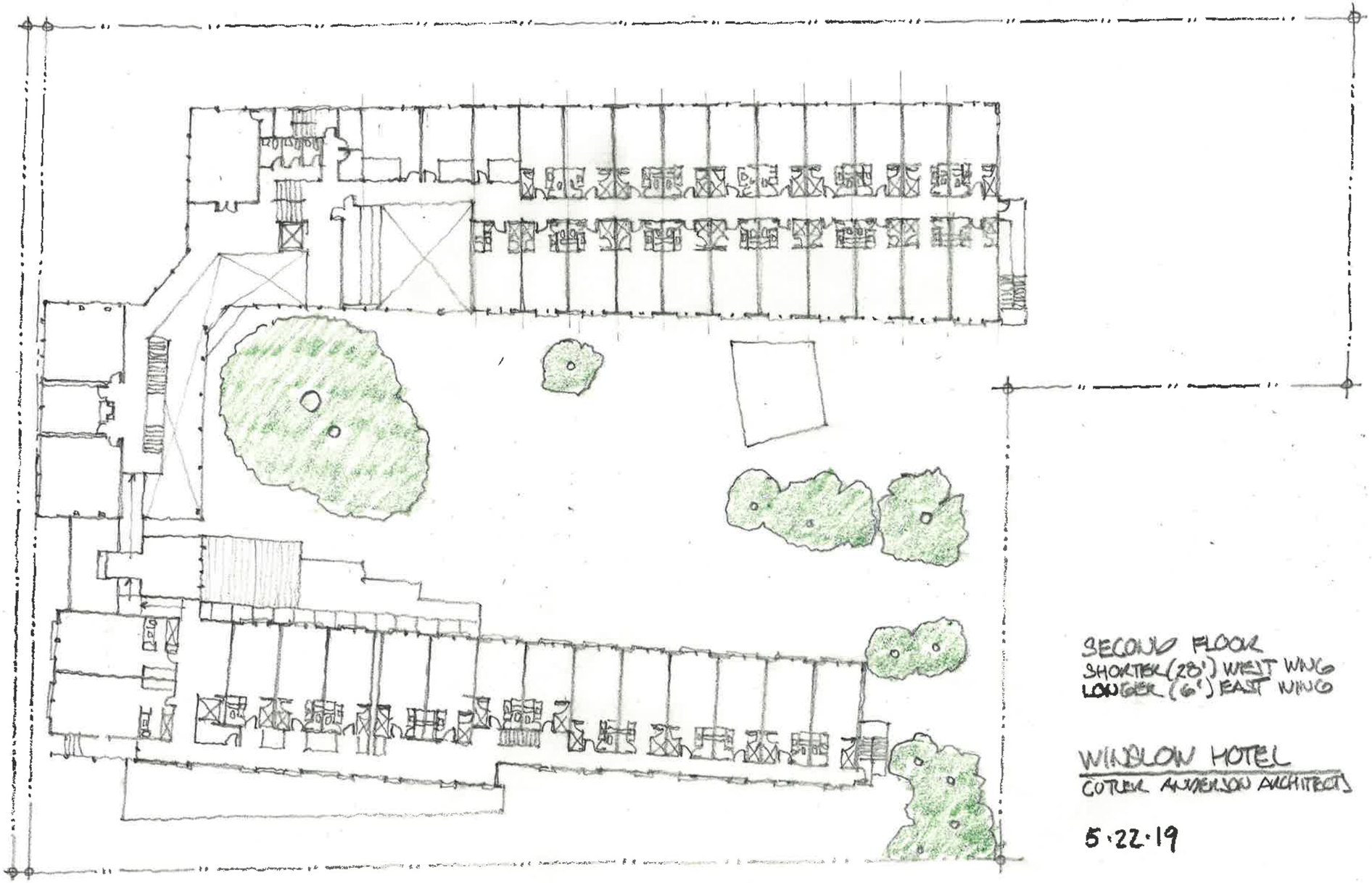
The new surface parking on the west side allows us to potentially reduce the lower level under building parking while still maintaining either the same parking count, or a bit higher count. Additionally the arrangement of parking on the west side gives us the ability to plant additional trees along the fence line, which will be visible over the existing fence on that property line, as well as giving more space on our side of the property line for the roots of the fir trees that are straddling that line as well.



GROUND FLOOR
SHORTER (28') WEST WING
LONGER (6') EAST WING

WINSLOW HOTEL
CUTLER ANDERSON ARCHITECTS

5·22·19



SECOND FLOOR
SHORTER (28') WEST WING
LONGER (6') EAST WING

WINDLOW HOTEL
COTREL ANDERSON ARCHITECTS

5·22·19

2/11

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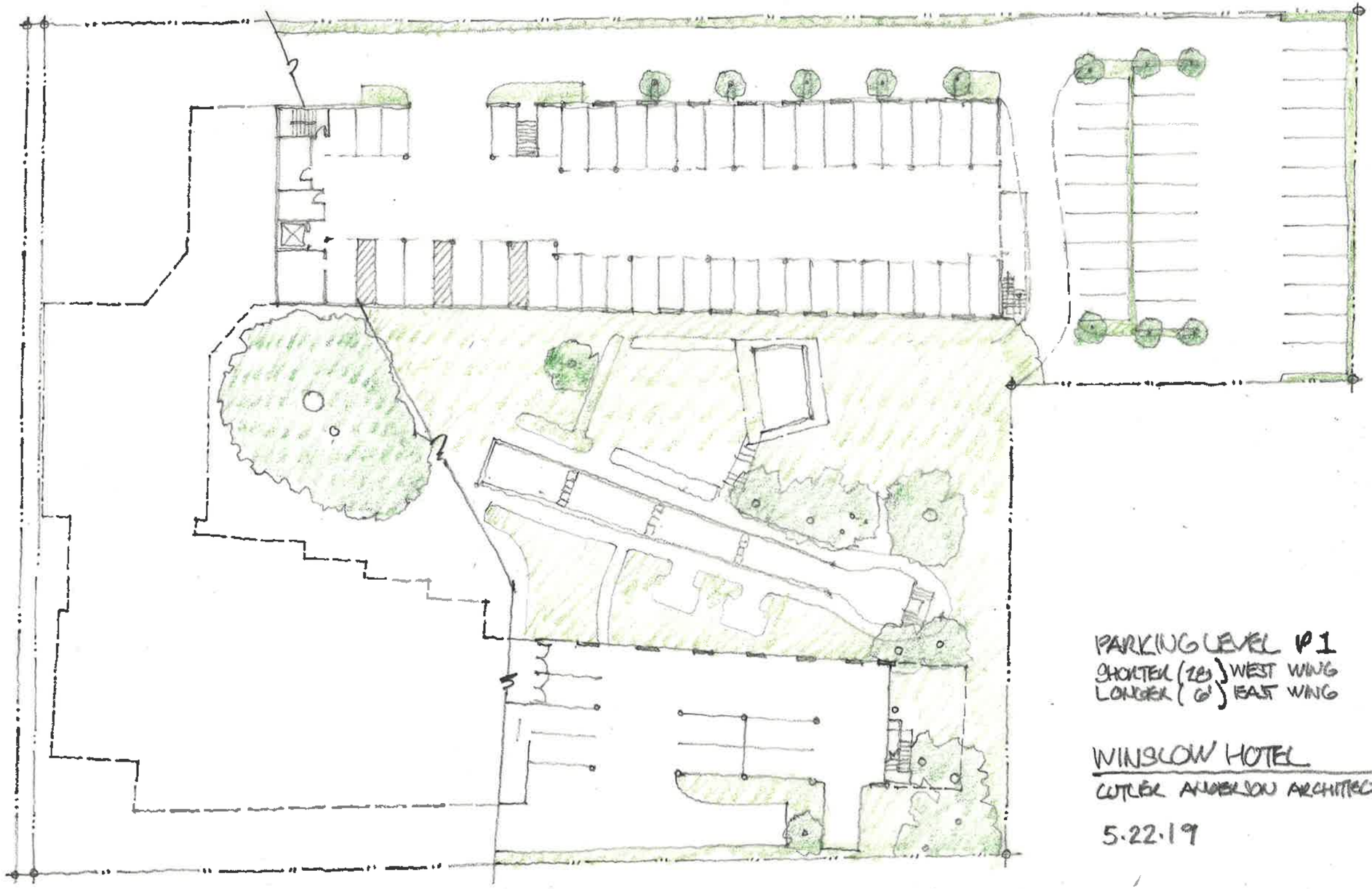


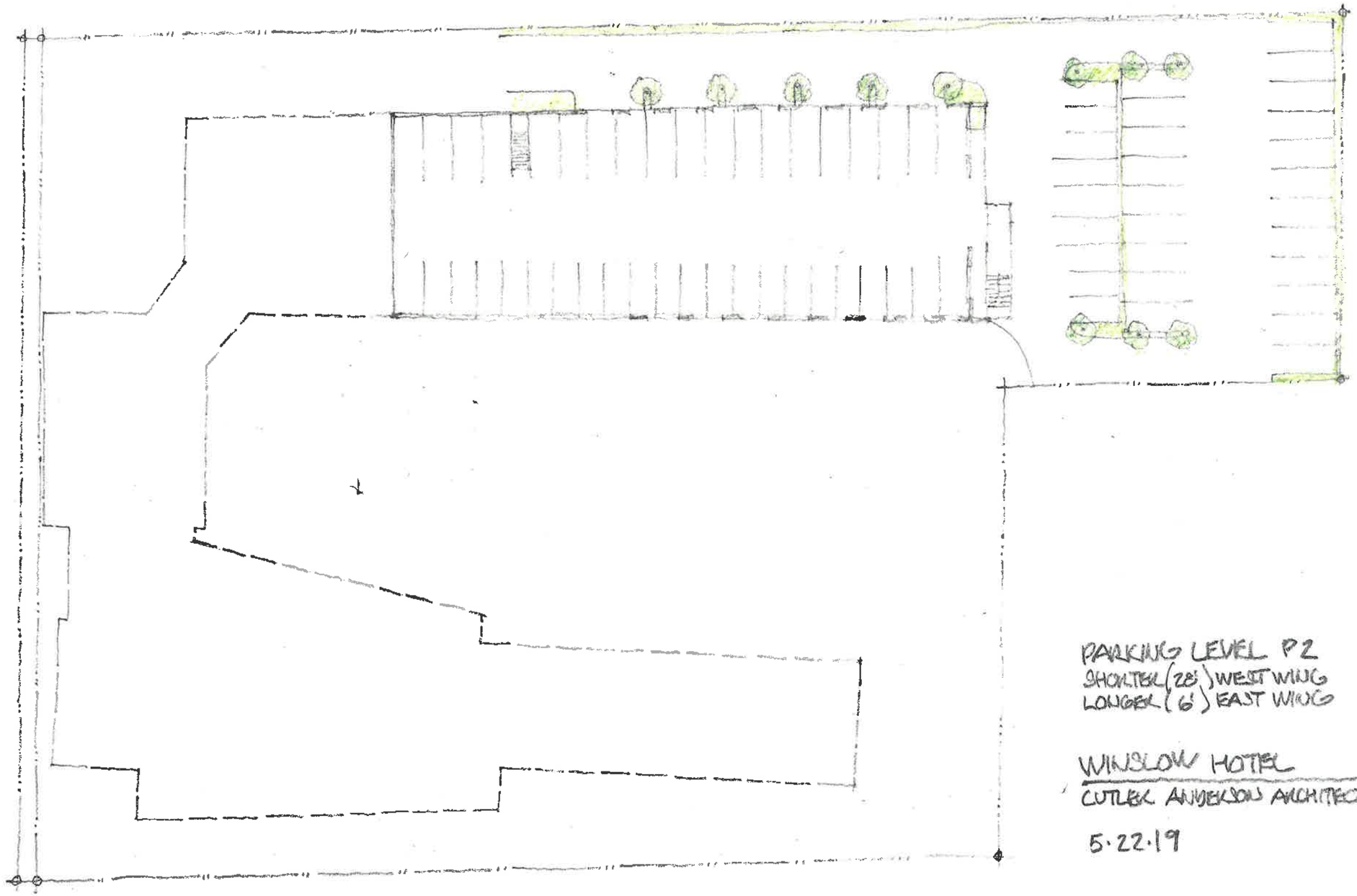
PARKING LEVEL P1

SHORTER (28') } WEST WING
LONGER (6') } EAST WING

WINSLOW HOTEL

CUTLER ANDERSON ARCHITECTS

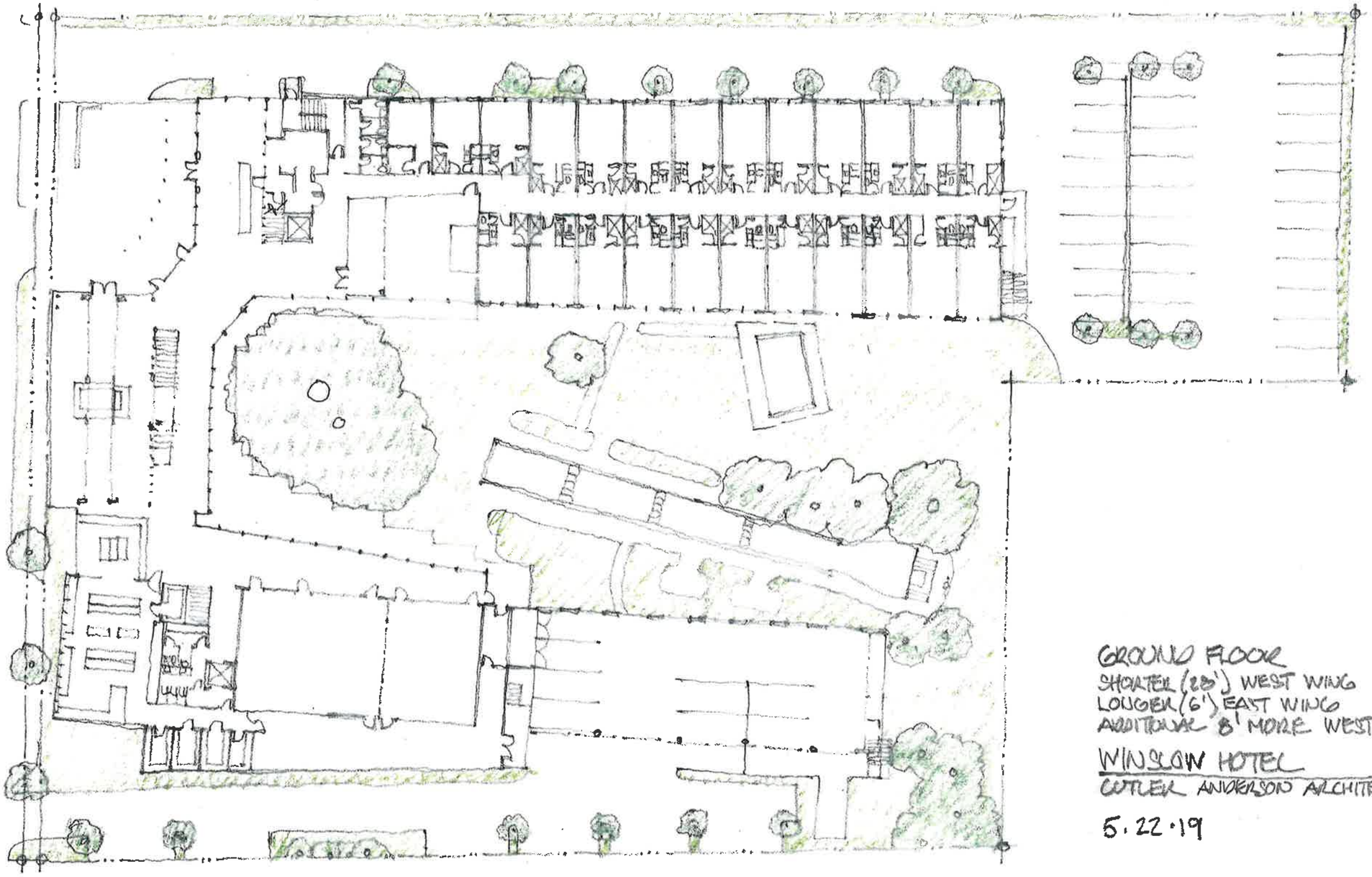
5.22.19



PARKING LEVEL P2
SHORTER (28') WEST WING
LONGER (6') EAST WING

WINSLOW HOTEL
CUTLER ANDERSON ARCHITECTS

5·22·19

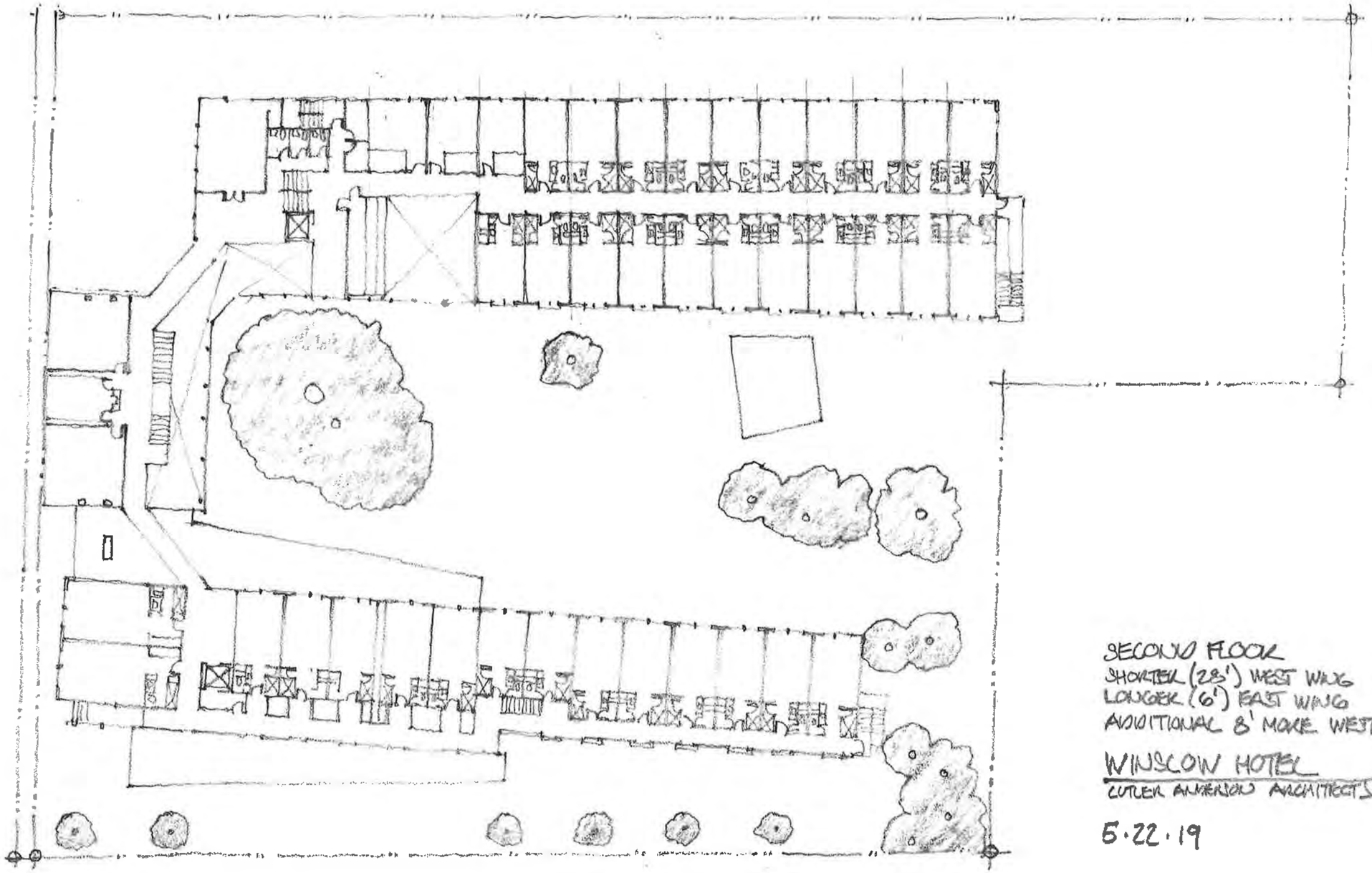


GROUND FLOOR
SHORTER (28') WEST WING
LONGER (6') EAST WING
ADDITIONAL 8' MORE WEST SETBACK

WINSLOW HOTEL
CUTLER ANDERSON ARCHITECTS

5.22.19

Full sketch plan 1

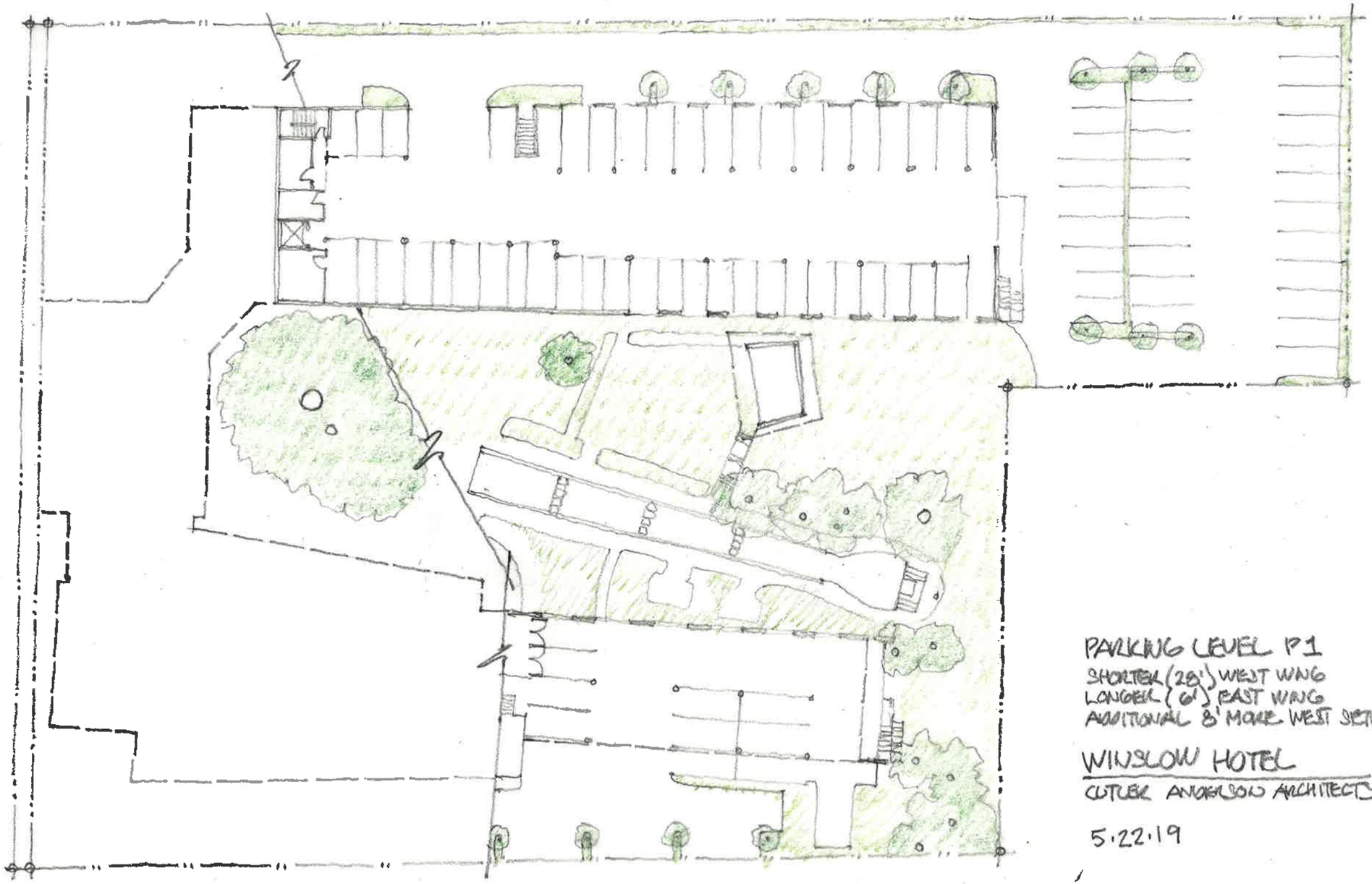


SECOND FLOOR
SHORTER (28') WEST WING
LONGER (6') EAST WING
ADDITIONAL 8' MORE WEST SETBACK

WINSLOW HOTEL
CUTLER ANDERSON ARCHITECTS

5·22·19

full stitched plan 2

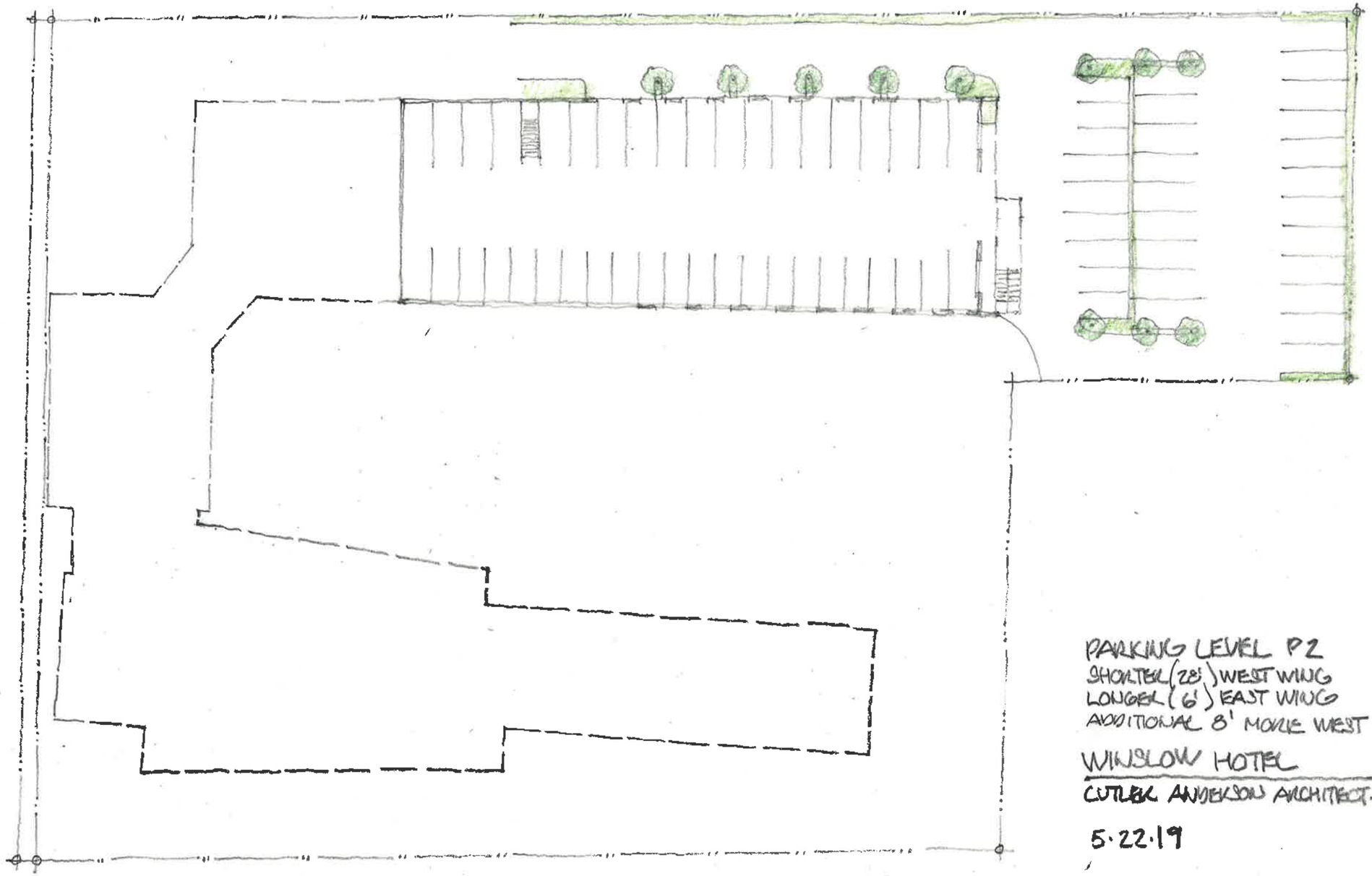


PARKING LEVEL P1
SHORTER (28') WEST WING
LONGER (6') EAST WING
ADDITIONAL 8' MORE WEST SETBACK

WINSLOW HOTEL

CUTLER ANDERSON ARCHITECTS

5.22.19



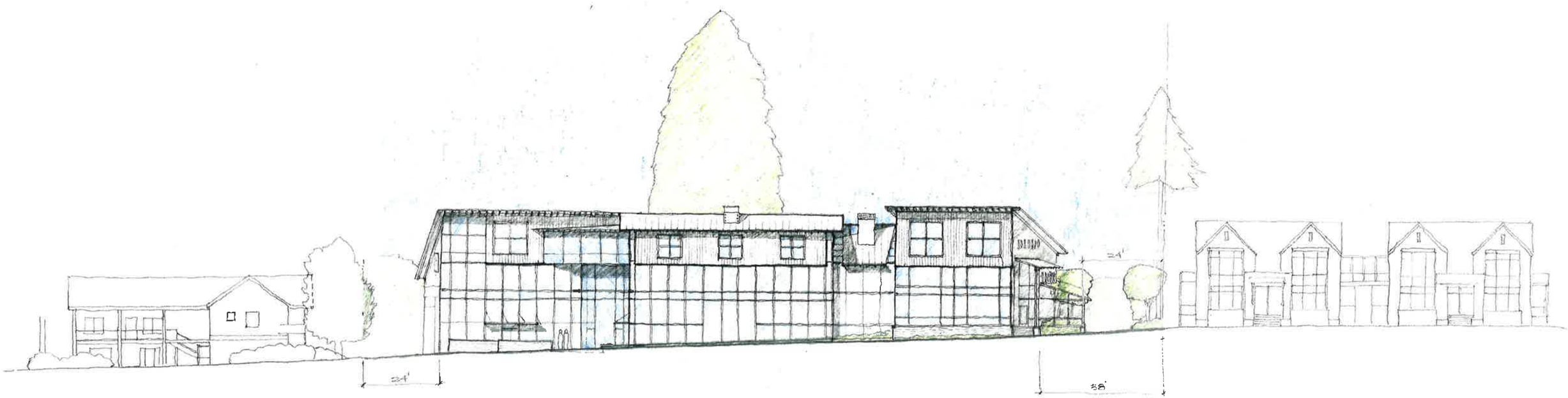
PARKING LEVEL P2
SHORTER (28') WEST WING
LONGER (6') EAST WING
ADDITIONAL 8' MORE WEST SETBACK

WINSLOW HOTEL

CUTLER ANDERSON ARCHITECTS

5·22·19

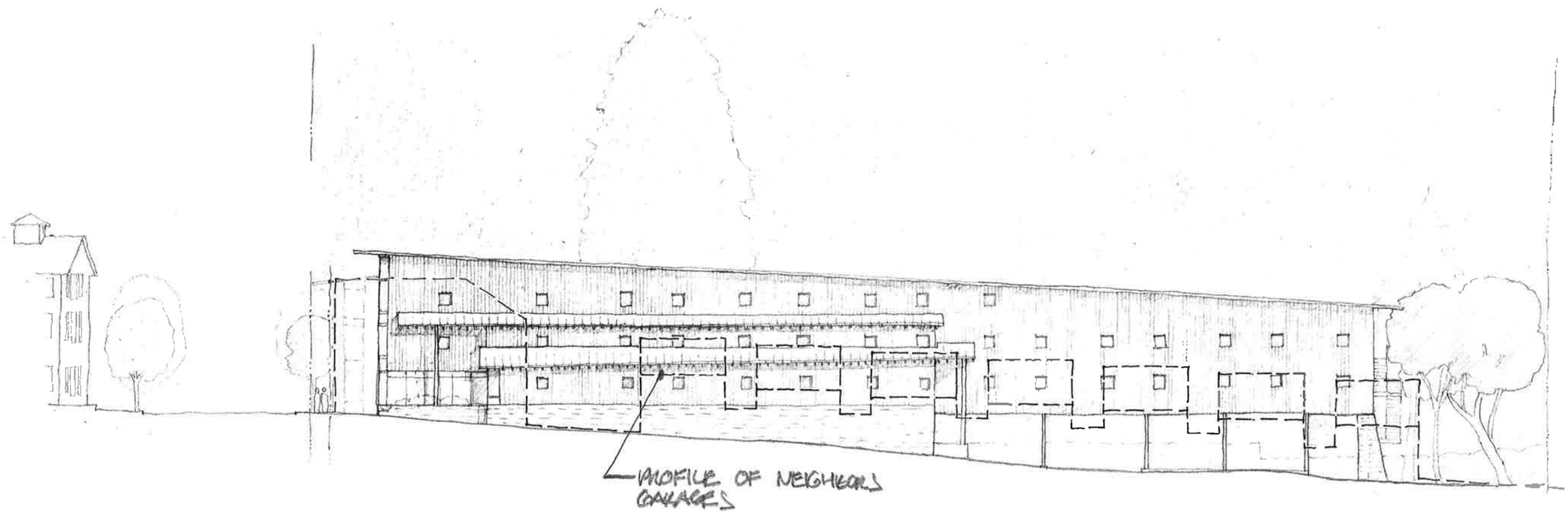
8/11



NORTH ELEVATION
WITH SETBACK WINDOWS

WINDSLOW HOTEL
CUTLER ANDERSON ARCHITECTS

5.22.19

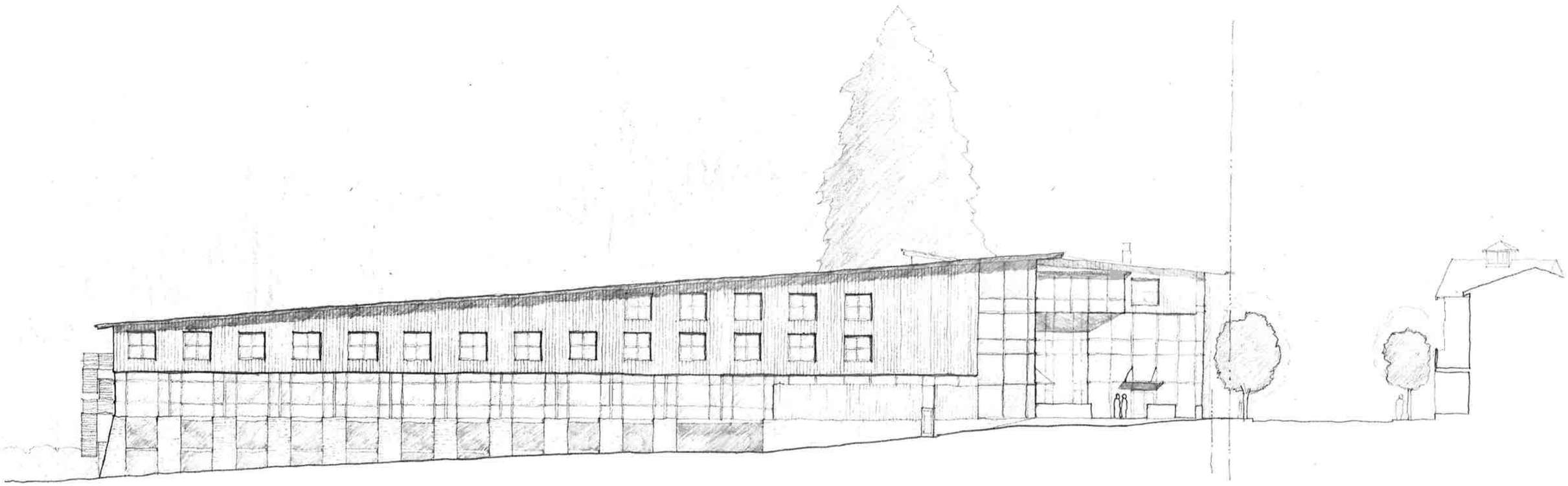


WEST ELEVATION

WINSLOW HOTEL
COTTRELL ANDERSON ARCHITECTS

5.22.19

19/1



EAST ELEVATION

WINSLOW HOTEL

CUTLER ANDERSON ARCHITECTS

5.22.19

11/11

Design Review Board
Findings and Recommendation

Design Review Board Meeting Dates:	**December 17, 2018, January 7, 2019, May 6, 2019 (Briefings), June 3, 2019**
Project Proposal Name and Number:	**Winslow Hotel PLN50880 SPR/CUP**
Project Planner:	**Olivia Sontag**
Decision Maker:	Examiner

Purpose: The purpose of the Design Review Board review and recommendation meeting is to review a proposed project for consistency with applicable design guidelines and to ensure that the project reflects any revisions recommended by the design review board at the design guidance review meeting. The design review board will also consider any requested departures from the design guidelines.

Consideration: A Design Review Board recommendation is not a final decision and therefore there is no appeal of the recommendation.

The Design Review Board will forward its written findings, their determination of the project's consistency with the design guidelines, the design guideline checklist and their recommendation, including any conditions to the staff planner.

Findings of Fact and Reasons for Action:

1. The project, as conditioned, is found be consistent with the applicable design guidelines (Core Overlay District Guidelines, Guidelines for Commercial and Mixed-Use Projects and General Design Guidelines for all overlay districts).

   Mixed Use Town Center and High School Road Districts/General Design Guidelines
   1. Yes
   2. Yes
   3. Yes
   4. Yes
   5. Yes
   6. Yes
   7. Yes
   8. Yes
   9. Yes
   10. Yes: Will provide 2 feet of landscape between each parallel parking space along east side.
   11. Yes
   12. Yes
   13. Yes
   14. Yes

Mixed Use Town Center/Core District Design Guidelines Checklist

1. Yes
2. Yes
3. Yes
4. Yes
5. Yes
6. Yes
7. Yes
8. Yes
9. Yes
10. Yes
11. Yes

Commercial and Mixed-Use Design Guidelines for All Zoning Districts

1. Yes
2. Yes
3. Yes
4. Yes
5. Yes
6. Yes
7. Yes
8. Yes
9. Yes
10. Yes
11. Yes
12. Yes
13. Yes
14. Yes
15. Yes
16. Yes

2. The project is not proposing any departures from the design guidelines.

Recommendation:

The Design Review Board recommends to the staff planner the following conditions:

_____1) Approve the proposal as recommended; or

____**X**__2) Approve the two alternatives from June 3, 2019 with no additional conditions and approve the proposal from May 6, 2019 with the following conditions (attached to a design guideline):

- An additional drawing showing the perpendicular 2-foot planters along the parallel parking on the east side. Applicant agrees in principle to provide two feet of landscaping along an east-west direction adjacent to the parking lot. Applicant further agrees to provide for DRB approval a revised parking layout to increase landscaping.

- A description of the material pallet. Applicant has not made a final decision on building materials and colors. Applicant is leaning towards unfinished cedar with reverse board and batten exterior. Applicant agrees to provide a description of materials palate for DRB review in the next several weeks.
- The plans for the hydraulic design of the roof drainage/gutter system once it was worked out. Applicant states that the roof drainage is critical to the performance of this building (to meet LEED guidelines) and will propose a zoned roof drainage system. If water is removed from roof via internal building system, no further DRB review is required.
- Any substantial changes to building materials and roof articulation would be reviewed by the Design Review Board. If applicant proposes an external drainage system (i.e., downspouts and gutters), the DRB would like to review proposed system for building scale, building articulation and impact on surrounding uses.

_____3) Deny the proposal for the following reasons:

City of Bainbridge Island Design Review Board

_____ _____

Chair Date

CITY OF
BAINBRIDGE ISLAND

MULTI-MODAL TRANSPORTATION ADVISORY COMMITTEE (MTAC)

April 17, 2019
OfficeXpats
403 Madison Ave North, Suite 240
Bainbridge Island, Washington

MINUTES

In Attendance

- Committee Members – Erin Thomasson, Demi Allen, Shannon Glass, Lief Horwitz, Don Willott (late)
- Liaisons – Leslie Schneider
- Staff – Mark Epstein
- Citizens – Kent Scott, Ross Hathaway, _____

Call to Order – 7:06 p.m. *Erin Thomasson, Chair*

Acceptance or Modification of Agenda – *MTAC Members*

- Accepted unanimously

Approval of March 3, and March 13, 2019 MTAC Meeting Minutes – *MTAC Members*

- Approved unanimously

Appointment of Monthly Secretary

Public Comment

- Kent asked for support of speed proclamation (see Appendix A)
- Ross asked that the state pay for shared use pathways along SR305 improvements. Will be submitting written comments

Winslow Hotel Project Planning Update – Shannon Glass

- Committee & Public Comments
  - Keep sidewalk level across driveways
  - Consider additional street trees
  - Is parking on the street required?
  - Move sidewalk back to edge of ROW where the abuts the sidewalk, there should be an eighteen-inch wide minimum shy zone.
  - Sidewalk should be 6' wide minimum ~~(plus shy zone) from~~ building

Hildebrand Project Update: Four motions presented

- MOTION 1: Strongly support high quality pedestrian and bike facilities along the entire Western frontage of the development. *Five in favor, None opposed.*
- MOTION 2: Request that the applicant determine ownership and conditions which now exist for the retention pond on Hildebrand Project property. *Five in favor, None opposed.*
- MOTION 3: Request that staff explore possible mechanisms to provide public access encircling the retention pond in the Hildebrand Project, including access between Ericksen & WSDOT rights-of-way. *Three in favor, One opposed, One abstention.*
- MOTION 4: Request staff & developer consider providing additional easement adjacent with the SR 305 right-of-way to allow flexibility of design where future sections of the Sound to Olympics Trail are planned and extension of linear park is desired. *Three in favor, One opposed, One abstention.*

City Staff Report Out – *Mark Epstein*

- **Olympic Drive**
  - Construction starts on Monday, April 22
  - Extensive public outreach has been conducted

- **Update of IWTP**
  - Working group has been formed with BI Parks. Mark representing COBI Staff, Demi will represent MTAC.

- **Start work on "STO Complete" Plan**
  - Review *STO Sketch Summary Document* https://www.bainbridgewa.gov/DocumentCenter/View/10664/STO-Trail-Corridor-Sketch-Summary-Final-Draft_092518?bidId=
  - Review *Vision for Sound to Olympics Trail* https://www.bainbridgewa.gov/DocumentCenter/View/10369/Vision-for-STO-Trail-FAQ?bidId=

- **Consultant RFQ for *Sustainable Transportation Planning* is out**

Liaison Report Out

- *Leslie Schneider (City Council Liaison)* - surveyed Committee on what they would like out of a liaison. Demi requested that we be kept up-to-date on Council happenings.
- *Don on behalf of Joe Deets (City Council Liaison)* - WSDOT is proposing the creation of a bicycle working group for the SR305 project. Don to circulate document.

Review Updated Work Plan Based on Council Feedback – *MTAC, Liaisons & COBI Staff*

- Council asked for updates to 2019 Work Plan to include
  - Exploring how to of maximize multimodal opportunities at the Suzuki Affordable Housing Project
  - Moving forward enthusiastically on STO efforts.
  - Asked that MTAC be involved with COBI's Climate Change Advisory Committee & Race Equity Task Force.

Adjournment – *Erin Thomasson, Chair*

5/8/19

Erin Thomasson, Chair 05/08/19

Winslow Hotel Conditional Use Decision Criteria - Major conditional use permit

Cutler Anderson Architects 12.27.18

2.16.110 D. 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.S shall not result in denial of a conditional use permit for the project.

The hotel as designed complies with the applicable design guidelines. Specifically its building mass at the street is broken into three major blocks with connecting elements, which, combined with different setbacks to the street breaks up the overall building mass to create a finer scale. The east and west wings are simpler in design and slope downward to the south, following the sloping grade. The western wing has only circulation along it's shared façade to the residential uses on that side of the project, to maintain their privacy and limit light and glare.

b. The conditional use will be served by adequate public facilities including roads, water, fire protection, sewage disposal facilities and storm drainage facilities:

The hotel faces a major commercial street that includes transit service, and all city and private utilities serve the subject property. The hotel is pursuing "living building challenge status" and if achieved, reduced use of water and electricity, as well as sewage treatment, will occur.

c. The conditional use will not be materially detrimental to uses or property in the vicinity of the subject property:

Surrounding properties are zoned "Core" (as is the hotel property) and to the south and southwest R-8, Multi-family. The traffic impact, as measured by peak PM hourly traffic, will be less than the uses the hotel replaces.

d. The conditional use is in accord with the comprehensive plan and other applicable adopted community plans, including the Island-Wide Transportation Plan:

Downtown Winslow is intended to be the commercial and cultural center of the island. The hotel, with its banquet and meeting rooms, event spaces, restaurant, bar and spa, further support those plans.

e. 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.S:

Yes, see project documentation.

f. 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:

Vehicular use by the hotel is designed to be managed and less intense than it would be otherwise, by actively engaging guests in how they arrive by ferry. Impacts on neighbors by noise is being mitigated with agreements from Bainbridge Disposal for example to service the hotel later in the day that would otherwise be typical. Outdoor activities associated with the hotel are located in a central courtyard.

g. Noise levels shall be in compliance with BIMC 16.16.020 and 16.16.040.A:

Project will comply with all applicable noise standards.

h. 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:

Project is proposing pervious pavement and capture and reuse of rainwater as part of our overall strategy to minimize off-site impacts. Presently the stormwater is sheet flows draining without any conveyance system tied into the City's stormwater system.

i. 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; and

iv. The streets and pedestrian ways as proposed are adequate to accommodate anticipated traffic; and

v. If the conditional use will rely on public water or sewer services, there is capacity in the water or sewer system (as applicable) to serve the conditional use, and the applicable service(s) can be made available at the site; and

vi. The conditional use conforms to the "City of Bainbridge Island Engineering Design and Development Standards Manual," 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.

Cutler Anderson Architects 7/23/19 in Blue

LIST OF PROPOSED CONDITIONS FOR THE WINSLOW HOTEL

The following is a list of conditions that we, Winslow residents and neighbors of the Winslow Hotel, would like to see imposed on the hotel by the city in order for it to receive a conditional use permit. We believe these conditions will ensure that the hotel becomes an asset to downtown Winslow, rather than something that favors visitors at the expense of those of us who live here.

PARKING AND TRAFFIC CONGESTION

1. **Provide 179 onsite parking spaces (assuming 75 rooms) to ensure that adequate parking is provided on site and that no off-site parking will be required.**
    - Rationale:
        - 179 is the full requirement cited by the developers' parking study for when the hotel operates at maximum capacity assuming 75 rooms. Currently the developers plan to provide 120 spaces, which is just under the 125 spaces recommended by the parking study for "daily" use of the hotel (that is, for days when large events are not happening). However, the hotel is designed specifically as a destination venue for large events. Therefore, designing parking for less than maximum use is unrealistic. The developers use the maxim that "one doesn't design church parking for Easter Sunday." That makes sense for a church where "Easter Sunday" only occurs once a year. By contrast, the Winslow Hotel is designed to accommodate "Easter Sunday" as often as possible all year round.
            - If the developers will not agree to carry the full parking load on site, then they should scale the hotel to the number of parking spaces available.
        - The developers plan to rent parking spots off-site for their large events and then use hotel valets to move cars to those lots and/or direct guests to those lots where a shuttle will meet them. This plan is unrealistic and unenforceable:
            - There is no guarantee that parking spots they rent today will be available in a few years. Winslow real estate is too valuable to count on for long term rental parking.
            - This same plan had disastrous results when it was used at the Pavilion.

- Most guests will not drive to an off-site parking lot in order to meet a shuttle. They will simply park in the first on-street parking spot they see, filling up our already limited parking in downtown Winslow.
- Guests who attempt to valet park their cars will be discouraged by the long wait time created by the hotel's too-small load/unload zone. Because the load/unload zone accommodates only four cars, and because dozens of cars will arrive at the same time, guests who wish to valet park their cars will grow tired of waiting and will instead seek on-street parking.
- This arrangement may be a violation of city code.

This is an issue for all of downtown Winslow, not just for the immediate neighborhood.

The narrative for this proposed condition miss-quotes the parking study. We initiated the study because in the Core Zone, the City's parking requirements (Table 18.15.020-2) require a "technical studies prepared by a qualified professional relating to the parking need for the proposed use" or "required parking for the proposed use as determined by other comparable jurisdictions". We chose to do the technical study so as to better take into account the proximity to the ferry.

It should be noted that if this hotel had been located on the island outside of Winslow the parking requirement (Table 18.15.020-1) is one parking space per sleeping room.

From the Study commissioned:

- The shared parking model recommends a parking supply of 120 parking spaces to accommodate peak **design day** demand, which is projected to occur at 9:00 PM on a weekend, likely in summer. **Design day projections assume that 3,600 square feet of the event space (main ballroom and pre-function) is used by a large party.**
- Hotel guests (47 spaces) and event guests (57 spaces) make up the main components of needed parking supply at peak, with the remainder made up of hotel employees and external patrons of the hotel restaurant/lounge.
- The shared parking model recommends a parking supply of 179 parking spaces to accommodate peak parking demand assuming all 7,359 square feet of event space is in use concurrently, as well as full occupancy of the hotel rooms. Walker recommends parking be planned for **design day** conditions, with a contingency plan for the max event scenario; parking spaces that will sit empty for well over 300 days a year is not advised.

<u>Parking Study at 70 rooms</u>

Parking spaces required are 120 for 70 rooms = 47 spaces for rooms, 57 spaces for events and the balance for employees and external patrons. **0.6714 spaces/room**

Parking Study applied to 75 rooms

Parking spaces required are 124 for 75 rooms = 51 spaces for rooms, 57 spaces for events and the balance for employees and external patrons. **0.6714 spaces/room**

Parking Study applied to 87 rooms

Parking spaced required are 132 for 87 rooms = 59 spaces for rooms, 57 spaces for events and the balance for employees and external patrons. **0.6714 spaces/room**

WE ARE PROPOSING 136-138 ON SITE SPACES.

The event spaces total 5,880sf, having been adjusted downward from 7,359sf used in the Parking Study, for a decrease of 1,479sf or 50 people at 30sf/person. This reduction will reduce the peak parking demand predicted for this use, but does not change the design day demand.

2. **Modify the design to place vehicle load/unload at the back of the property, or in the garage, to minimize backup on Winslow Way.**
    - Rationale: According to the developers' traffic study, the passenger load area in front of the hotel holds four cars, which is supposed to be adequate to prevent congestion and obviate the need for a left-turn lane on Winslow Way. Perhaps this would be true for a non-ferry-dependent, non-event-dependent hotel where car arrivals are spaced out. Here, however, large numbers of cars will arrive and leave at the same time. If even ten cars get off the ferry at the same time, they will stack up and block the westbound lane of Winslow Way waiting for the cars ahead to unload. This will cause backups whenever a group of wedding or conference goers have a common day and time to arrive. Moving the vehicle load/unload area farther south on the property will mitigate this problem by using the developers' property, not city right-of-way, as the holding area.

The traffic study found that no left turn warrant is triggered by the predicted hotel traffic. The Study also recognizes the "pulse" of ferry traffic. The drop off as designed allows for queuing of a minimum of four cars, and immediately adjacent is the driveway to the under building parking that can handle additional queued cars if necessary.

Without re-entering Winslow Way any excess arrivals can be staged on the drive leading down to the underbuilding parking.

3. **Require the hotel to offer and prominently advertise a shuttle service for guests to and from the ferry and to points of interest around the island.** Require that this service be fully integrated into hotel operation (not a disposable frill) and that all hotel and event guests be urged to use this service from their first contact with the hotel.

- Rationale: this will help to reduce traffic on Winslow Way and reduce the need for parking.

The Hotel has proposed to provide shuttle service to greet all incoming guests arriving by ferry.

Further, the traffic study found that hotel induced traffic did not change any Level of Service (LOS) at intersections the City required be studied.

NOISE

The City adopted WAC 173-60-020, 173-60-040, 173-60-050 except for 173-60-050(3)(a), and 173-60-090. There is nothing extraordinary at this location that isn't recognized by these regulations.

173-60-030 << 173-60-040 >> **173-60-050**

No agency filings affecting this section since 2003

WAC 173-60-040

Maximum permissible environmental noise levels.

(1) No person shall cause or permit noise to intrude into the property of another person which noise exceeds the maximum permissible noise levels set forth below in this section.

(2)(a) The noise limitations established are as set forth in the following table after any applicable adjustments provided for herein are applied.

EDNA OF NOISE SOURCE	EDNA OF RECEIVING PROPERTY		
	Class A	Class B	Class C
CLASS A	55 dBA	57 dBA	60 dBA
CLASS B	57	60	65
CLASS C	60	65	70

(b) Between the hours of 10:00 p.m. and 7:00 a.m. the noise limitations of the foregoing table shall be reduced by 10 dBA for receiving property within Class A EDNAs.

(c) At any hour of the day or night the applicable noise limitations in (a) and (b) above may be exceeded for any receiving property by no more than:
(i) 5 dBA for a total of 15 minutes in any one-hour period; or
(ii) 10 dBA for a total of 5 minutes in any one-hour period; or
(iii) 15 dBA for a total of 1.5 minutes in any one-hour period.

[Order 74-32, § 173-60-040, filed 4/22/75, effective 9/1/75.]

Hotel's EDNA is Class B, Residential is Class A. Standards are defined by the State to define appropriate noise limitations. In this circumstance 57 dBA during the day, and 47 dBA evenings from 10:00PM to 7:00AM. The standards recognize adjacent uses, their proximity, and appropriate time restrictions to reduce the legal sound from the source use by half at night.

There is no demonstrative reason to alter these standards that are applied statewide.

1. Overall noise

   a. **Prohibit all outdoor operations between 8:00 pm and 8:00 am, including loading dock activities and outdoor events.**

Noise regulations apply to all operations, inside and out and there is no basis to restrict further.

   b. **Require the project to provide sound lock vestibules at entrances to the bar, restaurant, banquet hall, and music hall, and to keep exterior doors closed at all times.**

Noise regulations apply to all operations, inside and out and there is no basis to restrict further.

c. **Restrict decibel levels from all sources, including intermittent sources, to either 47 dBA (hourly Leq) or existing night time noise conditions + 5 dBA, whichever is lower, between 8:00 pm and 8:00 am at property perimeter.**

   i. Rationale: the hotel is surrounded on all four sides by residences, including multi-unit condominiums, single homes, and senior living facilities. Most of these people go to bed early because they are commuting to Seattle, have young children, or are elderly. Noise from the hotel past 8:00 pm will impair people's sleep and make it impossible for people to keep windows open for ventilation.

   According to WHO "Guidelines on Community Noise" (Berglund, 1999), *"If negative effects on sleep are to be avoided. . . noise events exceeding 45 dBA should be limited if possible."*

   We request that Class B (commercial) to Class A (residential) noise limits be applied, requiring a reduction to 47 dBA at night at the perimeter. Because of the nature of the residents (elderly, children, commuters) we request that the nighttime limitations go from 8:00 pm to 8:00 am rather than 10:00 pm to 7:00 am.

Noise regulations apply to all operations, inside and out and there is no basis to restrict further.

d. **Mitigate noise impacts on surrounding residences** with an attractive, 8', sound-absorbing wall along the west and south sides of the property. On the west side, place wall to the east of the existing trees which straddle the property boundary. Plant trees along the exterior of the wall for esthetic purposes.

We are researching the effectiveness of an 8' wall.

e. **Require the hotel to conduct a noise study of existing noise conditions for city staff review as part of the CUP process.**

The hotel is required to conform to noise regulations regardless of current conditions. A study would provide no actionable information.

Require the hotel to conduct quarterly noise monitoring to track compliance with sound level limits throughout the duration of the CUP, with reports sent to the city within one month of the measurement date, and from there made available to the public.

   i. Noise analysis and monitoring shall be conducted be a consulting firm that is an active member of the National Council of Acoustical Consultants.

   ii. Rationale 1: sound perception is subjective. Neighbors may think sound is louder than it is. Hotel operators may think it's lower than it is. Noise meters will allow all parties to accurately monitor noise levels at the perimeter.

   iii. Rationale 2: while current owners are concerned about noise levels for the sake of their guests, the hotel is likely to change hands in the future.

We want to make sure that noise limits are respected for the life of the building.

There is no reason to alter the enforcement of sound standards, the City adopted WAC 173-60-090, and additionally BIMC 16.16.060 also spells out enforcement consistent with State Law. The operations of the hotel, regardless of ownership, must conform to the law.

WAC 173-60-090

Enforcement policy.

Noise measurement for the purposes of enforcing the provisions of WAC 173-060-040 shall be measured in dBA with a sound level meter with the point of measurement being at any point within the receiving property. Such enforcement shall be undertaken only upon receipt of a complaint made by a person who resides, owns property, or is employed in the area affected by the noise complained of, EXCEPT for parks, recreational areas, and wildlife sanctuaries. For enforcement purposes pursuant to RCW 70.107.050, each day, defined as the 24-hour period beginning at 12:01 a.m., in which violation of the noise control regulations (chapter 173-60 WAC) occurs, shall constitute a separate violation.

[Order DE 76-5, § 173-60-090, filed 2/5/76; Order 74-32, § 173-60-090, filed 4/22/75, effective 9/1/75.]

BIMC 16.16.060 Enforcement and authority – Civil infractions.
The police department and the code enforcement officer shall be responsible for the enforcement of this chapter and are authorized to issue, serve and file notice of infraction in the manner set forth in Chapter 1.26 BIMC for violations of the provisions of this chapter. (Ord. 2002-10 § 1, 2002: Ord. 2001-04 § 1, 2001)

2. Outdoor event noise
    a. **Prohibit amplified sound of any kind outside at all times.**

Noise regulations apply to all operations, inside and out and there is no basis to restrict further.

3. Service road and loading dock noise
    a. **Move the service drive and loading dock to the east side of the property where they will not abut residences.**
        - Rationale: the hotel's service drive is within 10' of Corner House condos. Garbage and delivery trucks, including tractor-trailers, will drive that road multiple times a day. The roar and whine of their engines and the piercing "beep beep beep" of their backing up will penetrate the windows of the condo units. Moving the service drive and loading dock to the east side of the property would put the noise on the side that does not have residential neighbors.

Site topography, and the relationship of the hotel to downtown Winslow, precludes "flipping" the service access to the east side of the project site. All three sides of the hotel include residential uses. Instead we have mitigated "service" sound by limiting the time of day that garbage and recycling are picked up, and enclosed the dumpsters/recycling bins. The hotel can install a wall on portions of the westerly property line if desired.

b. **Enclose the lower end of the service drive/loading dock area** with a roof and walls covered with sound absorbing materials so that garbage pickup, compacting, and deliveries take place in an indoor, sound insulated space.

   i. Rationale: Although the developers have moved the garbage collection area indoors, garbage/recycling pickup and daily deliveries will still occur outside this enclosure. The noise from these pickups and deliveries will impact not only nearby residences but also the hotel rooms immediately above. Enclosing the pickup/delivery area will soundproof the area for neighbors and guests. (Adding a green roof on top would provide an amenity for hotel guests who could see it and perhaps access it from the upstairs hallway.)

The garbage and recycling bins are in an enclosed space. A wall at the property line will shield any remaining truck noise. Hotel guests will use the central garden court, unlikely they would want to overlook the neighbor's driveway and garage doors.

c. **Require that garbage/recycling pickup occur only between 10:00 am and 6:00 pm.**

We have an agreement with Bainbridge Disposal, submitted as part of the public record, in this regard in writing.

d. **Require "No idling" signs and enforcement for service vehicles.**

e. **Require sound absorbing surfaces on all walls and doors around loading dock.**

We will investigate sound absorptive materials on a surface surrounding the loading dock.

Provide a sound barrier around any external HVAC units.

Any external HVAC units will conform to applicable regulations and laws.

LIGHT POLLUTION/GLARE

1. **Ensure that all outside lighting meets dark sky IDA standard or equivalent,** including exterior service road lighting, to minimize light pollution and glare to neighboring properties.
   - Rationale: the developers are planning on using low-glare outside lights, which we appreciate. However, we would like this written into the conditional use permit to ensure that future owners and operators are required to do so as well.

The hotel will conform to, or exceed, City requirements for shielded lighting.

HOTEL SIZE

1. **Reduce the size of the hotel to 50 rooms and a building that is in scale with the surrounding neighborhood.**

a. Rationale: the hotel as designed is out of scale with the neighborhood. At three stories it will tower over surrounding buildings, blocking sunlight from neighboring properties. Its massive footprint and façade will dwarf not only the surrounding buildings but most buildings on Winslow Way. The charm of Bainbridge—what makes it a pleasant place to live and a destination for visitors—is its small-town look and feel. This project diminishes rather than enhances those qualities. Reducing its size will make it an amenity we can be proud of rather than a destination for wealthy visitors that reduces quality of life for those of us who live here.

Nearby buildings on Winslow Way are three and four stories, including the residential building to the immediate west on Winslow Way (two stories of residential over parking garage).

Across the street is a three story commercial building with the florist on ground floor and offices above, as well as additional three story residential buildings, some over parking within the same development. Winslow Green is two stories of residential over commercial.

To the east on Wood is a three story residential building, with a four-story building directly south. On the south side of the hotel is a three-story apartment building.

To the southwest on Wood Avenue is a four story residential building.

There are no less than eleven (11) buildings three or four stories tall within one block of the proposed hotel.

The Hotel is three stories on Winslow Way, and on courtyard east and west wings three stories as well.

Core zoning allows for 1. Unlimited lot coverage, 2. No building setbacks, 3. Up to a floor area ratio (FAR) of 1.0 for commercial, and mixed use a FAR up to 1.5. 4. Building height of 45' when there is underbuilding parking.

1. Hotel's lot coverage is about 31,000sf, or **39% of total allowable**.

2. It has side yard setbacks of 24'-3" to the east and 17'-6" to the west. Rear yard setbacks from the east wing of 90'-0" and the west wing of 5'-0".

3. The hotel square footage is 73,500sf, or about **92% of the single use allowable FAR**, or **61% of the allowable mixed use FAR**.

4. The hotel conforms to the 45' height limit.

CITY OF BAINBRIDGE ISLAND

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

MEMORANDUM

Date: June 11, 2019

To: Planning Commission

From: Olivia Sontag, Planner

Subject: Winslow Master Plan Analysis for the Winslow Hotel (PLN50880 SPR CUP)

In addition to review of the Winslow Hotel (PLN50880 SPR CUP) staff report and attachments provided on June 7, please review the analysis for applicable Winslow Master Plan (WMP) goals and policies. The WMP was last updated in 2006. Since then, the WMP goals and policies have largely been established in the Bainbridge Island Municipal Code (BIMC), the Comprehensive Plan, the Island Wide Transportation Plan (IWTP), and the City's Design and Construction Standards. Applicable WMP goals and policies have been identified below and a summary of staff analysis is included.

<u>Chapter 2 – Land Use</u>

Goal WMP 2-1 Strengthen Winslow—the Island's commercial, cultural and commuter hub—as a sustainable, affordable, diverse, livable and economically vital community, by:

- Encouraging downtown living;
- Providing an enhanced pedestrian experience, with linked access to retail shopping, the ferry, major public facilities, open space and residential areas, and promoting and retaining visual access to Eagle Harbor;
- Promoting the efficient use of land;
- Encouraging the retention and expansion of retail that serves the needs of community members and visitors;
- Providing opportunities for business expansion and private reinvestment;
- Promoting development that is sustainable and supports community values; and
- Developing strategies that result in the creation of less expensive housing and retail space, thereby increasing diversity while minimizing dependence on the automobile.

Goal WMP 2-2: Ensure the Compatibility of New Development in the Mixed-Use Town Center and High School Road Districts.

Policy WMP 2-2.5: Establish transition standards for other boundaries abutting less intense districts.

Goal WMP 2-3: Maintain and Enhance Community Character in the Mixed-Use Town Center and High School Road Districts

Policy WMP 2-3.1: Promote architecture that encourages green building, natural light, ventilation and rooftop gardens.

Policy WMP 2-3.2: Through the use of design guidelines, development standards and incentives, promote the development of courtyards that create a pattern of linked public and private gardens and gathering places, providing opportunities for pedestrian movement.

Policy WMP 2-3.3: Through the use of design guidelines, development standards and incentives encourage stepped-back buildings that result in a softer street edge, the retention and enhancement of visual connections to Eagle Harbor and the creation and preservation of sun-filled public gathering spaces.

Policy WMP 2-3.6: Enhance the livability of the downtown with trees and small gardens on the streets, along paths and in courtyards.

Policy WMP 2-3.7: Collaborate with the Arts and Humanities Council and downtown organizations to solicit sponsors for public art in the downtown.

Goal WMP 2-4: Sustain and Enhance the Economic Vitality of the Mixed-Use Town Center and High School Road Districts.

Policy WMP 2-4.1: Establish policies, programs and development standards that facilitate business expansion and private reinvestment.

Goal WMP 2-5: Determine density and intensity of development in the Mixed-Use Town Center and High School Road Districts through the Floor Area Ratio (FAR) method.

Policy WMP 2-5.2: Establish maximum FAR levels of development beyond the base for each of the districts through the use of bonus FAR provisions. The bonus FAR provisions are a means of advancing specific Comprehensive Plan policies and community values. Bonus FAR may be achieved by:

- Preserving open space, agricultural land and critical areas, through participation in a Transfer of Development Rights (TDR) program or contribution to a land preservation effort;
- Providing public open space that is visibly accessible to the public, with adequate access from a public corridor.
- Contributing toward or providing public amenities (above and beyond what is required to mitigate the impacts of the project itself) that serve the community and enhance the livability and vitality of Winslow. Public amenities may include, but are not limited to, pedestrian connections; on-site places for public gathering; streetscape improvements; public art; and other public benefits as determined by the City;
- Preserving exceptional and/or legacy trees or trees within designated greenways.
- Preserving historic structures;
- Providing affordable housing;
- Utilizing green building and low impact development techniques;
- Creation of permanent open space on parcels that contain critical areas, by transferring development potential from the critical areas to another parcel within the Mixed-Use Town Center or High School Road Districts; and
- Relocating existing surface commuter parking to underbuilding (Ferry Terminal District only).

Policy WMP 2-6.1: Establish FARs and development standards that support mixed-use development at a level that encourages downtown living with a variety of housing sizes and types, provides commercial and retail services that meet the needs of the community, and enhances the vitality of the downtown.

Policy WMP 2-6.4: Design Winslow Way as the community's "living room"-- the stage for community gatherings and a gallery to showcase art and gardens. The central section of Winslow Way should function as a civic plaza, with artistic gathering spaces and unique design features.

Chapter 3 – Housing

Policy WMP 3-1.4: The existing mobile home park situated to the north of the BPA provides an existing source of affordable housing. Because the site is zoned for higher intensity residential/commercial use, it is possible that the housing could be lost. Several mechanisms should be established to encourage the preservation of affordable housing on the site: (1) the unused development potential from the parcels on which the mobile home park is located may be transferred to another parcel within the MUTC and (2) allow the permanent preservation of the mobile homes to be used as an affordable housing bonus on another parcel within the MUTC.

Chapter 4 – Open Space and Trails

Goal WMP 4-1 Incorporate open space and green spaces throughout Winslow by:

- enhancing existing parks and developing new parks;
- providing street trees, small gardens and other landscaping that provides visual relief and enhances the character;
- providing a series of green spaces, plazas and corridors that connect the community, define character and protect resources; and
- celebrating and connecting the town to the Harbor and the Ravine.

Policy WMP 4-1.1: Development standards, design guidelines, and incentives should be provided to encourage retention or development of open space, public gathering spaces and parks.

Goal 4-3: Encourage maintenance and use of existing trails and development of additional trail connections to complement sidewalk and roadway connections.

Goal 4-4: Improve streets so that they are a part of the open space network, with sidewalks or paths as appropriate.

Policy WMP 4-4.1: A variety of green and gathering spaces should anchor the main streets in Winslow. The community should form partnerships to develop well-designed parks, streets, pathways and public facilities, to preserve the character of the downtown.

Policy WMP 4-4.2: Provide open space amenities along Winslow Way and other streets, including trees, small gardens, seating, art, to create a streetscape that serves as a stage for community gatherings and a gallery to showcase art and gardens.

Policy WMP 4-4.3: Incorporate courtyards into development to create a pattern of lined spaces or public and private gardens and gathering spaces that are inviting to the public.

Policy WMP 4-4.4: Gathering spaces should be incorporated by allowing buildings to be set back from the street, particularly at intersections, to provide gathering spaces.

Chapter 6 – Transportation

Goal WMP 6-1: Provide an efficient transportation and circulations system that supports Winslow as the commercial, cultural and community center and provides transportation choices that facilitate mobility and accessibility, or "access for all" by:

- Creating a pedestrian environment

    - Providing pedestrian facilities and amenities;
    - Creating a streetscape that provides pedestrian amenities;
    - Providing pedestrian connections to Eagle Harbor, the Ravine and Ferry Terminal and between neighborhoods;
    - Preserving, expanding and promoting the existing network of social/informal trails;
    - Recognizing and developing Winslow Way as the centerpiece of downtown Winslow; and
    - Managing public parking and encouraging a "park-once district" that provides accessible parking for downtown users.
- Creating a carefully designed grid of multi-modal street connections for improved access and circulation by
    - Improving street connectivity;
    - Managing traffic & traffic calming;
    - Promoting alternative modes of transportation;
- Improving transit services and facilities.

Goal WMP 6-2: Create A Pedestrian Environment for Winslow.

Goal WMP 6-3 Integrate bicycle facilities and amenities into a multi-modal transportation and circulation system for Winslow. Incorporate bicycle circulation into the roadway network to serve both commuters and recreation needs. New trails will be developed in accordance with the Winslow Master Plan and Non-Motorized Transportation Plan.

Goal WMP 6-4: Street design standards are intended to reinforce the character of the streets and emphasize their pedestrian orientation, and improve bicycle access in and around Winslow. (See the Non-Motorized Transportation Plan and the Island-Wide Transportation Study for Specific Street Plans.)

Goal WMP 6-5: Maintain Winslow Way as the centerpiece of Winslow and develop a multimodal street design program and create a pedestrian environment that supports vibrant retail. The streetscape design for Winslow Way should:

- Retain the small town character and a "sense of place" of Winslow
- Invite us to gather in our "community living room"
- Serve as a "gallery" for public art and a "stage" for community events
- Be eclectic and accommodating of change
- Be distinctive with details reflecting social and environmental values
- Showcase our community heritage and values including art, gardens, history and ecology
- Enhance connection to the harbor

Goal WMP 6-7: Encourage efficient multi-modal transportation by providing an integrated transportation system for Winslow that offers residents, employees and visitors multiple means of efficient travel, including pedestrian, bicycle, transit, and automobile modes of travel, and facilitates "access for all."

Goal WMP 6-8: Improve street connectivity by building a finer grid of connected, multi-modal streets, alleys, bikeways and pathways in partnership with developers and other agencies. The Winslow connectivity grid should connect to the larger Island-wide transportation system.

Goal WMP 6-10: Reduce conflict with automobiles and other modes of transportation by utilizing design and management measures which modify motor vehicle travel speeds.

Policy WMP 6-11.4: Add on-street parking wherever feasible, either by creating on-street spaces where there were none previously, by converting parallel spaces to diagonal or by including on-street parking spaces in the design of new streets. Specifically, investigate the following locations for potential addition of on-street parking:

- Madison Avenue between Parfitt Way and Wyatt Way (new spaces);
- Bjune Drive (conversion of parallel to diagonal);
- Winslow Way west of Madison Avenue (new spaces).
- Winslow Way just west of SR-305;
- Ericksen north of Winslow Way.

Policy WMP 6-11.5: In addition to on-street parking, adequate shared parking should be located underground and in mixed-use buildings or satellite lots.

Policy WMP 6-11.9: Implement a cumulative "no net loss" standard for downtown parking, especially on-street parking.

Policy WMP 6-11.11: Increase bicycle and non-SOV (single-occupancy vehicle) parking.

Development-Related Parking Goal WMP 6-12:Provide flexibility in how parking requirements are met.

Policy WMP 6-12.1: Parking standards should be reviewed periodically to ensure that new development either provides sufficient parking to accommodate the proposed uses on-site or provides funds for off-site parking.

Policy WMP 6-12.2: Where appropriate, allow parking requirements for new development to be met by creating new on-street parking spaces in conjunction with the development. This may include new on-street parking spaces as a result of the construction of new roads.

<u>Chapter 8 - Utilities</u>

Goal 8-1: Improve water quality, wisely use water resource, and control infrastructure costs through conservation efforts, restoration projects, management practices and more environmentally responsible building techniques and development standards.

Policy WMP 8-1.2: Provide development standards, design guidelines and incentives to encourage low-impact and green building techniques.

Policy WMP 8-1.3: Provide development standards, design guidelines and incentives for preservation of water quality.

Policy WMP 8-1.4: Provide development standards, design guidelines and incentives to encourage retention of open space, trees, water quality and higher standards of green building.

Policy WMP 8-1.5: Require sustainable green building standards (e.g. LEED silver rating) on all development that exceeds current permitted density to minimize demands on utilities and environmental impacts.

Staff Analysis: The proposal provides an enhanced pedestrian experience with 6-foot wide sidewalks, 3-foot wide planter strips, street trees, and a bike lane. This provides better connectivity to retail shopping, the ferry, public facilities, open space, and residential areas. A hotel expands the customer base for local businesses, serving the needs of the community and visitors. The proposed development proposes sustainable practices such as rainwater recycling, pervious parking and drive surfaces, and solar panels. Transition standards have not been established when abutting less intense zoning districts

and perimeter buffers do not apply for this zone. Stepped-back buildings are encouraged in the design guidelines, but allows for alternatives if the effect is that the upper floors recede from view and the impacts of massing on light and air are addressed. The applicant has proposed a façade with highly glazed glass and the Design Review Board recommendation finds that it meets the intent of a soft street edge rather than creating a corridor affect. The dimensional standards in BIMC Title 18 require that front yard setback for the development be no greater than 5-feet and the building is located to provide street presence. The courtyard and event space within the hotel serve as a gathering space for community events.

Since 2006, Floor Area Ratios (FAR) have been implemented in the Mixed Use Town Center (MUTC) and High School Road districts. The Central Core district within the MUTC was designated the most density and is eligible for bonus FAR. The applicant is proposing to earn the bonus through purchase of development potential from the mobile home park and contributing towards or providing public amenities.

The proposal does not enhance or develop existing parks but it does provide street trees, a 3-foot wider planter strip between the sidewalk and road, and a courtyard with a reflecting pond. The courtyard provides connectivity to the sidewalk and is in close proximity to the Winslow Green. The applicant has proposed art in the courtyard and would like to display a piece from a Salish tribe. The proposal retains over 100 tree units and proposes to plant an additional 137 new trees totaling over 16,000 square feet of newly planted areas using almost exclusively native species. Existing trails on adjacent properties were not identified, however, the City's Public Works Development Engineer is recommending the developer install a crosswalk near the midpoint of the property for greater connectivity.

Non-motorized improvements such as pedestrian and bicycle amenities and facilities have been incorporated into the BIMC and IWTP requirements. In addition to the sidewalk and bike lane, the applicant is required to provide a minimum of 28 bicycle spaces. The hotel, sidewalk, and parking, including a van-accessible parking space in the entry court, provide disabled access. The proposal exceeds parking recommendations from the consultant with all spaces located on site, proposes a van as hotel shuttle service, provides two on-street spaces with an electric vehicle charging station and seven others located in the parking garage, and exceeds bicycle parking requirements. The traffic impact analysis prepared by the applicant's consultant evaluates the impacts of proposal including other projects currently underway in the project vicinity and concluded that no mitigation was required.

We look forward to discussion at the Planning Commission meeting on June 13.

Thanks!