CITY OF
BAINBRIDGE ISLAND

Planning Commission
Special Meeting Minutes
Thursday June 20, 2019

CALL TO ORDER – Call to Order, Agenda Review, Conflict Disclosure
PUBLIC COMMENT ON WINSLOW HOTEL PROJECT
WINSLOW HOTEL (PLN50880 SPR)
ADJOURN

CALL TO ORDER – Call to Order, Agenda Review, Conflict Disclosure
Chair William Chester called the meeting to order at 7:02 PM. Planning Commissioners in attendance were J. Mack Pearl, Jon Quitslund, Lisa Macchio, Kimberly McCormick Osmond and Joe Paar. Don Doman was absent and excused. City Staff present were Interim Planning Director Heather Wright, Interim Planning Manager David Greetham, Public Works Development Engineer Peter Corelis, Associate Planner Olivia Sontag and Administrative Specialist Jane Rasely who monitored recording and prepared minutes.

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

PUBLIC COMMENT ON WINSLOW HOTEL PROJECT
Robin Simons, Citizen – Was concerned about noise as she was an immediate neighbor to the proposed project.

Roger van Gelder, Citizen – Was concerned that the applicant had not committed to the "Living Building" challenge options such as onsite sewer, etc. He also spoke about the shortage of parking.

Jack Sjolseth, Citizen – Was concerned about the increase in traffic and backed-up traffic at the entrance to the hotel. He was also worried about the viability of the hotel and what would happen to the neighborhood if it failed.

Natalia Ilyin, Citizen – Stated the project did not meet the City's design guidelines and did not promote the small-town feel required by the Comprehensive Plan.

Coleen Ebker, Citizen – Spoke about the water and sewer availability and asked about the impact on the island's aquifer.

Maketa Groves, Citizen – Was concerned about the impact on the senior population and their overall quality of life.

Phil Pons, Citizen – Spoke of the incongruencies of the City's municipal code, Comprehensive Plan and Winslow Master Plan. Stated the scope of the project did not meet the "small town feel" as required by the Comprehensive Plan.

Elizabeth Eisenhood, Citizen – Stated the traffic study was flawed and asked the City to commission their own traffic study (including Grow Ave in it) before approving this project.

Scott Schirmer, Citizen – Was concerned about parking and the lack of details about off-site parking in the plan. He asked the City to perform its own parking study.

Gail Hiestand, Citizen – Spoke against the "touristification" of Winslow and was appalled at what was being proposed.

Mary Siebert, Citizen – Spoke in favor of the project calling it a needed facility on the island.

Steve Holman, Citizen – Spoke in favor of the project calling it a good opportunity to have an amazing building in downtown.

Katey Rissi, Citizen – Spoke against a luxury hotel being built when there was an affordable housing crisis. She asked that spaces like this parcel in the walkable area of town would be considered for affordable housing.

Kat Gjovik, Citizen – Spoke against the project and what it would do to the livability of the island. She spoke in favor of affordable housing.

Carleen Leonard, Citizen – Thought the citizens of Bainbridge Island were being asked to make a very large compromise for this project and thought the developer should bear the costs of additional parking and traffic studies.

Sheila Dunbar, Citizen – Spoke about the impact on the senior population in the neighborhood. She felt there was a moral obligation in the community to protect the seniors.

Bruce Anderson, Project Architect – Presented new materials to the Planning Commissioners and answered questions that were brought up from citizens at the last meeting.

Sylvia Carlton, Citizen – Was not against the concept of the hotel, just the location. She was worried about the impacts of traffic on the community, specifically Grow Ave.

WINSLOW HOTEL (PLN50880 SPR)

The Planning Commission decided to have a study session on July 11, 2019 wherein they would discuss and determine how the project would need to be modified to meet the requirements of the Comprehensive Plan and Winslow Master Plan.

ADJOURN

The meeting was adjourned at 9:03 PM.

Approved by:

William Chester, Chair

Jane Rasely, Administrative Specialist

CITY OF
BAINBRIDGE ISLAND

Planning Commission Meeting
Thursday, June 20, 2019
7:00 pm – 9:00 pm

PLEASE PRINT

Name	Address	Phone/ E-Mail	Join ListServ Yes/No
Karen & Jack Sjolseth	120 Hall Bros. #303	Jack@sjolseth.com ✓	
July Foster	168 Hall Bros Loop 102		
Sally Dunbar	215 Finch Pl SW 209		
Phyllis Carlyle	144 Hall Brothers Loop	p.carlyle5@gmail.com ✓	
Virginia Rice	144 Hall Bros Loop	virginia.rice@gmail.com	No ✓
Scott Schirmer	"	rssglobal@gmail.com	No ✓
Martha G. Kopler	10400 NE Beachwood	MLKorslund@msn.com ✓	
Mary L Mirkovich	131 Ihland Way. N.E.	mirkovich@msn.com	yes ✓
TORI WITHINGTON	139A WALLACE WAY NE	toriwithington@gmail.com ✓	
Lynn & Dick Breen	156 Hall Bros. LP.	lynnbreen@comcast.net	— ✓
Meg Gordon	239 Parfitt Way SW #2B	meggordonmiller@gmail.com	yes ✓
Angela Cudone - Sheridan	180 Wood Ave SW	angelacudone@icloud.com	yes ✓
Jack Sheridan	" " "	[signature]	yes
[illegible] Moss	175 Wood Av SW		
Claudia Anderson	135 Wood SW		
Kat Gjovik	8459 Katy Lane	kat.gjovik@gmail.com	yes (already) ✓

CITY OF
BAINBRIDGE ISLAND

Planning Commission Meeting
Thursday, June 20, 2019
7:00 pm – 9:00 pm

PLEASE PRINT

Name	Address	Phone/ E-Mail	Join ListServ Yes/No
Maketa Groves	220 Parfitt Wy SW #303 Bainbridge	(360) 265-0370	
Joy Meadow	220 Parfitt #312 BI	(509) 846-3155	
Dixie Carter	220 Parfitt W/Arms	beechbrawd@gmail.com	✓
Dennis Beecher	220 Parfitt #104	Beecher.dennis73gmail.com	✓
Lin Meadow	" " #312		
Bernadette Callister	220 Parfitt Way SW	bernadette.callister@gmail.com	✓
Phil Pons / Connie Pons	192 Wood Ave SW	ppons@seanet.com	✓
Gail Hiestand	245 Shepard Way	206-780-1993 ghiestand@q.com	✓
Connie Pons	192 Wood Ave	206-842-9779	
Natalia Ilyin	325 Winslow Way W	ilyin146@aol	✓
Eliz. Eisenhood	468 Grow Ave NW	eisenhoodl@q.com	✓
Larry Koss	—	Lawrence Koss@gmail	✓
Robin Simons	343 Winslow Way W.	robin.a.simons@gmail	✓
Roger van Gelder	353 Wallace Way NE	rogerevangelda@gmail.com	✓
Steve Holman	4643 Flying Goat Avenue	steve.holman@gmail.com	✓
Mary Siebert	4643 Flying Goat Ave NE	Siebdesign@comcast.net	✓

CITY OF
BAINBRIDGE ISLAND

Planning Commission Meeting
Thursday, June 20, 2019
7:00 pm – 9:00 pm

PLEASE PRINT

Name	Address	Phone/ E-Mail	Join ListServ Yes/No
Maureen Newby	164 Grow	mnewby@w-link.net	✓
Florence Klein	Harbor Sq 225C	faygie29@gmail.com	✓
GEORGE HOUDEK	244 SW PARFITT WAY SW	GEORGEBYM@AOL.COM	✓
KIRSTEN HYTOPOULOS	8224 NE BLAKELY HEIGHTS CT		
Colleen Ebken		858-503947	
Kjell Stokes	168 Wood	206 4453560	
Sylvia [illegible]	1245 Grow Ave	(206)799-5568	
Thom McDonald	164 Grow Ave NW	tmcdonald@w-link.net	✓
Pikt & Lynn Breen	156 Hall Brothers Dr #101		

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).

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

June 17, 2019
Date

Sjolseth 6/20/19

I have been a docent at BIHM for over 9 years, averaging about 25 volunteer hours a month, so have had ample time to meet visitors and discover why they came to the Island. The vast majority arrive in hourly cycles matching ferry arrival times, as a day trip, without a car.

In the summer we have a lot of vacationers and Alaska Cruise patrons who have a day or two before or after a sailing, looking for sightseeing opportunities. Tourist traffic is very limited during the winter season.

Often visitors on a business trip to Seattle and bring their spouses. Sometimes one spouse visits the Island while the other is attending a business meeting in Seattle.

I have a number of points that I feel need to be thoughtfully considered:

- Given the Island's concerns about business signage I am curious if and how the hotel intends to advertise its existence since it's in a primarily residential area.
- The financial viability of the hotel seems questionable since it was originally proposed as a 60-room project, expanded by 25% to 75 rooms and then the developers determined they needed an additional 16% increase from 75 to 87 rooms to be profitable. What would happen to the neighborhood if this project turns out to not work financially?
- Contiguous sidewalks between the hotel project and the downtown corridor currently don't exist in front of the Marge Williams building, necessitating guests walking on the shoulder of the road part of the way.
- The Stephens House (a Special Needs facility) is located between the hotel project and Madison Avenue. The Access Bus stops there at least four times a day for four to five minutes picking up and dropping off passengers. Backups occur on eastbound Winslow Way when the bus is waiting there.
- The hotel's intent is that guests arriving by ferry will either drive to the hotel or take a hotel-run shuttle. Therefore, we're going to see a predictable hourly influx of arrivals, just as I see at the museum, not a continual, random arrival. This could result in a significant backup at the hotel's small porte-cochere area if more than about three cars

arrive in close proximity. Couldn't this affect the traffic on Winslow Way West, or cars attempting to exit the hotel property?

- How much time is planned for the guest check-in process as this can have an impact on the length of time cars are waiting at the porte-cochere, or along Winslow Way?
- I understand that an extensive parking analysis has been done and it has been admitted that there are times when some off-site parking would be necessary – but church parking lots seem like a poor choice, particularly on Sunday mornings. It would instructive to hear answers to the following questions:
  1. How many spaces will be required for the professional hotel staff?
  2. How many spaces with be required for the hotel service people (housekeeping, kitchen and wait staff)?
  3. How many spaces will be required to accommodate the bar, restaurant and banquet customers?
  4. How many spaces with be allocated for attendees in the various planned meeting rooms?
  5. How many spaces will be needed for the 100-person music room that we learned about at the June 13 meeting?
  6. How many spaces will be reserved for Spa customers?
  7. Is any parking planned for non-hotel service people, e.g. gardeners, plumbers, electricians and other maintenance personnel?

My main concern is the viability of a hotel that nearly doubles the current hotel capacity on the Island, particularly in light of the four or five months when tourist traffic on the Island is very low.

And, I question that the size of this hotel is in keeping with the charm of Winslow.

Sincerely,

Jack Sjolseth
120 Hall Brothers Loop, Unit 303
Bainbridge Island, WA 98110-2525
206-201-3203
jack@sjolseth.com

50880 SPR
Stokes 6/20/19

June 20 2019

City of Bainbridge Island
Planning Commission

RE: Comments for the Planning Commission and Hearing Examiner's consideration regarding the Winslow Hotel project # 50880 CUP SPR

SUMMARY:

Use and number of units: Limit the number of rooms to 50 or less.

Design Review Board Recommendation: DRB did not include an exterior material pallet with their recommendation. Place conditions on the materials on the outside of hotel wings.

Perimeter Landscaping: Place a condition on the CUP requiring some meaningful perimeter landscaping on the western boundary of the hotel property.

USE AND NUMBER OF UNITS:

A hotel is an allowed use in the High School Road District, requires a Conditional Use Permit (CUP) in the CORE, Gateway, and Ferry Districts, and is not allowed in the MA and EA Districts. There are currently two hotels in the High School Road District. The Quality Inn with 45 rooms and The Marshall Suites with 53 Rooms. There are currently no hotels in any of the other Mixed Use Town Center (MUTC) zones.

BIMC 18.06.030.A.1. states that: "The central core overlay district is the most intensive district within the Mixed Use Town Center. **Within this overlay district, residential uses are encouraged**, but exclusive office and/or retail uses are permitted." The Growth Management Act (GMA) requires that cities absorb a defined amount of the region's growth. Due to this, there are policies in the comprehensive plan that encourage a higher residential density in the MUTC in order to have lower density and a more preserved environment on the balance of the island while still meeting the requirements of the GMA.

There is no clear guidance provided in the MUTC regarding why a hotel requires a conditional use permit in the CORE or how many rooms are allowed. This makes it harder for the Planning Commission and Hearing Examiner to determine if the large size of the hotel is an issue in the CORE. If the approximately 73,000 sf building area were to be improved with a condominium or apartment complex with an average unit size of 1,000 square feet and an average household size of 1.5, it could accommodate a population increase in the core of 110 people. (average household

size on the island is 2.46) The added population for a hotel on this site is zero. I included this information since residential uses are encouraged in the CORE.

The approval of an 87 room hotel on this site would set a new standard for a hotel size in the CORE, Ferry, Gateway, and High School Road districts. Once approved, how would the City handle a CUP application for a new 87 room full service hotel on the former Virginia Mason property? Would this more intensive retail area be an appropriate location for a hotel? What if there was an application for a 100 unit hotel on the site on High School Road east of Ace Hardware. A hotel is a permitted use in that district. Strong consideration should be given to what kind of a precedence the approval of this project would have and if the consequences of this approval is acceptable. This is an issue not only for the number of rooms, but also because of the bulk with all the square footage in one building.

There doesn't appear to be any clear language in city codes regulating the maximum number of rooms for a new hotel in the CORE. We know that the largest hotel in the High School Road district where hotels are a permitted use is 53 rooms. The requirements for right-of-way improvements, on-site parking, setbacks, landscaping, terrain, etc., can also become a limiting factor on how many rooms a site can accommodate. Conditions required that would make the hotel more compatible with the surrounding neighborhood can also limit the number of potential rooms.

The zoning code clearly intends that a proposed hotel should be given more scrutiny in the CORE because a CUP is required. The CUP invites public participation, which suggests that public input is an important component in the approval process. A hotel is an allowed use in the High School Road district and does not require a Planning Commission recommendation or Hearing Examiner approval. It also does not require advertised hearings with public input. Permits can be issued by the administration.

Based on the above information, it appears that hotels are an encouraged use in the High School Road district. Hotels are only allowed in the CORE after careful scrutiny through a CUP process, including evaluating the project for consistency to policies in the comprehensive plan. This gives the Planning Commission and Hearing Examiner considerable more flexibility in their decision making. **I believe that there is support for limiting the number of rooms for hotels in the CORE to 50 or less.**

DESIGN REVIEW BOARD RECOMMENDATION:

On June 3, 2019 the Design Review Board (DRB) granted approval of the project. The Design Review Board findings stated:

"A description of the material pallet. Applicant has not made a final decision on building materials and colors...." And "Any substantial changes to building materials and roof articulation would be reviewed by the DRB."

Based on this, it seems that the DRB has recommended approval without any conditions on the exterior materials. Much attention seems to have been made on the frontage of the building. It is concerning that this project could be approved without any conditions on the exterior building materials. It is common for developers to make the portion of a building most attractive where it faces the public street and where customers can see it. The most visible parts of the building to their customers will be the front and the exterior hotel wings visible from the courtyard. I have concerns that the exterior sides of the hotel wings facing east and west will have the lowest quality finish unless a material pallet is a condition.

I would request two things related to the exterior building material pallet. One would be that the **exterior building material pallets for the hotel wings be approved and added as conditions to the project**; and the second is **that the exterior hotel walls facing east and west be of comparable quality, esthetic appeal, and cost to what is used on the hotel wings visible from the courtyard**.

PERIMETER LANDSCAPING:

On January 17, 2019 the applicant requested an **administrative interpretation on BIMC Table 18.15.010-3** "Perimeter Landscape Requirements" by land use and zoning districts for the MUTC zone. The request was: 1) **Does Table 10.15.010-3 apply to both abutting land use and zoning?** and; 2) **What qualifies as 'single family residential'?**

On February 21, 2019 the **Director's response** was that "**Table 18.15.010-3 applies to abutting single family zone districts or overlay districts and does not apply to uses of 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.**

As a result of this interpretation, there is no requirement for perimeter landscaping in the CORE zone when abutting a residential use. The staff report implements this decision and states that no perimeter landscape buffers are required for residential uses. The adjacent townhomes have the equivalent density of R-8, a multi family zone, but are located in the MUTC CORE zone. The homes have a likely estimated remaining life expectancy in excess of 100 with proper maintenance and renovation, so they will be here a very long time. The improvements have a very high value compared to the land. Even though the townhomes are situated on CORE zoning, this suggests that for practical purposes, they are a permanent use as R-8.

This interpretation should not limit the Planning Commission or Hearing Examiner's prerogative to look at specific situations to determine if some perimeter landscaping remediation should be required since the hotel comes under a condition use permit requirement. Some perimeter landscaping seems warranted between the hotel and townhomes to the west considering the bulk (height and length) of the hotel wing.

For comparison purposes, Table 18.15.010-3 shows that the NC zoning district requires which a 20 foot (15 foot minimum) full screen perimeter landscaping when abutting residential, including multifamily, zones or land use districts. The NC zone has a lower equivalent FAR then the MUTC CORE yet requires some meaningful perimeter landscaping. This seems inconsistent with the lack of any perimeter landscaping requirements in the CORE in a similar situation.

The zoning ordinance has some specific language on perimeter screening that is contrary to the Planning Director's code interpretation. Portions of section 18.15.010 are shown below, with the applicable portions shown in italics with bold letters.

18.15.010 Landscaping, screening, and tree retention, protection and replacement.

All development shall comply with the following regulations addressing landscaping and screening unless other applicable regulations require additional or different forms of landscaping or screening, in which case the more specific standard or criteria shall govern.

A. Purpose.

1. General. The purpose of this section is to preserve the landscape character of the community, *link the Island's natural amenities with landscape greenbelts along roads, improve the aesthetic quality of the built environment, promote retention and protection of existing vegetation, reduce the impacts of development on wetlands, streams and the natural environment,* ***enhance the value of current and future development and increase privacy for residential zones,*** *and encourage preservation of significant and heritage trees* ***by:***

a. Retaining existing vegetation, tree stands and significant trees by incorporating them into the site design.

b. Incorporating native vegetation and drought resistant plant material into new landscape developments.

c. Providing vegetated screening between different intensities of residential uses, and between development and roads.

d. Providing visual relief of parking areas in the neighborhood centers, the Winslow Mixed Use Town Center, and the light manufacturing, (water-dependent) industrial, High School Road and urban multifamily districts.

e. Providing vegetated screening between residential and nonresidential areas.

The key regulation here is ***e. by: Providing vegetated screening between residential***

and nonresidential areas. Notice that the language here says 'residential areas,' not 'residential zones.' This is just as specific as the Planning Director's interpretation that the MUTC CORE requires perimeter landscaping next to 'single family zones,' but not 'single family uses.' This section of the BIMC could give the Planning Commission and Hearing Examiner the ability use a reasonable person's perspective to place some perimeter landscaping conditions on the hotel CUP. The townhomes adjacent to the west have fee simple ownership of their own lots, a density of 7.8 units per acre, almost identical to the R-8 zone. The homes range in size from 2,000 square feet to 2,400 square feet and were built in 2004. The homes are not attached.

These homes will have approximately 45 foot high and quite long building wall approximately 17 feet from their back property line. As a result of all of the above data, ***I am requesting that*** **some meaningful perimeter landscaping be required along the west property line as a condition of approval of this conditional use permit.**

Respectfully submitted,

Kjell Stoknes

168 Wood Avenue SW

Bainbridge Island, WA

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

June 18, 2019 – **Revised June 20, 2019**

To: Olivia Sontag, City of Bainbridge Island

From: Bruce Anderson, AIA

Re: Winslow Hotel PLN50880 SPR/CUP
Hotel Planning Commission Meeting Follow Up on Comments

1. **Traffic** – Entry backup onto Winslow Way was raised as a concern – Operationally parking for days with higher demand needs to be managed by valets, and hotel can know when guests are arriving by ferry either on foot, or by car. If there is a pulse of arrivals that exceed the capacity of the hotel entry court, valets can intercept arriving cars and direct them into the east side drive where considerably more cars can queue compared to the entry court.

Heath & Associates is working to address specifically the items raised by Corelis and public comments.

2. **Parking** – Design Day is a Saturday night at 9:00PM, with the banquet hall and pre-function space occupied. Parking needs are predicted to be met at 132 cars (while we're providing 136 spaces). Parking transportation demand management (TDM) actions that can positively affect parking demand include:

a. Provide shuttle service to the hotel from the ferry. (Hotel proposes this).
b. Subsidized transit passes for employees. (Hotel can do this).
c. Availability of bikes for hotel guests. (We're providing 30 bike parking spaces, which will be available to everyone including employees and will include bikes available to guests).
d. Something like zip cars (this, or uber/lyft and taxis) can be considered, but I think it is likely the hotel will help create a market for on demand cars – that would also benefit nearby residents.

The peak day demand, when virtually every space is 100% occupied, is anticipated to require up to 191 spaces. How will that demand be satisfied?

a. With valet parking we can "stack" on site an additional 26-30 cars without impacting either the loading dock or required fire access and turnarounds. **Working with Walker and Associates we can stack 41 spaces on site.**
b. Employees can be instructed to park off site at park & rides and take transit to/from the hotel (some locations are park & rides such as Bethany Lutheran on High School Road, or Island Church on Sportsman Club, served by transit). **That represents 10 – 15 spaces available on site for peak demand.**

c. For the balance of the anticipated parking demand **(0-5 spaces)**, guests can be remote parked at churches or schools by agreement if necessary. It seems that BIMC 18.15.020 D.3. regarding restricting location of spaces does not apply to this use.

3. **Noise** – I recalled looking at event restrictions somewhere else I've worked and found regulations in Hood River that address events such as weddings at wineries, farms and B&B's. Their regulations (attached) provide some potential guidance. I suggest that the City consider a limitation on events 'outside' in the courtyard to end by 10:00PM.

Also, reading the comment letter as to how to apply the City/State noise standards, I don't see any ambiguity. We are using the most stringent interpretation of the law and we will comply.

Our Acoustical Consultant, Michael Yantis of Stantec, thought that is would be reasonable to monitor events in the first year of operations, say at least six events, to show compliance with the law.

4. **FAR** - As mentioned by Bricklin, he seems to want the FAR bonusing to be defined in more detail.

Lot Area 80,854sf – Base FAR at 0.6 is 48,512.4sf. Current FAR qualifying floor area is 73,571sf, leaving a balance of 25,058.6sf. The Owner has 17,000sf of FAR credits from the mobile home park. We anticipate nominating the Redwood for heritage tree status that will provide a FAR credit. We're in discussions with the Marge William Center to improve their frontage with curb and sidewalk to fill in this "missing link" as an off-site improvement for additional FAR credit.

Finally, any remaining credits necessary will be purchased, and our intention is to request that those funds be dedicated to affordable housing.

5. **Scale both intensity and physical**

Intensity – We have studying traffic impacts and found that our hotel use does not tip any of the intersections the City asked us to consider drop in their existing LOS standard. By way of comparison if the site developed as apartments (permitted use) for example, we could expect to see up to 80,854sf of apartments (single use, bonused to FAR 1.0), which could translate into approximately 240 dwellings, generating up to 1,200 vehicle trips a day (ITE #221 Multi-Family) – this compares to 727 trips a day predicted in the traffic report for the hotel use.

The zoning provides for mixed use an another 40,000sf of commercial space added to the housing, which would increase the trips even more. This is a large parcel of land in Winslow.

Scale – We're providing an additional drawing showing both the mandated breakup of the scale on Winslow Way, but also what we've designed on the west side of the hotel, as I think it is not clearly understood by neighbors.

There are other single uses in Winslow that have similar footprints by way of comparison.

T&C has a footprint of about 35,000sf on a parcel of 99,752sf – 35% On Winslow Way its frontage is broken up into three elements of about 54', 65' and 54' in width. Facing Bjune it's frontage is 175' long.

The theaters have a footprint of about 35,000sf, on a parcel of 90,169sf – 39%, with an elevation on Madison of about 146sf and the south elevation at the property line of about 140sf.

Our project has a footprint of 31,191sf on a parcel that is 80,854sf, for a lot coverage of 39%.

The building facing Winslow Way is broken into three elements, including one stepped back considerably from the street. The westerly elevation facing the residential neighbors to the west is stepped back twice, with the longest façade about 104' long. The east building face, setback to better align with the existing Marge Williams Center is long facing our commercial neighbors to the east, and stopped short of the west face of the single family home to the southeast.

Attached are two additional drawings that further describe how the building mass of the hotel has been modulated to further break down the scale of the building, on all four faces of the project.

6. **Trees and particularly the Redwood** – We have had peer review work done, relative to the Riberio report looking at the Redwood and are very confident (as it is a go/no go requirement from Mike Burns) that this tree, and the intertwined Douglas-Fir will be maintained in a healthy condition.

We have also looked at surrounding trees on neighboring properties adjacent to the hotel parcel in regard to being sure we don't negatively affect them.

Cutler Anderson Architects 135 Parfitt Wy SW, Bainbridge Island, WA 98110

June 19, 2019

To: Olivia Sontag, City of Bainbridge Island

From: Bruce Anderson, AIA

Re: Winslow Hotel PLN50880

I did explore the parking standards for five nearby cities for hotels (I selected based on waterfront locations and those with ferries where I could). Note that not all of these cities have comparable hotels.

The range of parking required when I plug in the Winslow Hotel is significant, and more important to us is that many of these codes point to the option of commissioning a parking study to drill down on actual demand.

City of Mukilteo

Motels and Hotels	1 space per room and additional parking for restaurants, conference or convention facilities and other business or facilities associated with the hotel.
Restaurant	5/1000sf first 4000sf, then 10/1000sf over that or one space per 3 seats, whichever is greater.

Assembly spaces 1:100sf
Spa 5.5 spaces:1000sf

Up to 40% credit available for alternative information.

87 spaces for rooms
14 spaces for restaurant/bar
75 spaces for meeting rooms/banquet
22 spaces for spa
*Total of **198** spaces – subject to a potential credit for alternative information (in this case it would likely be based on patrons sharing uses) Full application of credit would mean **119** required spaces.*

City of Edmonds

Motels and Hotels 1 space per room

Definition of hotel includes central kitchen and dining room, and interior accessory shops and services catering to the general public.

***87** spaces*

City of Langley

Motels, Hotels and Bed & Breakfasts	1 space per room
Restaurants (if required to be separate)	10 spaces for first 4000sf, then 1 space per 200sf
Indoor public assembly	1 space/60 sf
Spa	1 space/600sf

Combined on one site, reduce by 10%
Also, provisions to reduce parking with an approved parking analysis

87 spaces for rooms
10 spaces (?) for restaurant
125 spaces for meeting rooms/banquet
7 spaces for spa
*Subtotal is 229 spaces, less 10% for a total of **206** spaces. Subject then to consideration of a parking analysis.*

City of Kirkland **1 space per room**

Restaurant	1 space per 100sf
Spa	1 space per 350sf

Additional parking for ancillary meeting and convention uses on a case by case basis

87 spaces for rooms
28 spaces for restaurant
12 spaces for spa
*Total known **127** spaces, plus unknown for meeting/banquet*

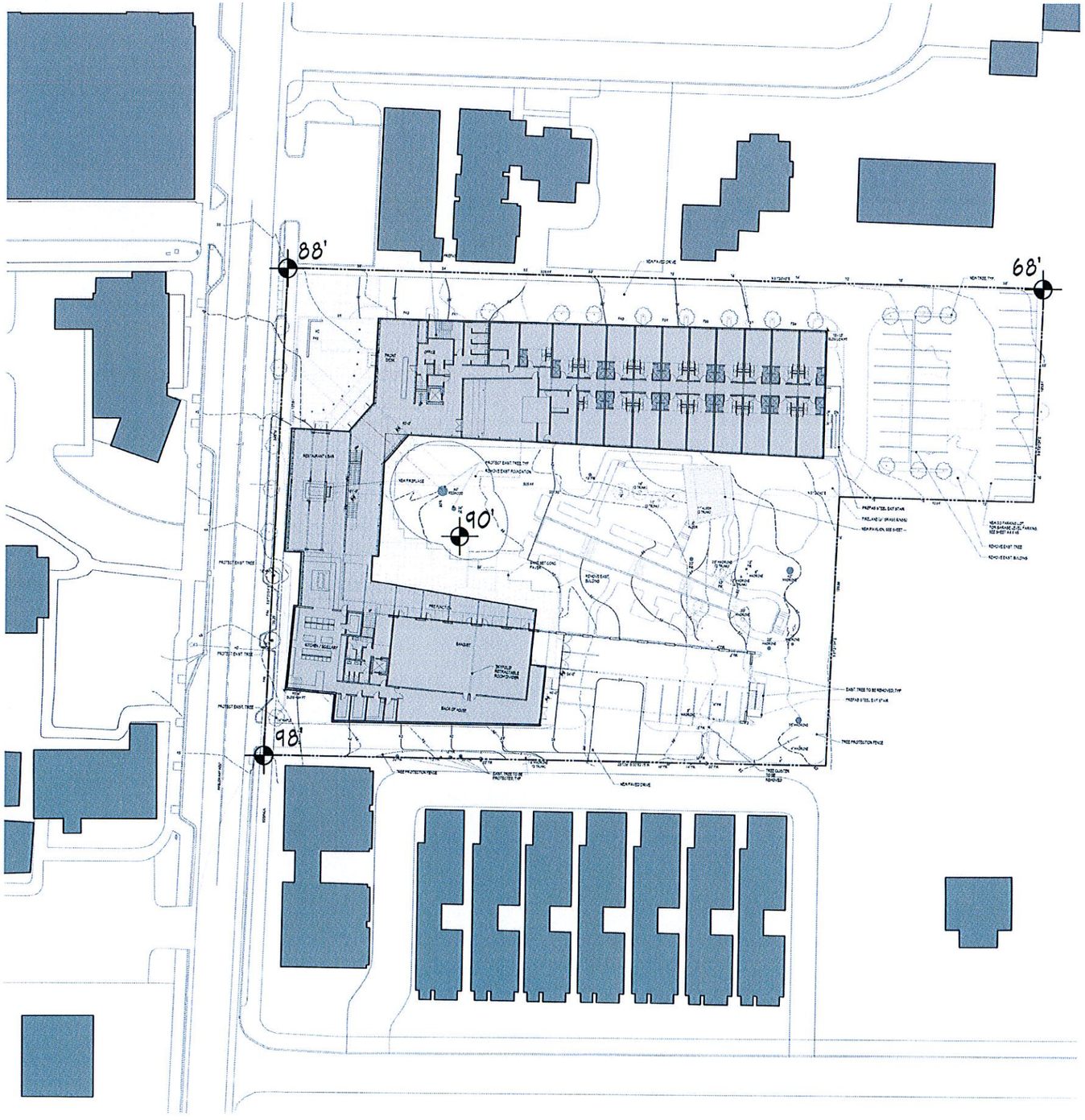
City of Bremerton **1 space/two rooms plus 1 per 200sf of common areas.**

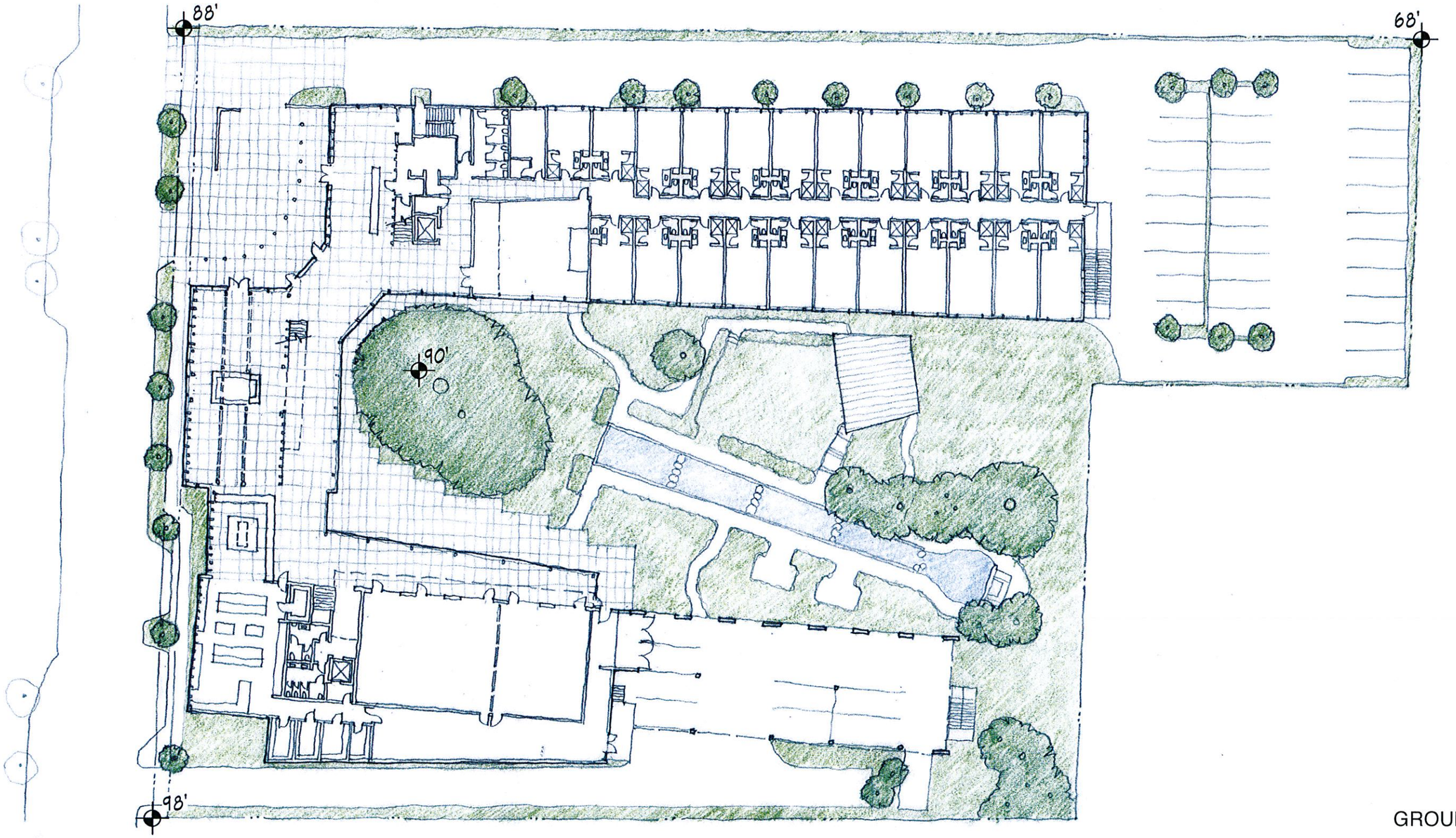
Restaurant	1 space per 150sf
Assembly	1 space/50sf
Spa	1 space/100sf

5% reduction for providing covered bike storage.
15% reduction for transit plan.
Parking study allows for alternative compliance.

44 spaces for rooms
19 spaces for restaurant
75 spaces for meeting rooms/banquet
40 spaces for spa
*Subtotal is **178** spaces, less a total of 20% for qualifying reductions, for a total of **143** required spaces. Subject then to consideration of a parking analysis.*

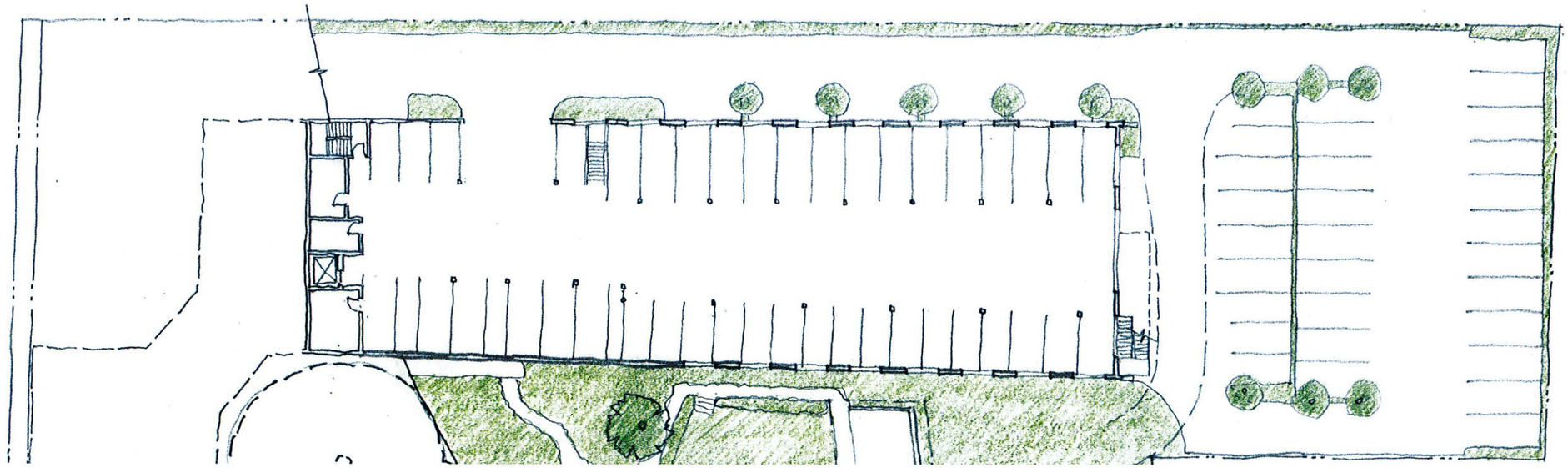
Wood Ave SW


88'
68'
90'
98'

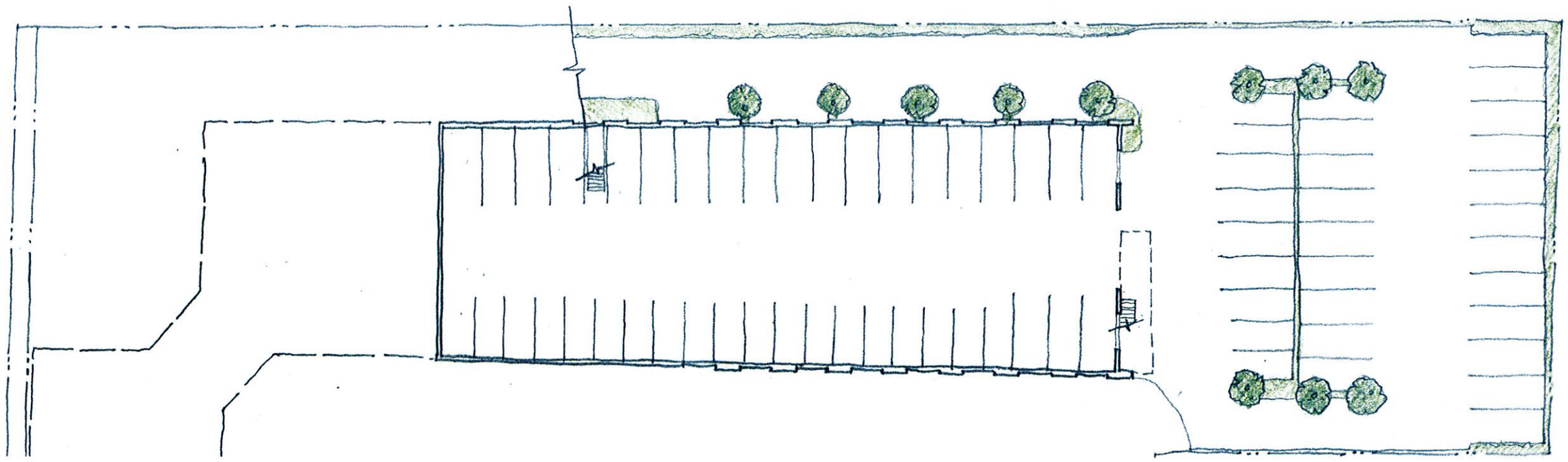


GROUND FLOOR

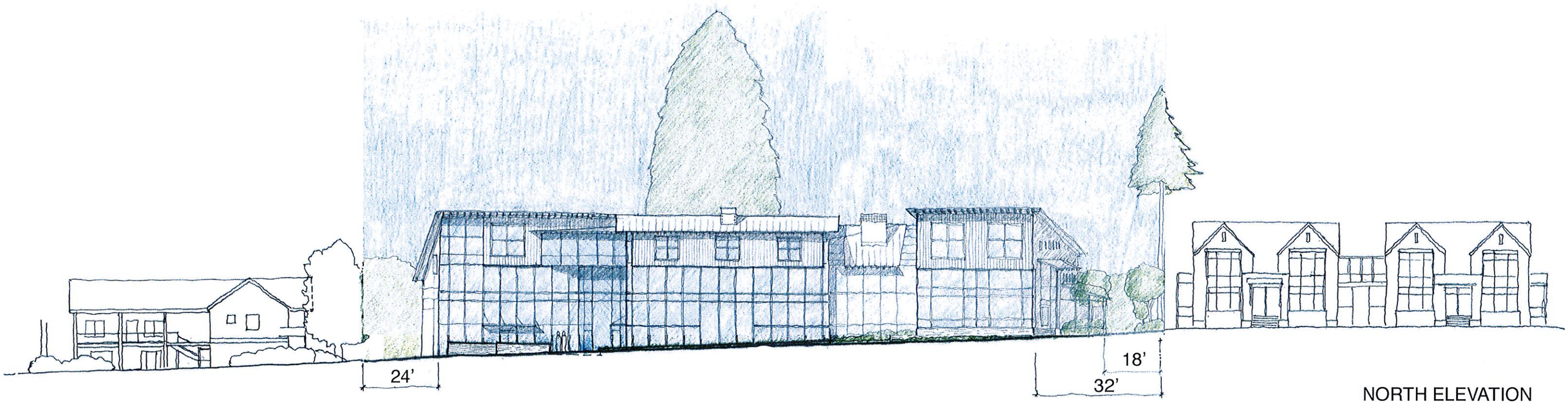
SECOND FLOOR



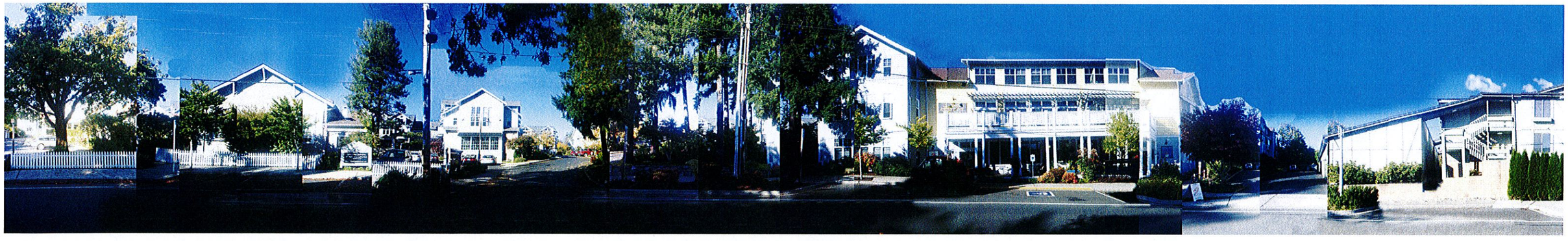
EAST SIDE
UPPER LEVEL PARKING

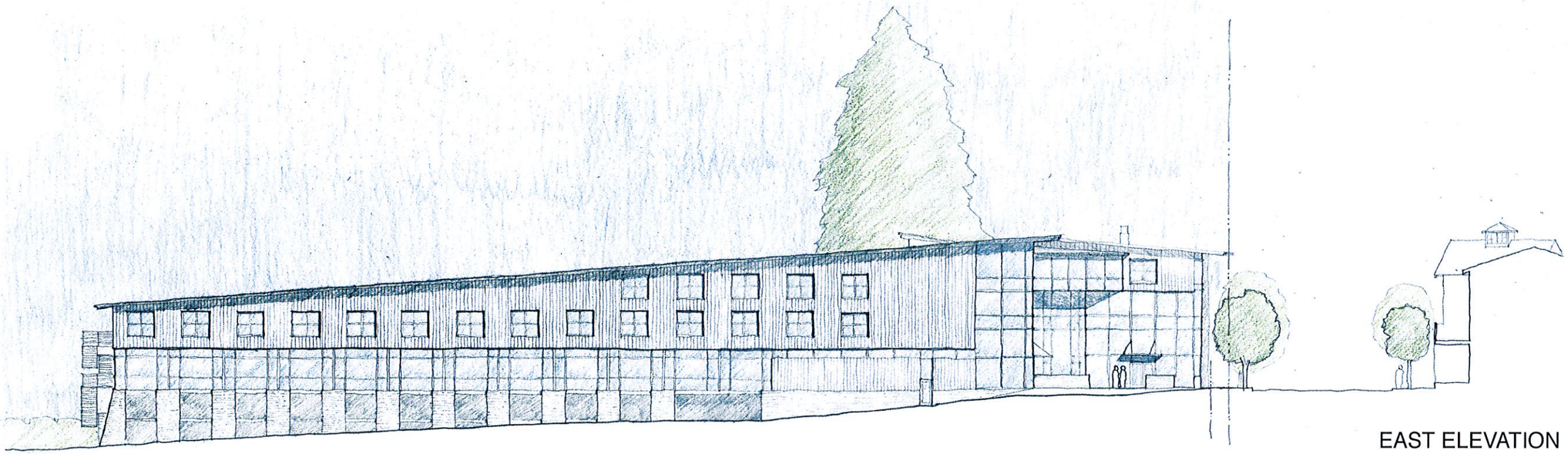


EAST SIDE
LOWER LEVEL PARKING

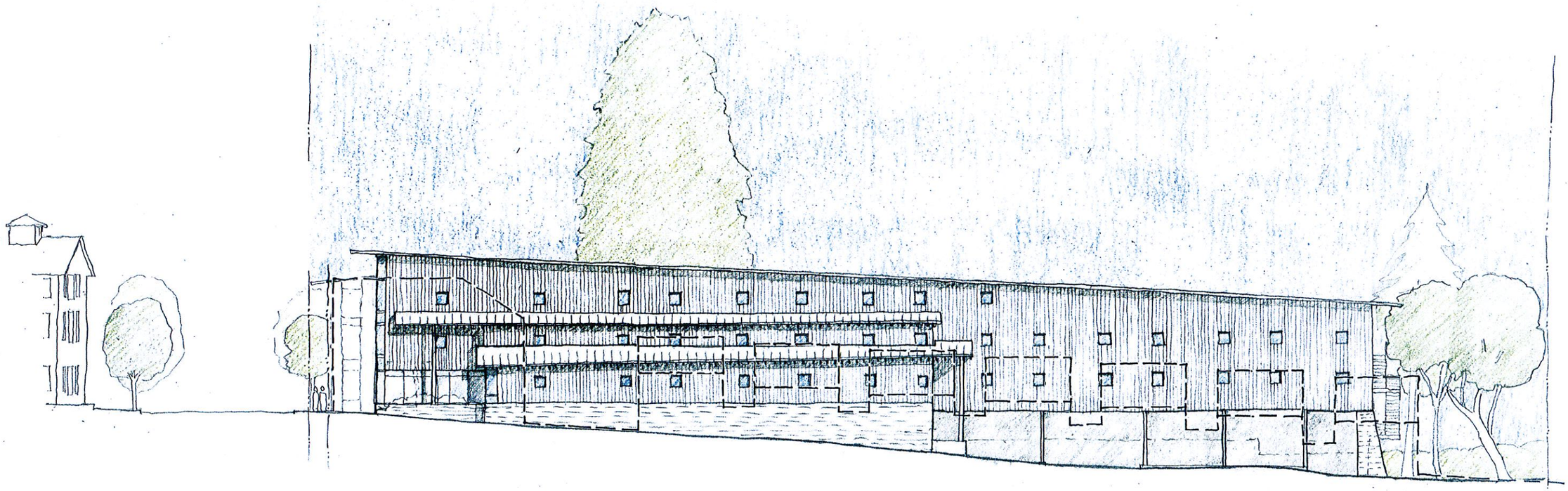


NORTH ELEVATION

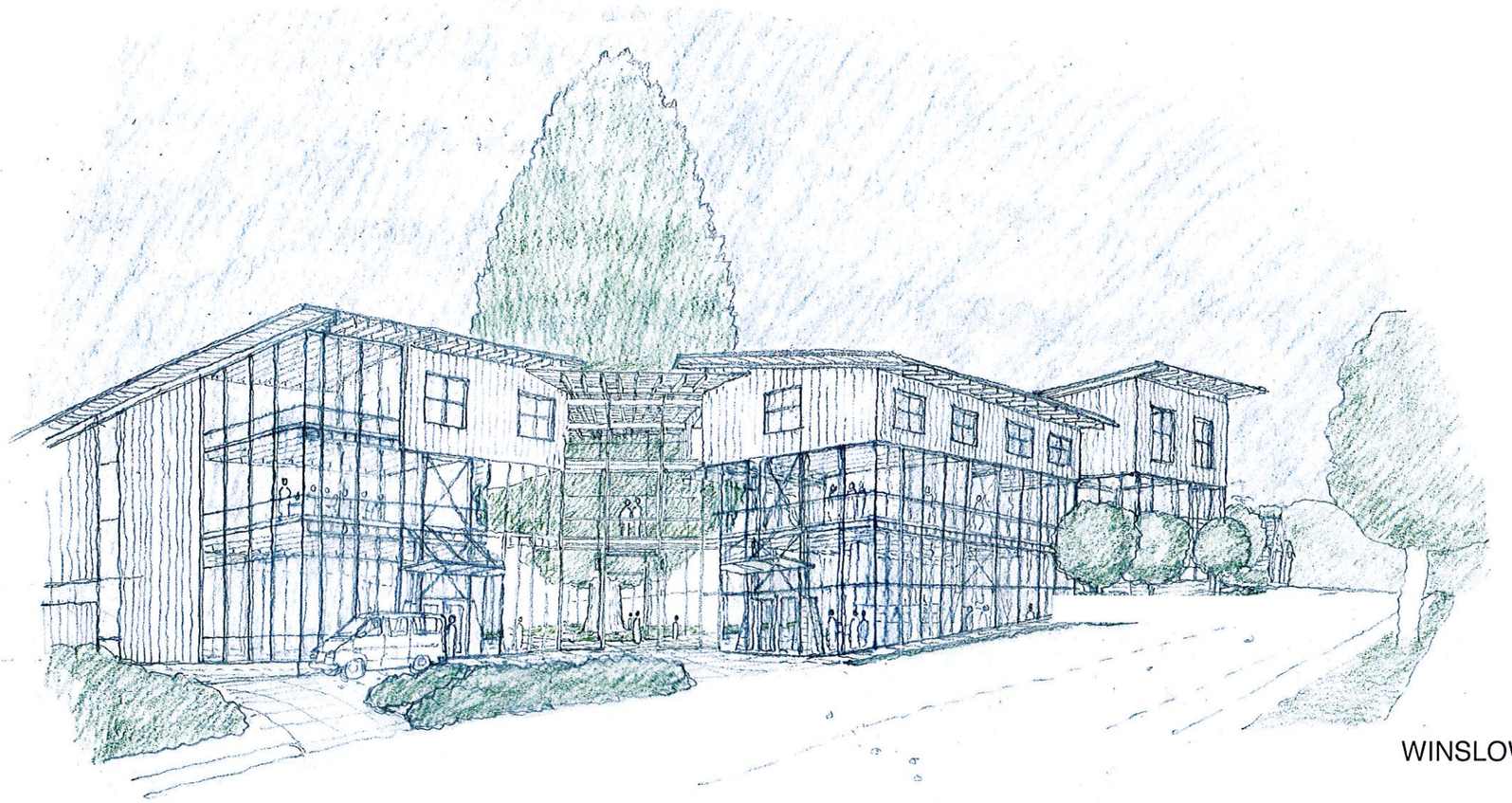




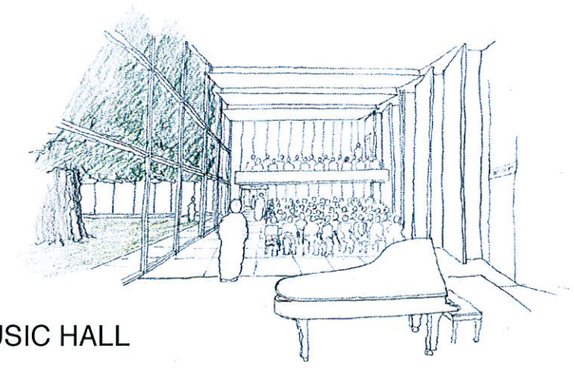
EAST ELEVATION



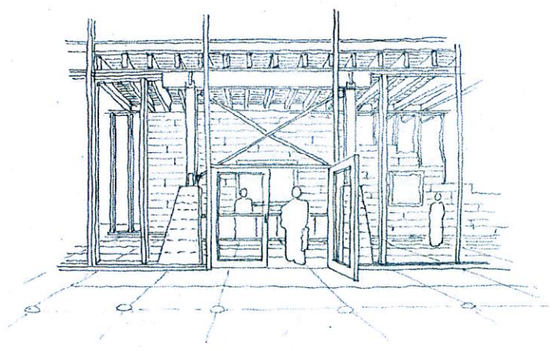
WEST ELEVATION



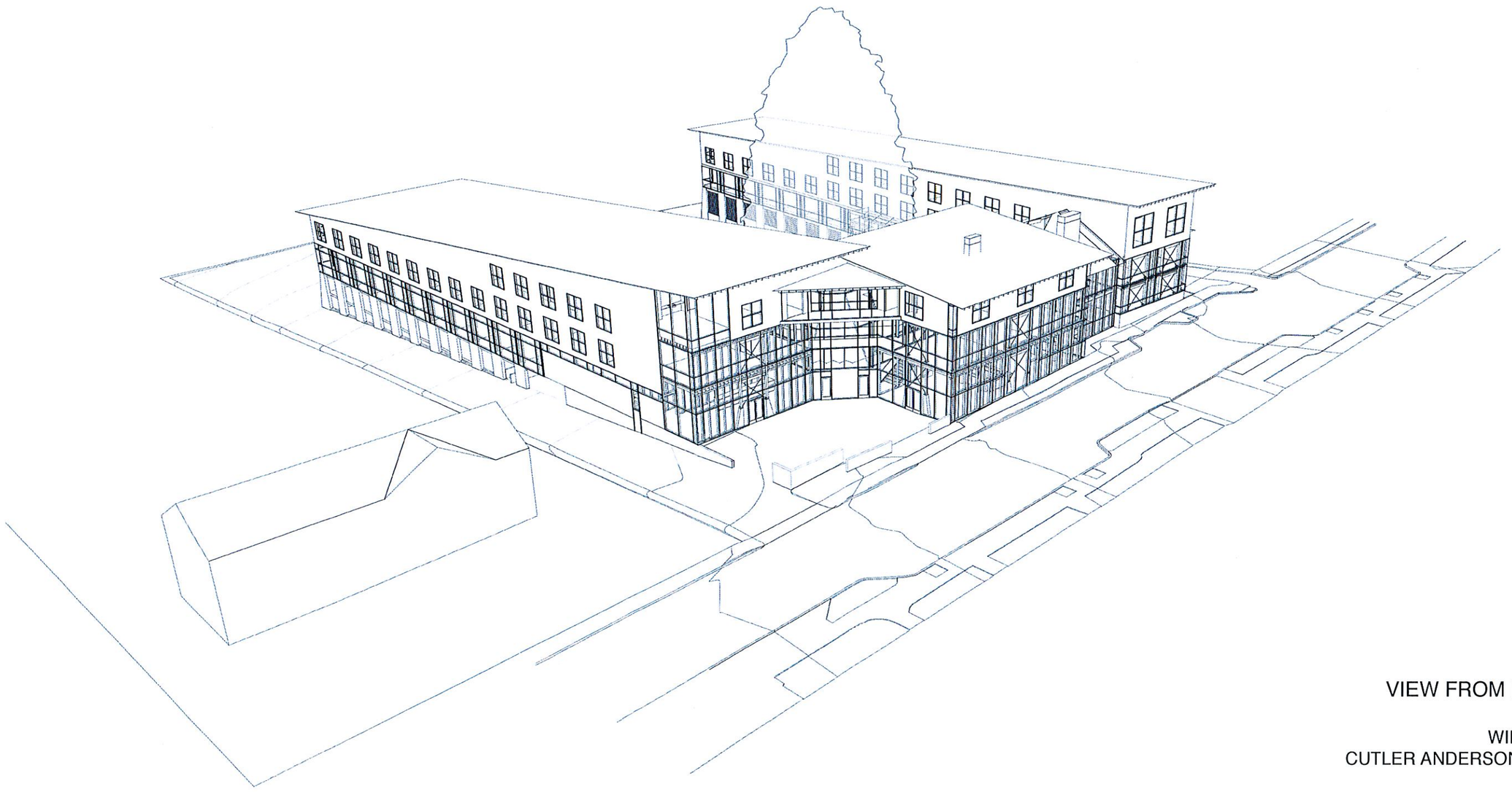
WINSLOW WAY PERSPECTIVE



MUSIC HALL

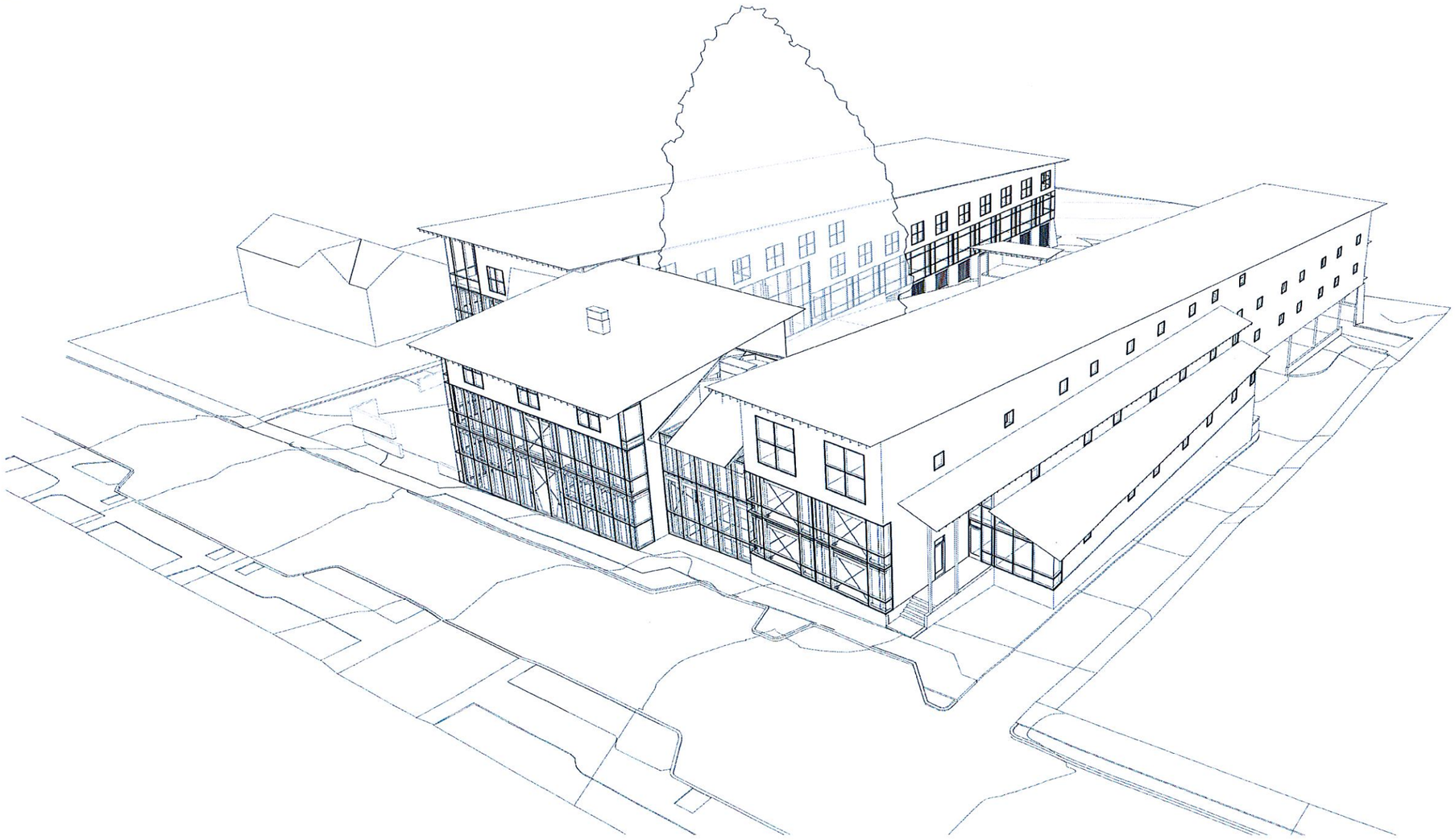


ENTRY / RECEPTION



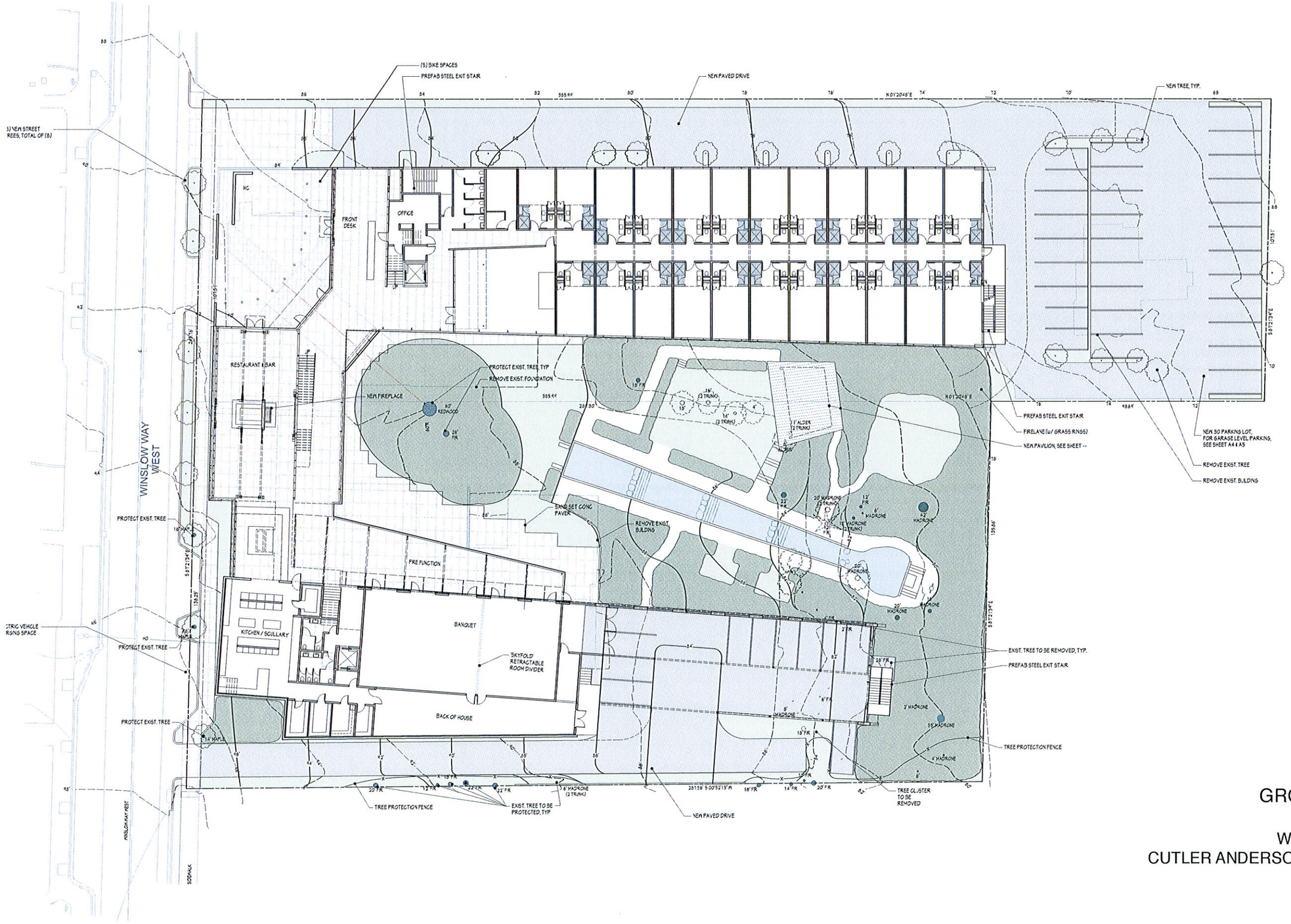
VIEW FROM NORTHEAST

WINSLOW HOTEL
CUTLER ANDERSON ARCHITECTS
6.18.19



VIEW FROM NORTHWEST

WINSLOW HOTEL
CUTLER ANDERSON ARCHITECTS
6.18.19

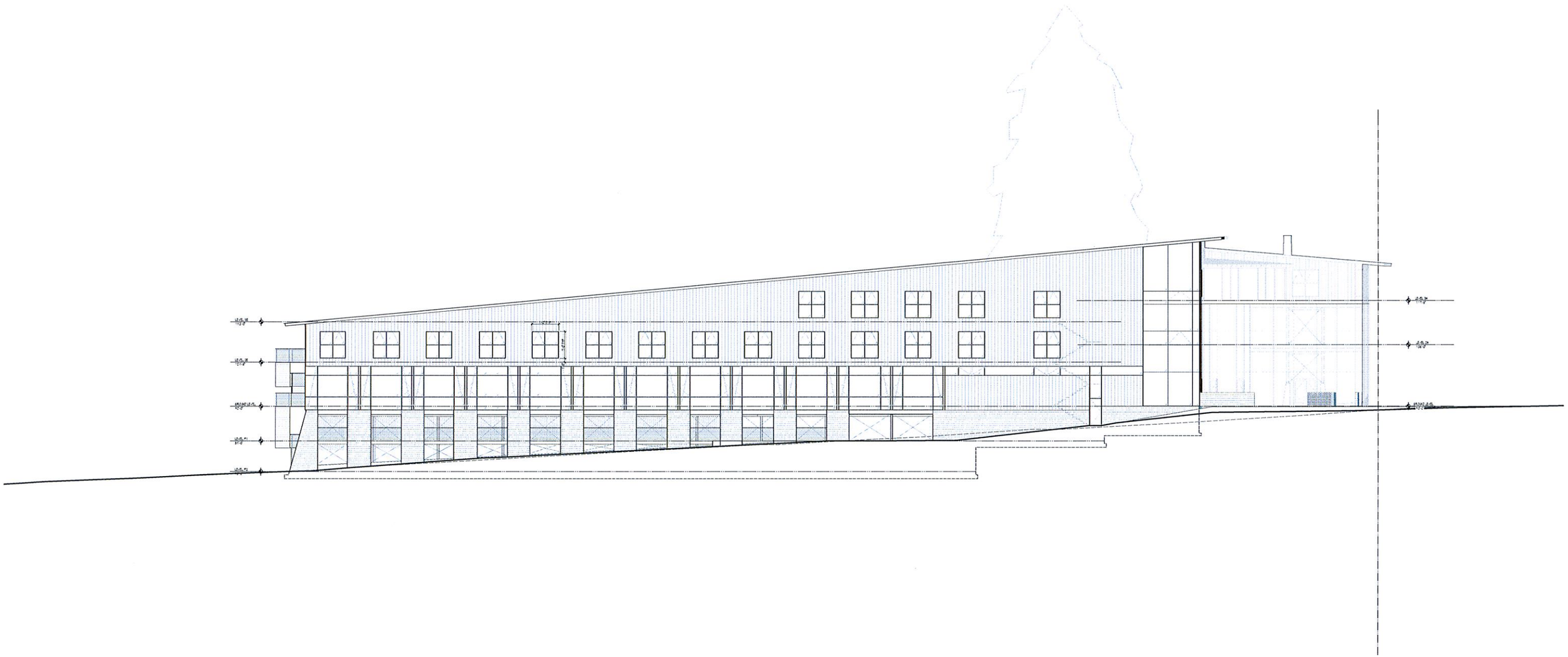


GROUND FLOOR

WINSLOW HOTEL
CUTLER ANDERSON ARCHITECTS
6.20.19

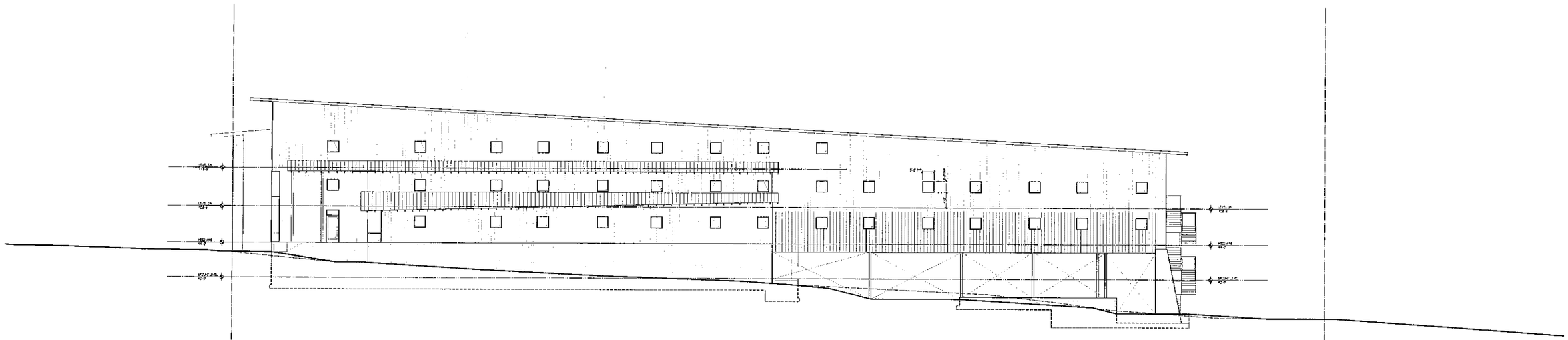
SECOND FLOOR

WINSLOW HOTEL
CUTLER ANDERSON ARCHITECTS
6.20.19



EAST ELEVATION

WINSLOW HOTEL
CUTLER ANDERSON ARCHITECTS
6.20.19



WEST ELEVATION

WINSLOW HOTEL
CUTLER ANDERSON ARCHITECTS
6.20.19

PUBLIC PROCESS

2 newspaper articles
5 DRB Meetings
1 Public Notice Meeting
5 meetings with neighbors
2 public notice periods and signs posted

PEAK HOUR TRIPS

122 Bar, BBQ, and Childrens = 108 Peak Hour Trips.
Hotel, Restaurant, Spa = 75 Peak Hour Trips.

TRAFFIC

Future 'Level of Service' at surrounding intersections, and including new projects on Madison, remains unchanged.

PARKING

If located in the High School Rd Zone, COBI requires 87 spaces.
We are providing 136 spaces based on a detailed study.

BUILDING FLOOR AREA

Allowed 80,000 sf - Single Use,
120,000 sf - Mixed Use.
Hotel is 73,571sf = 92% of allowable Single Use.

SETBACKS

No required side or rear yard setbacks.
Hotel has: 17'3" West setback
24'-3" East setback
5' rear yard at West wing
84' rear yard at East wing

LOT COVERAGE

100% allowable lot coverage.
Hotel has 31,191 sf footprint
= 39% lot coverage.

WATER & SEWER

Water - City assumes by 2035, additional 2500 ERU's - Hotel is 58 ERU's
Sewer - Sufficient Capacity to 2035 - COBI raised development assumption for Hotel site.

FIGURE GROUND DRAWING

SCALE: 1" =200'

PROGRESS: NOT FOR CONSTRUCTION

NOTE: Do not scale drawings

4/25/19

3009 REGISTERED ARCHITECT

JAMES L. CUTLER
State of Washington

REVISIONS		
MK	DATE	DESCRIPTION
	04/25/19	REVISION - STAGING

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

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Figure Ground Drawing

A15

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