



**CITY OF BAINBRIDGE ISLAND
REGULAR PLANNING COMMISSION MEETING
THURSDAY, MARCH 26, 2015
CITY COUNCIL CHAMBER
280 MADISON AVE N
BAINBRIDGE ISLAND, WASHINGTON**

- 7:00 PM CALL TO ORDER**
Call to Order, Agenda Review, Conflict Disclosure
- 7:05 PM PUBLIC COMMENT**
Accept public comment on off-agenda items
- 7:15 PM REVIEW AND APPROVAL OF MINUTES**
February 12, 2015 Planning Commission Meeting
- 7:20 PM ROSEBUD II (PLN19288 SPR) - SITE PLAN & DESIGN REVIEW**
Recommendation
- 8:00 PM 2016 COMPREHENSIVE PLAN UPDATE SCHEDULE AND NEXT STEPS**
Discussion
- 8:30 PM ORDINANCE 2015-04 LANDSCAPING AND TREE PROTECTION**
Study Session
- 8:55 PM NEW/OLD BUSINESS**
- 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.



**CITY OF BAINBRIDGE ISLAND
REGULAR PLANNING COMMISSION MEETING MINUTES
THURSDAY, FEBRUARY 12, 2015
280 MADISON AVE N, BAINBRIDGE ISLAND, WASHINGTON**

CALL TO ORDER - Call to Order, Agenda Review, Conflict Disclosure
PUBLIC COMMENT - Accept public comment on off-agenda items
REVIEW AND APPROVAL OF MINUTES - January 8, 2015 Planning Commission Meeting
COPPERTOP PARK (PLN10163BSPRA) MAJOR ADJUSTMENT TO APPROVED SITE PLAN &
DESIGN REVIEW - Recommendation
NEW/OLD BUSINESS
ADJOURN

CALL TO ORDER - Call to Order, Agenda Review, Conflict Disclosure

The meeting was called to order by Commissioner Mike Lewars at 7:01 PM. Commissioners Gale, Kriegh, Quitslund and Chester were also in attendance. Commissioners Pearl and Thomas were absent and excused. City Staff present were Planner Kelly Tayara and Planning Manager Josh Machen. Administrative Specialist Jane Rasely monitored recording and prepared the minutes.

PUBLIC COMMENT - Accept public comment on off-agenda items

None.

REVIEW AND APPROVAL OF MINUTES - January 8, 2015 Planning Commission Meeting

Motion: I move we approve the minutes of January 8, 2015

Gale/Chester: The motion carried 5-0

**COPPERTOP PARK (PLN10163BSPRA) MAJOR ADJUSTMENT TO APPROVED SITE PLAN &
DESIGN REVIEW - Recommendation**

Planner Kelly Tayara provided an overview of the project and changes requested stating the project has been the subject of three public meetings and three Design Review Board meetings.

Commissioner Lewars asked about the quantity of impervious surfaces. Planner Tayara stated the amount of impervious surface had not changed, just the type (from parking lot to building footprint). Commissioner Gale asked about the parking requirements and the fact that when the original proposal was presented, she thought the daily traffic count was 198 and it is now at a count of 250. Planner Tayara replied the traffic count had actually gone down for this use (storage facility). The question of cold storage was brought up. Developer Nelson confirmed that the east side of the larger building would be available for cold storage if needed.

Commissioner Quitslund brought up that approximately 60% of the storage units were already pre-leased to current tenants of Coppertop Park thereby creating more internal traffic from tenants than external traffic. Commissioner Gale asked about the traffic study and Commissioner Quitslund thought the traffic study looked at too narrow a window of time to estimate accurately. He would have liked to have seen both traffic studies that were performed. Mr. Nelson also stated there would be an internal entrance to the storage

facility from the current property so tenants will not have to go onto Sportsman Club Rd to access their storage space. Commissioner Quitslund went on to discuss the slope of the property. Mr. Nelson stated their property was pretty level and dropped off at the right of way.

Commissioner Kriegh asked about landscape buffers, especially along Hwy 305 and Sportsman Club Rd. She was concerned about full screening from the roadway view. It was confirmed there will be a 50 foot full screen buffer from both sides. She asked if the City verifies the landscape plan and checks that the vegetation will meet the full screen buffer (answer was yes). Planner Tayara stated that when the project is submitted for building permits, that will be reviewed and the developer will have to comply with a full screen buffer. Commissioner Kriegh stated that the landscape plan is not shown and it would be good to see it. Commissioner Lewars confirmed with Planner Tayara that the landscape plan would be a condition of getting a building permit.

Commissioner Gale would like to see better and more screening to maintain the corridor along HWY 305 because she felt it was not adequately screened right now. Planner Tayara responded by speaking about there being a number of trees (alders) and that right now they are smaller. She stated that Mr. Nelson had been quite responsive to requests for providing quality aesthetics in the landscaping along Sportsman Club Rd. Commissioner Gale would like to see that carried forward to the 305 corridor.

Commissioner Quitslund spoke about taking some current vegetation out and replacing it with vegetation that would provide fuller screening. He also requested great care be taken to protect the root systems of the healthy madrona trees in the buffer. He also asked whether construction permits would be conditional based upon the requirements of the Planning permit. Planner Tayara responded that yes, all the grading, etc., permits would have to meet the conditions and that she would be the one reviewing those permits as well. Mr. Nelson stated he would be adding 150 six foot tall Western Cedars to the site and Planner Tayara stated maybe some of those could along the 305 corridor.

Commissioner Kriegh asked about the chain link fence separating the two developments and whether there was landscaping planned to camouflage the fence. Mr. Nelson responded with a yes and that he did not want his current tenants having to look at an industrial fence. He stated the top of the wall would be landscaped for sure.

The topic was presented for public comment at 7:42 PM.

Charles Schmid – He was glad screening was brought up. He was also glad it there would be cold storage and solar panel storage because they were needed on the Island. He spoke about screening and that during the update for the zoning code, Planner Kelly Dickson stated they would get to the update of the vegetation area and it wasn't done and still hasn't been done. It's the law to have full screening. I am glad Mr. Nelson is volunteering, that's great, but it's the law to put in the screening and I hope that in the motion you emphasize that's clear because there is a little bit of lack of clarity and as you go along the highway now, there are alder trees to be sure, but you can also see some evergreens that grow in between them. I think there should be more evergreens to make a full screen and you can actually take a look to see if the previous screening was done. The main thing is to have full screening on both sides. And also, request that lighting, which I know you need because of vandalism and we do have a lighting code, but the building on the northeast side, needs to make sure that the lighting goes down so as not to interfere with HWY 305 drivers' night vision. The Visconsi project had a separate zone setback for building and then put in a buffer, so in other words, here we have the buffer I believe is actually for the setback, so the setback is actually in the buffer. There is not a separate setback. It was confirmed that the 50 foot buffer and the 50 foot setback were combined into one 50 foot space with a 10 foot building setback on the north side. The large right of way was mentioned and Mr. Schmid went on to comment about the great number of alder trees not providing great screening at this time of year. Mr. Schmid agreed with Commissioner Quitslund that alder trees help

improve the soil and went on to say he plants cedar trees under alders because in the long run, while the alders will come down, the cedars will remain. He mentioned that he had spoken with Mr. Nelson about this and the gaps on the Sportsman Club Rd side. Lastly, he mentioned the Design Review Board's requirement to curve the entrance from Sportsman Club Rd so you do not look right in and see buildings and parking. He was told it would be screened and he felt that was great. He stated again that it is the law to provide full screen planting and that should be carried out here.

Commissioner Kriegh agreed with Mr. Schmid about coming in off the street access and seeing the parking and chain link fence and felt it would be nice if in the planting plan for the parking and street access there were an offset so you did not just look into the parking and chain link fence. Mr. Schmid stated it was one of the design aspects brought forth by the Design Review Board.

Planning Manager Joshua Machen spoke about the full screen buffer and that 70% of the trees are to be evergreen. Once you take that perimeter dimension and divide it by 10, that is the number of trees needed. Mr. Nelson will be able to use existing vegetation, but will still have to meet the 70% evergreen required. He mentioned that the Planning Department can take a look at that before finalizing the landscaping plan.

Planner Tayara recommended adding a condition that the landscape buffer along State Route 305 shall be amended to provide a double row of evergreen trees planted a maximum of 20 feet apart in a manner that screens the development from the right of way. Modify Condition 10 so that the final sentence reads construction fencing posted with signs that no disturbance area shall delineate shall the area of prohibited disturbance.

Commissioner Quitslund asked about the site storm drainage. Mr. Nelson stated that they are using the underside of the foundation of the eastern most building for storm water treatment. They store it and release it at a slow rate. Commissioner Gale asked where it will be dispersed and Mr. Nelson answered that it will be released into the buffer and travel the way it would ordinarily travel off the property. The development engineer made sure this storm water system will integrate with the existing storm water system at Sportsman's Park and that it has been brought up to the standards that exist today.

Commissioner Gale brought up the DRB's recommended modulation of the roof line and asked if that had happened. Planner Tayara stated that the modulation had occurred.

It was moved that the Planning Commission recommend the site plan review with the conditions brought by Kelly Tayara earlier.

Motion: I move Planning Commission recommend approval of site plan review 10163B Major Adjustment and that we add language that speaks to additional screening along both HWY 305 and Sportsman Club Rd and in Item 10, that the chain link fence to protect the vegetated area be changed to a less intense form but with the same intention of protecting what currently exists in the area that is to be retained as vegetated and augmented by other plantings as well. Layout of trees in parking area will give careful attention to making sure that the trees are dispersed in the parking area and also to pay special attention to the lighting that Mr. Schmid brought forward and full screening based upon Planner Tayara's language above.

Gale/Quitslund: The motion carried 5-0

Commissioner Quitslund commented that the existing development in that park is vibrant and it seems that this is a very intelligent way of adding to the success of the whole enterprise.

ADJOURN

Meeting was adjourned at 7:59 PM.

Minutes accepted by:

Michael Lewars, Acting Chair

Jane Rasely, Recording Secretary

DRAFT

CITY OF BAINBRIDGE ISLAND

SITE PLAN AND DESIGN REVIEW APPLICATION

FORM MUST BE COMPLETED IN INK, PREFERABLY BLUE.
PENCIL WILL NOT BE ACCEPTED.

SENT TO
NAN 10/2/14
0219.



DATE STAMP FOR CITY USE ONLY Bainbridge Island OCT - 7 2014 Dept. of Planning & Community Development	TO BE FILLED OUT BY APPLICANT PROJECT NAME: <u>ROSEBUD II</u> TAX ASSESSOR'S NUMBER: <u>4110-000-017-0000</u> PROJECT STREET ADDRESS OR ACCESS STREET: <u>117 MADRONA WAY NE</u> ENVIRONMENTAL CHECKLIST SUBMITTED: ☐ YES ☒ NO
	FOR CITY USE ONLY FILE NUMBER: <u>PLN19288 SPR</u> PROJECT NUMBER: <u>PLN19288</u> DATE RECEIVED: <u>10.7.2014</u> APPLICATION FEE: <u>\$8586.00</u> TREASURER'S RECEIPT NUMBER: <u>14-00637</u>

SUBMITTAL REQUIREMENTS	
APPLICATION	<i>One original (which must contain an original signature) and six copies must be provided. Whenever possible, originals must be signed in blue. Please identify the original document.</i>
SUPPORTING DOCUMENTS	<i>One original (which must contain an original signature), where applicable, and six copies (if an original is not applicable, seven copies must be provided).</i>
FULL-SIZE DRAWINGS	<i>Seven copies of the required drawings must be provided. Drawings must be folded and 18" x 24" in size. No construction drawings or other sized drawings will be accepted unless specifically requested.</i>
REDUCED DRAWINGS	<i>Five copies of the drawings reduced to 11" x 17" must be provided.</i>
SUBMITTING APPLICATIONS	<i>Applications must be submitted in person by either the owner or the owner's designated agent. Should an agent submit the application, a notarized Owner/Agent Agreement must accompany the application. Please call (206) 780-3762 to make an appointment to submit your application.</i>
FEES	<i>Please call the Department of Planning & Community Development for submittal fee information.</i>
ATTACHED SUBMITTAL CHECKLIST	<i>Please refer to attached Submittal Checklist for further information. NOTE: when submitting this application, please do not copy or include the Submittal Checklist sheets attached to the back of this application.</i>

APPLICATIONS WILL NOT BE ACCEPTED
unless these basic requirements are met and the submittal packet is deemed counter complete.

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
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ATTACHMENT A

CITY OF BAINBRIDGE ISLAND

SITE PLAN AND DESIGN REVIEW APPLICATION

FORM MUST BE COMPLETED IN INK, PREFERABLY BLUE.
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A. GENERAL INFORMATION

1. Name of property owner: ROSEBUD LLC
Address: 25379 WAYNE MILLS PL. STE 300 VALENCIA, CA 91355
Phone: (661)-645-5572 Fax: _____
E-mail: MIKE@MDJ-CPA.COM

Name of property owner: Ø
Address: _____
Phone: _____ Fax: _____
E-mail: _____

Name of property owner: Ø
Address: _____
Phone: _____ Fax: _____
E-mail: _____

*If the owner(s) of record as shown by the county assessor's office is (are) not the agent,
the owner's (owners') signed and notarized authorization(s) must accompany this application.*

2. Applicant/agent: STEPHEN TAPP
Address: 2330 E MADISON ST, SEATTLE 98112
Phone: 206 459 5151 Fax: Ø
E-mail: ARCHENG2330@GMAIL.COM

3. Name of land surveyor: ADAM E GOLDSWORTHY, INC
Address: 1015 NE HOSTMARK ST, PULLMAN, 99130
Phone: 306-779-4299, 206-842-9598 Fax: _____
E-mail: _____

4. Planning department personnel familiar with site: HEATHER BECKMANN

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CITY OF BAINBRIDGE ISLAND

SITE PLAN AND DESIGN REVIEW APPLICATION

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5. Description of proposal:

BUILD TWO BUILDINGS -
1- 4 UNIT APARTMENT BUILDING, 1- 2 UNIT APARTMENT
BUILDING (TOTAL OF 6 UNITS) ON VACANT LAND
2- UNIT APT BUILDING TO HAVE OFFICE SPACE ON
GROUND FLOOR

6. Driving directions to site:

NORTH ON MADISON AVE. N.,
RIGHT ON MADRONA WAY E.

7. Please give the following existing parcel information:

Assessor's Parcel Number	Parcel Owner	*Lot Area
4110-000-017-0000	ROSEBUD LLC	7667 SQ. FT.
Use additional sheet if necessary	Total of all parcels:	

* As defined in Bainbridge Island Municipal Code 18.12.050

8. Legal description (or attach):

LOT 17, PLAT OF LARS LONE'S PARK
ADDITION TO WINSLOW NORTHWEST 1/4, SOUTHWEST 1/4
SEC. 26, T. 25N, R. 2 E, W. M.

9. Current comprehensive plan, zoning and shoreline designations and use of subject parcel(s):

Lot Number	Comp Plan Designation	Zoning Designation	Shoreline Designation	Current Use
Lot 17				VACANT LAND
Lot				
Lot				
Lot				

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CITY OF BAINBRIDGE ISLAND

SITE PLAN AND DESIGN REVIEW APPLICATION

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10. Current comprehensive plan, zoning and shoreline designations and use of adjacent properties:

Property	Comp Plan Designation	Zoning Designation	Shoreline Designation	Current Use
North				FUNERAL HOME
South				ROAD
East				APARTMENT BLDG
West				APARTMENT BLDG

11. Common name of adjacent water area or wetlands area:

NA

12. Does the site contain an environmentally sensitive area as defined in Critical Areas Ordinance (Bainbridge Island Municipal Code Chapter 16.20)?

☐ yes ☒ no ☐ unknown

If yes, check as appropriate:

☐ wetland*	☐ geologically hazardous area**
☐ wetland buffer*	☐ zone of influence**
☐ stream*	☐ slope buffer**
☐ stream buffer*	☐ fish and wildlife habitat area

* If your site includes a wetland or wetland buffer, a wetland report is required with your application.

**If your site includes a geologically hazardous area or is within the zone of influence as defined in Bainbridge Island Municipal Code 16.20, a geotechnical report may be required with your application.

13. Are there underlying/overlying agreements on the property?

☐ yes ☒ no ☐ unknown

If yes, check as appropriate and provide a copy of the decision document:

☐ CUP Conditional Use Permit	☐ SPR Site Plan Review
☐ MPD Master Planned Development	☐ SPT Short Plat
☐ PUD Planned Unit Development	☐ SSDP Shoreline Permit
☐ REZ Contract Rezone	☐ SUB Prior Subdivision
☐ RUE Reasonable Use Exception	☐ VAR Zoning Variance
	☐ Other:

Under which jurisdiction was the approval given?

☒ City of Bainbridge Island ☐ Kitsap County

Approval date: _____

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CITY OF BAINBRIDGE ISLAND

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14. Is there any other information which is pertinent to this project? ☐ yes ☒ no

If yes, please explain: _____

B. TECHNICAL INFORMATION

1. Name of water purveyor: CITY OF BAINBRIDGE
If a private well, what class? _____
2. Type of sewage disposal: ☐ on-site septic ☐ off-site septic ☒ sewer
Sewer district: ☒ City of Bainbridge Island ☐ Sewer District 7
3. General description of the existing terrain: SLIGHTLY SLOPING LOT
FROM BACK OF LOT TO MADRONA WAY NE
4. Soil survey classification: _____
5. Flood plain designation: ☒ X ☐ AE

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CITY OF BAINBRIDGE ISLAND

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6. Access (street functional road classifications):

Street Type	Required ROW Width	Street Name	Existing ROW Width
primary arterial	150 feet	Highway 305	ASSUMED
secondary arterial	60 feet	WINDSLOW/MADISON	60' NOW
collector	50 feet		
residential urban	40 feet	MAGNOLIA WAY	30' NOW/40' FUTURE
residential suburban	30 feet		
private	20 - 30 feet	ROSEDOW ENTRY	20' NEW

7. Sidewalks are adjacent to the parcel:

☐ yes ☒ no

If yes, existing sidewalks are _____ feet wide.

Sidewalk installation is proposed as part of the development project:

☐ yes ☐ no

Proposed sidewalks:

☒ adjacent to the parcel and are to be
☐ internal to the proposal and are to be

5.33 feet wide. + 3.33
 _____ feet wide.

8. Intended use of the land, as well as the sequence and timing of the proposed development:

BUILD (2) APARTMENT BUILDINGS, 1-4 UNIT BUILDING,
1- 2 UNIT BUILDING WITH OFFICE SPACE BELOW.
PROVIDE PAVED ACCESS TO GROUND FLOOR PARKING BELOW
THE BUILDINGS AND LANDSCAPING

9. Floor area ratio:

SEE ATTACHED DOCUMENT

10. Dimensions of proposed structures:

2-UNIT BUILDING (32'x48'), 4 UNIT BUILDING (31'x 64')

11. Height of proposed buildings or structures:

2-UNIT BUILDING (), 4 UNIT BUILDING (32.5')

12. Square footage of all spaces:

retail:

0

storage:

0

office:

858.60 SQ. FT.

residential:

6872 SQ FTOFFICE PARKING 478 SQ. FT.

other:

0

13. Number of stories proposed:

3 STORIES EACH BUILDING

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- (4) UNIT
14. Square feet per story: (1) 450 SQ. FT. (2) 450 SQ. FT. (3) 450 SQ. FT.
- (2) UNIT 641 SQ. FT. (2) 728 SQ. FT. (3) 728 SQ. FT.
15. Setback requirements:
- north: "0" south: "0"
- east: "0" west: "0"
16. Number of parking stalls required: WITHIN 1/2 MILE OF FERRY DOCK
(2)(6)(.5) = 6 (RESIDENTIAL) (2) COMMERCIAL = 9.5
(.25)(4) = 1.5 (GUEST)
17. Number of parking stalls proposed: 6 + 2 + 2 = 10
18. Amount of square footage of proposed paved areas: 2640 SQ. FT.
19. Square footage of building area: 3262 SQ. FT.
20. Percent of site to be covered by impervious surfaces: 5902/7667 77 %
(If the proposal results in more than 1,000 square feet of additional impervious surface, a drainage plan shall be required.)
21. Percentage of site to be covered by landscaping: 1046/7667 = 13.6 %
22. Percentage of parking area to be covered by landscaping: 25 %
23. Percentage of site to remain undeveloped: 0 %
24. Is the applicant proposing any terms, conditions, covenants and agreements or other documents regarding the intended development: (If yes, attach copies)
☐ yes ☒ no ☐ unknown
25. List any other permits for this project from state, federal or local governmental agencies for which you have applied or will apply, including the name of the issuing agency, whether the permit has been applied for, and if so, the date the application was approved or denied, and the application or permit number:
N/A

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26. Will the completed project result in 800 or more square feet of impervious surface
(building footprint + driveways + parking)? ☒ yes ☐ no ☐ unknown

27. Will the project result in clearing more than six significant trees or 2,500 square feet of ground?
☐ yes ☒ no ☐ unknown

28. Do storm water systems exist on the site? ☐ yes ☒ no ☐ unknown

If yes, were they constructed after 1982? ☐ yes ☐ no ☐ unknown

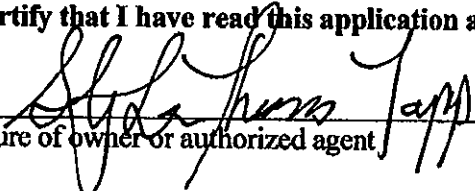
If yes, what type of storm water system exists on the site?

☐ infiltration ☐ open ditching ☐ closed conveyance ☐ detention

29. Will the completed project result in excavating of or filling in:

☐ less than 50 cubic yards. ☒ more than 50 cubic yards but less than 100 cubic yards. ☐ more than 100 cubic yards.

I hereby certify that I have read this application and know the same to be true and correct.



*Signature of owner or authorized agent

Date

STEPHEN TAPP

Please Print

**If signatory is not the owner of record, the attached "Owner/Agent Agreement" must be signed and notarized.*

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November 10, 2014

Mr. Stephen Tapp
Architect/P.E.
2330 East Madison Street
Seattle, WA 98112

Subject: Trip Generation for Rosebud II – Bainbridge Island, WA

Mr. Tapp:

The purpose of this letter is to present the trip generation expected for this project. The project is defined as 6 condominium units with two small office spaces of approximately 600 square feet total. The office spaces would be targeted to condominium owners who also desire a nearby work space.

Trip Generation

The trip generation data presented in this report was based on the Institute of Transportation Engineer's publication *Trip Generation, Ninth Edition*. General Office Building (LUC 710) and Residential Condominium (LUC 230) characterize the uses for this project. Table 1 gives a summary of the estimated project trip generation, with average weekday volume and the AM and PM peak hour volumes. Attached to this letter are the worksheets outlining the expected trips for the Rosebud II project.

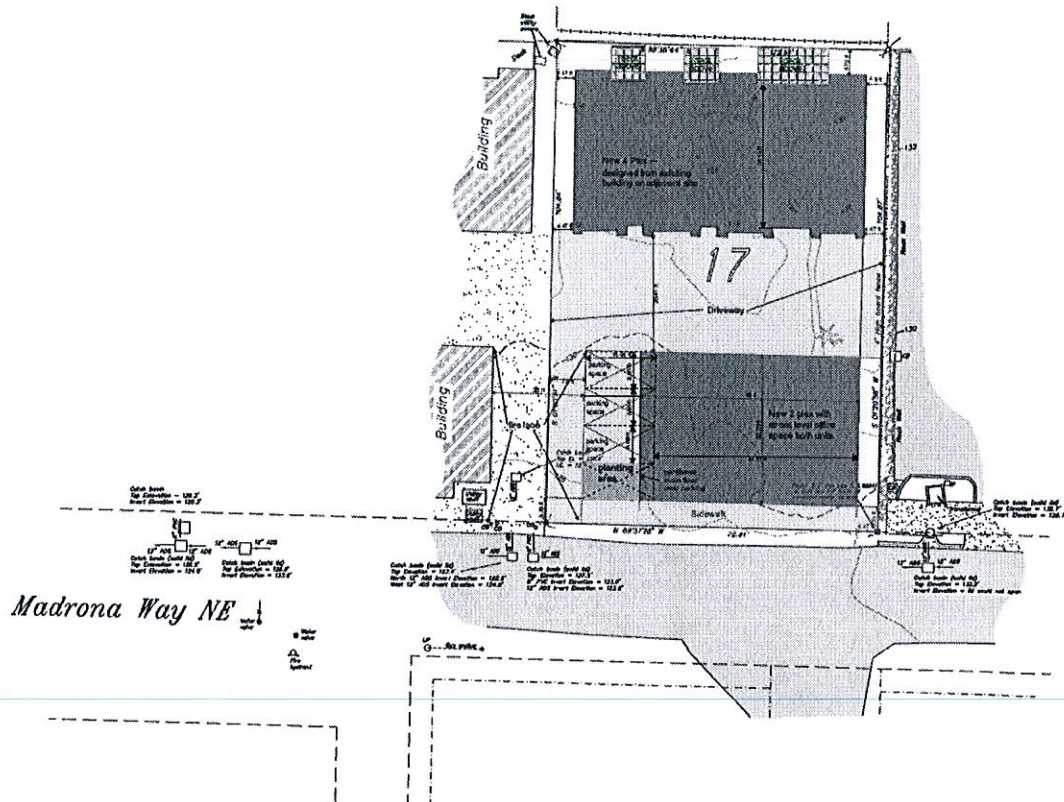
TABLE 2
Trip Generation Volumes
600 Square Feet Office, 6 Condominiums

<i>Time Period</i>	<i>Volume</i>
AWDT	42 vpd
AM Peak Inbound	1 vph
AM Peak Outbound	3 vph
AM Peak Total	4 vph
PM Peak Inbound	2 vph
PM Peak Outbound	2 vph
PM Peak Total	4 vph

Please call if further information is required.

Sincerely,

Gregary B. Heath, P.E.



ROSEBUD II

Summary of Multi-Use Trip Generation
Average Weekday Driveway Volumes (Unadjusted for Internal Trips)

Project: Rosebud II
Phase:

Open Date:
Analysis Date:

Description:

ITE:Land Use	24 Hour Two-Way Volume	AM Pk Hour		PM Pk Hour	
		Enter	Exit	Enter	Exit
710: General Office Building .6 Th.Sq.Ft. GFA [R]	7	1	0	0	1
230: Residential Condominium / Townhouse 6 Dwelling Units [R]	35	0	3	2	1
Total Driveway Volume	42	1	3	2	2
Total Peak Hour Pass-By Trips		0	0	0	0
Total Peak Hour Vol. Added to Adjacent Streets		1	3	2	2

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation Manual, 9th Edition, 2012

TRIP GENERATION 2013, TRAFFICWARE, LLC

Detailed Average Rate Trip Calculations
For .6 Th.Sq.Ft. GFA of General Office Building(710) - [R]

Project: Rosebud II
Phase:

Open Date:
Analysis Date:

Description:

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	11.03	6.15	1.00	7
7-9 AM Peak Hour Enter	1.37	0.00	1.00	1
7-9 AM Peak Hour Exit	0.19	0.00	1.00	0
7-9 AM Peak Hour Total	1.56	1.40	1.00	1
4-6 PM Peak Hour Enter	0.25	0.00	1.00	0
4-6 PM Peak Hour Exit	1.24	0.00	1.00	1
4-6 PM Peak Hour Total	1.49	1.37	1.00	1
AM Pk Hr, Generator, Enter	1.37	0.00	1.00	1
AM Pk Hr, Generator, Exit	0.19	0.00	1.00	0
AM Pk Hr, Generator, Total	1.56	1.40	1.00	1
PM Pk Hr, Generator, Enter	0.25	0.00	1.00	0
PM Pk Hr, Generator, Exit	1.24	0.00	1.00	1
PM Pk Hr, Generator, Total	1.49	1.37	1.00	1
Saturday 2-Way Volume	2.46	2.21	1.00	1
Saturday Peak Hour Enter	0.23	0.00	1.00	0
Saturday Peak Hour Exit	0.20	0.00	1.00	0
Saturday Peak Hour Total	0.43	0.72	1.00	0
Sunday 2-Way Volume	1.05	1.43	1.00	1
Sunday Peak Hour Enter	0.09	0.00	1.00	0
Sunday Peak Hour Exit	0.07	0.00	1.00	0
Sunday Peak Hour Total	0.16	0.44	1.00	0

Note: A zero indicates no data available.

Source: Institute of Transportation Engineers
Trip Generation Manual, 9th Edition, 2012

TRIP GENERATION 2013, TRAFFICWARE, LLC

Detailed Average Rate Trip Calculations
For 6 Dwelling Units of Residential Condominium / Townhouse(230) - [R]

Project: Rosebud II
Phase:

Open Date:
Analysis Date:

Description:

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	5.81	3.11	1.00	35
7-9 AM Peak Hour Enter	0.07	0.00	1.00	0
7-9 AM Peak Hour Exit	0.37	0.00	1.00	3
7-9 AM Peak Hour Total	0.44	0.69	1.00	3
4-6 PM Peak Hour Enter	0.35	0.00	1.00	2
4-6 PM Peak Hour Exit	0.17	0.00	1.00	1
4-6 PM Peak Hour Total	0.52	0.75	1.00	3
AM Pk Hr, Generator, Enter	0.08	0.00	1.00	0
AM Pk Hr, Generator, Exit	0.36	0.00	1.00	3
AM Pk Hr, Generator, Total	0.44	0.68	1.00	3
PM Pk Hr, Generator, Enter	0.33	0.00	1.00	2
PM Pk Hr, Generator, Exit	0.19	0.00	1.00	1
PM Pk Hr, Generator, Total	0.52	0.75	1.00	3
Saturday 2-Way Volume	5.67	3.10	1.00	34
Saturday Peak Hour Enter	0.25	0.00	1.00	2
Saturday Peak Hour Exit	0.22	0.00	1.00	1
Saturday Peak Hour Total	0.47	0.71	1.00	3
Sunday 2-Way Volume	4.84	2.71	1.00	29
Sunday Peak Hour Enter	0.22	0.00	1.00	1
Sunday Peak Hour Exit	0.23	0.00	1.00	2
Sunday Peak Hour Total	0.45	0.70	1.00	3

Note: A zero indicates no data available.

Source: Institute of Transportation Engineers
Trip Generation Manual, 9th Edition, 2012

TRIP GENERATION 2013, TRAFFICWARE, LLC



November 10, 2014

Mr. Stephen Tapp
Architect/P.E.
2330 East Madison Street
Seattle, WA 98112

Subject: Trip Generation for Rosebud II – Bainbridge Island, WA

Mr. Tapp:

The purpose of this letter is to present the trip generation expected for this project. The project is defined as 6 condominium units with two small office spaces of approximately 600 square feet total. The office spaces would be targeted to condominium owners who also desire a nearby work space.

Trip Generation

The trip generation data presented in this report was based on the Institute of Transportation Engineer's publication *Trip Generation, Ninth Edition*. General Office Building (LUC 710) and Residential Condominium (LUC 230) characterize the uses for this project. Table 1 gives a summary of the estimated project trip generation, with average weekday volume and the AM and PM peak hour volumes. Attached to this letter are the worksheets outlining the expected trips for the Rosebud II project.

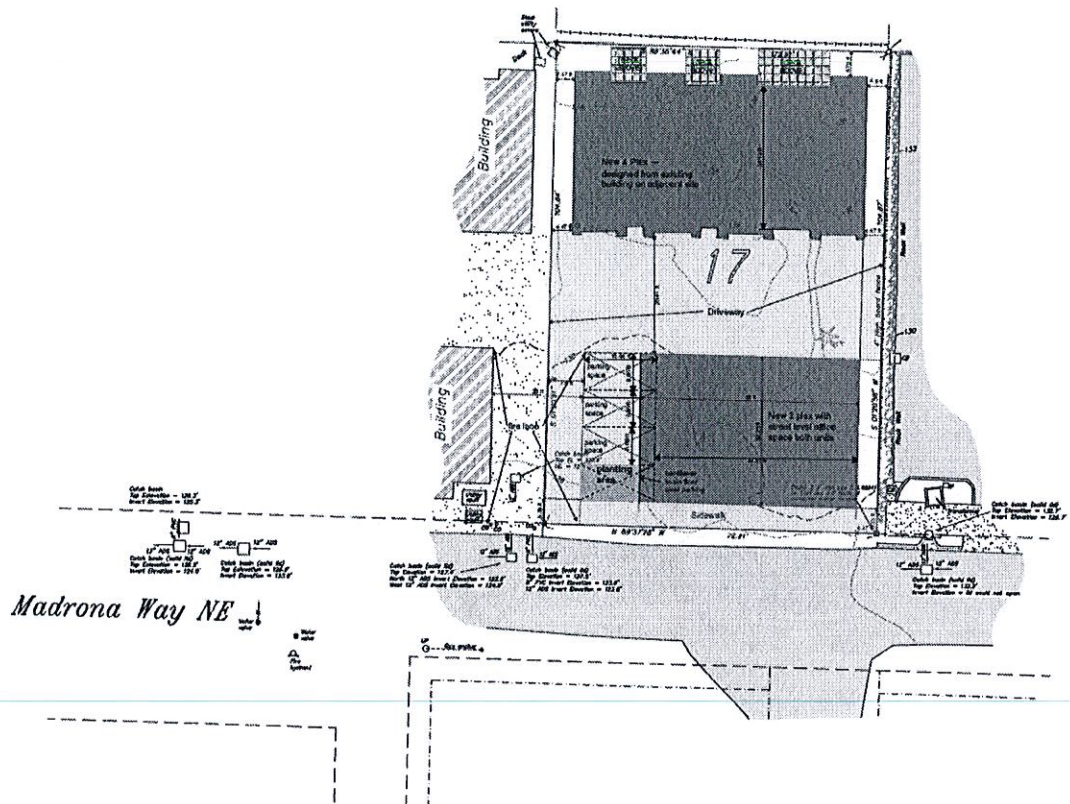
TABLE 2
Trip Generation Volumes
600 Square Feet Office, 6 Condominiums

<i>Time Period</i>	<i>Volume</i>
AWDT	42 vpd
AM Peak Inbound	1 vph
AM Peak Outbound	3 vph
AM Peak Total	4 vph
PM Peak Inbound	2 vph
PM Peak Outbound	2 vph
PM Peak Total	4 vph

Please call if further information is required.

Sincerely,

Gregory B. Heath, P.E.



HEATH & ASSOCIATES, INC
Transportation and Civil Engineering

FIGURE 1

Summary of Multi-Use Trip Generation
Average Weekday Driveway Volumes (Unadjusted for Internal Trips)

Project: Rosebud II
Phase:

Open Date:
Analysis Date:

Description:

ITE:Land Use	24 Hour Two-Way Volume	AM Pk Hour		PM Pk Hour	
		Enter	Exit	Enter	Exit
710: General Office Building .6 Th.Sq.Ft. GFA [R]	7	1	0	0	1
230: Residential Condominium / Townhouse 6 Dwelling Units [R]	35	0	3	2	1
Total Driveway Volume	42	1	3	2	2
Total Peak Hour Pass-By Trips		0	0	0	0
Total Peak Hour Vol. Added to Adjacent Streets		1	3	2	2

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation Manual, 9th Edition, 2012

TRIP GENERATION 2013, TRAFFICWARE, LLC

Detailed Average Rate Trip Calculations
For .6 Th.Sq.Ft. GFA of General Office Building(710) - [R]

Project: Rosebud II
Phase:

Open Date:
Analysis Date:

Description:

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	11.03	6.15	1.00	7
7-9 AM Peak Hour Enter	1.37	0.00	1.00	1
7-9 AM Peak Hour Exit	0.19	0.00	1.00	0
7-9 AM Peak Hour Total	1.56	1.40	1.00	1
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AM Pk Hr, Generator, Enter	1.37	0.00	1.00	1
AM Pk Hr, Generator, Exit	0.19	0.00	1.00	0
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PM Pk Hr, Generator, Enter	0.25	0.00	1.00	0
PM Pk Hr, Generator, Exit	1.24	0.00	1.00	1
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Saturday Peak Hour Enter	0.23	0.00	1.00	0
Saturday Peak Hour Exit	0.20	0.00	1.00	0
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Sunday Peak Hour Total	0.16	0.44	1.00	0

Note: A zero indicates no data available.

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Trip Generation Manual, 9th Edition, 2012

TRIP GENERATION 2013, TRAFFICWARE, LLC

Detailed Average Rate Trip Calculations
For 6 Dwelling Units of Residential Condominium / Townhouse(230) - [R]

Project: Rosebud II
Phase:

Open Date:
Analysis Date:

Description:

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	5.81	3.11	1.00	35
7-9 AM Peak Hour Enter	0.07	0.00	1.00	0
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7-9 AM Peak Hour Total	0.44	0.69	1.00	3
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AM Pk Hr, Generator, Enter	0.08	0.00	1.00	0
AM Pk Hr, Generator, Exit	0.36	0.00	1.00	3
AM Pk Hr, Generator, Total	0.44	0.68	1.00	3
PM Pk Hr, Generator, Enter	0.33	0.00	1.00	2
PM Pk Hr, Generator, Exit	0.19	0.00	1.00	1
PM Pk Hr, Generator, Total	0.52	0.75	1.00	3
Saturday 2-Way Volume	5.67	3.10	1.00	34
Saturday Peak Hour Enter	0.25	0.00	1.00	2
Saturday Peak Hour Exit	0.22	0.00	1.00	1
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Source: Institute of Transportation Engineers
Trip Generation Manual, 9th Edition, 2012

TRIP GENERATION 2013, TRAFFICWARE, LLC

CITY OF BAINBRIDGE ISLAND

SITE PLAN AND DESIGN REVIEW APPLICATION

FORM MUST BE COMPLETED IN INK, PREFERABLY BLUE.
PENCIL WILL NOT BE ACCEPTED.

SENT TO
NAN 10/2/14
0219.



DATE STAMP FOR CITY USE ONLY Bainbridge Island OCT - 7 2014 Dept. of Planning & Community Development	TO BE FILLED OUT BY APPLICANT PROJECT NAME: <u>ROSEBUD II</u> TAX ASSESSOR'S NUMBER: <u>4110-000-017-0000</u> PROJECT STREET ADDRESS OR ACCESS STREET: <u>117 MADRONA WAY NE</u> ENVIRONMENTAL CHECKLIST SUBMITTED: ☐ YES ☒ NO
	FOR CITY USE ONLY FILE NUMBER: <u>PLN19288 SPR</u> PROJECT NUMBER: <u>PLN19288</u> DATE RECEIVED: <u>10.7.2014</u> APPLICATION FEE: <u>\$8586.00</u> TREASURER'S RECEIPT NUMBER: <u>14-00637</u>

SUBMITTAL REQUIREMENTS	
APPLICATION	<i>One original (which must contain an original signature) and six copies must be provided. Whenever possible, originals must be signed in blue. Please identify the original document.</i>
SUPPORTING DOCUMENTS	<i>One original (which must contain an original signature), where applicable, and six copies (if an original is not applicable, seven copies must be provided).</i>
FULL-SIZE DRAWINGS	<i>Seven copies of the required drawings must be provided. Drawings must be folded and 18" x 24" in size. No construction drawings or other sized drawings will be accepted unless specifically requested.</i>
REDUCED DRAWINGS	<i>Five copies of the drawings reduced to 11" x 17" must be provided.</i>
SUBMITTING APPLICATIONS	<i>Applications must be submitted in person by either the owner or the owner's designated agent. Should an agent submit the application, a notarized Owner/Agent Agreement must accompany the application. Please call (206) 780-3762 to make an appointment to submit your application.</i>
FEES	<i>Please call the Department of Planning & Community Development for submittal fee information.</i>
ATTACHED SUBMITTAL CHECKLIST	<i>Please refer to attached Submittal Checklist for further information. NOTE: when submitting this application, please do not copy or include the Submittal Checklist sheets attached to the back of this application.</i>

APPLICATIONS WILL NOT BE ACCEPTED
unless these basic requirements are met and the submittal packet is deemed counter complete.

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
280 MADISON AVENUE NORTH • BAINBRIDGE ISLAND, WA • 98110-1812
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ATTACHMENT A

CITY OF BAINBRIDGE ISLAND

SITE PLAN AND DESIGN REVIEW APPLICATION

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A. GENERAL INFORMATION

1. Name of property owner: ROSEBUD LLC
Address: 25379 WAYNE MILLS PL. STE 300 VALENCIA, CA 91355
Phone: (661)-645-5572 Fax: _____
E-mail: MIKE@MDJ-CPA.COM

Name of property owner: Ø
Address: _____
Phone: _____ Fax: _____
E-mail: _____

Name of property owner: Ø
Address: _____
Phone: _____ Fax: _____
E-mail: _____

*If the owner(s) of record as shown by the county assessor's office is (are) not the agent,
the owner's (owners') signed and notarized authorization(s) must accompany this application.*

2. Applicant/agent: STEPHEN TAPP
Address: 2330 E MADISON ST, SEATTLE 98112
Phone: 206 459 5151 Fax: Ø
E-mail: ARCHENG2330@GMAIL.COM

3. Name of land surveyor: ADAM E GOLDSWORTHY, INC
Address: 1015 NE HOSTMARK ST, PULLMAN, 99130
Phone: 306-779-4299, 206-842-9598 Fax: _____
E-mail: _____

4. Planning department personnel familiar with site: HEATHER BECKMANN

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CITY OF BAINBRIDGE ISLAND

SITE PLAN AND DESIGN REVIEW APPLICATION

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5. Description of proposal:

BUILD TWO BUILDINGS -
1- 4 UNIT APARTMENT BUILDING, 1- 2 UNIT APARTMENT
BUILDING (TOTAL OF 6 UNITS) ON VACANT LAND
2- UNIT APT BUILDING TO HAVE OFFICE SPACE ON
GROUND FLOOR

6. Driving directions to site:

NORTH ON MADISON AVE. N.,
RIGHT ON MADRONA WAY E.

7. Please give the following existing parcel information:

Assessor's Parcel Number	Parcel Owner	*Lot Area
4110-000-017-0000	ROSEBUD LLC	7667 SQ. FT.
Use additional sheet if necessary	Total of all parcels:	

* As defined in Bainbridge Island Municipal Code 18.12.050

8. Legal description (or attach):

LOT 17, PLAT OF LARS LONE'S PARK
ADDITION TO WINSLOW NORTHWEST 1/4, SOUTHWEST 1/4
SEC. 26, T. 25N, R. 2 E, W. M.

9. Current comprehensive plan, zoning and shoreline designations and use of subject parcel(s):

Lot Number	Comp Plan Designation	Zoning Designation	Shoreline Designation	Current Use
Lot 17				VACANT LAND
Lot				
Lot				
Lot				

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CITY OF BAINBRIDGE ISLAND

SITE PLAN AND DESIGN REVIEW APPLICATION

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10. Current comprehensive plan, zoning and shoreline designations and use of adjacent properties:

Property	Comp Plan Designation	Zoning Designation	Shoreline Designation	Current Use
North				FUNERAL HOME
South				ROAD
East				APARTMENT BLDG
West				APARTMENT BLDG

11. Common name of adjacent water area or wetlands area:

NA

12. Does the site contain an environmentally sensitive area as defined in Critical Areas Ordinance (Bainbridge Island Municipal Code Chapter 16.20)?

☐ yes ☒ no ☐ unknown

If yes, check as appropriate:

☐ wetland*	☐ geologically hazardous area**
☐ wetland buffer*	☐ zone of influence**
☐ stream*	☐ slope buffer**
☐ stream buffer*	☐ fish and wildlife habitat area

* If your site includes a wetland or wetland buffer, a wetland report is required with your application.

**If your site includes a geologically hazardous area or is within the zone of influence as defined in Bainbridge Island Municipal Code 16.20, a geotechnical report may be required with your application.

13. Are there underlying/overlying agreements on the property?

☐ yes ☒ no ☐ unknown

If yes, check as appropriate and provide a copy of the decision document:

☐ CUP Conditional Use Permit	☐ SPR Site Plan Review
☐ MPD Master Planned Development	☐ SPT Short Plat
☐ PUD Planned Unit Development	☐ SSDP Shoreline Permit
☐ REZ Contract Rezone	☐ SUB Prior Subdivision
☐ RUE Reasonable Use Exception	☐ VAR Zoning Variance
	☐ Other:

Under which jurisdiction was the approval given?

☒ City of Bainbridge Island ☐ Kitsap County

Approval date: _____

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CITY OF BAINBRIDGE ISLAND

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14. Is there any other information which is pertinent to this project? ☐ yes ☒ no

If yes, please explain: _____

B. TECHNICAL INFORMATION

1. Name of water purveyor: CITY OF BAINBRIDGE
If a private well, what class? _____
2. Type of sewage disposal: ☐ on-site septic ☐ off-site septic ☒ sewer
Sewer district: ☒ City of Bainbridge Island ☐ Sewer District 7
3. General description of the existing terrain: SLIGHTLY SLOPING LOT
FROM BACK OF LOT TO MADRONA WAY NE
4. Soil survey classification: _____
5. Flood plain designation: ☒ X ☐ AE

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CITY OF BAINBRIDGE ISLAND

SITE PLAN AND DESIGN REVIEW APPLICATION

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6. Access (street functional road classifications):

Street Type	Required ROW Width	Street Name	Existing ROW Width
primary arterial	150 feet	Highway 305	ASSUMED
secondary arterial	60 feet	WINDSLOW/MADISON	60' NOW
collector	50 feet		
residential urban	40 feet	MAGNOLIA WAY	30' NOW/40' FUTURE
residential suburban	30 feet		
private	20 - 30 feet	ROSEDOW ENTRY	20' NEW

7. Sidewalks are adjacent to the parcel:

☐ yes ☒ no

If yes, existing sidewalks are _____ feet wide.

Sidewalk installation is proposed as part of the development project:

☐ yes ☐ no

Proposed sidewalks:

☒ adjacent to the parcel and are to be
☐ internal to the proposal and are to be

 5.33 feet wide. + 3.33
 _____ feet wide.

8. Intended use of the land, as well as the sequence and timing of the proposed development:

BUILD (2) APARTMENT BUILDINGS, 1-4 UNIT BUILDING,
 1-2 UNIT BUILDING WITH OFFICE SPACE BELOW.
 PROVIDE PAVED ACCESS TO GROUND FLOOR PARKING BELOW
 THE BUILDINGS AND LANDSCAPING

9. Floor area ratio:

SEE ATTACHED DOCUMENT

10. Dimensions of proposed structures:

2-UNIT BUILDING (32'x48'), 4 UNIT BUILDING (31'x64')

11. Height of proposed buildings or structures:

2-UNIT BUILDING (), 4 UNIT BUILDING (32.5')

12. Square footage of all spaces:

retail:

0

storage:

0

office:

858 SQ. FT.

residential:

6872 SQ FT

other:

0

OFFICE PARKING 478 SQ. FT.

13. Number of stories proposed:

3 STORIES EACH BUILDING

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CITY OF BAINBRIDGE ISLAND

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- (4) UNIT
14. Square feet per story: (1) 450 SQ. FT. (2) 450 SQ. FT. (3) 450 SQ. FT.
- (2) UNIT 641 SQ. FT. (2) 728 SQ. FT. (3) 728 SQ. FT.
15. Setback requirements:
- north: "0" south: "0"
- east: "0" west: "0"
16. Number of parking stalls required: WITHIN 1/2 MILE OF FERRY DOCK
(2)(6)(.5) = 6 (RESIDENTIAL) (2) COMMERCIAL = 9.5
(.25)(4) = 1.5 (GUEST)
17. Number of parking stalls proposed: 6 + 2 + 2 = 10
18. Amount of square footage of proposed paved areas: 2640 SQ. FT.
19. Square footage of building area: 3262 SQ. FT.
20. Percent of site to be covered by impervious surfaces: 5902/7667 77 %
(If the proposal results in more than 1,000 square feet of additional impervious surface, a drainage plan shall be required.)
21. Percentage of site to be covered by landscaping: 1046/7667 = 13.6 %
22. Percentage of parking area to be covered by landscaping: 25 %
23. Percentage of site to remain undeveloped: 0 %
24. Is the applicant proposing any terms, conditions, covenants and agreements or other documents regarding the intended development: (If yes, attach copies)
☐ yes ☒ no ☐ unknown
25. List any other permits for this project from state, federal or local governmental agencies for which you have applied or will apply, including the name of the issuing agency, whether the permit has been applied for, and if so, the date the application was approved or denied, and the application or permit number:
N/A

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CITY OF BAINBRIDGE ISLAND

SITE PLAN AND DESIGN REVIEW APPLICATION

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26. Will the completed project result in 800 or more square feet of impervious surface
(building footprint + driveways + parking)? ☒ yes ☐ no ☐ unknown

27. Will the project result in clearing more than six significant trees or 2,500 square feet of ground?
☐ yes ☒ no ☐ unknown

28. Do storm water systems exist on the site? ☐ yes ☒ no ☐ unknown

If yes, were they constructed after 1982? ☐ yes ☐ no ☐ unknown

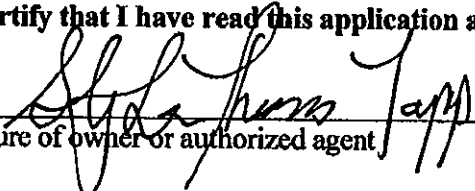
If yes, what type of storm water system exists on the site?

☐ infiltration ☐ open ditching ☐ closed conveyance ☐ detention

29. Will the completed project result in excavating of or filling in:

☐ less than 50 cubic yards. ☒ more than 50 cubic yards but less than 100 cubic yards. ☐ more than 100 cubic yards.

I hereby certify that I have read this application and know the same to be true and correct.


*Signature of owner or authorized agent

Date

STEPHEN TAPP

Please Print

**If signatory is not the owner of record, the attached "Owner/Agent Agreement" must be signed and notarized.*

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Scale: 1" = 10'
Assumed



City of Bainbridge Island
Vertical Control Network

18
Rosebud
A Condominium
Volume 7, Pages 72-80

Topography

of a portion of
Lot 17, Plat of Lars Lone's Park Additin to Winslow
Northwest 1/4, Southwest 1/4
SEC.26, T.25N., R.2E., W.M.
City of Bainbridge Island, Kitsap County, Washington

Prepared for:
Rick Lanning

Notes:

- 1) Pipe sizes and invert elevations were observed from the ground surface. Critical dimensions 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.
- 4) Refer to the survey recorded in Volume 46 of surveys, Page 103, records of Kitsap County, Washington.
- 5) Refer to Rosebud, A Condominium as recorded in Volume 7 of Condominiums, Pages 72-80, records of Kitsap County, Washington.
- 6) This drawing and the information thereon is for the sole use of the client under this contract.

BAINBRIDGE ISLAND
MAR 10 2015
DEPT OF PLANNING &
CITY DEVELOPMENT

SUR-1

ADAM
&
GOLDSWORTHY, INC.
LAND SURVEYING

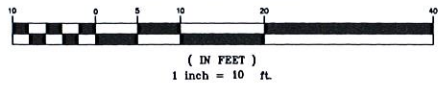
1015 NE HOSTMARK ST. (360)779-4299
POULSBORO, WA 98370 (206)842-9598

DATE 12/16/13 FIELD BOOK 1270/6-17
DRAWING 5497T SHEET 1/1



- Legend**
- = Set 3/4" iron pipe and lot stake
 - = Found point as noted
 - UP ○ = Utility pole
 - WM ○ = Water meter
 - CB □ = Catch basin lid
 - CO ○ = Sewer clean out cover
 - ▨ = Asphalt pavement surface
 - ▩ = Concrete surface
 - ▤ = Rock wall
 - 12" W ○ = Deciduous tree with diameter and type
(A = alder; W = willow; M = maple)
 - 12" F ★ = Coniferous tree with diameter and type
(C = cedar; F = Douglas fir; H = hemlock)

GRAPHIC SCALE



Section 2 - Prescriptive Energy Compliance (WSEC Table R402.1.1)

Glazing: Windows: U-30 Skylights: U-50	Walls ^{1,2,3} : Above Grade: R-21 (intermediate framed)
Ceiling: Flat: R-49 Vaulted: R-38	Basement Walls (below grade) Insulated on the Interior: • R-15 continuous • R-21 cavity • R-13 cavity with R-5 continuous installed on the inside or outside of the wall. Insulated on the Exterior: • R-10 continuous
Floor: R-30	
Slab On Grade: R-10	

¹ Int. (intermediate framing) denotes standard framing 16 inches on center with headers insulated with a minimum of R-10 insulation.
² Log and solid timber walls with a minimum average thickness of 3.5 inches are exempt from this insulation requirement.
³ Where faced batt is used, the installation shall be stapled to the face of the studs. There shall be no compression to the batt at the edges of the cavity due to r-set stapling installation tabs.

Section 3 - Prescriptive Whole House Ventilation (IRC M1508)

Type of System: ☐ Continuous (fan runs continuously) ☐ Intermittent (fan runs _____ % of the time)
☐ Integrated Forced Air System _____ cfm airflow rate required

Energy/Ventilation Notes

Requirements of the 2012 Washington State Energy Code and Chapter 15 of Seattle Residential Code:

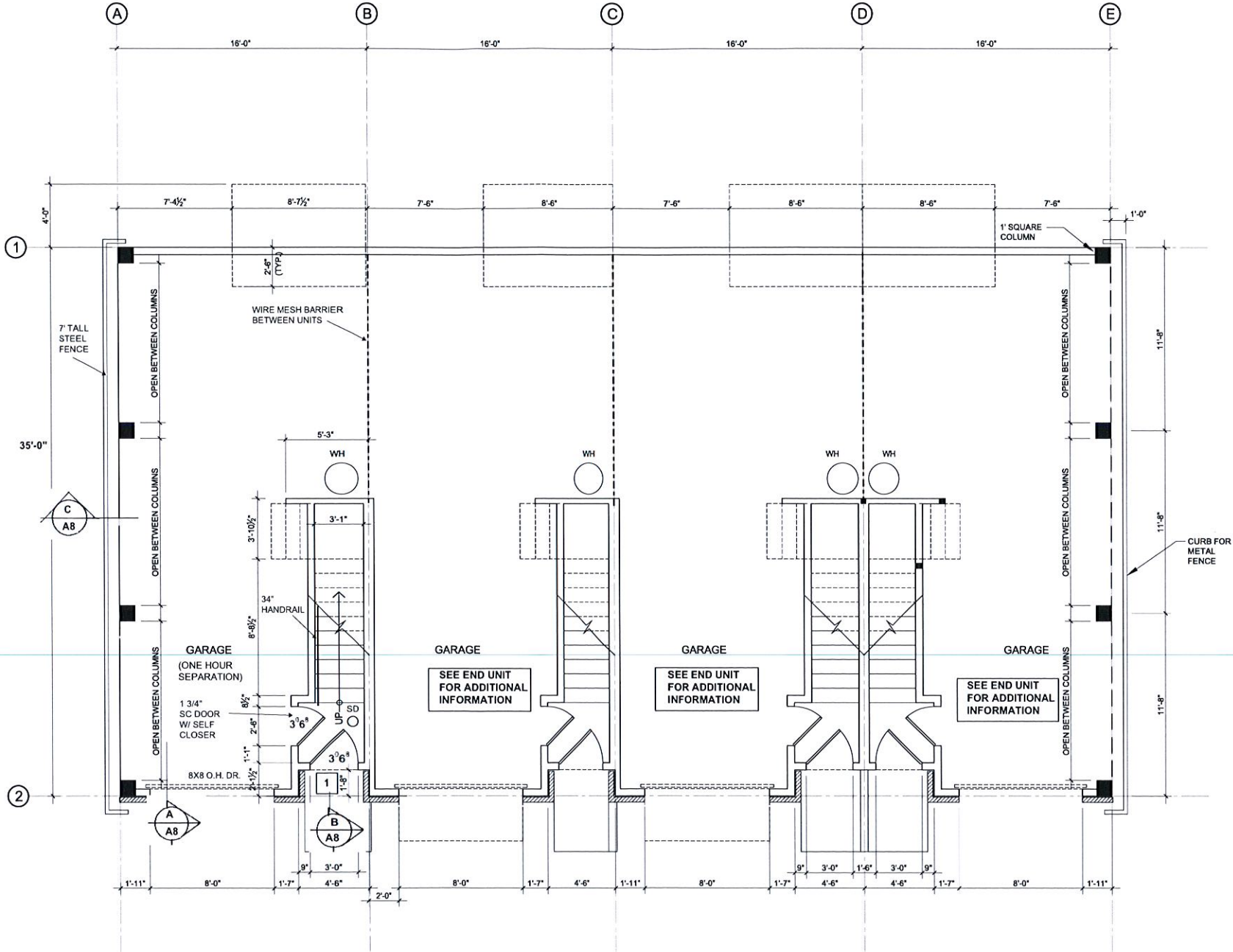
- Vapor retarders of min. 4 mil polyethylene or draft faced material shall be installed on the warm side (in winter) of insulation. Minimum 6 mil black waterproof barrier shall be installed under slab.
- Exterior joints and penetrations shall be sealed, caulked, gasketed, or weatherstripped.
- Primary heating system to be a high efficiency gas fired boiler with a minimum AFUE of 92%. (Option 1a for 1.0 credit on Table 9-1) Radiant floor heating shall be provided throughout Lower Floor.
- Provide at least one programmable thermostat for the regulation of temperature.
- Exhaust fans:
Whole House Fan: This fan to be provided per SRC M1508.5.1 using a 150 cfm fan. See plans for location. Ventilation controls to be per SRC M1508.5.2. This fan to be set to operate a minimum of 12 hours per day. All other fans minimum of 50 cfm.
- Not Used
- Water heaters shall meet requirements of ASHRAE 90A-80.
- All faucets and showerheads shall limit total flow to a maximum of 2.5 gpm; toilets to no more than 1.6 gallons per flush.
- Duct leakage test results shall be provided to the building inspector and homeowner prior to an approved final inspection.
- Minimum 75 percent of interior luminaires shall be high efficacy luminaires. All exterior lighting shall be high efficacy luminaires.

Vertical Glazing

Plan ID	Component Description	Ref.	U	Qt.	Width Feet	Height Feet	Area	UA
A	2gl Wood/vitr, Low e1 1/2" argon	10-6B	.28	4	2	4	40	14
B		0		2	5	4	40	0
C		0		4	1	3	20	0
D		0		4	1	4	27	0
E		0		4	1	3	20	0
F		0		2	7	4	63	0
G		0		2	7	1	21	0
H		0		4	7	2	56	0
I		0		0	0	0	0	0
J		0		4	3	1	18	0
K		0		4	2	6	65	0
L		0		0	0	0	0	0
M		0		4	7	3	98	0
N		0		8	7	1	84	0
		0	0.00				0	0
		0	0.00				0	0

Exterior Doors

Plan ID	Component Description	Ref.	U	Qt.	Width Feet	Height Feet	Area	UA
1	WoodSWF 2gl 45% 22x64 1/2" LOWE .11 A1	10-6C	0.39	4	3	6	80	31
2	WoodSWF 2gl 45% 22x64 1/2" LOWE .11 A1	10-6C	0.39	8	7	6	373	146
		Custom	0.00				0	0
		Custom	0.00				0	0
		Custom	0.00				0	0
		Custom	0.00				0	0
		0	0.00				0	0



GROUND LEVEL PLANS
SCALE: 1/4" = 1'-0"

revisions

Rosebud II Apartments
117 Madrona Way NE
Bainbridge, Washington

Stephen Tapp
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P: 206-526-0534
2311 1st Avenue NE
Seattle, Washington

This work was prepared by
me or under my supervision.

Sheet Contents:

Scale: as noted

Date: 1/13/15

Job no.: T13J10

Drawn by: STT

Sheet no.:

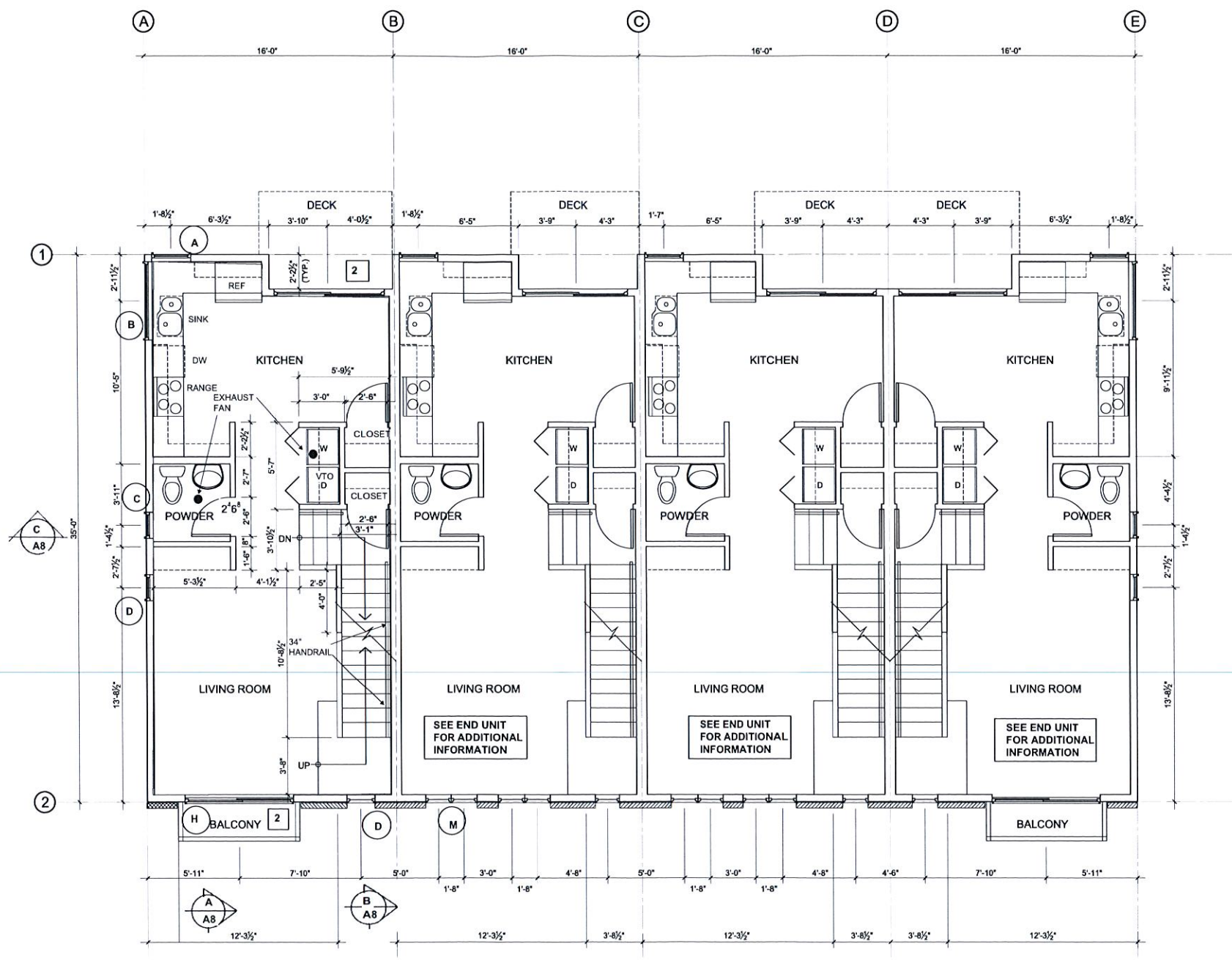
A-1

BAINBRIDGE ISLAND
MAR 10 2015
DEPT OF PLANNING &
CITY DEVELOPMENT

GRAPHIC SYMBOLS

	UNDISTURBED EARTH		STEEL		PLYWOOD
	BRICK		FINISHED WOOD		CONT WOOD BLOCKING
	CONCRETE		RIGID INSULATION		WOOD BLOCKING
	CMU		GYPSUM WALL BOARD		
	GRAVEL		BATT INSULATION		

	BUILDING GRID		FLOOR ELEVATION
	OFFICE #1		SPOT ELEVATION
	ROOM TITLE & NUMBER		INTERIOR WALL ELEVATION FLAG
	DOOR NUMBER		
	WINDOW NUMBER		
	DETAIL FLAG		
	BUILDING SECTION FLAG		
	ELEVATION FLAG		



LEVEL 2 PLANS
SCALE: 1/4" = 1'-0"

BAINBRIDGE ISLAND
MAR 10 2015
DEPT OF PLANNING &
CITY DEVELOPMENT

revisions

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Sheet Contents:

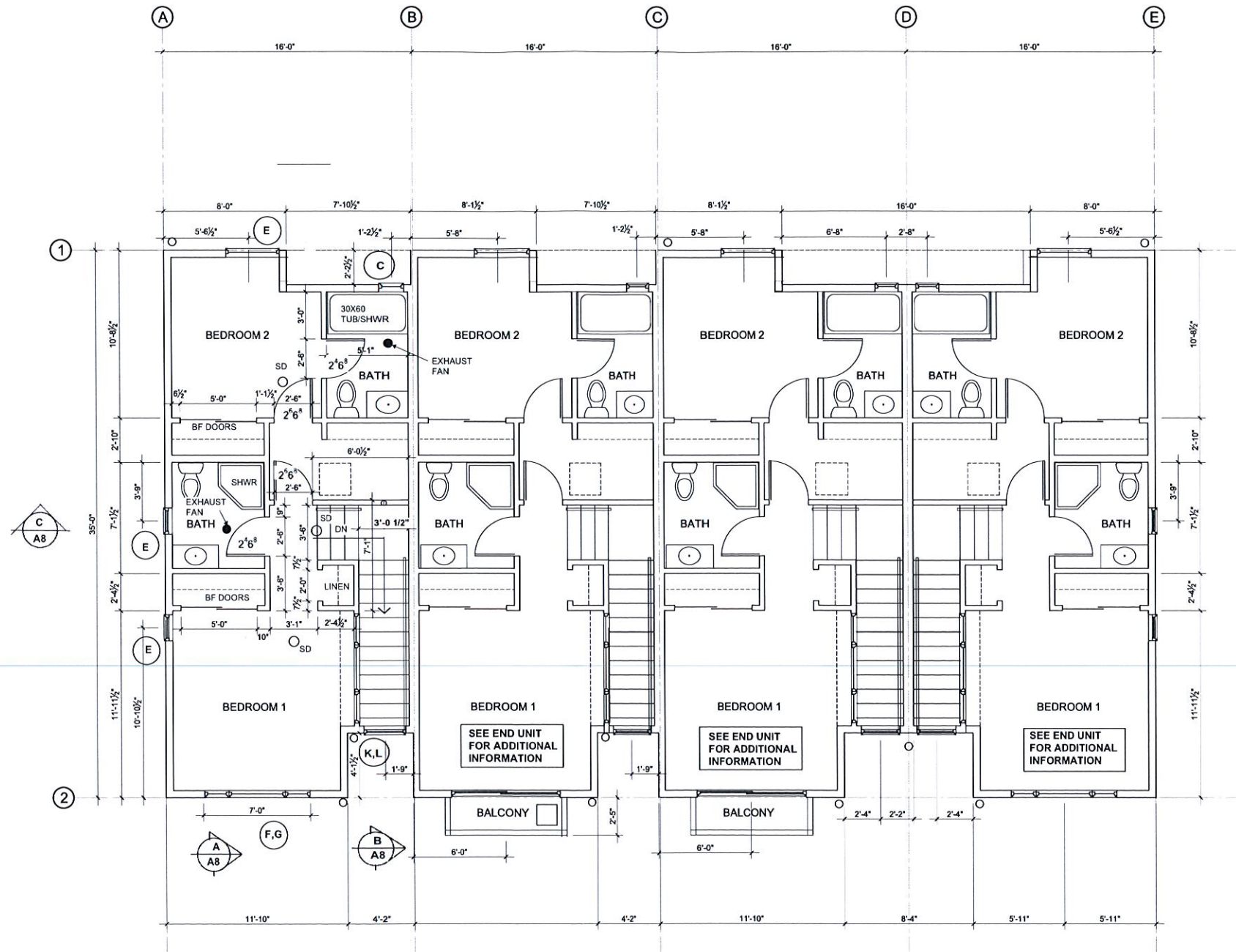
Scale: as noted

Date: 1/13/15

Job no.: T13J10

Drawn by: STT

Sheet no.: A-2



LEVEL 3 PLANS

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

BAINBRIDGE ISLAND

MAR 10 2015

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CITY DEVELOPMENT

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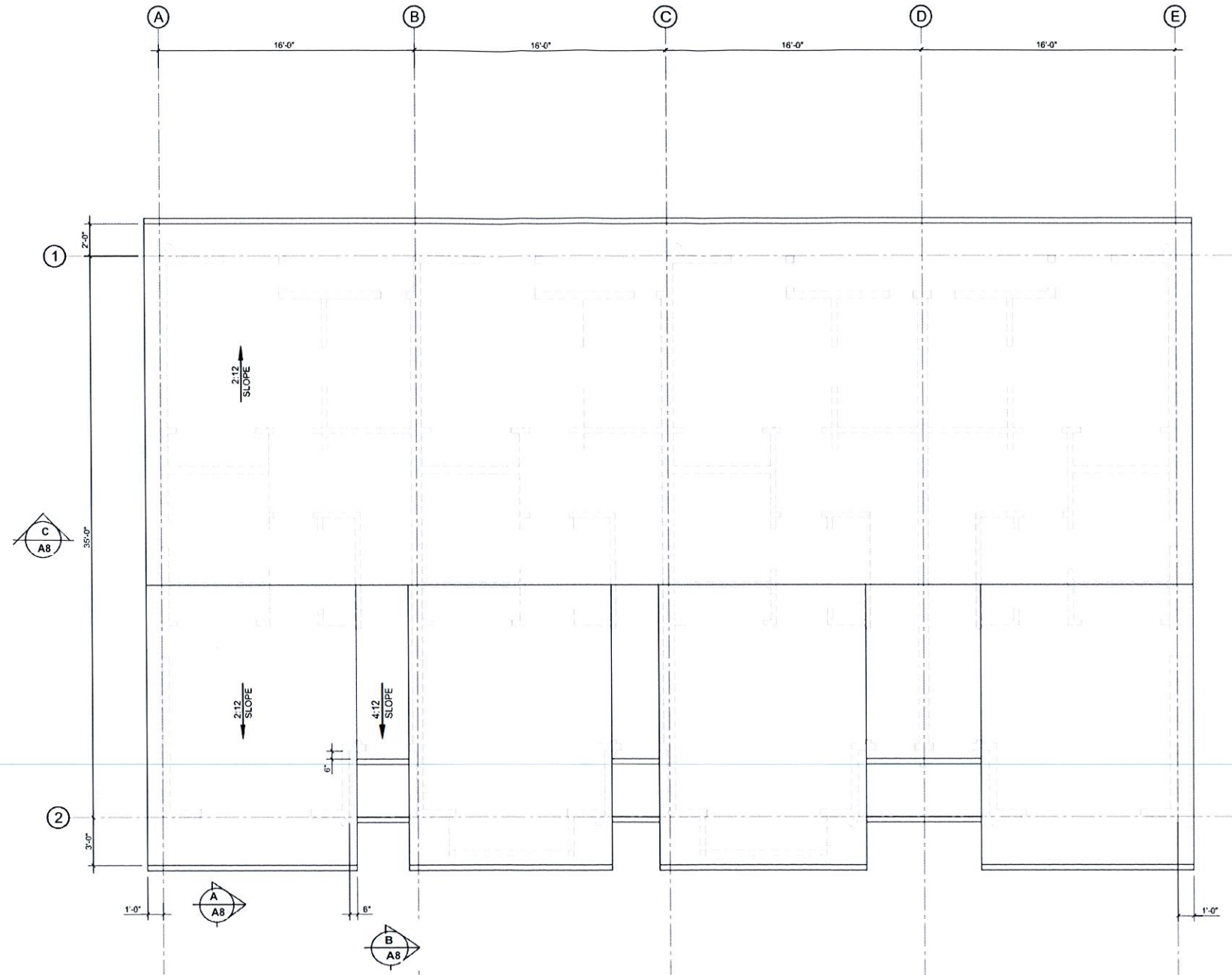
Date: 1/13/15

Job no.: T13J10

Drawn by: STT

Sheet no.:

A-3



ROOF PLAN UNITS 3 THROUGH 6

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

BAINBRIDGE ISLAND

MAR 10 2015

DEPT OF PLANNING &
CITY DEVELOPMENT

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Date: 1/13/15

Job no.: T13J10

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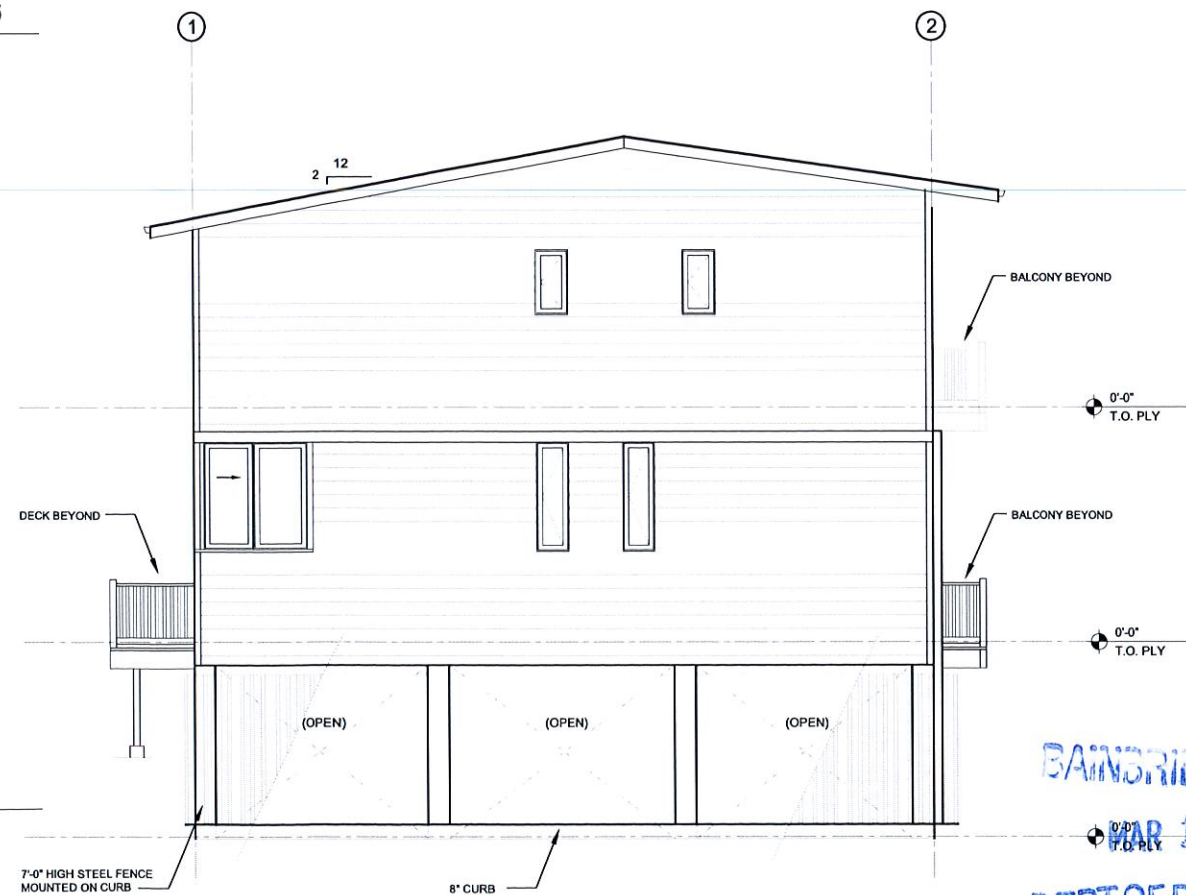
Sheet no.:

A-5



SOUTH ELEVATION UNITS 3 THROUGH 6

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



WEST ELEVATION UNITS 3 THROUGH 6

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

BAINBRIDGE ISLAND
 APR 10 2015
 DEPT OF PLANNING &
 CITY DEVELOPMENT

revisions

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Sheet Contents:

Scale: as noted

Date: 1/13/15

Job no.: T13J10

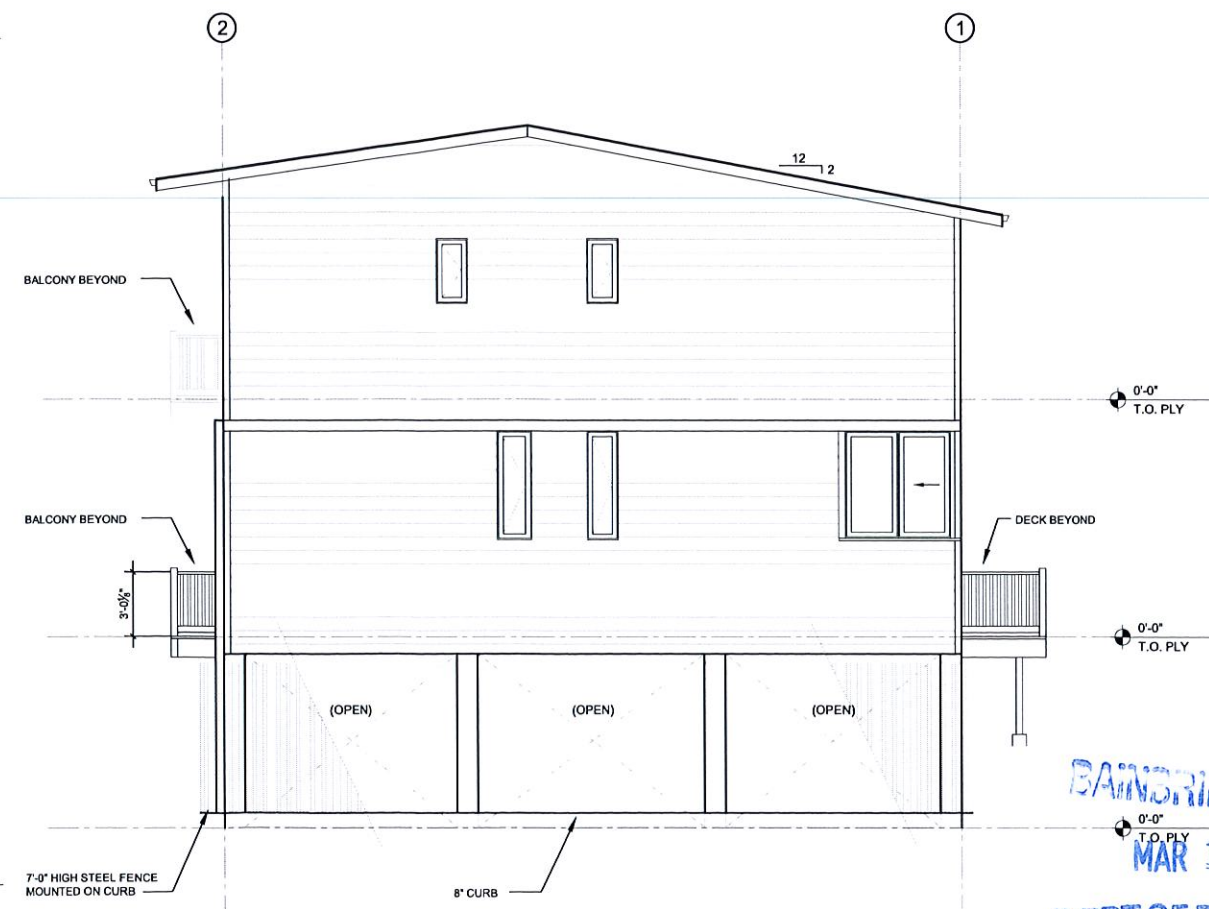
Drawn by: STT

Sheet no.:

A-6



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



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

BAINBRIDGE ISLAND
MAR 10 2015
DEPT OF PLANNING &
CITY DEVELOPMENT

Rosebud II

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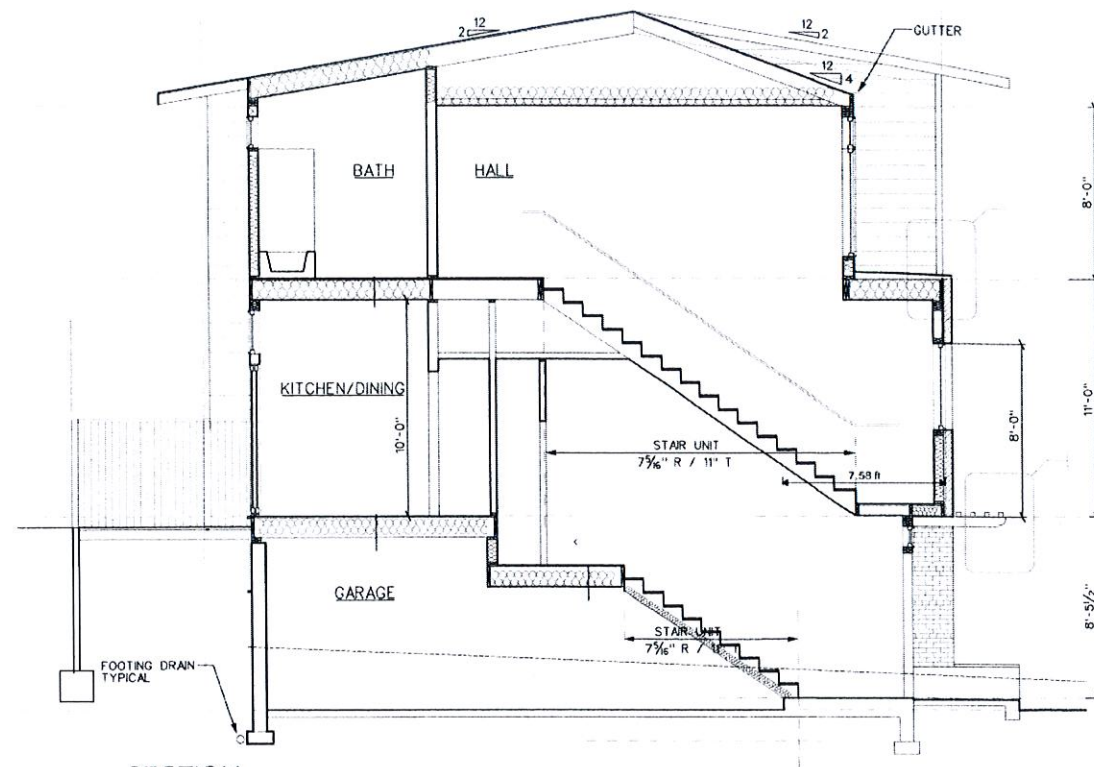
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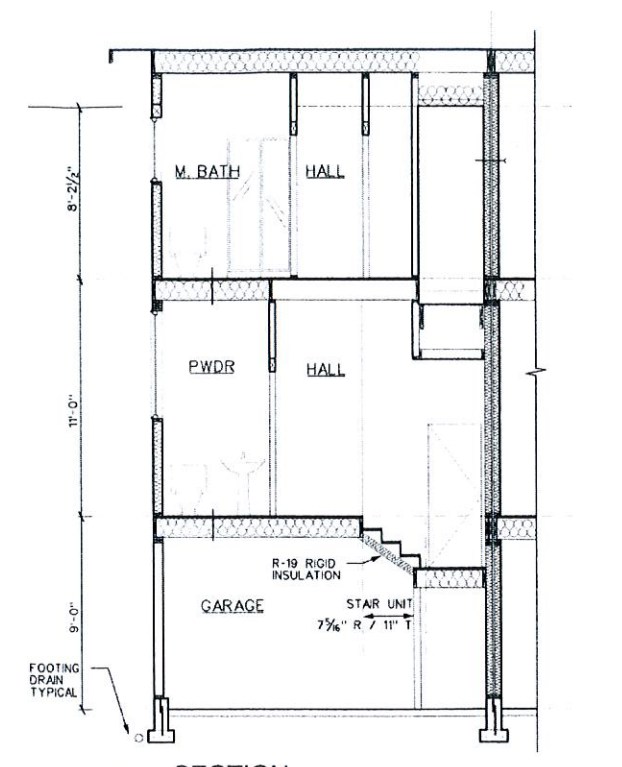
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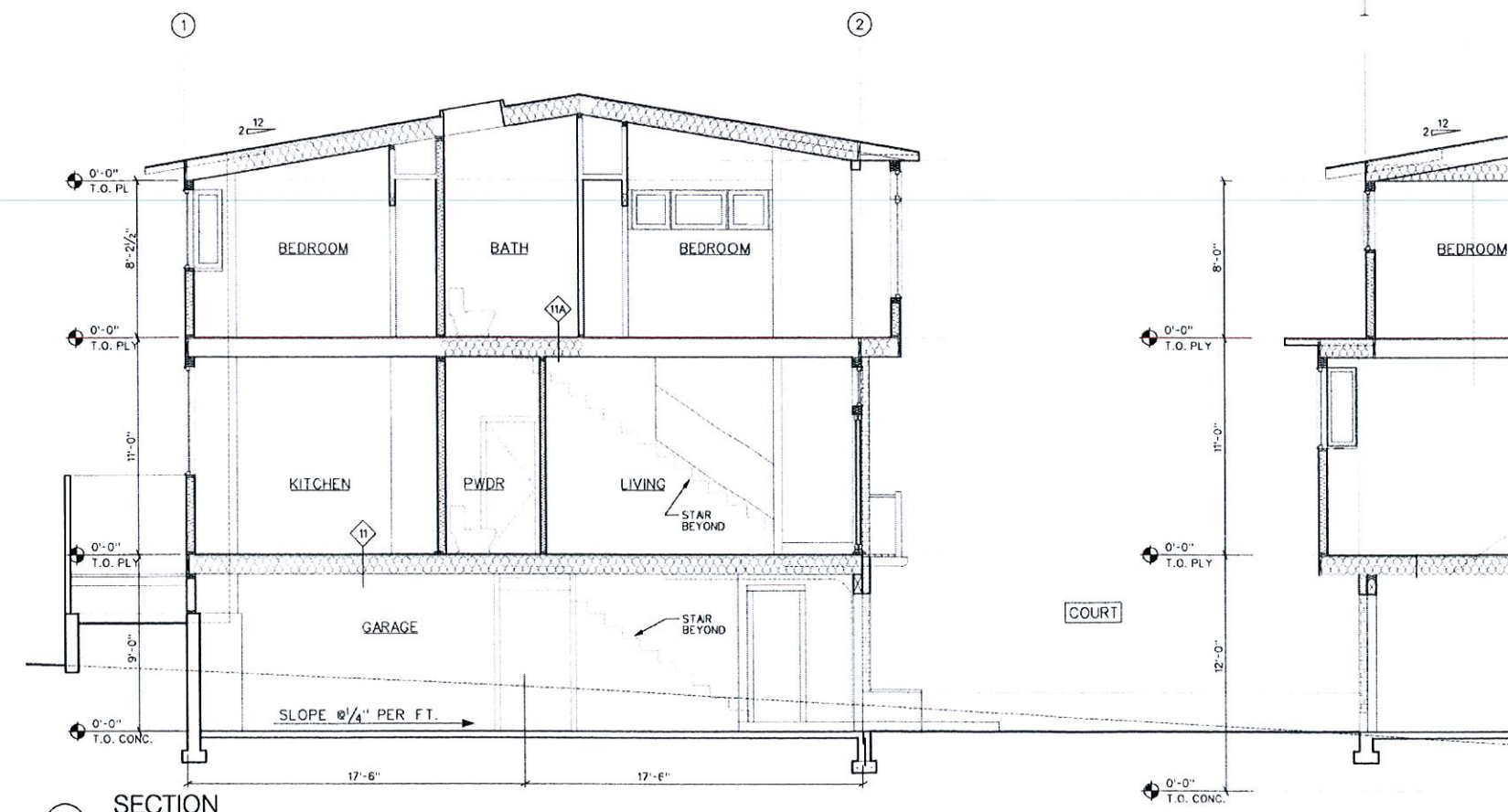
A-7



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



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



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

BAINBRIDGE ISLAND
MAR 10 2015
DEPT OF PLANNING &
CITY DEVELOPMENT

Rosebud II Apartments
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Bainbridge, Washington

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Date: 1/13/15
Job no.: T13J10
Drawn by: STT
Sheet no.:

A-8

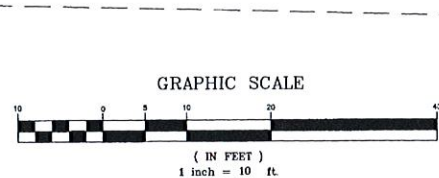


City of Bainbridge Island
Vertical Control Network

Catch basin
Top Elevation = 126.3'
Invert Elevation = 125.3'

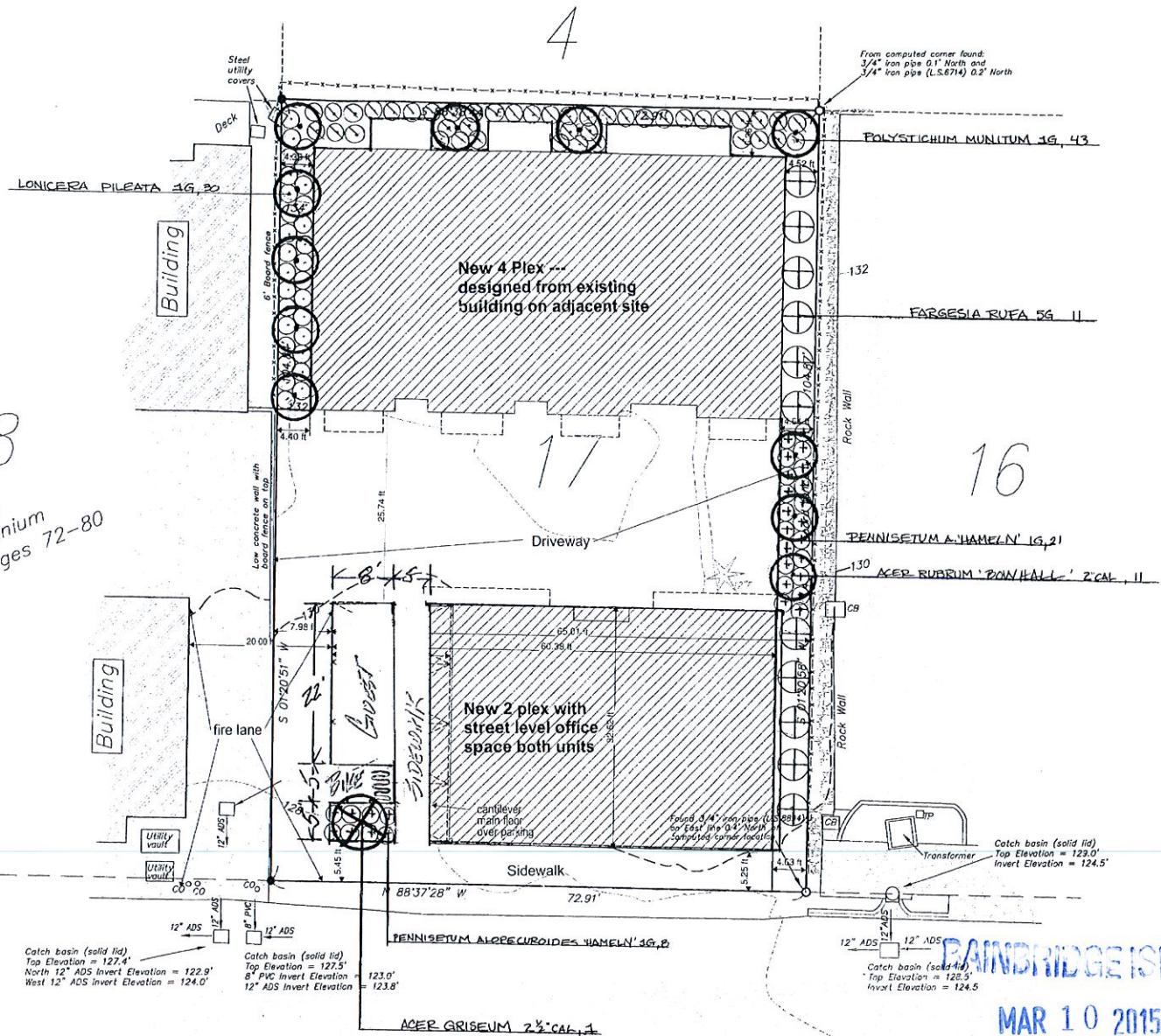
12" ADS 12" ADS 12" ADS
Catch basin (solid lid)
Top Elevation = 126.5'
Invert Elevation = 124.0'

Madrona Way NE



SITE PLAN ON SURVEY

18
Rosebud
A Condominium
Volume 7, Pages 72-80



All new plant materials specified are species that are adapted to the climatic conditions of the coastal region of the Puget Sound Region. "Bowhall" Red Maple (*Acer rubrum* "Bowhall") is listed in Michael A. Dirr's *Manual of Woody Landscape Plants: Their Identification, Ornamental Characteristics, Propagation and Uses* as reaching a mature height of 50' x 15'. There are 11 Bowhall Red Maples specified in the plan, for a total of 11 tree units. The Paperbark Maple (*Acer griseum*) reaches a height at maturity of 20' to 30', with a spread of one-half to equal to its height. There is one Paperbark Maple in the plan, yielding one-half of a tree unit. This gives a total of 11 1/2 tree units for the development.

LANDSCAPE PLAN

SAVAGE PLANTS & LANDSCAPE
6810 State Highway 104
Kingston, WA 98346
360-297-8711
landscape@savageplants.com

SCALE: DATE:

revisions

Rosebud II
Bainbridge Island, Washington

Stephen Tapp
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PR: 205-270-0534
2330 East Madison Street
Seattle, Washington

This work was prepared by me or under my supervision.

Sheet Contents:

Scale: as noted
Date: 1/13/15
Job no.: T13J10
Drawn by: DB
Sheet no.:
SITE-1

ROSEBUD II APARTMENTS 2-UNITS

A B B R E V I A T I O N S

AB	ANCHOR BOLT	MAX	MAXIMUM
ABV	ABOVE	MECH	MECHANICAL
A/C	AIR CONDITIONING	MC	MEDICINE CABINET
ADD	ADDITION(AL)	MFG	MANUFACTURER
ADH	ADHESIVE	MIN	MINIMUM
ADJ	ADJACENT	MISC	MISCELLANEOUS
AFF	ABOVE FINISHED FLOOR		
AGG	AGGREGATE	NOM	NOMINAL
ALT	ALTERNATE, ALTERATION; ALTITUDE	NS	NEAR SIDE
ALUM	ALUMINUM	NTS	NOT TO SCALE
AP	ACCESS PANEL		
APPD	APPROVED	OC	ON CENTER
APPL	APPLIANCE	OD	OUTSIDE DIAMETER
ARCH	ARCHITECT, ARCHITECTURAL	OH	OVERHEAD
		OHD	OVERHEAD DOOR
BDRM	BEDROOM	OPNG	OPENING
BLDG	BUILDING	OPP	OPPOSITE
BLK	BLOCK	OUT	OUTLET
BLKG	BLOCKING	OVFL	OVERFLOW
BM	BEAM, BENCH MARK		
BRG	BEARING	PC	PULL CHAIN, PRECAST CONCRETE
BTM	BOTTOM	PED	PEDESTAL, PEDESTRIAN
BTWN	BETWEEN	PERF	PERFORATE, PERFORMANCE
		PERP	PERPENDICULAR
		PL	PLATE, PLAN, PROPERTY LINE
CAB	CABINET	PLYWD	PLYWOOD
CAR	CARPET	PLUMB	PLUMBING
CB	CATCH BASIN, CONCRETE BLOCK,	PSC	PRESTRESSED CONCRETE
CF	CUBIC FEET	PSF	POUNDS PER SQUARE FOOT
CJ	CONTROL JOINT, CONSTRUCTION JOINT	PSI	POUNDS PER SQUARE INCH
CL	CENTERLINE	PVC	POLYVINYL CHLORIDE
CLG	CEILING		
CLO	CLOSET	QTY	QUANTITY
CLR	CLEAR		
CMU	CONCRETE MASONRY UNIT	R	RADIUS, RISER
COL	COLUMN	R&S	ROD AND SHELF
COMB	COMBUSTION	RA	RETURN AIR, REGISTERED ARCHITECT
CONC	CONCRETE	RCP	REFLECTED CEILING PLAN
CONST	CONSTRUCTION	REBAR	REINFORCING BAR
CONT	CONTINUOUS, CONTINUE	REF	REFER, REFERENCE, REFRIGERATOR
CONTR	CONTRACTOR	REG	REGISTER, REGULAR
CRPT	CARPET	REINF	REINFORCEMENT, OR REINFORCE
CSMT	CASEMENT	REQD	REQUIRED
CY	CUBIC YARD, CYCLE	RGH	ROUGH
		RM	ROOM
		RO	ROUGH OPENING
DBL	DOUBLE		
DET	DETAIL	SCH	SCHEDULE
DIA	DIAMETER	SF	SQUARE FOOT
DN	DOWN	SG	SAFETY GLASS
DS	DOWNSPOUT	SH	SHELF, SHEET, SHOWER
DTL	DETAIL	SHT	SHEET
DWG	DRAWING	SHTHG	SHEATHING
		SHWR	SHOWER
		SIM	SIMILAR
EA	EACH		
ELEV	ELEVATOR, ELEVATION	SL	SLOPE
ENCL	ENCLOSURE	SPECS	SPECIFICATIONS
EQ	EQUAL	SQ	SQUARE
EQUIP	EQUIPMENT	STD	STANDARD
EPS	EXPANDED POLYSTYRENE	STL	STEEL
EW	EACH WAY	STRUCT	STRUCTURAL
EXIST	EXISTING		
EXP	EXPANSION, EXPOSED		
EXT	EXTERIOR, EXTINGUISH	T	TREAD, THERMOSTAT, TEE
		T&B	TOP AND BOTTOM
FD	FLOOR DRAIN	T&G	TONGUE & GROOVE
FDN	FOUNDATION	TB	TOWEL BAR
FFE	FINISHED FLOOR ELEVATION	TD	TRENCH DRAIN
FIN	FINISH, FINISHED	TEL	TELEPHONE
FLR	FLOOR	TEMP	TEMPORARY
FLUOR	FLUORESCENT	THK	THICK, THICKNESS
FOS	FACE OF STUD	THRU	THROUGH
FS	FAR SIDE	TOS	TOP OF SLAB
FT	FOOT, FEET	TOW	TOP OF WALL
FTG	FOOTING	TPH	TOILET PAPER HOLDER
FUR	FURRED	TV	TELEVISION
		TYP	TYPICAL
GA	GAUGE, GAGE		
GALV	GALVANIZED	UNO	UNLESS NOTED OTHERWISE
GFCI	GROUND FAULT CIRCUIT INTERRUPT		
GRD	GRADE	V	VOLT, VENT, VENTILATOR
GWB	GYPSON BOARD	VB	VAPOR BARRIER
		VERT	VERTICAL
HB	HOSE BIB	VIN	VINYL
HDR	HEADER	VOL	VOLUME
HDWD	HARDWOOD		
HORIZ	HORIZONTAL	W	WEST, WIDTH, WIDE, WAIT, WASTE
HT	HEIGHT	W/	WITH
		W/O	WITHOUT
INFO	INFORMATION	WC	WATERCLOSET
INSUL	INSULATION	WD	WOOD
INT	INTERIOR, INTERNAL	WF	WIDE FLANGE (STRUCTURAL STEEL)
		WH	WATER HEATER
JST	JOIST	WIN	WINDOW
		WWM	WELDED WIRE MESH
LIN	LINEN	WP	WATERPROOF, WEATHERPROOF
LT	LAUNDRY TUB		

PROJECT DIRECTORY

OWNER:

ROSEBUD LLC
25379 WAYNE MILLS PLACE, SUITE 300
VALENCIA, CALIFORNIA 91355

SITE ADDRESS:

117 MADRONA WAY NE
BAINBRIDGE ISLAND, WASHINGTON

CONTRACTOR:

RICK LANNING

ARCHITECT:

STEPHEN TAPP
2330 EAST MADISON STREET
SEATTLE, WA 98112
(206) 320-0534

PO BOX 1074
PUUNENE, MAUI, HI 96784

STRUCTURAL DESIGN:

STEPHEN TAPP
2330 EAST MADISON STREET
SEATTLE, WA 98112
(206) 320-0534

PO BOX 1074
PUUNENE, MAUI, HI 96784

FAR CALCULATIONS

2 UNIT 3RD FLOOR = 1432 SQUARE FEET
 2ND FLOOR = 1442 SQUARE FEET
 GROUND FLOOR = 580 SQUARE FEET

TOTAL = 3454 SQUARE FEET

4 UNIT 3RD FLOOR = 1988 SQUARE FEET
 2ND FLOOR = 2145 SQUARE FEET
 GROUND FLOOR = 61 SQUARE FEET

TOTAL = 4194 SQUARE FEET

TOTAL LIVING AREA = 7648 SQUARE FEET

LOT AREA = 7667 SQUARE FEET > 7648 SQUARE FEET

PROJECT DATA

TAX LOT NUMBER 4110-000-017-000

LEGAL DESCRIPTION:

LOT17, PLAT OF LARS LONE'S PARK
ADDITION TO WINSLOW NOTHERWEST 1/4, SOUTHWET 1/4
SWCA.26, T.25N,R.2E,W.M.

SITE ADDRESS:

117 MADRONA WAY NE,
BAINBRIDGE IS., WA.

ZONING: CORE

SITE AREA: 7667 SQ.FT.

MAX ALLOWABLE
BUILDING HEIGHT: 35'

NUMBER OF STORIES: 3

PROPOSED LOT COVERAGE: 1344 SQ.FT.(2 UNIT)

BUILDING AREA (CONDITIONED):
3RD LEVEL= 1432 sq.ft.
2ND LEVEL= 1442 sq.ft.
GRADE LEVEL BONUS = 510 sq.ft.
GRADE LEVEL STAIR= 70 sq.ft.
GRADE LEVEL UNIT PARKING= 808 sq.ft.

TOTAL = 4262 sq.ft.

REQUIRED SETBACKS:

front 10' max., sides 0', rear 0'

PARKING LIVING UNITS:

3 spaces provided - 2 FOR UNITS, ONE GUEST

CODE SUMMARY

OCCUPANCY: R-3

BLDG SEPARATION: 2 hr. btwn units

OCCUPANCY SEPARATION: 1 hour

NO. OF STORIES: 3

ALLOWABLE BLDG AREA: unlimited

TOTAL BLDG AREA: 4262 sq.ft.

CONSTRUCTION TYPE: V-N

FIRE DETECTION: all sleeping areas

FIRE ALARM: no

AUTOMATIC FIRE PROTECTION: yes, 13D system

I N D E X O F D R A W I N G S

SHEET DESCRIPTION

T1 TITLE SHEET

SUR-1 TOPO/SURVEY

SITE-1 SITE PLAN ON SURVEY

A-1 STREET LEVEL 2 UNIT/2ND LEVEL PLAN
A-2 3RD LEVEL PLAN 2 UNIT/ENERGY INFO/WINDOW,DOOR SCHEDULES
A-3 EAST/WEST ELEVATIONS
A-4 NORTH/SOUTH ELEVATIONS
A-5 BUILDING SECTIONS

S-1 STRUCTURAL NOTES
S-2 FOUNDATION PLAN/GROUND FLOOR SHEAR WALL PLAN/2ND LEVEL
FRAMING PLAN 2 UNIT
S-3 2ND LEVEL SHEAR WALL PLAN/3RD LEVEL FRAMING PLAN 2 UNIT
3RD LEVEL SHEAR WALL PLAN/ROOF FRAMING PLAN
S-4 FOUNDATION DETAILS
S-5 FOUNDATION DETAILS
S-6 WOOD FRAMING DETAILS
S-7 WOOD FRAMING DETAILS

C1.1 GENERAL INFORMATION
C1.2 TESC PLAN
C2.1 GRADING PLAN
C2.2 GRADING PROFILES
C2.3 GRADING DETAILS
C3.1 UTILITY PLAN
C3.2 STORM DRAINAGE DETAILS
C3.3 UTILITY DETAILS

L-1 LANDSCAPE PLAN

L O C A T I O N M A P



VICINITY MAP

SCALE: 1" = 500'

0 250 500 1000

LEGAL

SEC.26, T.25N., R.2E., W.M. VALENCIA, CALIFORNIA 91355

OWNERS: ROSEBUD II
25379 WAYNE MILLS ROAD PLACE SUITE 300
VALENCIA, CALIFORNIA 91355

revisions

3/9/15

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Seattle, Washington

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Sheet Contents:

TITLE SHEET
BUILDING INFO
PROJECT DIRECTORY
DRAWING INDEX
LOCATION MAP

Scale: as noted

Date: 1/13/15

Job no.: T13J10

Drawn by: STT

Sheet no.:

T1



City of Bainbridge Island
Vertical Control Network

18
Rosebud
A Condominium
Volume 7, Pages 72-80

Topography

of a portion of

Lot 17, Plat of Lars Lone's Park Additin to Winslow
Northwest 1/4, Southwest 1/4

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

City of Bainbridge Island, Kitsap County, Washington

Prepared for:

Rick Lanning

Notes:

- 1) Pipe sizes and invert elevations were observed from the ground surface. Critical dimensions 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.
- 4) Refer to the survey recorded in Volume 46 of surveys, Page 103, records of Kitsap County, Washington.
- 5) Refer to Rosebud, A Condominium as recorded in Volume 7 of Condominiums, Pages 72-80, records of Kitsap County, Washington.
- 6) This drawing and the information thereon is for the sole use of the client under this contract.

BAINBRIDGE ISLAND

MAR 10 2015

DEPT OF PLANNING &
'NITY DEVELOPMENT

SUR-1

ADAM
&

GOLDSWORTHY, INC.
LAND SURVEYING

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

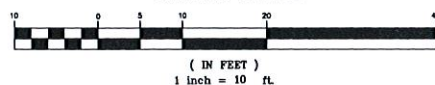
DATE 12/16/13 FIELD BOOK 1270/6-17
DRAWING 5497T SHEET 1/1



Legend

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- = Found point as noted
- UP ○ = Utility pole
- WM ○ = Water meter
- CB □ = Catch basin lid
- CO ○ = Sewer clean out cover
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- = Concrete surface
- = Rock wall
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- 12" F = Coniferous tree with diameter and type (C = cedar; F = Douglas fir; H = hemlock)

GRAPHIC SCALE

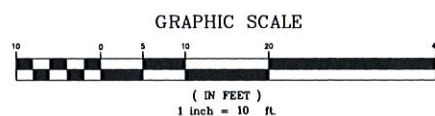


Scale: 1" = 10'
Assumed



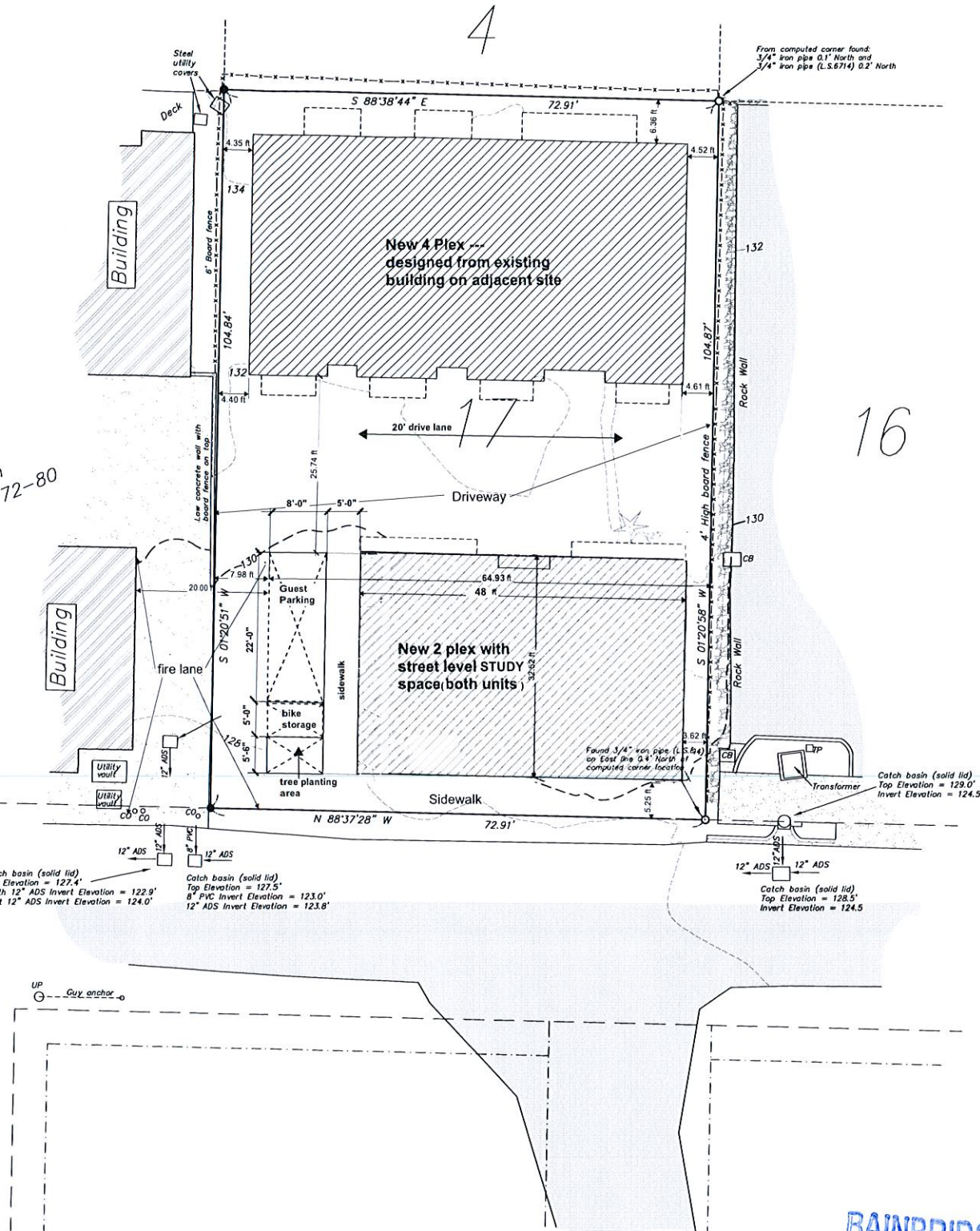
City of Bainbridge Island
Vertical Control Network

Madrona Way NE



SITE PLAN ON SURVEY

18
Rosebud
A Condominium
Volume 7, Pages 72-80



BAINBRIDGE ISLAND
MAR 10 2015
DEPT OF PLANNING &
'NITY DEVELOPMENT

Rosebud II

Bainbridge Island, Washington

Stephen Tapp
Architect / P.E.

Ph: 206-328-0534
2330 East Madison Street
Seattle, Washington

This work was prepared by
me or under my supervision.

Sheet Contents:

Scale: as noted

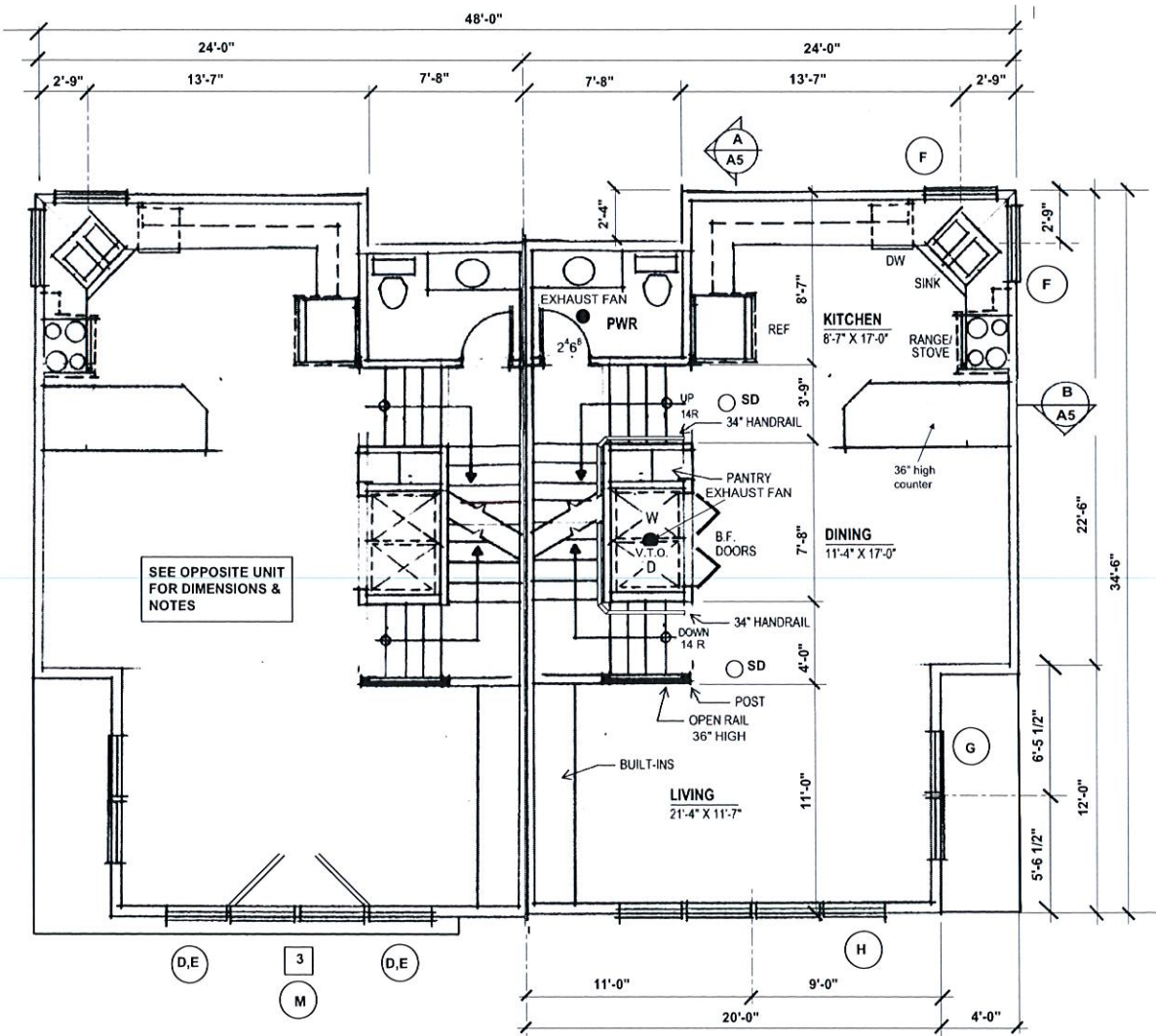
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Job no.: T13J10

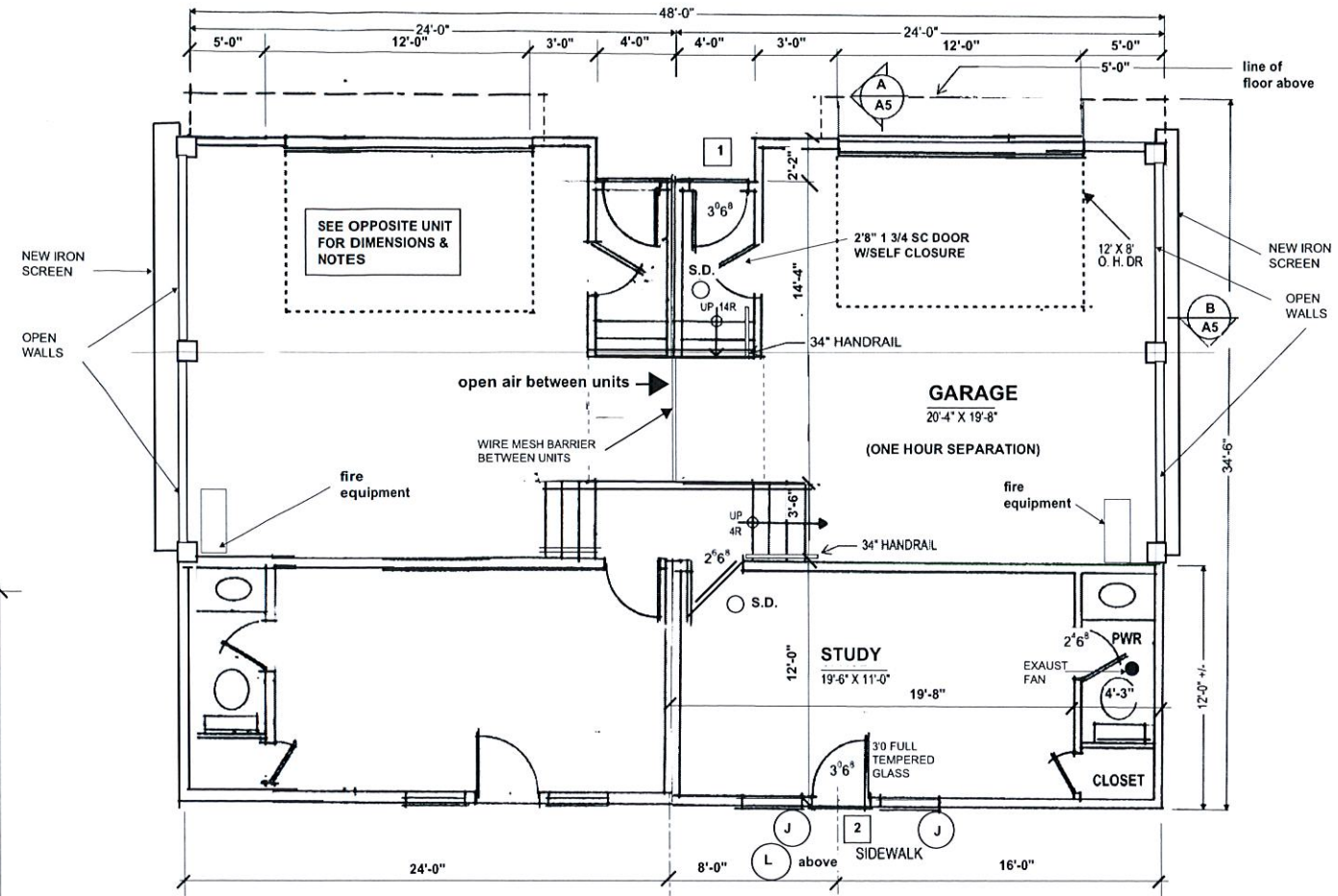
Drawn by: DB

Sheet no.:

SITE-1



1ST FLOOR PLANS UNITS 1 THROUGH 2
SCALE: 1/4" = 1'-0"



GARAGE FLOOR PLANS UNITS 1 THROUGH 2
SCALE: 1/4" = 1'-0" (REVISED 2/2515)

GRAPHIC SYMBOLS

UNDISTURBED EARTH	STEEL	PLYWOOD
BRICK	FINISHED WOOD	CONT WOOD BLOCKING
CONCRETE	RIGID INSULATION	WOOD BLOCKING
CMU	GYPSON WALL BOARD	
GRAVEL	BATT INSULATION	

1 A	BUILDING GRID	1 T.O. FIRST FLOOR EL 123.4	FLOOR ELEVATION
101 OFFICE #1	ROOM TITLE & NUMBER	123.4	SPOT ELEVATION
200	DOOR NUMBER	1 A4.0	INTERIOR WALL ELEVATION FLAG
300	WINDOW NUMBER		
1 A1.0	DETAIL FLAG		
1 A4.0	BUILDING SECTION FLAG		
1 A3.0	ELEVATION FLAG		

BAINBRIDGE ISLAND
MAR 10 2015
DEPT OF PLANNING & CITY DEVELOPMENT

revisions
3/9/15

Rosebud II Apartments
117 Madrona Way NE
Bainbridge, Washington

Stephen Tapp
Architect / P.E.
205-225-0554
2310 1st Avenue
Seattle, Washington

This work was prepared by me or under my supervision.

Sheet Contents:

Scale: as noted

Date: 1/13/15

Job no.: T13J10

Drawn by: STT

Sheet no.:

A-1

Section 2 - Prescriptive Energy Compliance (WSEC Table R402.1.1)

Glazing: Windows: U-30 Skylights: U-50	Walls ^{1,2,3} : Above Grade: R-21 (intermediate framed)
Ceiling: Flat: R-49 Vaulted: R-38	Basement Walls (below grade) Insulated on the Interior: • R-15 continuous • R-21 cavity • R-13 cavity with R-5 continuous installed on the inside or outside of the wall. Insulated on the Exterior: • R-10 continuous
Floor: R-30	
Slab On Grade: R-10	

¹ Int. (intermediate framing) denotes standard framing 16 inches on center with headers insulated with a minimum of R-10 insulation.
² Log and solid timber walls with a minimum average thickness of 3.5 inches are exempt from this insulation requirement.
³ Where faced batt is used, the installation tabs must be stapled to the face of the stud. There shall be no compression to the batt at the edges of the cavity due to inset stapling installation tabs.

Section 3 - Prescriptive Whole House Ventilation (IRC M1508)

Type of System: ☐ Continuous (fan runs continuously) ☐ Intermittent (fan runs _____ % of the time)
☐ Integrated Forced Air System _____ cfm airflow rate required

Energy/Ventilation Notes

Requirements of the 2012 Washington State Energy Code and Chapter 15 of Seattle Residential Code:

- Vapor retarders of min. 4 mil polyethylene or draft faced material shall be installed on the warm side (in winter) of insulation. Minimum 6 mil black waterproof barrier shall be installed under slab.
- Exterior joints and penetrations shall be sealed, caulked, gasketed, or weatherstripped.
- Primary heating system to be a high efficiency gas fired boiler with a minimum AFUE of 92%. (Option 1a for 1.0 credit on Table 9-1) Radiant floor heating shall be provided throughout Lower Floor.
- Provide at least one programmable thermostat for the regulation of temperature.
- Exhaust fans:
Whole House Fan: This fan to be provided per SRC M1508.5.1 using a 150 cfm fan. See plans for location. Ventilation controls to be per SRC M1508.5.2. This fan to be set to operate a minimum of 12 hours per day. All other fans minimum of 50 cfm.
- Not Used
- Water heaters shall meet requirements of ASHRAE 90A-80.
- All faucets and showerheads shall limit total flow to a maximum of 2.5 gpm; toilets to no more than 1.6 gallons per flush.
- Duct leakage test results shall be provided to the building inspector and homeowner prior to an approved final inspection.
- Minimum 75 percent of interior luminaires shall be high efficacy luminaires. All exterior lighting shall be high efficacy luminaires.

Vertical Glazing

Plan ID	Component Description
A	2gl Wood/Venyl, Low-e1 1/2" + argon
B	2gl Wood/Venyl, Low-e1 1/2" + argon
C	2gl Wood/Venyl, Low-e1 1/2" + argon
D	2gl Wood/Venyl, Low-e1 1/2" + argon
E	2gl Wood/Venyl, Low-e1 1/2" + argon
F	2gl Wood/Venyl, Low-e1 1/2" + argon
G	2gl Wood/Venyl, Low-e1 1/2" + argon
H	2gl Wood/Venyl, Low-e1 1/2" + argon
J	2gl Wood/Venyl, Low-e1 1/2" + argon
K	2gl Wood/Venyl, Low-e1 1/2" + argon
L	3gl Wood/Venyl, Low-e1 1/2" + argon
M	2gl Wood/Venyl, Low-e1 1/2" + argon
N	2gl Wood/Venyl, Low-e1 1/2" + argon
O	2gl Wood/Venyl, Low-e1 1/2" + argon

Exterior Doors

Plan ID	Component Description
1	WoodSW 2gl 45% 22x64" 1/2" Low-E 1 Ar
2	WoodSW 2gl 45% 22x64" 1/2" Low-E 1 Ar
3	WoodSW 2gl 45% 22x64" 1/2" Low-E 1 Ar

Overhead Glazing:

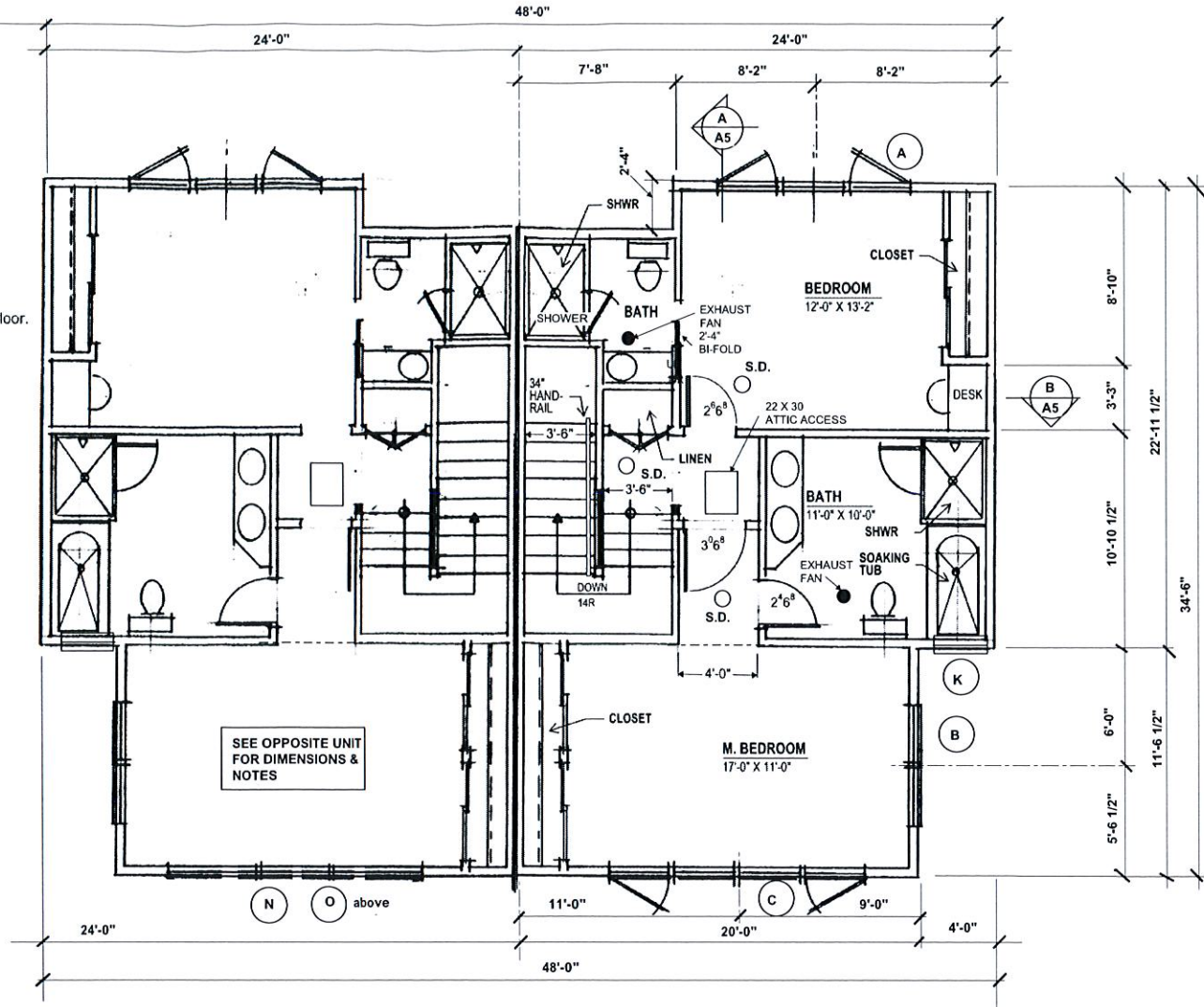
Plan ID	Component Description

Ref.	U	Qt.	Width Feet	Height Feet	Area	UA
10-6B	0.28	2	9	4	76	27
10-6B		2	7	2	38	13
10-6B		1	12	6	72	25
10-6B		2	2	6	24	8
10-6B		2	2	1	4	1
10-6B		4	3	4	48	17
10-6B		4	3	7	84	29
10-6B		4	3	7	84	29
10-6B		4	3	4	54	19
10-6B		2	3	1	9	3
10-6B		6	3	1	27	8
10-6B		2	2	1	5	2
10-6B		1	12	5	60	21
10-6B		1	12	1	18	6
0	0.00				0	0
0	0.00				0	0
0	0.00				0	0

Sum of Area and UA 91 38

Ref.	U	Qt.	Width Feet	Height Feet	Area	UA
0	0.00				0	0
0	0.00				0	0
0	0.00				0	0
0	0.00				0	0
0	0.00				0	0

Sum of Area and UA 0 0



UPPER FLOOR PLANS UNITS 1 THROUGH 2
SCALE: 1/4" = 1'-0"

BAINBRIDGE ISLAND
MAR 10 2015
DEPT OF PLANNING &
CITY DEVELOPMENT

revisions

Rosebud II Apartments
117 Madrona Way NE
Bainbridge, Washington

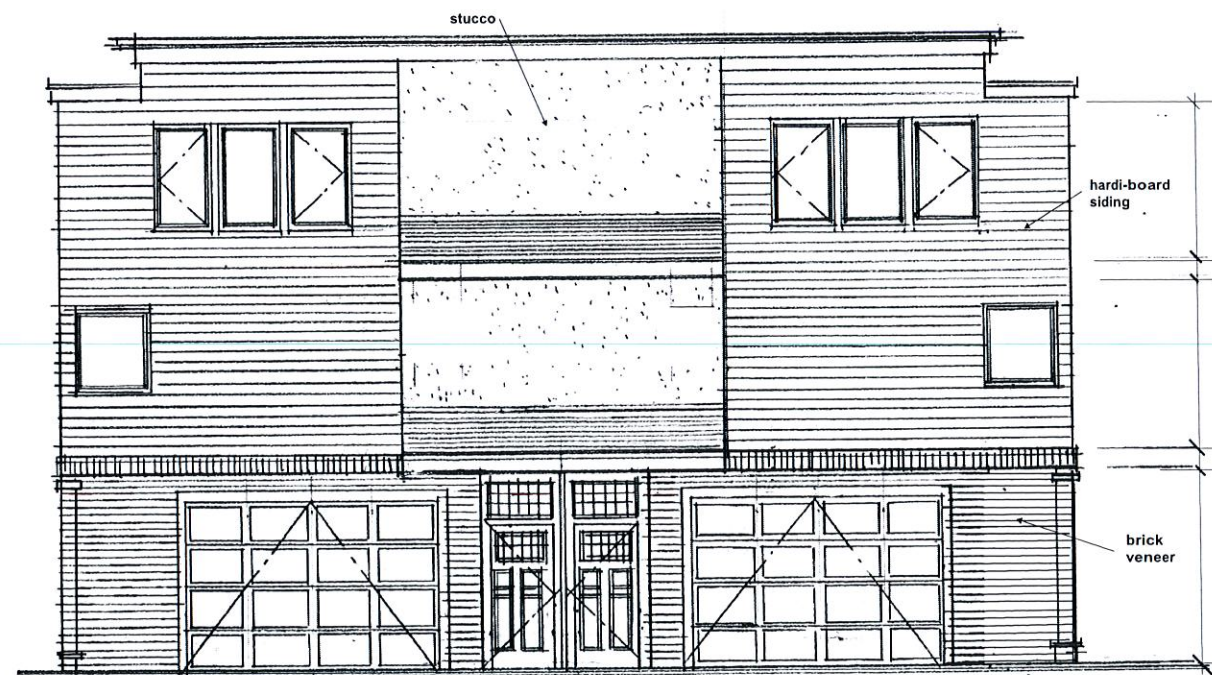
Stephen Tapp
Architect / P.E.
Ph: 206-320-0334
2330 East Madison Street
Seattle, Washington

This work was prepared by
me or under my supervision.

Sheet Contents:

Scale: as noted
Date: 1/13/15
Job no.: T13J10
Drawn by: STT
Sheet no.:

A-2



NORTH ELEVATION UNITS 1 THROUGH 2
SCALE: 1/4" = 1'-0" 0' 5' 10' 20'
GRAPHIC SCALE



SOUTH ELEVATION UNITS 1 THROUGH 2
SCALE: 1/4" = 1'-0" 0' 5' 10' 20'
GRAPHIC SCALE

BAINBRIDGE ISLAND
MAR 10 2015
DEPT OF PLANNING &
CITY DEVELOPMENT

revisions

Rosebud II Apartments
117 Madrona Way NE
Bainbridge, Washington

Stephen Tapp
Architect / P.E.
Ph: 206-320-0354
2238 East Madison Street
Seattle, Washington

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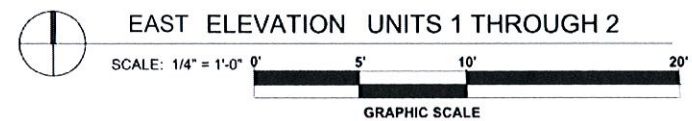
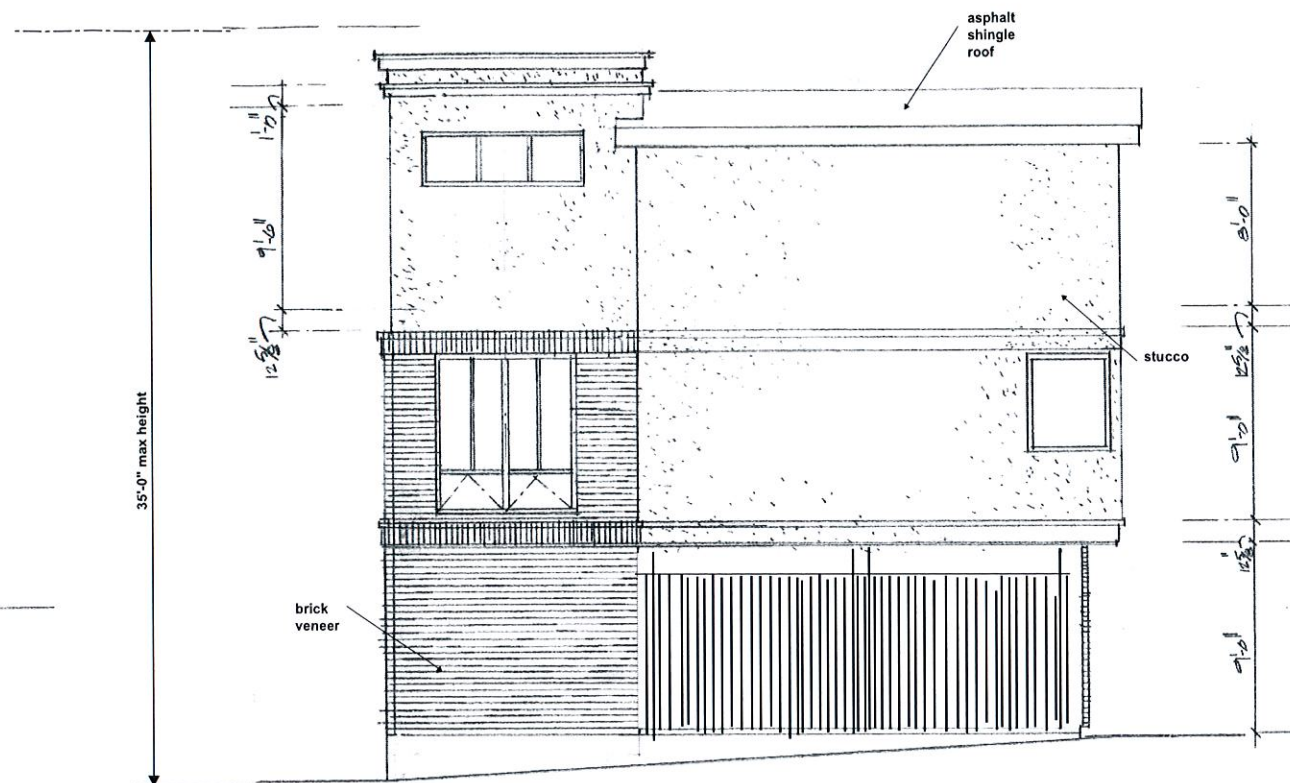
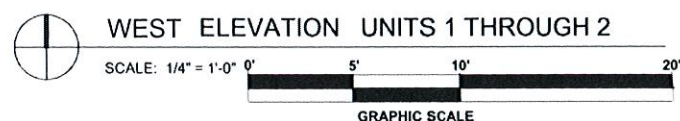
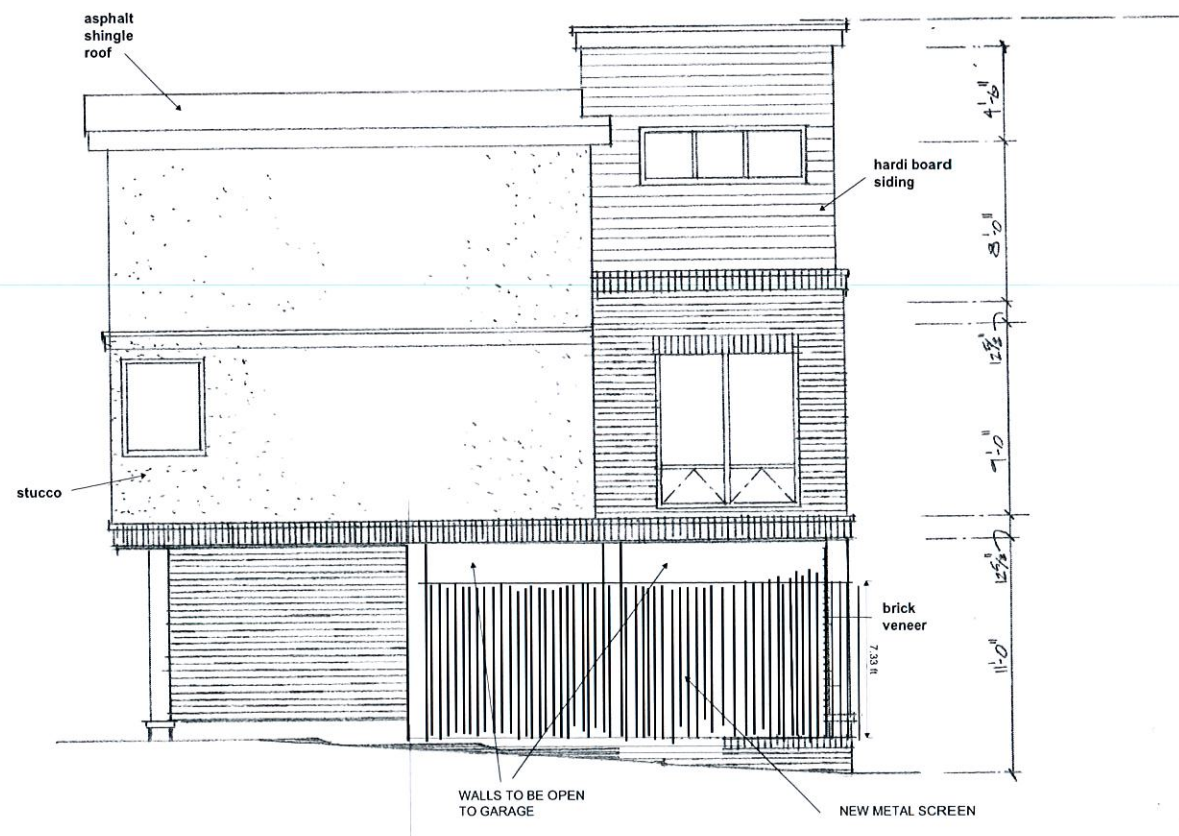
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Job no.: T13J10

Drawn by: STT

Sheet no.:

A-3



BAINBRIDGE ISLAND
MAR 10 2015
DEPT OF PLANNING &
'NITY DEVELOPMENT

Rosebud II Apartments
117 Madrona Way NE
Bainbridge, Washington

Stephen Tapp
Architect / P.E.
Ph: 206.370.0334
2330 East Madison Street
Seattle, Washington

This work was prepared by
me or under my supervision.

Sheet Contents:

Scale: as noted

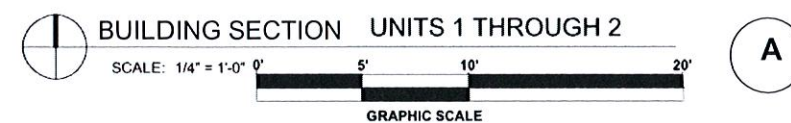
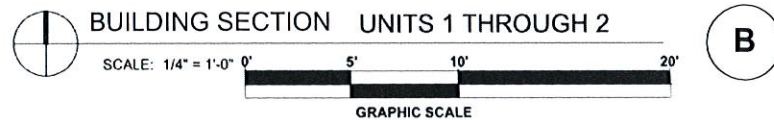
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Job no.: T13J10

Drawn by: STT

Sheet no.:

A-4



BAINBRIDGE ISLAND
MAR 10 2015
DEPT OF PLANNING &
CITY DEVELOPMENT

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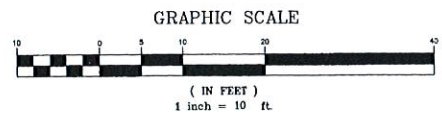


City of Bainbridge Island
Vertical Control Network

Catch basin
Top Elevation = 126.3'
Invert Elevation = 125.3'

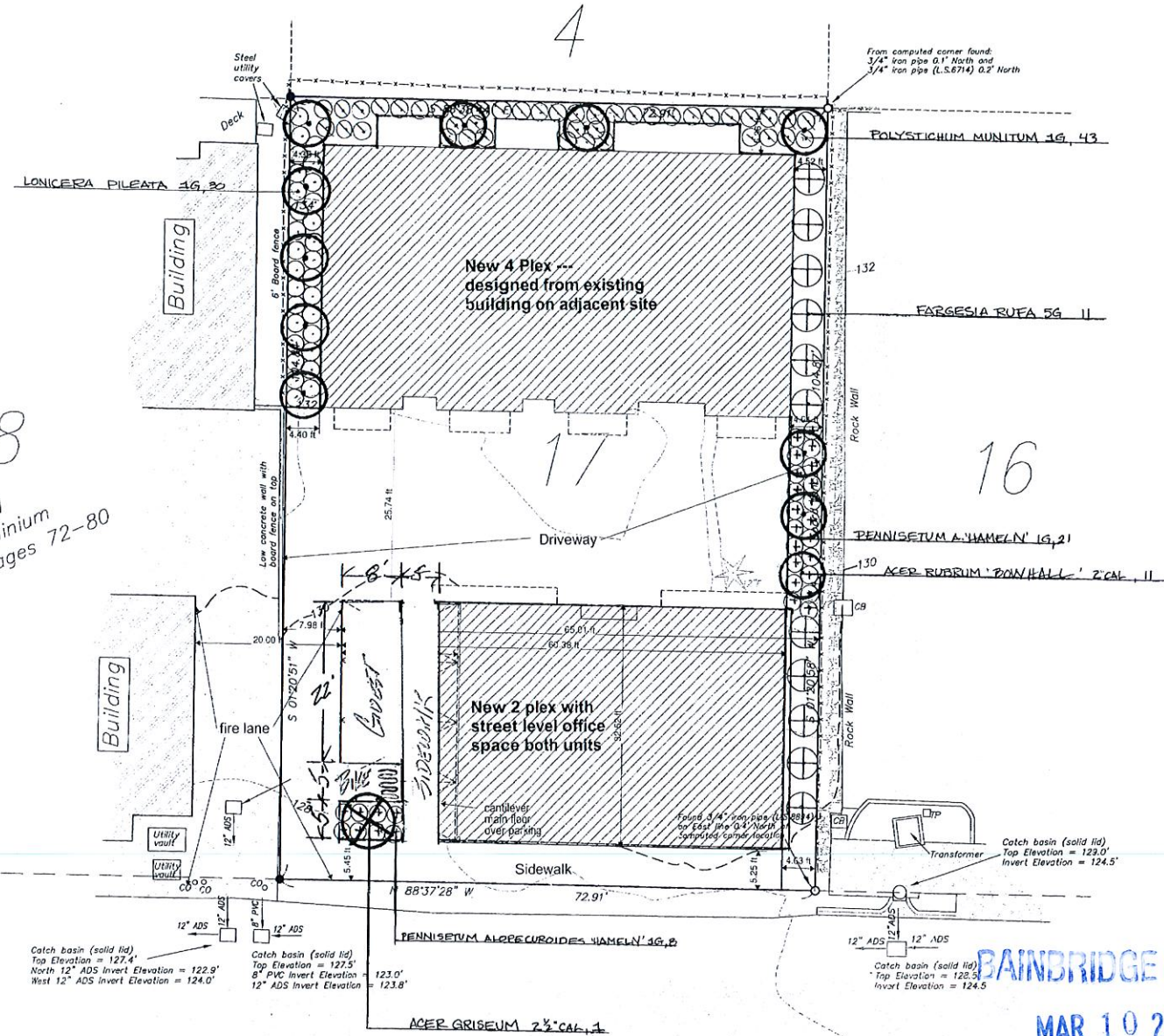
12" ADS 12" ADS
Catch basin (solid lid)
Top Elevation = 126.5'
Invert Elevation = 124.0'

Madrona Way NE



SITE PLAN ON SURVEY

18
Rosebud
A Condominium
Volume 7, Pages 72-80



BAINBRIDGE ISLAND
MAR 10 2015
DEPT OF PLANNING &
CITY DEVELOPMENT

All new plant materials specified are species that are adapted to the climatic conditions of the coastal region of the Puget Sound Region. 'Bowhall' Red Maple (*Acer rubrum* 'Bowhall') is listed in Michael A. Dirr's *Manual of Woody Landscape Plants: Their Identification, Ornamental Characteristics, Propagation and Uses* as reaching a mature height of 50' x 15'. There are 11 Bowhall Red Maples specified in the plan, for a total of 11 tree units. The Paperbark Maple (*Acer griseum*) reaches a height at maturity of 20' to 30', with a spread of one-half to equal to its height. There is one Paperbark Maple in the plan, yielding one-half of a tree unit. This gives a total of 11 1/2 tree units for the development.



LANDSCAPE PLAN

SAVAGE PLANTS & LANDSCAPE
6810 State Highway 104
Kingston, WA 98346
360-297-8711
landscape@savageplants.com

SCALE: DATE:

revisions

Rosebud II

Bainbridge Island, Washington

Stephen Tapp
Architect / P.E.

P.E. 205-520-0534
2331 1st Avenue SE
Seattle, Washington

This work was prepared by
me or under my supervision.

Sheet Contents:

Scale: as noted

Date: 1/13/15

Job no.: T13J10

Drawn by: DB

Sheet no.:

SITE-1

CITY OF BAINBRIDGE ISLAND
DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
280 MADISON AVENUE NORTH · BAINBRIDGE ISLAND, WA · 98110-1812
PHONE: (206) 842-2552 · FAX: (206) 780-0955 Web Site: www.ci.bainbridge-isl.wa.us

LETTER OF TRANSMITTAL

Building Review

Bainbridge Island

Project Name: ROSEBUD II PRE
Date Material Received: 3/4/2014
Project Number: PRJ-0019288
Case Number: PRE19288
Parcel Number: 41100000170000

MAR 19 2014

Dept. of Planning &
Community Development

Site address: 117 Madrona Way NE

Case Description: 3/4/2014, Heather Beckmann, 117 Madrona Way. Develop and build two 3-story buildings; one building housing 4 apartments; the other 3 apartments, on a 7667 sf parcel.

Preapplication Conference: Tuesday, March 25, 2014 @ 10:00 a.m.

Design Review Board: Monday, April 7, 2014 @ 2:00 p.m.

Owner, Applicant & City Planner:

Owner
ROSEBUD LLC
25379 WAYNE MILLS PLACE #300
VALENCIA, CA 981355
City Planner
HEATHER BECKMANN

Documents Distributed:

3/4/2014 - original submittal: preapplication conference request form, owner/age agreement and plan set.

Preapplication Conference: Tuesday, March 25, 2014 @ 10:00 a.m.
Design Review Board: Monday, April 7, 2014 @ 2:00 p.m.

Application w/attachments to:
Heather Beckmann - Planning
Aaron Claiborne - O&M
Steven Brown - Health
James Weaver - Building

Janelle Hitch - PCD Engineer
Luke Carpenter - Fire
Non-motorized Transportation

Comments Due By: 03/14/2014

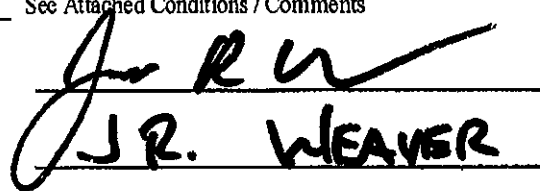
Date Sent: 03/04/2014

Comments: Please select one of the following options and return to planning.

☒ No Comment

☐ See Attached Conditions / Comments

Signed:


J.R. WEAVER

Date:

3.14.14

Printed:



Bainbridge Island Fire Department

Memo

Bainbridge Island

March 17, 2014

MAR 17 2014

TO: Heather Beckman, Planning Department

Dept. of Planning &
Community Development

FR: Assistant Chief Luke Carpenter, Fire Marshal

RE: Rosebud II

PRE19288

The submittal has been reviewed resulting in the following comments:

1. Project shall comply with all applicable provisions of the adopted Fire Code.
2. Anticipate fire sprinkler and fire alarms being required for the new buildings.
3. Fire apparatus access shall be not less than 20 feet drivable width.

ATTACHMENT E

3/10

CITY OF BAINBRIDGE ISLAND
DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
280 MADISON AVENUE NORTH · BAINBRIDGE ISLAND, WA · 98110-1812
PHONE: (206) 842-2552 · FAX: (206) 780-0955 Web Site: www.ci.bainbridge-isl.wa.us

LETTER OF TRANSMITTAL

Fire Review

Project Name: ROSEBUD II PRE
Date Material Received: 3/4/2014
Project Number: PRJ-0019288
Case Number: PRE19288
Parcel Number: 41100000170000
Site address: 117 Madrona Way NE
Case Description: 3/4/2014, Heather Beckmann, 117 Madrona Way. Develop and build two 3-story buildings; one building housing 4 apartments; the other 3 apartments, on a 7667 sf parcel.

Preapplication Conference: Tuesday, March 25, 2014 @ 10:00 a.m.
Design Review Board: Monday, April 7, 2014 @ 2:00 p.m.

Owner, Applicant & City Planner:

Owner
ROSEBUD LLC
25379 WAYNE MILLS PLACE #300
VALENCIA, CA 981355
City Planner
HEATHER BECKMANN

Documents Distributed:

3/4/2014 - original submittal: preapplication conference request form, owner/agent agreement and plan set.

Preapplication Conference: Tuesday, March 25, 2014 @ 10:00 a.m.
Design Review Board: Monday, April 7, 2014 @ 2:00 p.m.

Application w/attachments to:

Heather Beckmann - Planning
Aaron Claiborne - O&M
Steven Brown - Health

Janelle Hitch - PCD Engineer
Luke Carpenter - Fire
Non-motorized Transportation

Comments Due By: 03/14/2014

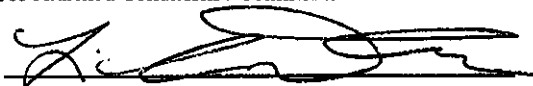
Date Sent: 03/04/2014

Comments: Please select one of the following options and return to planning.

☐ No Comment

☒ See Attached Conditions / Comments

Signed:



Date:

3/17/14

Printed:

L. Carpenter

03318

LETTER OF TRANSMITTAL

Health Review

Project Name: ROSEBUD II PRE

Date Material Received: 3/4/2014

Project Number: PRJ-0019288

Case Number: PRE19288

Parcel Number: 41100000170000

Site address: 117 Madrona Way NE

Case Description: 3/4/2014, Heather Beckmann, 117 Madrona Way. Develop and build two 3-story buildings; one building housing 4 apartments; the other 3 apartments, on a 7667 sf parcel.

Preapplication Conference: Tuesday, March 25, 2014 @ 10:00 a.m.
Design Review Board: Monday, April 7, 2014 @ 2:00 p.m.

Owner, Applicant & City Planner:

Owner
ROSEBUD LLC
25379 WAYNE MILLS PLACE #300
VALENCIA, CA 98135
City Planner
HEATHER BECKMANN

Documents Distributed:

3/4/2014 - original submittal: preapplication conference request form, owner/age: agreement and plan set.

Preapplication Conference: Tuesday, March 25, 2014 @ 10:00 a.m.
Design Review Board: Monday, April 7, 2014 @ 2:00 p.m.

Application w/attachments to:

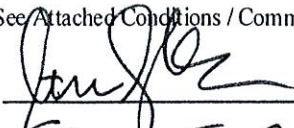
Heather Beckmann - Planning	Janelle Hitch - PCD Engineer
Aaron Claiborne - O&M	Luke Carpenter - Fire
Steven Brown - Health	Non-motorized Transporation

Comments Due By: 03/14/2014 **Date Sent:** 03/04/2014

Comments: Please select one of the following options and return to planning.

☐ No Comment

☒ See Attached Conditions / Comments *See attached Pre-App checklist.*

Signed: 

Date: 3-17-14

Printed: Steven J. Brown

RECEIVED

MAR 10 2014

**KITSAP PUBLIC
HEALTH DISTRICT**



Pre-application Checklist

Date: March 17, 2014

C.O.B.I. Planner: Heather Beckmann

Applicant: Rosebud

Project Name: Rosebud II PRE

The following items will need to be applied for/submitted to the Kitsap Public Health District before COBI will accept your permit application:

- ☒ Water availability letter. (Existing hookups will also require a letter)
- ☒ Sewer availability letter. (Existing hookups will also require a letter)
- ☒ Building Clearance for Sewered Properties (Sewered BC) prior to the issuance of the building permit.

2014 Fees: Short Plat (onsite) - \$475.00 (9 lots or less), Plat (on-site) - 10 or more lots - \$555.00 plus \$41.00 per lot (after 10), Plat on sewer - \$158.00, large lot subdivision - \$109.00, BSA's - fees vary (contact the Health District)
Other Land Use Apps. - \$218.00 (or \$109.00 with copy of the submitted BSA or Building Clearance attached)
Site Plan Review - \$109.00 (BSA required at time of submittal if on septic)
Building Clearance - \$241.00, B.C. Exemption-\$79.00, Commercial B.C. - \$284.00-\$393.00, Sewered B.C. - \$66.00
\$109.00 per hour may be billed for any additional time spent on project review.
See the Health District fee schedule for details.

This list may not address all Health District requirements. It is based only on the information provided.
Please call if you have any questions.

Steven J. Brown Environmental Health Specialist II (360) 337-5277



CITY OF BAINBRIDGE ISLAND

Department of Public Works – Operations & Maintenance

January 30, 2015

Rosebud LLC
25379 Wayne Mills Place, Suite 300
Valencia, CA 91355

RE: **Non-binding Commitment** for Water and Sewer System Capacity
Parcel Tax Account Number 4110-000-017-0000 located at 117 Madrona Way, PLN19288

Mike Djordjevich:

The City of Bainbridge Island ("City") Department of Public Works completed a review of your Water Availability and Sewer Availability Applications submitted November 3, 2014 for a property with Parcel Tax Account Number 4110-000-017-0000 located at 117 Madrona Way. Our review determined that this parcel is within current City water and sewer service areas, and that water and sewer mains are adjacent to the subject property on Madrona Way. This parcel is eligible for connection to the City's water and sewer systems.

A binding commitment limited reservation is required prior to issuance of a building permit and a binding commitment unlimited reservation with approval to connect is required prior to connection.

The project proposes two buildings with a total of six units with a 1 inch water meter and two 6 inch sewer connections. The 6-inch sewer service connection shall include clean out at the edge of the Right of Way with a metal lid labeled "Sewer CO" for maintenance. You shall hire a contractor of your choice and at your expense to install the water and sewer connections to City standards.

This letter is a **Non-binding Commitment** to Rosebud LLC for water and sewer system capacity for the property with Parcel Tax Account Number 4110-000-017-0000 located at 117 Madrona Way based upon information provided in the Water/Sewer Availability Application submitted November 3, 2014. A Non-binding Commitment for water or sewer system capacity means that the City currently has available water or sewer system capacity but does not guarantee the future availability of water or sewer system capacity.

Page-2 of 2

January 30, 2015

RE: **Non-binding Commitment** for Water and Sewer System Capacity
Parcel Tax Account Number 4110-000-017-0000, 117 Madrona Way NE

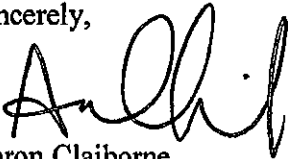
Prior to the City issuing a Building Permit a determination of water supply adequacy by Kitsap County Health District (KCHD) is required. This requirement is met by obtaining a binding commitment from the City. A **Binding Commitment** for Water and Sewer System Capacity may be obtained by submitting a Water/Sewer Availability Request with the most current project information. Binding commitments for water or sewer system capacity mean that upon payment of system participation the City shall reserve water or sewer system capacity, and shall allow connection to the City's water and sewer system.

A **Binding Commitment** may be given as a **Limited Reservation** for a period not to exceed 4 years, or as an unlimited reservation in perpetuity. The type of reservation is dependent upon what choice you make in paying system participation fees. A payment of a 10%, non-refundable deposit on water and sewer system participation fees will provide for a limited reservation.

Full payment of water and sewer system participation fees will provide for a **Binding Commitment Unlimited Reservation** and approval to connect and will be required prior to connection.

Additional and modified requirements may be established at the time of the request for binding commitment based upon information submitted at that time.

Sincerely,

A handwritten signature in black ink, appearing to read 'A. Claiborne', written over a horizontal line.

Aaron Claiborne
Utilities Project Coordinator

cc: File

for Aaron Claiborne



CITY OF BAINBRIDGE ISLAND
DEPARTMENT OF PLANNING & COMMUNITY DEVELOPMENT
280 Madison Avenue North
Bainbridge Island, Washington 98110-1812
Phone 206-842-2552 E-mail pcd@bainbridgewa.gov

LETTER OF TRANSMITTAL

PROJECT NAME ROSEBUD II		ORIGINAL SUBMITTAL DATE 10/07/2014	TRANSMITTAL DATE 10/10/2014
PROJECT NUMBER PLN19288	SUFFIX SPR	PROJECT TYPE Site Plan Amendment	
PROJECT STREET ADDRESS OR ACCESS STREET 117 Madrona Way		TAX PARCEL NUMBER 4110-000-017-0000	TAX PARCEL NUMBER
CITY PROJECT MANAGER HEATHER BECKMANN		TAX PARCEL NUMBER	TAX PARCEL NUMBER
REVISION RECEIVED		TAX PARCEL NUMBER	TAX PARCEL NUMBER
PROJECT DESCRIPTION Construction of two buildings: one 4-unit apartment building and one 2-unit apartment building on a 7667 sf parcel. The 2-unit building is to have office space on the ground floor.			
REVIEW PACKET TO			
☐ PCD Engineer – JANELLE HITCH		☐ Fire - LUKE CARPENTER	
☐ Building – JAMES WEAVER		☒ Operations & Maintenance – AARON CLAIBORNE	
OWNER ROSEBUD II LLC PH: 661-645-5572 E-MAIL: mike@mdj-cpa.com		CONTACT STEPHEN TAPP, Architect Ph: 206-459-5151 E-MAIL: archeng@2330@gmail.com	
TRANSMITTED DOCUMENTS			
DOCUMENT 1 Site Plan Review Application	DOCUMENT 2 Design Checklist – Commercial and Mixed Use	DOCUMENT 3 Drainage & Utility Report	
DOCUMENT 4 19 Page Plan Set (includes elevations, landscape and civil drawings.			

COMMENTS DUE BY: 10/24/2014

COMMENTS: ☐ No Comments

☒ See Attached Comments/Conditions

Signed: *A. Claiborne*

Date: 01/30/15

Please Print Name: AARON Claiborne

City of Bainbridge Island
PUBLIC WORKS OPERATIONS AND MAINTENANCE

The comments recorded on or attached to this document represent the review comments of the Operations and Maintenance Division of the Public Works Department for the project listed below.

DATE: January 30, 2015	PROJECT NAME: Rosebud II LLC
Aaron Claiborne, Project Coordinator	CASE # PLN19288

- The side sewers shall be sized for the demand needed but no less than 6 inch PVC. The side sewer shall have a cleanout five feet from the building and at the edge of the right of way. The cleanout at the right of way shall have a metal lid labeled "sewer co".
- The fire line shall have a separate connection to the water main than the domestic water pursuant to City of Bainbridge Island Design and Construction Standards and Specifications 10-15.
- The domestic water service line size shall be two inch from the water main to the setter. A gate valve shall be installed just prior to the meter setter as a shut off.
- Side by side double check valve assemblies shall be installed directly behind the meter.
- A double check detector assembly shall be installed for the fire line.

These are only the recognized issues related to the review package in possession of O&M as of the date of this memo. This list of requirements was generated from a general review, and is not necessarily an exhaustive list of all O&M issues related to the application. The applicant is still required to adhere to all Planning/Building Department and Public Works Department findings, City of Bainbridge Island Municipal Code and Design & Construction Standards, State and Federal Law and good engineering and safety practices where applicable. Any recognized deviation from these requirements will require correction by the Applicant, regardless if the approval status of plans or construction status. Any revisions of these plans, specifications or calculations require the affixed Engineer's seal of an Engineer licensed in the State of Washington, and subsequent review of the plans and revisions by the City of Bainbridge Island Engineering Division conducted through the application's assigned Planning/Building Contact.

Should you have any questions regarding anything contained herein, O&M can be reached by calling (206) 842-1212.



CITY OF BAINBRIDGE ISLAND
PUBLIC WORKS DEPARTMENT
280 MADISON AVENUE N.
BAINBRIDGE ISLAND, WA 98110
206-842-2016

sent 9/18/14

Water/Sewer Availability Request

Tidemark Case No (City use only):
Previously received Non-binding Commitment?
Previously received Binding Commitment?
Information has changed from previous submittals?

☐ Water ☐ Sewer
☐ Water ☐ Sewer
☐ Yes ☐ No

Application Purpose

Water	☐ Information ☐ Non-binding Commitment Note 1 ☐ Binding Commitment - Limited Reservation Note 2 ☐ Binding Commitment - Unlimited Reservation Note 3 ☐ Approval to connect	Sewer	☐ Information ☐ Non-binding Commitment Note 1 ☐ Binding Commitment - Limited Reservation Note 2 ☐ Binding Commitment - Unlimited Reservation Note 3 ☐ Approval to connect
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Parcel Information Please print

Parcel Tax Account #'s 4110-000-017-0000
Legal Street Address 117 Madrona Way NE Bainbridge Island, WA
In an LID area? ☐ Yes ☒ No ☐ Don't Know Forecast connection date (MM/YY) Water 1/2015 Sewer 1/2015
Subject to Latecomer's Agreement? ☐ Yes ☒ No ☐ Don't Know Project Name Rosebud II

Applicant Information Please print

Owner	Name <u>Rosebud LLC - Mike Djordjevic</u>	COBI Utility Account Numbers _____	
	Mailing Address1 <u>25379 Wayne Mills Pl, Suite 300</u>	Phone _____	
	Mailing Address2 _____	Email _____	
	City <u>Valencia</u> State <u>CA</u> Zip <u>91355</u>		
Agent	Name _____	Applications submitted by an Agent are required to have a notarized Owner/Agent Agreement with construction permits authorization on file or submitted with this form.	
	Company _____		
	Mailing Address1 _____		Business License # _____ Year _____
	Mailing Address2 _____		Phone _____
	City _____ State _____ Zip _____	Email _____	

Current Site Use

Residential	☐ Vacant Land ☐ Residential, Single Family without Accessory Dwelling Unit ☐ Residential, Single Family with Accessory Dwelling Unit ☐ Residential, Multi-family Multi-family Building No. _____ Units/Building _____ ☐ Livestock ☐ Other _____	Commercial	Bldg #'s ☐ Auto Service _____ ☐ Food Service _____ ☐ Hotel/Motel/Dormitory _____ ☐ Industrial _____ ☐ Other _____	Bldg #'s ☐ Medical/Dental/Lab _____ ☐ Office _____ ☐ Public Assembly _____ ☐ Retail _____ ☐ Warehouse/Storage _____
Water	☐ COBI - Winslow ☐ COBI - Rockaway Beach ☐ Single City Water Meter ☐ Separate fire protection water main tap Meter Size _____ ☐ Multiple City Water Meters Building No. _____ Meter Size _____ ☐ Well ☐ None ☐ Other _____		Sewer	☐ COBI - Winslow Connected ERUs _____ ☐ COBI - South Island Sewer Connected ERUs _____ ☐ Septic ☐ None ☐ Other _____

Over

Proposed Site Use

☐ Vacant Land ☐ Residential, Single Family without Accessory Dwelling Unit ☐ Residential, Single Family with Accessory Dwelling Unit ☒ Residential, Multi-family Residential Building No. <u>Bldg1 Bldg2</u> Units/Building <u>4 2</u> ☐ Livestock ☐ Other _____	☐ Auto Service ☐ Food Service ☐ Hotel/Motel/Dormitory ☐ Industrial ☐ Other _____ Commercial Bldg #'s _____ ☐ Medical/Dental/Lab ☐ Office ☐ Public Assembly ☐ Retail ☐ Warehouse/Storage
☒ COBI - Winslow ☒ Single City Water Meter Meter Size <u>1"</u> ☐ Multiple City Water Meters Building No. _____ Meter Size _____ ☐ Well ☐ None ☐ Other _____ Water	☒ COBI - Winslow ☐ COBI - Rockaway Beach ☐ Separate fire protection water main tap Meter Size _____ ☐ Multiple City Water Meters Building No. _____ Meter Size _____ ☐ Well ☐ None ☐ Other _____ Sewer ☒ COBI - Winslow Proposed Total ERUs** <u>6</u> ☐ COBI - South Island Sewer Proposed Total ERUs** _____ ☐ Septic ☐ None ☐ Other _____

*Application Notes

- ¹ A 'Non-binding Commitment for water or sewer system availability' means the city currently has available water or sewer system capacity but does not guarantee the future availability of water or sewer system capacity.
- ² A 'Binding Commitment for a limited reservation of water or sewer system capacity' means that, upon payment of a non-refundable deposit on system participation fees pursuant to BIMC 13.16.040, the city shall reserve water or sewer system capacity, and shall allow connection to the city's water or sewer system, for a period not to exceed four (4) years from the issuance date of an approved binding commitment letter subject to the requirements stipulated in the binding commitment letter.
- ³ A 'Binding Commitment for an unlimited reservation of water or sewer system capacity' means that, upon payment of all applicable system participation fees set forth in BIMC 13.16.040, the city shall reserve water or sewer system capacity, and shall allow connection to the city's water or sewer system, in perpetuity subject to the requirements stipulated in the binding commitment letter.

When the City of Bainbridge Island issues a Binding Commitment for water or sewer system capacity, and service main extensions or other capital facility improvements are not required, the City of Bainbridge Island shall provide water and/or sewer service pursuant to the requirements and conditions stated in the Binding Commitment letter. When the City of Bainbridge Island issues a Binding Commitment for water or sewer system capacity, and service main extensions or other capital facility improvements are required, the owner shall enter into a Utility Extension Agreement with the City of Bainbridge Island at their own expense pursuant to the requirements and conditions stated in the Binding Commitment letter, and BIMC 13.32.

Applicants desiring a Building or Tenant Improvement Permit, or water service to an Accessory Dwelling Unit (ADU) are required by Kitsap County Health District to submit a Binding Water Availability Letter and a Binding Sewer Availability Letter stating that the Public Water System will supply potable water. These letters are provided at the time that a Binding Commitment is issued.

At the time of payment of fees and the receipt of a Binding Commitment, the owner is acknowledging and agreeing to comply with all codified regulations and rules now in existence or which may be established from time to time by the City of Bainbridge Island governing the operations of its public water and sewer systems. The owner specifically agrees to install all plumbing systems in accordance with the conditions stated in the Binding Agreement and maintain at all times their plumbing system(s) in compliance with the most current edition of the Washington State plumbing code and the City of Bainbridge Island Design and Construction Standards and Specifications as they pertain to the prevention of water contamination, prevention of pressure surges, and thermal expansion in their water and sewer piping. Further, the applicant agrees at the time of final payment and receipt of a Binding Agreement for connection not to make a claim for damages against the City of Bainbridge Island or its agents or employees for damages and/or loss of production or sales or service caused by the disruption of water or sewer service for system repair, routine maintenance, power outages, and other conditions normally expected in the operation of a water or sewer utility.

Please attach the following:

- Cross-connection Control Analysis Form
- Site plan at 1/2 drawing scale with existing and proposed water and sewer mains, and water meters located on the drawing
- Written summary of the project scope (Residential Multi-family and Commercial use only)
- ** Sewer Connection Analysis form for the existing use (Residential Multi-family and Commercial use only)
- ** Sewer Connection Analysis form for the proposed use (Residential Multi-family and Commercial use only)
- Water meter size engineering data (Residential Multi-family and Commercial use only)

Applicant agrees that all information submitted on this application is truthful and based upon best available information known at the time of submittal. Applicant further agrees to inform the City of any and all changes in the information submitted, and to any change in use with a resubmittal of this form prior to final payment of fees and connection to the City's water or sewer systems.

Owner/Agent Signature***

Date 9/8/2014

***Applications submitted by an Agent are required to have a notarized Owner/Agent Agreement on file or submitted with this form.

Rosebud II
Water Availability

7/28/2014

Fixture Unit	#			Fixtures Units
	Bldg 1	Bldg 2	Total	
Bath tub/Shower	4	4	8	19.6
Dishwasher	1.5	4	4	8.4
Clothes washer	4	4	4	8.4
Lavatory Sink	1.0	0.7	12	15.4
Kitchen Sink	1.5	4	4	8.4
Water closet, tank	3.0	5	12	44.0
Total				104.2

104.2
 56
 24
 24
 24
 24
 100
 272

56
 9
 24
 22
 9
 66
 186

Static at Connection
 Q =
 Based on Sensus C2
 Loss Through Meter
 Loss Through 1.5" BFP
 Peak Demand at Building

84 psi
 44.4 GPM
 1" Water meter
 8 psi
 5 psi
 71 psi

B.I.M.C.
 13.08.040(5)

115 madrona wth

10-15
wall line Design

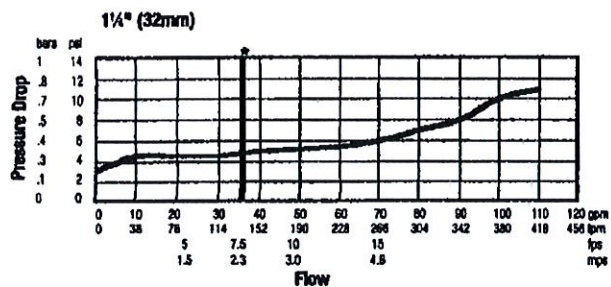
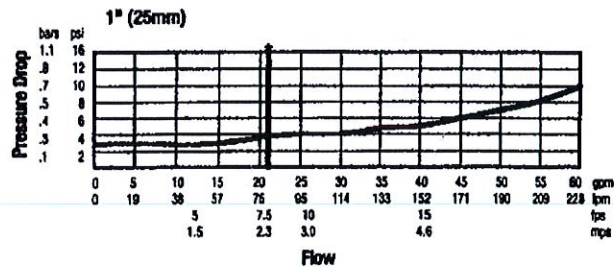
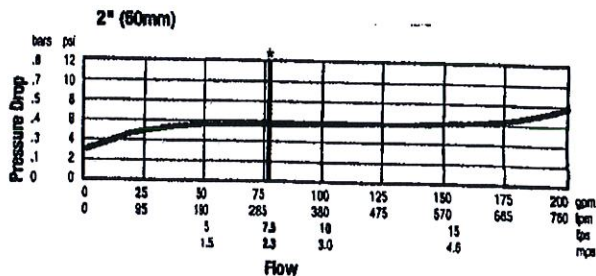
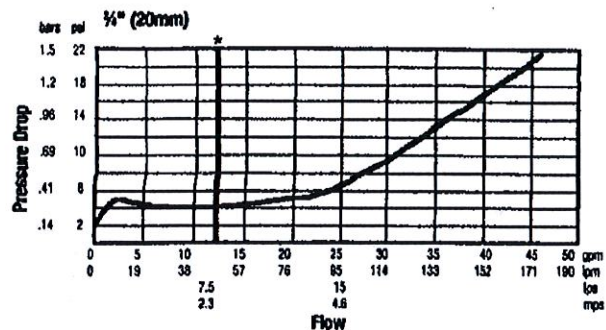
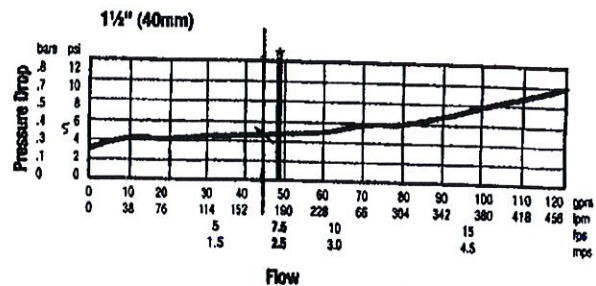
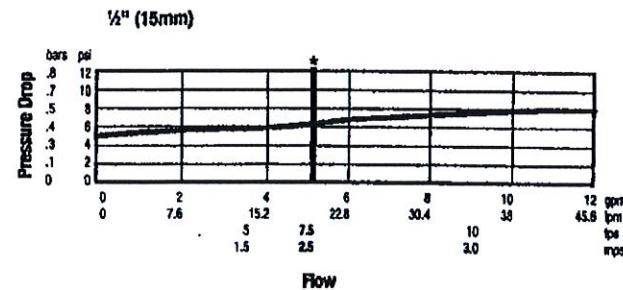
Regisrants

The domestic water service shall
 not be connected directly to fire service
 line. A separate connection shall be
 made to the main water line

Capacity

As compiled from documented Foundation for Cross-Connection Control and Hydraulic Research at the University of Southern California lab tests.

- * Typical maximum system flow rate (7.5 feet/sec., 2.3 meters/sec.)
- ** UL rated flow



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**ISO 9001-2008
CERTIFIED**

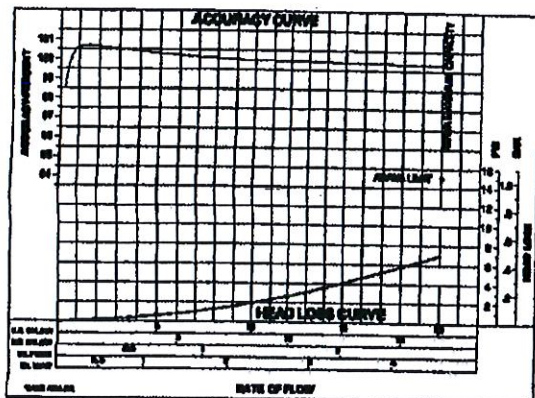
USA: Tel: (978) 688-1811 • Fax: (978) 794-1848 • www.watts.com
Canada: Tel: (905) 332-4090 • Fax: (905) 332-7068 • www.watts.ca

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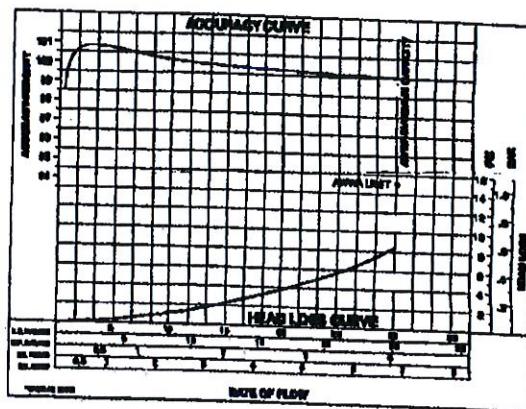
TYPICAL PERFORMANCE CURVES

SR II Meter

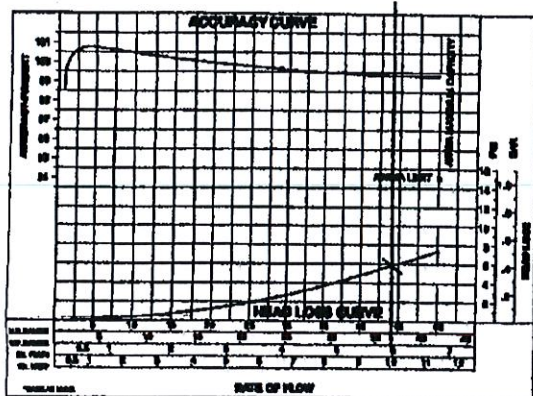
5/8" and 5/8" x 3/4" SR II Meter
UA-5833



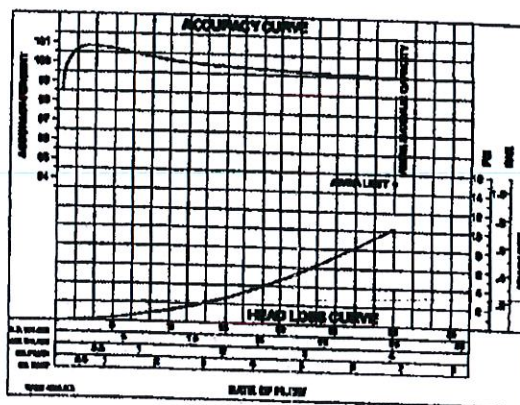
3/4" and 3/4" x 1" SR II Meter
UA-5834



1" SR II Meter
UA-5835



3/4" SR II Meter 7-1/2" Laying Length
UA-5838



7.8 PSI

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City of Bainbridge Island
Department of Planning & Community Development
280 Madison Ave. N.
Bainbridge Island, WA 98110
(206) 842-2552 www.ci.bainbridge-isl.wa.us

Development Engineer Project Review

To: Heather Beckmann, Planner

From: Janelle Hitch, Development Engineer

JCH

Date: January 6, 2015

Re: Rosebud II Site Plan Review

Related Application Number:

PLN19288 SPR

Project Description:

The proposed project includes construction of two buildings, one 4-unit apartment and one 2-unit apartment. The 2-unit building is to have office space on the ground floor.

Preliminary Approval:

I have completed a review of the above land use proposal application received by COBI on October 7, 2014 and the trip generation information received November 10, 2014. The site plan review shows the proposed building development will meet the following per the Bainbridge Island Municipal Code (BIMC).

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;
3. The short subdivision conforms with geological hazardous area requirements in BIMC 16.20.150;
4. The streets and pedestrian ways as proposed are adequate to accommodate anticipated traffic; and
5. The short subdivision conforms to the "City of Bainbridge Island Design and Construction Standards and Specifications", except as noted and conditioned below.

Conditions of Approval:

1. At the time of Building Permit Application, demonstration of compliance with applicable stormwater management requirements shall be required in accordance with BIMC 15.20. The submittal will include detailed information and plans for proposed stormwater management system.
2. A Surface & Storm Water Pollution Prevention Plan (SWPPP) for the proposed addition shall be provided with the building permit for City review and approval in accordance with BIMC 15.20. The SWPPP shall include a plan with details and description of how the twelve SWPPP elements are considered and included in the plans.

3. A Declaration of Covenant in accordance with BIMC15.21 for stormwater system maintenance shall be provided, prior to occupancy, for City review and approval and recording.
4. Curb, gutter and sidewalk that conform to the "City of Bainbridge Island Design and Construction Standards and Specifications" are required along the property frontage. Plans and details shall be provided with the building permit application.
5. Any work within or impacting the City right-of-way will require a Right-of-Way Permit issued by the City Public Works Department.



CITY OF BAINBRIDGE ISLAND
DEPARTMENT OF PLANNING & COMMUNITY DEVELOPMENT
280 Madison Avenue North
Bainbridge Island, Washington 98110-1812
Phone 206-842-2552 E-mail pcd@bainbridgewa.gov

LETTER OF TRANSMITTAL

PROJECT NAME ROSEBUD II		ORIGINAL SUBMITTAL DATE 10/07/2014	TRANSMITTAL DATE 10/10/2014
PROJECT NUMBER PLN19288	SUFFIX SPR	PROJECT TYPE Site Plan Amendment	
PROJECT STREET ADDRESS OR ACCESS STREET 117 Madrona Way		TAX PARCEL NUMBER 4110-000-017-0000	TAX PARCEL NUMBER
CITY PROJECT MANAGER HEATHER BECKMANN		TAX PARCEL NUMBER	TAX PARCEL NUMBER
REVISION RECEIVED		TAX PARCEL NUMBER	TAX PARCEL NUMBER
PROJECT DESCRIPTION Construction of two buildings: one 4-unit apartment building and one 2-unit apartment building on a 7667 sf parcel. The 2-unit building is to have office space on the ground floor.			
REVIEW PACKET TO			
☒ PCD Engineer – JANELLE HITCH		☐ Fire - LUKE CARPENTER	
☐ Building – JAMES WEAVER		☐ Operations & Maintenance -- AARON CLAIBORNE	
OWNER ROSEBUD II LLC PH: 661-645-5572 E-MAIL: mike@mdi-cpa.com		CONTACT STEPHEN TAPP, Architect Ph: 206-459-5151 E-MAIL: archeng@2330@gmail.com	
TRANSMITTED DOCUMENTS			
DOCUMENT 1 Site Plan Review Application	DOCUMENT 2 Design Checklist -- Commercial and Mixed Use	DOCUMENT 3 Drainage & Utility Report	
DOCUMENT 4 19 Page Plan Set (includes elevations, landscape and civil drawings.			

COMMENTS DUE BY: 10/24/2014

COMMENTS: ☐ No Comments ☒ See Attached Comments/Conditions

Signed: Janelle C. Hitch Date: 1/6/15

Please Print Name: Janelle C. Hitch



CITY OF BAINBRIDGE ISLAND

DESIGN REVIEW BOARD **Regularly Scheduled Meeting Minutes** **Monday, December 1, 2014 at 2:00 p.m.** **City Council Conference Room** **280 Madison Avenue North** **Bainbridge Island, Washington 98110**

Call to Order (Attendance, Agenda, Ethics)

Approval of Minutes

Ravine Apartments PLN50039 Site Plan Review

Rosebud II PLN19288 Site Plan Review

Old and New Business

Adjournment

-
1. Meeting was called to order at 2:01 PM by DRB Chair Mark Levine. Design Review Board members present were: Adrian Sawyer, Alan Grainger, Chuck Depew and Jim McNett. City Staff in attendance were Associate Planner Heather Beckmann and Planner Kelly Tayara. Administrative Specialist Jane Rasely monitored recording of meeting and prepared the minutes.
 2. Minutes from November 17, 2014 meeting were unanimously approved with a reminder to Kathy about the statement to be included on all submittal paperwork regarding the DRB's role in the permitting review process. They would like to review it before it is added to paperwork.
 3. Mark welcomed citizens Peter and Dea Perry who were sitting in on the meeting.
 4. Discussion of Ravine project began amongst the DRB. Footprint and setbacks were discussed and the fact that they are putting in a two story building in place of the existing one story which entails digging out the foundation and putting a new foundation in to support the two story building. The developer is not rehabbing the existing building, but building a new one and is that acceptable within the City's guidelines. They are utilizing the footprint of the current building in an effort to stay compliant with City code. The view corridor through to the ravine was also discussed.
 5. Mark asked Kelly Tayara about her overall feeling on the project. She stated that when they came in for pre-application it was a very modern design which they chose not to bring forward to DRB because it did not meet the Ericksen Avenue Guidelines.
 6. Alan stated that he and Jim were wrestling with the building being right at the top of a slope and going from a single story building to a two story building that is within the 25 foot buffer from the top of the slope and within the 10 foot setback from the top of the buffer and it would block an open view from Ericksen Avenue to the ravine as well. He would like to understand the City's stand on staying within the footprint but building more than is there at the moment which results in at least half of the building being built in an area that, if there wasn't a building currently there, you couldn't build anything because of the buffer and the setback. Kelly responded by saying that generally one can build within the same footprint and increase the height as long as there is not a specialized foundation system (i.e., for a geological hazard, etc.) because that is considered an expansion of the footprint. Alan said his point is that they cannot build what they are proposing on the current foundation and that he doubts that the foundation that is there now is capable of meeting code for a new single story building. Kelly stated that Development Engineer

Janelle Hitch said you can replace like for like in the foundation. Chuck mentioned that they have expanded the footprint and they shouldn't get an exception to the code for building within the buffer and setback when they are not staying within the current footprint regardless of whether they are expanding the footprint outside the buffer and setback areas. Kelly stated there is a department interpretation that says expanding is permitted if you expand on the opposite side. Alan stated if they were expanding a single story building and not touching that side of the building he could understand that but they are not, they are removing the foundation and pouring a new one to support a two story building. Essentially, they are building a new building. Mark questioned Kelly further on the departmental interpretation and asked if they are not in the guidelines they have. Kelly responded with information about the critical areas regulations which speak to expansion of the structural footprint. Chris Wierzbicki worked on defining what a structural footprint is. The interpretation provides that builders are limited to the existing structural footprint within the required buffer. Because portions of the building are outside that buffer, those portions can be expanded. If the whole site were wholly in a landslide area, those limitations become pretty significant. The question was raised that since this is a whole new building, why is it not subjected to the current buffer and setback regulations? It is also a change of use for the building which usually automatically triggers compliance with current standards. Alan stated they cannot physically construct the building within the current footprint. Kelly suggested they look at the limited exemptions code together because in a lot of ways it is really hard to make sense of it. Mark and the rest of the DRB had not seen the Limited Exemptions Code, so they wanted to look at it and speak with Janelle Hitch.

7. Discussion ensued about the view from Ericksen with Jim McNett expressing his concern.
8. The question was asked while Kelly was out of the room whether the setback is in the purview or concern of the DRB. The answer was it is part of the Planning Commission's review but since the DRB is the first to see it, they should bring it up and make their concerns known to the Planning Commission. Chuck mentioned that they (DRB) assume that when the projects come into them, City staff has vetted them for following the code. Discussion continued with the landscape plans which were more detailed than the DRB has seen in a while which they appreciated.
9. Kelly re-entered the room with Janelle Hitch and the DRB was introduced to Janelle. Chuck stated they wanted to know why, when the developer is not staying within the existing footprint but is expanding the footprint and changing the use and density of the building, they are receiving exceptions. Janelle responded that if they stayed within the footprint, they are able to build. Janelle was shown the site plans and discussion of buffer and setback widths ensued. Winslow Ravine provided from that stream a reduction in the setback. Janelle spoke to the geotechnical data and there was extensive conversation about allowed setback and buffer limits for new versus existing structures on that site. Chuck's concern was that they are being given exceptions for a remodel when in reality they are tearing down a whole building and expanding the footprint. Kelly stated this code is about a structural alteration, not a remodel. The thing this code was trying to do was make a geotechnical review required in a situation like this as opposed to the old code which did not require that type of review. Discussion continued of the definition, or lack thereof in the City, of structural footprint. The question was asked if there is a history of this type of action in the last five years of the City. Alan brought up City Exception Code 16.20.024, Standards for Existing Development. It talks about what you can do to a structure that isn't in a geologically hazardous area. It can be offered if there is no change in the footprint of the building and there is no further encroachment into buffers required. Alan's question was why would the rules be more lenient in a hazardous area than they are for a non-hazardous area?
10. Mark stated that what they have brought forward today is there is a real problem with definitions, especially of footprint, structures in general and it would be great if a group of staff could get together and create the definitions so there is clarity for all groups that need to use these

definitions. Jim brought up the fact that they have designed something that will make it difficult to get the corridor view through to the ravine.

11. Developer was invited in at 2:55 PM and gave a general overview/concept of the project. Currently, small building in back being used for commercial purpose will be taken down and a 2 story apartment complex with 1 unit on main floor and 2 units on second floor. They will expand footprint on opposite side of ravine. There will be 5 condominiums that are leased as apartments. Currently there is an internal property line or change it around. Kelly stated the City Attorney and Surveyor are looking into what is legally appropriate. Essentially the applicant would like to proceed with the development and how the underlying land has to be configured will be resolved as they move forward. The question of parking was brought up and whether the property line must be dissolved to process it as mixed development. Developer has provided 9 spaces when only 8 are required.
12. Jim asked if they used the Ericksen Guidelines to develop the plans. The developer responded yes. Jim asked about view corridor and the developer said since he is not expanding the building either north or south, the existing view corridor stays intact.
13. Chuck stated the struggle the DRB was having is the developer is creating a new structure that would not be allowed under the code right now (Developer agreed) under an exception of staying within the existing footprint even though they are not staying within the existing footprint. Developer agreed he was extending the original footprint. So, Chuck stated if there was going to be flexibility accommodated, it would have been nice if they had looked at the design issues more, i.e., if they had looked at an L shaped building instead of staying within the maximum width to establish a view corridor which is really important to the design guidelines. The City was making accommodations, but there was not a lot of effort to follow the design guidelines to help make it easier to accommodate the exception.
14. Chuck also spoke about the handicapped parking spot and putting the striped area on the right side instead of the driver's side.
15. Mark spoke to the design aspect again and that it was disappointing since they have the ability to expand that they did not take the Ericksen Avenue Guidelines into account to create something that fit them better and especially accommodate a view corridor. Developer asked if they could move building three feet south to provide more of a view corridor, but that disturbs existing footprint and puts building into buffer area. Kelly said it was a risk because it may not pass through the hearing examiner. Conversation ensued regarding the Ericksen Avenue Guidelines and that the DRB feels they should take precedence.
16. Alan stated there are two issues relative to the existing building: The applicant is taking advantage of the existing one story building to allow development closer to the top of the slope than would be allowed if the building wasn't already there as well as saying the requirement of the Ericksen Guidelines do not have to be met because of the existing building. The subject of side yard setback was revisited.
17. At 3:23 PM DRB recommended the following using the Mixed Use Town Center Guidelines Checklist:
 - Parking lot – Yes
 - Open Outdoor Space – Yes
 - Pedestrian connections – Yes
 - Shielded Lighting – Yes
 - Screening Service Areas – Yes
 - Common Open Space – No
 - Concealed Garage Doors – Yes
 - Overall Form – Yes
 - Entrances – No
 - Mechanical Equipment Well – No

Structured parking – Non issue
Varied Details – Yes
Integration – Yes
Creativity – No
Awning Signs – No

18. Developer asked to talk about common open area again and what the DRB was looking for. DRB spoke about landscaped areas, Devin was concerned for privacy of tenants and Kelly spoke about the types of pervious areas that could be built as well as vegetation that would be allowable. Discussion progressed to creating a trail to a bench that could be placed for a common space.

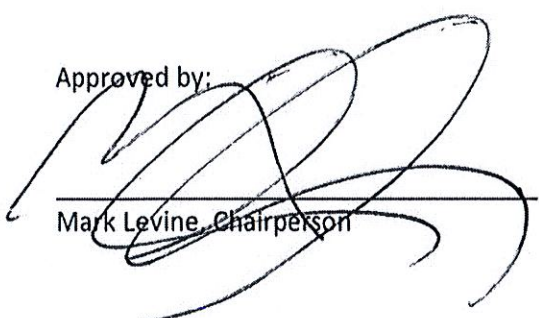
Ericksen Guidelines:

Pre 1920's Look – Yes, can do better.
Modest Scale of Building – Yes
View Corridor - No
Reinforce Historic Pattern of Development – Yes
Reinforce Landscaped Front Yard – Yes
Signs – Not an Issue
Building Design Compatible with Historic Structures – Yes
Continue Historic Pattern – Yes
Site Access – Yes
Materials Design – Yes

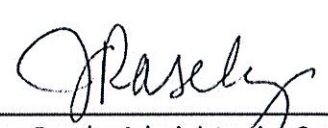
19. DRB will not approve project until there is further information from the applicant. Kelly stated they will revisit the project at the next DRB meeting since it was not approved.
20. At 3:57 PM discussion of Rosebud project began with Heather Beckmann providing an overview of the project and reviewing their previous meeting and two items of concern: The blank wall façade and a planting area designed out of removing one parking area. DRB also asked for balconies to show on site plan.
21. Jim expressed concern about having the balconies extend out to property line. Discussion also ensued about the wall at the back of the parking area with holes with mesh screen. There was a fire hazard as well as a safety concern from burglars over this.
22. Developer was invited in at 4:15 PM and introductions made. The last meeting with developer was in July 2014. Mark opened with discussion about previous concerns and asked Heather about getting into design conversation. Steve provided a quick overview of project for Alan's benefit and gave an overview of their neighboring site which had already been developed with two buildings. He proposed developing the second lot exactly the same with the front building being a slightly different design than the first building in the front of the developed lot. The floor plans for both buildings are very similar. Steve reiterated that nothing had really changed since the last meeting except the applicant added balconies and moved retaining walls along the back of the building under the balconies.
23. Heather brought up the blank wall façade and it was stated that the blank wall will only be at the back side of the unit where it is not visible. Jim brought up that they had spoken about awnings over the openings, but Steve wanted to maintain consistency with neighboring building, especially since it opens right on to the sidewalk/street.
24. Heather reviewed landscaping. Discussion ensued about parking and that underground parking is not a possibility because there really is not a 6 foot grade and not enough slope to go down.
25. At 4:47 Mark asked Heather where the City stood. Heather asked for design suggestions. Jim recommended the City look at 3 walls with enough openings to keep the carport (2 walls) designation and thought the City should give a little more leeway.

26. Conversation continued with DRB and Heather.
27. Meeting adjourned at 5:06 PM.

Approved by:



Mark Levine, Chairperson



Jane Rasely, Administrative Specialist

CITY OF BAINBRIDGE ISLAND
DESIGN REVIEW BOARD - REGULAR MEETING
December 1, 2014

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Name	Affiliation	Phone/ E-Mail
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Peter Perry	✓	206 498 8681 peter
Chuck Depas	DRB	
Nate Hansen	DRB	
Stan Grainger	DRB	
Adrian Sawyer	DRB	
J. B. Ransom	OWNER	206-842-1267 jbra
DEVIN JOHNSON	JOHNSON SQUARE	DEVINE@JOHNSONSQA
Heather Beekmann		
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STEPHEN TAPP	ARCHITECT	ARCHENX 23320
Jim McNett	DRB	-



**CITY OF BAINBRIDGE ISLAND
DESIGN REVIEW BOARD
Regularly Scheduled Meeting Minutes
Monday, December 15, 2014 at 2:00 p.m.**

**City Council Conference Room
280 Madison Avenue North
Bainbridge Island, Washington 98110**

Call to Order (Attendance, Agenda, Ethics)

Approval of Minutes - October 20, 2014 (approval of modified minutes), December 1, 2014

Rosebud II PLN19288 SPR Site Plan Review

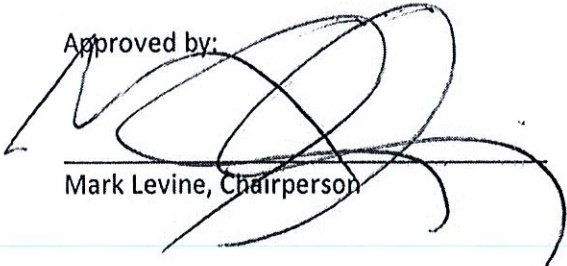
Old and New Business

Adjournment

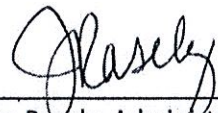
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1. Meeting was brought to order at 2:03 PM. Minutes for October 20th were already approved and the minutes for the December 1st meeting were tabled until the next meeting.
 2. Heather passed out new site drawings and spoke to the carport definition being the carport had to have only 2 sides. Applicant opted for parallel sides and the north and south walls will be closed while east and west will be open sides. Jim made point that it is not a 50% code, but a 2 wall code. Alan brought up that they are not really 2 sided because the stairs, hot water heater, etc., are making a partial wall and this could set a precedence for future high density development. He felt the developer is trying to get around the code in order to have a higher density. Discussion of garage versus carport ensued with thoughts on precedence and impacts on future permits.
 3. Heather suggested the DRB go forward as though approving and she will discuss further with Director and Attorney. Mark mentioned that it really does set precedence, but the DRB needs more guidance from the City because they do not make rulings on Code. Heather spoke about grillwork and the creative use of it to stay "open" as a carport. Chuck asked if this still meets City Code and Heather stated they still had to go to Planning Commission and this was preliminary.
 4. Balconies were brought back from property line voluntarily even though Fire Department said the balconies were okay.
 5. Mark reiterated the City needs to clarify their code to the DRB so they have a greater understanding when projects are brought before them.
 6. Developer entered room at 2:19 PM. Stephen stated that he and Heather spent time on the phone talking about the carport issue. He brought larger, colored plans to show and spoke about the differences they made in the carport with ironwork, planting and wall showing to the public side which will not bother anyone viewing from the street.
 7. Heather mentioned the balconies being brought back in from the property line but still provide a six foot deck.
 8. Jim asked about the grill design and did it have 90% air. Stephen agreed that it would be about 90% air but he had not yet drawn/designed the actual grill.
 9. Chuck stated he liked what they came up with and that they wrapped the design around from the front of the building to create continuity in the whole building.
 10. Mark asked for a motion.

11. Jim McNett moved and Chuck DePew seconded the motion to accept the design. Motion passed 4-0, Alan abstained from voting.
12. Heather asked if there was anything else.
13. Mark asked if anyone had any issues with the pre-application statement Kathy provided. No one had any issues, so it was unanimously accepted.
14. Heather introduced the DRB to the "Roost" project coming down the line early next year. Jim asked who the architect was (Jeff Thornberg from Indigo Architects). Location is between Point White Dr. and Baker Hill Rd. Alan stated this was the type of situation they need a neighborhood overview for so they could see the big picture. Jim mentioned there is a big new park and children's park being created in the same vicinity which reinforced the need for an overview shot of the area when they look at the project. Chuck spoke to the need for a traffic study that takes into account the ENTIRE neighborhood and not just the specific slice being developed. Mark asked specifically for a map and that the traffic study account for parking density as well.
15. Mark asked that the Planning Commission look at the bigger picture of parking in the area before approving all the different projects without taking into account the effects these projects have on each other, already established businesses and traffic in general. Jim asked Heather to have Roost developer coordinate with the BI Parks Department about how they are going to use the space.
16. There was no further business.
17. Meeting was adjourned at 2:41 PM.

Approved by:



Mark Levine, Chairperson



Jane Rasely, Administrative Specialist

**CITY OF BAINBRIDGE ISLAND
DESIGN REVIEW BOARD - REGULAR MEETING
December 15, 2014**

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**CITY OF BAINBRIDGE ISLAND
MINUTES**

DESIGN REVIEW BOARD

Regular Meeting

Monday, July 21st, 2014



DESIGN REVIEW BOARD MEMBERS PRESENT

Mark Levine, Chair

Jim McNett, Adrian Sawyer, Robert Highman, Chuck Depew

CITY STAFF PRESENT

Kathy Cook, Planning Director

Sean Conrad, Planner

Heather Beckmann, Planner

PROJECT REPRESENTATIVES PRESENT

Chad Hoover (Church)

Steve Tapp, Michael Djordjevich, Liz Djordjevich (Rosebud)

MEMBERS OF THE PUBLIC PRESENT

Charles Schmid

ITEMS DISCUSSED

Church of Jesus Christ of Latter Day Saints PLN50035 PRE pre-application

Project Manager: Sean Conrad

Site location: 8677 Madison Avenue North

Construct a 2923 square foot addition to the existing building consisting of 11 rooms and a corridor between the addition and the existing building.

Rosebud II PRE19288 pre-application

Project Manager: Heather Beckman

Site location: 117 Madrona Way

Construction of two buildings: one 4-unit apartment building and one 2-unit apartment building with office space on the ground floor on a 7667sf parcel.

Old and New Business

MEETING MINUTES:

1. The meeting was called to order at 2:04 PM.
2. Minutes approved from 6/30/2014 meeting.
3. 2:07 PM: City presented overview of the Church of Jesus Christ of Latter Day Saints project.
4. DRB: Will there be any impact on parking? City: Actually less of an impact with new addition. The two congregations will be split up, arriving and departing at different times. Client to explain. Additional parking available to church at Ordway school lot. Church addition will have little impact. Client to submit plans and app to city shortly after this meeting.
5. 2:10 PM: Client invited in. Provided a project overview to the DRB.
6. CLIENT: This addition was always meant to be there, and was planned into original project but was cut at the time due to budget. Would like to begin construction soon as possible. Drawings are 90% done and ready to go. Church needs more teaching space. Original church was built in 1997. All new materials and finishes to match existing building.
7. DRB: Will it flip the main entrance? CLIENT: Will create another entrance, facing the high school. No additional parking. Currently parking is shared with high school. LDS churches are designed with multiple entrances. DRB: Why two entries? CLIENT: Has been standard practice, to accommodate two congregations entering and exiting at different times. Creates overlap, so have two separate parking areas.
8. DRB: What would happen with major church events? CLIENT: This location is not a 'stake center', meaning large meetings are not held there. Events at Christmas or weddings may have both congregations but parking hasn't been an issue, partly due to agreement with high school to share parking. If more parking were needed, would look at new building sites for the church. No plans for new parking at this site.
9. CLIENT: Church has an agreement with the high school to never disturb adjacent wetlands, as school uses for study. This church has no playgrounds associated with it. No known complaints regarding parking.
10. PUBLIC COMMENT: Concerned with screening and plants. Any trees being taken down? CLIENT: No. The plantings up against building would be removed and replaced after, but nothing being touched along Madison Ave.
11. DRB: Run-through of applicable guidelines (see attached):
 1. CLIENT: Everything on back side will match front side. DRB: including windows? CLIENT: Yes.
 2. No action.
 3. No action.
 4. No action.
 5. To match what is existing.
 6. Only viewable from the high school playground.
 7. No action, parking is ok.
 8. No action.
 9. No action. Shrubs added. Landscape plan has been included.
 10. No action. Current building was completed in 1999.

11. No action.
12. No action.
13. No action.
14. No action.
15. No action.
16. Not applicable.
12. DRB: Anything else to add? CLIENT: No. DRB: Why is this not the final presentation? CITY: Because client has not yet submitted formally with city.
13. Meeting with client concluded at 2:38 PM.
14. CITY overview presentation of Rosebud II. New large format drawings presented to members. Client came to city in May but was way over on density. Client revised plans, which are being presented today. The two offices at garage level were not included in Rosebud I.
15. DRB: Are cantilevered structures allowed at property line? CITY: Yes, cannot go over property line. DRB: How can there be no setbacks? How are they meeting open space requirements? CITY: Can have 100% lot coverage. Their lot coverage is 100%. Both side and rear can have 0% setback. DRB: If there are openings, can't have 0. What about fire access? CITY: Good to bring up with client.
16. DRB: On drawing A7; doesn't seem right. Can have long retaining wall? What about people on the other side? CITY: Can go up to 8ft high. Top 2ft have to be from ground. DRB: Seems clumsy. Need something there, other wise someone could tumble in & hit parking level. CITY: Parking area is open, to work with our floor ratio calculations. When open like this, doesn't count. DRB: If garage doors were here, would count? CITY: Yes. Went around on this, trying to interpret it.
17. DRB: On A2, trying to figure out where the decks are. Seem to be sticking out. No property line shown either. CITY: Yes, site plan doesn't show the decks.
18. DRB: Appears 100% impervious. Are they talking about pervious pavers? CITY: They have not spoken about pervious pavers, so can make that assumption.
19. DRB: What about entry? CITY: They are going to share with adjacent driveway. Encouraged. They also own this property. Would be very narrow if weren't intending to do that. DRB: So is the backup the 20ft? CITY: That's my understanding, yes. DRB: Sure that's enough for 90° backup? CITY: 20ft is our min, 24 is max requirement. DRB: Not sure this allows for fire truck to go in and get back out again. So fire dept. treat it like a driveway.
20. DRB: Are same sized lots? CITY: Yes, almost identical.
21. CITY: When originally came in, commercial space was intended to serve the residents above only. Own private offices. Was explained to client they couldn't get the FAR (floor area ratio) they wanted. They'd have to do a mixed use building to get the FAR they wanted. I think that's how we got to where we are today.
22. DRB: There are four clustered open parking areas for front buildings, and under parking for others, correct? And because they are open, they don't count for FAR, correct? CITY: Correct. DRB: Each unit has one parking space, except for additional unit for office. CITY: Correct. DRB: Visitors are out of luck. CITY: Right. Definitely something to bring up. DRB: No street parking in this area either.
23. DRB: Drawing says 'existing 4-plex'. Not correct? CITY: No, some info likely transposed from original plans. Both buildings are new. It is a vacant lot.

24. DRB: If parking areas were filled in and courtyard areas were outside each unit, they couldn't do it? CITY: Can have doors on two sides. DRB: Can't city say ok, as a variance? Aesthetically, makes a difference. Better for users as well. Are they to be sold or rented? Apartments or condos? Might be less expensive in long run. Currently going through all sorts of gymnastics to leave it open. CITY: When code update went through, there was a push.. this was an unintended consequence of code change, and this is their way around it. DRB: There's a slope there, and usually a city will remove that slope from FAR requirements. CITY: Hope was that it would be underground parking, when amendment went through. DRB: If wall was put there, it would be underground parking. CITY: A portion would be. DRB: But now nothing is, per city rule. Should get a variance. CITY: Couldn't get one. Unfortunately, can't get a variance for the floor area.
25. 3:25 PM clients brought in and introductions made. Clients provided project overview.
26. CLIENT: Project is four units with 2 stories above parking, and two units over office spaces with outdoor parking areas. Similar to what was built on adjacent lot in 2007; Rosebud I. All to be rented, not sold.
27. DRB: Starting with first sheet, C2; Any landscaped hard scape? CLIENT: Limited, along fence line. Don't have a landscape plan. Neighbor is the funeral home so screening will be needed. DRB: Front to be paved? CLIENT: Hardscape all the way.
28. DRB: Parking are typical sized? CLIENT: spaces are for compact. CRB: No regular spaces? Is there enough backing space? Any guest spaces? CLIENT: Four units have garages, two units have outside spaces, plus two guest spots. DRB: Parking behind offices? CLIENT: Correct. Had to shake it up because of code change. CITY: Doesn't matter if parking serves offices or residences. CLIENT: Had to find a way to provide off-street parking. Why the code change, what was the thinking? CITY: Might want to ask the planning commission. DRB: Wanted to retain the density yet keep the buildings lower. Idea was to give more FAR by bringing parking below ground. CLIENT: This isn't practical for smaller lots, too expensive. But do not want to see development of buildings on sticks.
29. DRB: Before getting to back units, sticking with front two for now, does city code dictate all spaces to be compact? Will not be compact cars there and it's already a tight area. Will need both driveways to be open, but right now there's a retaining wall there, blocking some of it. CLIENT: It will get cut out. It gets cut back all way to back cement. Will get zeroed out. DRB: This site plan needs some work, in other words. So the retaining wall will be gone? CLIENT: Yes. Not necessarily a retaining wall when its not retaining anything. DRB: Will allow for more mobility for a car? CLIENT: Correct. Entry will be integrated. Was no double driveway before. DRB: Just that the drawing doesn't show that.
30. DRB: Are you comfortable with fire access? CLIENT: That's what fire marshal said, to planner. Marshal has looked at the plans.
31. DRB: On sheet A1, is that retaining wall that's shown on A7? CLIENT: A low wall, yes. DRB: Shows a 6ft concrete retaining wall. CLIENT: Lot puffs up in corner. Whole grade is close to level, except for in that corner. Drawing is a little deceiving. DRB: After hearing your explanation, don't know what your recourse it. Seems cruel to have a wall just at that location. Maybe put a planter continuously and have a deck there. CLIENT: Only have to be 4ft below adjacent grade, but 8ft below at that location. Don't know what to call it. Been working on it last 3-1/2 months. CITY: It's exterior vertical walls, and if under 5ft, may not count as a wall. Must have two walls open in order for it to not count. DRB: So two walls open, but one of those two could be under 5ft. CLIENT: Both under 5

- would look better. Like parking area with windows on top of it. DRB: Maybe with lattice work on the outside, but still using that parking area as structure. DRB: Anything we can do to make a recommendation to the city? Doesn't seem to make any sense. CITY: Absolutely. CLIENT: We fell into a crack with this FAR, It's not intent of density goals. If we have to call it carport, then will do.
32. DRB: The two sites seem similar in size. CLIENT: Almost identical. DRB: With shared driveway, people in those units will need to back out, no turnaround there. CLIENT: Correct. DRB: So why not accommodate a driveway on other side? CLIENT: Because city doesn't want that anymore. Used to want the two driveways, now they want one. CITY: Not limited to one. It's encouraged to have one. CLIENT: On first project city were requiring only one egress. Reason for two was fire marshal, because of trucks going around. DRB: Right principle. Don't want a lot of your front used for access. But site plan shows that turning radius for front unit users will be tight. CLIENT: Been running first site for 9 years, works great. People that rent them have tiny cars & motorcycles. Encourages everything we expect. Before, during first phase, city seemed to be against cars. Now it's all about cars. Garages designed around the Ford explorer. Don't rent to anyone with larger vehicles. Also designed for storage of additional items.
33. DRB: Thought about maybe writing some language into this, to make it more workable for client, and still falling within the guidelines. Just making recommendation for the record. Not right now, but would like to think about it & do it right. CITY: Will be before DRB again when client formally submits. So can take some time. In regards to lower level being open? DRB: Correct. CLIENT: Will be coming in with structural engineering ready to go.
34. DRB: As shown, lower area doesn't seem safe, from security standpoint. If can be changed with a variance, seems would be cheaper than making structural changes. CLIENT: Yes. Everyone would be better off.
35. CLIENT: It's 26ft between buildings. Tight for turning around, but has not been issue for last 9 yrs. DRB: Have to provide extra couple ft at end, for people coming out, right? CLIENT: Right. No issue right now.
36. DRB: On A7, looks like balconies to property line. Doesn't leave room for vegetation. Drawing suggests retaining wall is solid, and goes all way across. CLIENT: Would be between cantilevered decks, notched decks, big holes down to dirt for planting. Already been looked at by a landscape architect. Just need a landscape plan. DRB: Would like to see a cross-section. Can't have a gap for people to fall into. And a section thru a deck.
37. CLIENT: Theoretically, could have 8ft of slab with 5 or 6ft retaining wall, and have small openings above, 2ft openings. DRB: Is this height limit right now? Are you maxed out at height limit as shown? CLIENT: Preliminary right now. DRB: Could you go down couple ft? CLIENT: Wouldn't want to come up to property and have to go down into a hole.
38. DRB: We have a landscape plan here. CITY: Was submitted with packet. CLIENT: That's an old landscaping plan. All kinds of growth there. City said nothing would grow in that area. Don't have a landscape plan for you yet.
39. DRB: Not a structural engineer, but if there's a more structural element there, reason why retaining wall couldn't be that structure? CLIENT: It would be. Had to do this goofy design in order to have a wall to create the carport. If could retain it, would be a parking space with upper 2ft windows carved out of it.
40. DRB: Question on drawing A7 decks; seems like on property line. Can be moved back? CLIENT: We will.

41. DRB: Metal roof all way around? CLIENT: No, all comp. Will get more details. Existing building have comp on it. DRB: 2:12 slope for that? CLIENT: Yes. That's the minimum.
42. DRB: On drawing A7, if project goes through, would you put screens over openings? CLIENT: Would depend on what planning calls an open structure. Is lattice open? Chain link? Gotta keep people from crawling in your garage.
43. DRB: On A6, what are the little left & right juts, are they planters? CLIENT: That on existing building is gravel. Curb & gravel.
44. DRB: On A10, why would have a car come in and run into staircase? Shouldn't it be shifted to other side? Shouldn't garage doors be centered symmetrically within the wall? Why are they shifted? CLIENT: They are equally spaced within the cantilever, but not shown. Would need dotted line. Design is equal on the outside. Look on A14. This whole parking issue is also part of the FAR. Would have 6 condos with 6 garages. All about an FAR equation to turn it into a mixed use project, so we can get it though planning.
45. DRB: On A11, no windows on the back? CLIENT: Would be looking into rear of the funeral home. Windows are looking out of corners. DRB: Would be nice with high windows, to get light in there. CLIENT: We have lots of windows on current building. Will continue to do that.
46. DRB: On A13, what about signage? CLIENT: Signage would likely be vinyl on doors. They are very small offices, for accountant, or for one person say renter of apartment. Would have been home offices, but now have to go mixed use and go commercial offices, with their parking spots.
47. DRB: If one of spaces in back was office, could whole building not be required to have those two open walls? CLIENT: It's by square foot, of overall project. Only way out of it is how much of the footage are you calling commercial.
48. DRB: What are next steps, want to try and help client get over bump. Will send to city a recommendation for best solution to this project. Current interpretation of the code just doesn't fit this particular case. Might be something, like 5ft wall, that would help this. Also to help the residents security, with storage areas and cars, would need some protection. Maybe landscape on grade. Maybe 50% of concrete wall could be open and it still be structural, with openings covered with something, trellis, or landscaping. Unnecessary expenditures that take away from a project is not something we should promote. Or detrimental to project. CLIENT: Even best solution is barely helpful. Still don't have security. Still anyone can climb in. Still have four open garages with no interior walls for people to walk from one to other, because needs to be carport. DRB: That's not concern. Lots of buildings have shared garage spaces. Real concern is how exterior looks, and security. CLIENT: Ericson cottages currently having same problem, with theft & damages. Trying to figure out how to inexpensively enclose those parking spaces.
49. CITY: Council has adopted safe city goals for comprehensive plan update, want to win this year's safe city award. Could maybe find a way to spin it with this in mind? DRB: Good idea.
50. DRB: Ready to walk through Mixed Use guideline checklist:
1. No action. Presumably will be like existing project; Rosebud I (photos included in packed).
 2. No action. Presumably will be like existing project; Rosebud I.
 3. Openness of back wall facing funeral home does not follow current design guidelines. Do have blank façade? Or row of cars? Noted that not dealing with blank walls, but with open walls. Design

needs to be re-examined for final site plan review. CLIENT: If solution not found, would be coming in with lattice or something there.

4. No action.
5. Is Madrona way considered public access? Yes, sidewalks being put in on north side. Signage will be letterhead on doors.
6. Going to have a wide curb cut. Feel that going to have one extra parking space? CLIENT: Will be 2. DRB: Can there be just one? CLIENT: 2nd could be for motorcycle parking. DRB: Could space be used for landscaping, to help cover parking? CLIENT: Doable. Don't need those spots for code. CITY: Parking calculated at not more than 0.5 per unit.
7. No action.
8. No action.
9. Landscaping will be included where it can fit. Hopefully in back. Hoping for addition of screening there. Lattice or... like at Yoga studio.
10. No action.
11. No action. No signage on this development.
12. No action.
13. No action.
14. No action.
15. No action.
16. Has been discussed previously. CLIENT: Site is maxed out the way it is now. Is sharing with adjacent property, which is also owned by client. There is ingress and egress in combination. DRB: What is happening with property on other side? CITY: Project has been applied for, but nothing happening yet.

51. DRB to go through the Mixed Use Town Center Core District checklist:

1. n/a, (DRB: if walking along sidewalk, any way to know what's back there? CLIENT: Just the driveway. Designed to see back units from front).
2. n/a (sidewalk to match current building)
3. n/a
4. n/a
5. n/a
6. Previously discussed.
7. Will match current building, with exception of garages, to be addressed.
8. Same as #7.
9. Previously discussed.
10. DRB will submit a recommendation to the city with regard to parking areas.
11. Previously discussed

52. DRB: On drawing A10, allowed to put a slight canopy over the entryways? Other buildings seem to have them. CLIENT: There's a lenthil, no awning, this being the reason for accentuating with brick. Spent extra to have entryways indented. DRB: Asking for

front façade to be broken up with ins & outs. Right now doesn't have anything. Would be a plus. Something to look at. Would be allowed? CITY: Yes.

53. Balconies on sides shown on elevation but not on plan. Is it a balcony? CLIENT: Would be nice addition. Nice detail. CITY: No walls, so shouldn't be an issue.

54. CLIENT: After this meeting, we're waiting for direction from DRB before proceeding with permit drawings, how will we know when to proceed with permit drawings? DRB: We will be providing our notes to city by Friday. CITY: Notes from DRB will go with packet to planning commission. Don't see changes being made here. DRB: Client will want to incorporate DRB comments for next meeting. Would be helpful if client were provided with the procedure flowchart given to DRB from city. CITY: Agreed.

55. CITY: Can't change the code. But notes from DRB will travel with the project packet. Client shouldn't make any major changes, but minor updates can be made, to compensation for the regulation. Once in front of planning commission and decision is made, client will know if walls can be filled in or not. DRB: When in front of planning commission, notes from DRB meetings are often considered. CITY: Hands are tied. This is what our code says. Can do something, 5ft walls?, to compensate. Don't think we'll get full walls there, highly unlikely. However, benefit of this is that it raised awareness, and planning commission may opt to change that. Maybe able to change then because a land use regulation change may have occurred. Planning commission may look at other creative ways to help. CLIENT: If anyone can say that walls could be solid, then engineer would have something to work with. Maybe with windows or partial openings. DRB: And should look good. CITY: Hands are tied on how to calculate floor footage. Sure planning commission will have discussions on it. Can look for creative solutions. CLIENT: Maybe bring in two sets of drawings, with two or three options for walls.

56. Meeting concluded at 4:50 PM.

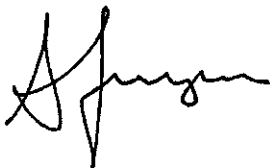
NEXT MEETING

- Monday, August 4th, 2014

ADJOURNMENT

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

Prepared by:



Adrian Sawyer, DRB member

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

BAINBRIDGE ISLAND
OCT 07 2014
DEPT OF PLANNING &
CITY DEVELOPMENT

☐ "Pre-App" Meeting Checklist

☐ "Post-App" Meeting Checklist

Project Name/Case #: ROSEBLUD II 117 MADRONA WAY NE

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

PRE 19288

Project Description:

CONSIST (1) ONE NEW APARTMENT BUILDING WITH (4) FOUR,
UNITS ABOVE OPEN AIR CAR PORT AND (1) ONE NEW APARTMENT/
MIXED USE BUILDING (2) TWO UNITS WITH SURFACE PARKING

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.	BUILDING MATERIALS WILL BE A MIX OF A VARIETY OF STONE, STUCCO, AND LOOD	
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).	INCORPORATED INTO THE DESIGN IS A VARIETY OF HORIZONTAL BANDS, SETBACKS, CHANGES IN MATERIALS, DECKS, ETC.	

7/14/14

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

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.	BLANK FACADES ARE LIMITED TO THE BACK (NON-VISIBLE TO THE PUBLIC) OF BUILDINGS	
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.	GROUND LEVEL FLOOR IS 11'-0" → 12'-0" TALL SHOP WINDOWS ARE DISPLAYED ON GROUND FLOOR UNITS AT STREET LEVEL	
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.	ENTRIES INTO THE GROUND LEVEL OFFICES WILL REFLECT THE ADJACENT BUILDING TO THE WEST FOR CONTINUITY	

7/14/14

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

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.	THE BUILDINGS ABUT A SIDE WALK - NO PUBLIC PARKING	
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.	THERE ARE NO FACADES OVER 128' IN LENGTH	
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.	THERE IS NO ROOM FOR THESE AREAS IN THIS PROJECT DEVELOPMENT	
9.	To soften the impact of the built environment.	Encourage public pedestrian passageways and vegetation between buildings.	VEGETATION WILL BE PROVIDED ON THE SIDES OF THE BUILDINGS	
10.	To encourage compatibility of development with both community and neighborhood characteristics.	Building designs should respond to nearby buildings that meet the upgraded design standards by using shared elements, materials or massing.	THE BUILDING DESIGN REFLECTS THE CHARACTER OF THE IMMEDIATE ADJACENT BLDG	

7/14/14

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

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.	NO SIGNAGE ON THIS DEVELOPMENT	
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 ON THIS PROJECT	
13.	To provide pedestrian access to buildings.	Provide multiple entrances along streets. Pedestrian passageways are encouraged.	ONLY ONE ENTRANCE FOR THIS PROJECT	
14.	To provide weather protection for pedestrians.	Recessed entries and/or overhead weather protection above the sidewalk entrances shall be used.	PEDESTRIANS MOST LIKELY WON'T BE ACCESSING THIS SITE	
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.	NO BUILDINGS IN EXCESS OF 10,000 SQ. FT.	

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

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.	ONE SMALL (4) CAR PARKING CLUSTER HAS BEEN CREATED	

**Guidelines Requiring
Action per DRB:**

**DRB Summary Motion
on Actions:**

7/14/14

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 #:

ROSEBLUD II 117 MADRONA WAY NE

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

PRE 10288

Project Description:

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.	1) PROVIDE FORMAL SIDEWALK ALONG ROW 2) THE ONLY PEDESTRIAN PATH TO THE STREET WOULD BE THE ACCESS DRIVE 3) NO INTERNAL PATHS PROVIDED	
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.	1) NO AMENITY AREA EXCEPT THE SIDE WALK WIDTH 2) ONLY SIDEWALK WIDTH IN FRONT OF BUILDINGS 3) SIDEWALK WIDTH PROVIDED TO MATCH ADJACENT DEVELOPMENT	

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Design Review Board Design Guideline Checklist
Mixed Use Town Center/ Core District Design Guidelines-- BIMC 18.18.030

Design Guideline	Intent	Description	Applicant Response	DDB 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.	(3) STREET TREES SURROUNDED BY GRATES WILL BE PROVIDED	
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.	N/A	
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.	N/A	
6. Building Design/Over-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.	1) ARTICULATION PROVIDED ON STREET FACING BUILDING 2) VARIETY IN BUILDING FORMS PROVIDED FOR IN DESIGN 3) BUILDING FRONTAGE FACADE INCORPORATE OFFSETS, BALCONIES, RICH COLOR PALETTE 4) N/A	

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Design Review Board Design Guideline Checklist
Mixed Use Town Center/ Core District Design Guidelines- BIMC 18.18.030

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 along Winslow 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 facade: • 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	1) FIRST FLOOR LEVEL 12' HIGH 2) N/A 3) REALLY NOT PEDESTRIAN ORIENTED 4) UTILIZED - PROJECTING SILLS - STONE ELEMENT - PEDESTRIAN SCALED LIGHTING	

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Design Review Board Design Guideline Checklist
Mixed Use Town Center/ Core District Design Guidelines-- BIMC 18.18.030

Design Guidelines	Intent	Description	Applicant Response	DRA 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 setback 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 setbacks 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 setback 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.	1) N/A 2) FACADES UTILIZE WINDOW DESIGN, RAILINGS, DETAILS, MATERIALS AND COLORS	
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.	1) NO BLANK WALLS WITHIN PEDESTRIAN VIEW 2) PARKING STRUCTURES NOT EXPOSED TO VIEW	

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Design Review Board Design Guideline Checklist
Mixed Use Town Center/ Core District Design Guidelines- BIMC 18.18.030

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.	1) ROOF PROFILE GIVEN ARTISTIC EXPRESSION 2) ROOFS WILL BE FLAT FACADE AND PITCHED IN THE CENTER 3) SAME AS 2)	
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.	1) SURFACE PARKING WILL BE SCREENED FROM VIEW 2) PLANTING WILL BE INCORPORATED INTO THE DESIGN	
11. Parking Design/ Parking Structures	Same as Above	8. 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.	1) NO PARKING STRUCTURES	

Guidelines Requiring
Action per DRB:

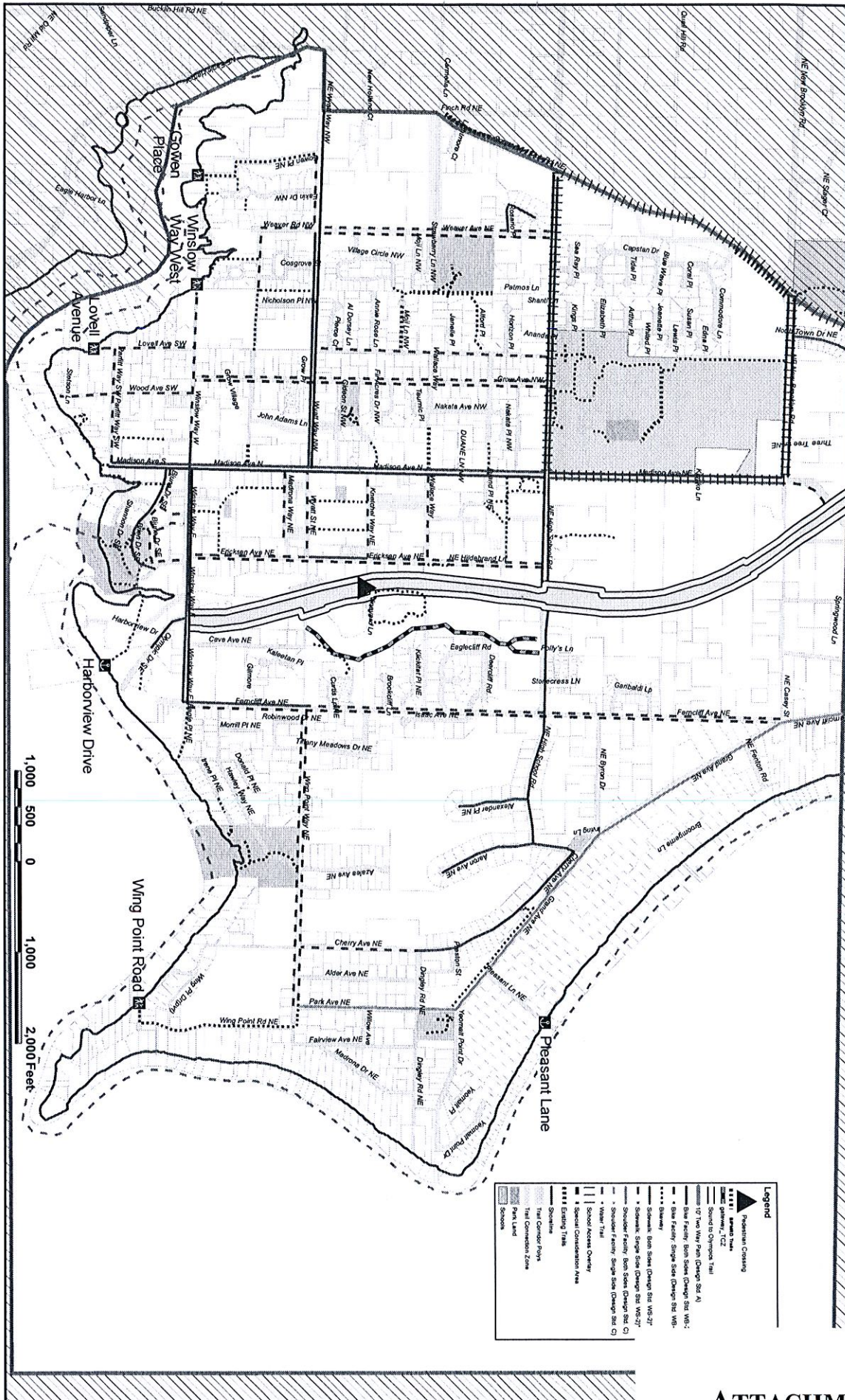
DRB Summary Motion
on Actions:

7/14/14

Non-Motorized Transportation Plan Map E: Winslow System Plan (Minimum Standards)



1:11,750
January 2003
Updated November 2013



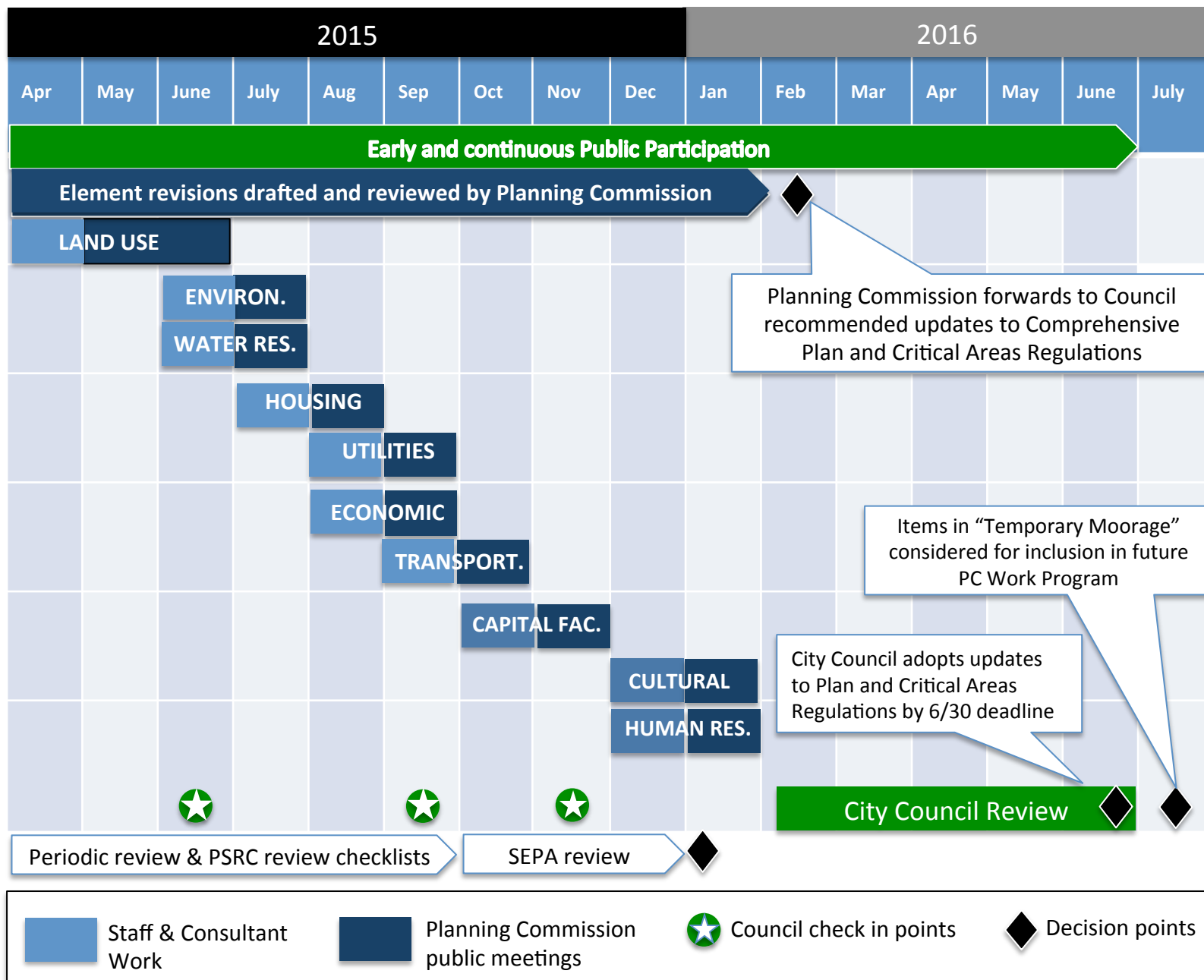


Exhibit B - Project Schedule



Memorandum

TO: City of Bainbridge Island Planning Commission
Kathy Cook, Director, Planning and Community Development

FROM: Joseph W. Tovar, FAICP

DATE: March 20, 2015

SUBJ: Preliminary Scope of Issues to include in the Navigate Bainbridge Update Process

I. BACKGROUND

I am pleased to share my initial sort of the public input from the City's six listening sessions on issues and ideas to include in the update of the Comprehensive Plan and development regulations. I have read all 40,000 words of input and, unsurprisingly, there was a broad range of opinion expressed. There was disagreement on several issues (e.g., the idea of increasing the % of growth directed to Neighborhood Service Centers) but there were also a number of issues and ideas that resonated with many people. From my review of all that input, I have sorted it into four basic buckets:

Bucket 1- Issues and ideas to include in the Scope of the Update (both Comp Plan and Development Regulations). Attachments# 1, 2, and 3 to this memo group public comment into Land Use, Water Resource and Transportation Elements, respectively. These are discussed in more detail in Section II below.

Bucket 2 –Issues and ideas that are assigned to "temporary moorage," meaning that they will be taken up AFTER the plan update is adopted (e.g., subarea plans and certain implementing development regulations). Attachment #4 groups the public comment in this bucket.

Bucket 3 – Issues and ideas that provide useful feedback to the Priorities Based Budgeting process (i.e., they address either the city organization and/or its operating budget). Attachment #5 groups the public comment in this bucket.

Bucket 4 - Information that the City may wish to share with other jurisdictions or organizations. For example, the Park District, the County, the BIFD, the state legislature. This input may also help inform goals or policies regarding city communication and coordination with others jurisdictions or organizations. Attachment #6 groups the public comment in this bucket.

I have distilled the input that I believe most directly applies to the update into **KEY ISSUES** to include in the Scope of the Update. These appear in the next section, listed in most cases under the Plan Element to which they seem most appropriate. Note that I have attached to this memo the sorted Input that pertains to the Land Use, Water Resources and Transportation Elements, primarily because those will be first up in the review. The detailed input that pertains to other

Plan Elements will be presented for the Planning Commission and City Council's consideration as those chapters are taken up. The raw input from all six listening sessions is posted on the City's website.

The recommended KEY ISSUES below are the first step in the Scoping process. The Planning Commission is free to add issues to the Scope as they forward their recommendation to the City Council. The Council also has the option of adding Issues to the final Scope that they adopt.

II. COMPREHENSIVE PLAN

Several actions are needed throughout the plan to meet the GMA update requirements.

- Use the new planning period of 2015 to 2035
- Include the adopted population growth forecasts throughout the plan;
- Include new employment growth forecast throughout the plan;
- Update all maps and text consistent with relevant changes to goals and policies.

In addition to the general actions shown above, I recommend that the individual plan Elements, and certain development regulations, be updated as follows:

A. Introduction

1. Incorporate updated Vision
2. Reference recently adopted Shoreline Master Program
3. **KEY ISSUES** to address:
 - a. City's comprehensive plan and implementation within the framework of the Growth Management Act, the Vision 2040 regional plan, and the Kitsap County Countywide Planning Policies.
 - b. Streamline, clarify and strengthen text (e.g., guiding principles, planning goals, framework policies).
 - c. Relationship of Comp Plan to other plans, projects and programs, including, but not limited to: city functional plans (e.g., city utilities), development regulations, capital projects, the city organization and operating budget (e.g., Priority Based Budgeting).
 - d. Relationship of the Comp Plan and City to the functions and activities of other units of government or organizations.
 - e. Promoting a culture of stewardship, citizenship, and community engagement

B. Land Use Element

1. Update general information
2. Include new population, housing, employment growth forecasts
3. Show where and how to accommodate another 5,600 residents and 2,800 jobs
4. Streamline, clarify and strengthen goal and policy text

5. **KEY ISSUES** to address:

- a. Growth Strategy which places 50% of growth in Winslow, 5% in NSCs, 45% elsewhere
- b. Articulating the connections between the Land Use and Transportation Elements
- c. Articulating the connections between the Land Use and Utilities Elements
- d. Civic design Goals/Policies for Winslow, NSCs, SR 305
- e. Island-wide land use pattern - conservation objectives, building form, landform
- f. Measures to improve human health

C. Transportation Element (including Non-Motorized Transportation Plan)

- 1. Update general information
- 2. Streamline, clarify and strengthen goal and policy text
- 3. Update inventory of facilities
- 4. Update cost estimates for facilities improvement projects
- 5. **KEY ISSUES** to address:

- a. Future role, configuration and mitigations re: SR 305.
- b. Future role of WSF and possible alternatives
- c. Measures to improve human health
- d. Safety for bicycles and pedestrians on the island-wide road/trail network
- e. Methods to improve multi-modal transportation options

D. Water Resources Element

- 1. Update USGS aquifer information
- 2. Streamline, clarify and strengthen goal and policy text
- 3. **KEY ISSUES** to address:

- a. Identify sub-basin sensitivity to draw downs/opportunities for aquifer recharge
- b. Identify opportunities to monitor and adapt to aquifer change over time
- c. Identify projects and practices to protect water supply and quality
- d. Consider potential re-use of greywater for domestic purposes

E. Environment Element

- 1. Update general information
- 2. Streamline, clarify and strengthen goal and policy text
- 3. **KEY ISSUES** to address:

- a. Adapting to and mitigating the effects of Climate Change
- b. Consider Green Building Code
- c. Identify benchmarks and measurements

F. Housing Element

1. Update population and economic information
2. Update housing supply and affordability information
3. Streamline, clarify and strengthen goal and policy text
4. **KEY ISSUES** to address:
 - a. Assess generational and locational needs for housing
 - b. Identify options and incentives for increasing housing affordability
 - c. Consider alternative housing forms to meet market niches
 - d. Review home occupation opportunities within residential areas
 - e. Evaluate better partnerships with non-profit housing providers
 - f. Consider clustering of structures on large lots to maximize recharge and open space

G. Capital Facilities Element

1. Update facility needs based on new planning period, new population and employment growth forecasts
2. Update inventory of public facilities to reflect changes since last update
3. Update six-year Capital Facilities Plan to be consistent with 2016 plan
4. Streamline, clarify and strengthen goal and policy text
5. **KEY ISSUES** to address:
 - a. Incorporating green infrastructure into capital projects
 - b. Coordination with BISD, BIFD, and BIMPD to maximize cumulative effect of new projects

H. Utilities Element

1. Update inventory of existing service providers to reflect changes since last update
2. Streamline, clarify and strengthen goal and policy text
3. **KEY ISSUES** to address:
 - a. PSE service and alternatives for power: municipal, solar other renewables
 - b. Telecommunications/broadband improvements
 - c. Coordination with City Sewer and Water Utility Master Plans
 - d. Coordination with private sewer and utility master plans
 - e. The island-wide Stormwater Utility

I. Economic Element

1. Include a summary of the local economy - strengths and weaknesses
2. Streamline, clarify and strengthen goal and policy text
3. Identify potential programs and projects to foster economic growth and development

4. KEY ISSUES to address:

- a. Assess need for increased goods and services in NSCs
- b. Opportunities to brand Bainbridge Island as location for software firms
- c. Role of Tourism in Winslow, other parts of the Island
- d. How to support growth of home-based businesses
- e. Role of agriculture on the Island
- f. Role of the arts on the Island

J. Human Services Element

1. Streamline, clarify and strengthen goal and policy text
2. Identify potential partners, programs and projects to foster access to human resources
3. Update to reflect changed circumstances in the provision of human services

K. Cultural Element

1. Streamline, clarify and strengthen goal and policy text
2. Identify potential partners, programs and projects to enhance cultural assets on the Island
3. Update to reflect changed circumstances in the provision cultural resources and activities

III. DEVELOPMENT REGULATIONS

A. Reference new SMP use regulations

B. Update critical areas regulations

1. Update Best Available Science, including updated USGS study re: aquifers
2. Amend and/or adopt regulations/programs to protect aquifer recharge areas
3. Amend and/or adopt low impact development regulations
4. Amend and/or adopt other development regulations necessary to protect other critical areas

B. Update other development regulations as necessary to implement updated Plan

ATTACHMENTS

- #1 Land Use Element Public Comment
- #2 Water Resources Element Public Comment
- #3 Transportation Element Public Comment
- #4 Public Comment issues and ideas to assign to “temporary moorage”
- #5 Public Comment issues and ideas to refer to Priority Based Budgeting process
- #6 Public Comment issues and ideas re: City communication and coordination with other jurisdictions and organizations

ATTACHMENT #1 - LAND USE ELEMENT PUBLIC COMMENT

1. Concern about urban design distinct from urban planning. Thinks we need a plan that is based upon a design. If it means that we withdraw as a municipality because of our what situation is or if we end up with circumstances unintended due to out of date codes, there are a lot of different ways of thinking about urban design, it would be good to evaluate or review that would help us from the beginning to set a goal from the beginning where we want to go. This may or may not have had attention in the past.
2. Parking is a big issue, and there have been all sorts of deals cuts over the years.
3. Must implement benchmarks and metrics/. How do we track number of green buildings/ how to promote green renovation of existing buildings?
4. We need to consider where we are going to park the cars that come down that 4 lane highway - no room for a big garage in Winslow.
5. Urban design, a more recent discipline than planning. Needs to be an urban design plan for the City. Need guidance on creation of place and connection to place.
6. Could enforcement officer be funding by fines - what are the numbers?
7. Are fines appropriate enough so offender will not offend again?
8. Enforce environmental impacts to new development - i.e., cutting down trees.
9. Question: could the City raise sales tax to pay for a downtown parking structure? Yes.
10. Need to look at island holistically and then you do need a parking structure.
11. Neighborhood centers growth? Use bus service from these areas to get to downtown, ferry, etc.
12. The comp plan can look at zoning to increase density around the neighborhood service centers.
13. Would caution that changing zoning can be self-serving to the City because it increases tax base.
14. Worry is that we do not want to look like Mercer Island with houses everywhere.
15. The city should look at all the neighborhood centers for growth and not just downtown.
16. Enforce environmental impacts to new development - i.e., cutting down trees.
17. Question: could the City raise sales tax to pay for a downtown parking structure? Yes.
18. Need to look at island holistically and then you do need a parking structure.
19. Neighborhood centers growth? Use bus service from these areas to get to downtown, ferry, etc.
20. The comp plan can look at zoning to increase density around the neighborhood service centers.
21. Would caution that changing zoning can be self-serving to the City because it increases tax base.
22. Worry is that we do not want to look like Mercer Island with houses everywhere.
23. The city should look at all the neighborhood centers for growth and not just downtown.

ATTACHMENT #1 - LAND USE ELEMENT PUBLIC COMMENT

24. The city should look at all the neighborhood centers for growth and not just downtown.
25. It would be nice to make Winslow way a pedestrian only street and have ferry traffic avoid it altogether.
26. Growth is a smart way to get people out of their cars if we accommodate growth and development in downtown.
27. For bigger projects, usually have a public information meeting, but not for smaller ones.
28. Parking is a big issue.
29. Diverse community: economically and racially and culturally. Would like to see the City plan for diversity.
30. Transportation relates to where your population is. It gets back to the density question: We don't want to increase density, but we want to increase diversity, public transit, etc. The affordability of housing affects public transportation, how you develop your natural areas, etc. If we do not have a range of affordable housing, it skews everything.
31. BI is a unique place in that the entire island is a city. If you want to take advantage of it, there is a lot of flexibility in that. Lower the costs in sewer by using septic systems to increase density. If you say you don't have to build on sewer, it can be built into Winslow or other neighborhood centers.
32. With a septic system, you are putting the water back into the ground instead of using sewer where you take clean water to use sewer systems and end up putting the water out in the Puget Sound.
33. Development in the neighborhood service centers should be encouraged and supported.
34. Existing rules for special planning areas may be more cumbersome than they need to be. Opposition to change is still there.
35. Question is fundamentally flawed. Is it a priority to protect and conserve natural resources? Whether it is a priority or not, developing around the neighborhood centers would address the issue.
36. We are a new city and the high school road development is what drove us to become a city. Harbor Square didn't have outcry till it was built. The property north of Harbor Square has been sold, or probably has. The things we do today will have a major impact on how bi will look in the future.
37. If you want a group that is green and local, the farmers need to be encouraged. Don't want the farmers to get lost, and so many innovations coming in food production
38. Open space and land preservation and increased food production - vibrancy with retail community. Attractive to families.
39. Local food creates healthy community - Food Coop needs to be created. Chimacum corner store for example.... food hubs that are accessible.
40. Group has desires for future neighborhood centers for population growth— planning for utilities, transportation, etc.

ATTACHMENT #1 - LAND USE ELEMENT PUBLIC COMMENT

41. Thoughtful planning is key. Need to look at land ownership and try to consolidate interests. Important to balance interests, and look towards future. What price are we willing to pay now, and in future.
42. Does City have a map/picture/visual of what the Island would look like if all lots were developed at current zoning? What is the future population and draw on resources at current zoning? Are we working towards preparing for that in terms of infrastructure? But, is this a realistic question - how long would it take to get there, and does it matter for current actions?
43. Stormwater should be considered. Can we work to identify more ways to hold stormwater and detain. Work on easements.
44. I moved to Winslow before the master plan and Winslow was supposed to be where density is higher. For a point I felt like I was sacrificing my way of life. I've come to recognize, that though I don't think all the growth in Winslow is well-planned, I think that concentrated growth in some areas is a good idea. A certain amount of NIMBY-ism we all need to get over.
45. What do people think about NSC areas? Lynwood is great, why not a NSC area on the north end. Walk to a restaurant, get a coffee.
46. Couldn't there be some development at Seabold?
47. Higher density more important for NSC than sewer. Lynwood center needs a green space and access to the water.
48. Comprehensive Plan is too vague, wishy-washy, that you could put down in anywhere USA. Without limited land and facilities we need to decide what we want to do with our service centers. How much density in these areas, what kind of uses and density.
49. Recycling spaces and development. One of the things I worry about with Visconsi and downtown, as new things are built that replicate existing services, what happens to existing infrastructure. If you want to build a new grocery store, and puts one out of business, what happens to giant empty buildings.
50. For example, Safeway new pumps closing Chevron.
51. Overall we do very well. We don't have a lot of abandoned retail frontage. Storyville issue other issue.
52. Why do we need another coffee shop?
53. Let's look at some of our density. Have to look at density and decide what we're going to do. You can do a lot of things according to the comprehensive plan that we don't want. We have to look at the uses.
54. We could have used car lot, car washing station, we have to look at that and see what we want.
55. If you had a visual of the comp plan full build out for those that don't see especially easily. So you could look at a map and see what it would look like built out.
56. I think this is very different this time around. People are paying much more attention.
57. We don't want signs, and we also don't want visibility because we want to preserve trees.

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58. You don't like Visconti, but they might bring in a business that keeps us from Poulsbo.
59. Concentrating growth downtown is a bad idea, but spreading it around is even worse. Low density is what makes it special here.
60. We don't want the character of places to change, for example Rolling Bay.
61. Each center should provide what people need, for example what's happening at Lynwood Center.
62. Can't call Lynwood a success because there will be more development and we don't know how that will work out.
63. Why is growth good? Why is denser considered to be better?
64. Planning for growth is better than denying growth. Growth will happen. Young people can't afford to live here.
65. Coppertop has become a type of neighborhood center. Craft beverages, coffee shop, etc. It's become a destination place, but it's not treated as such, for example it's not a BI Ride stop.
66. Ban on food at Coppertop (B/I zoning) hurts it, deters customers, and keeps it from functioning as a true center. People bike, walk and drive to Coppertop.
67. Rolling Bay is doing well because it serves the neighborhood but also draws people from all over. Every neighborhood has something special that needs to be identified and protected.
68. Keep things that are unique to Bainbridge, the things that you can only find here. We don't need more drugstores.
69. If communities can't grow, they die. But growing with planning is a good thing-- need good architecture, sense of scale. Issaquah--a wonderful little town until commercial explosion brought big boxy condos and terrible traffic.
70. A beautiful building with 500 apartments isn't any better than an ugly building with 500 apartments. It's still density.
71. But people say they want good restaurants etc. Good restaurants come to places with more people. Growth brings more services.
72. Disagree that more people means better services and more things to do. It isn't a better quality of life.
73. Farmland is one part. Trails also. Whole objective is how to increase green farmland. Open space that is and isn't farmland. Conservation of resources should be multiple uses. In conflict with traditional growth. How to increase density and increase conservation of open space? If we do small footprint homes that use less, can use the rest of land as open space. Building smaller/conserving more, get more open space. Build infrastructure that promotes other transportation, can achieve additional density. Change policies/zoning to allow for practices. Planning of the development. Can we do that here?
74. Cluster housing. Number of housing allowed determined by zoning of area you're in. Put aside 50% of property for open space (or whatever size you set aside). Happening is designated portions of the island. Have enough property that makes it capable of conserving a large chunk. Responsibility to build to max

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- while staying conservative/green. Has to be conservation minded. Get over hurdles of where the water going to come from.
75. The role of preservation is to repurpose a building not tear it down just to build something green.
 76. Residential vs. commercial uses - we tried to zone one way (commercial zoning for areas near ferry) but folks wanted to live their despite the zone descriptions.
 77. We wondered if anyone has idea how many citizens really want to put Green into action not just words. Private property rights are important to people too. People want to be green but not necessarily regulated.
 78. I am more concerned about pushing all the growth into downtown Winslow. Would like to see more of a fair share in the island overall, so her downtown neighborhood doesn't have to absorb all the density.
 79. State law directs the City to be prepared for a certain amount of growth, it doesn't say they have to actively promote growth. I understand there are conditions that require a moratorium on growth, but I'm not ready to say that for Bainbridge yet.
 80. Would like to see some changes in the downtown area to reduce the amount of growth.
 81. Someone does not want to see sprawl spread out to the entire island. People move into an urban area for that urban area and maybe if Winslow is too dense, than a move out further on the island.
 82. Moved onto island 25 years ago into a single-family residence downtown and now it is being developed too densely.
 83. Question about how much growth needs to be projected to neighborhood centers. Plan now says 5%.
 84. Winslow downtown is a mess. Not planned well. There has to be some definite thought that goes into the process of how that growth goes into the downtown core. Are there limiting factors out there like water supply, etc.
 85. Aesthetically, there is development that is quite dense that is not pleasing, but it does seem that Winslow is the place that density makes sense because the infrastructure is there to support that. I think of this island the size of Manhattan and hope that we can maintain our rural character as it gives us certain status. Circulation downtown is unfortunate.
 86. Some are uncomfortable with developments like Grow Ave with 8 cars coming out of every driveway while some applaud the green living it provides.
 87. Density downtown does not mean you do not have to have trees.
 88. A lot of concern about the water on the island. It needs to be a thought out process as to whether or not you jam up Winslow or spread growth out over the island.
 89. I see major growth at Lynwood Center. What difference does it make if the City wants to funnel development out there? What stops development from continuing to happen there? Do we really want to say to that property owner who has a prime spot to develop no?
 90. Encouraging reuse of existing building, and make much more efficient.

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91. Encourage the preservation of farms and farmers.
92. The density percentage in any development needs to be considered. Should integrate green building requirements and green space.
93. The Suzuki property having higher residential densities with sewer and services, would make a lot of sense. Could serve a senior population.
94. If you are going to density, do it in your downtown core.
95. Having parks near higher density places is important.
96. I've lived in a community that suffered from bad planning and bad growth: Sacramento. Lots of sprawl. We have a chance, paradise is not paved over yet. If we have density in certain areas (which I'm a believer in), but concern is that you get creep after that. On the other hand, if you have preserve d open spaces elsewhere including farms and open spaces.
97. Is there any talk of an urban growth area similar to Portland?
98. We have a de facto urban growth boundary, the Winslow Mixed-use Town Center. It tapers off to septic v sewer.
99. How high density do we need to go? We can't get skyscrapers, do we need them? If we're serious about densities, how do the numbers workout, should we consider how those numbers work.
100. New Tree Ordinance. Focused in most urban areas and not in outlying areas. Personally, I feel like it's conflicting with our goals as an urban core. We have efforts that are working at cross purposes. I think we take on efforts that get a little mixed up. I'm confused and frustrated by it. We want a vibrant economy, but we want to preserve trees in the same area.
101. So much attention is on downtown Winslow. They get frustrated when they come into town and shop and it doesn't look the same. We should have an island-wide attitude about trees, density. We can't' just do it in Winslow and then go home and think everything is good.
102. At the same time from an aesthetic perspective preserving parks and green spaces and farms is valuable.
103. When I think of community I think of neighborhoods. Neighborhoods should have more say in their community. City needs to be cognizant of why people move to different places on the Island. All different communities, different people, different feel.
104. It is easy to be pennywise and pound foolish and develop without thinking of the long term consequences. Visconsi could have been asked to get a bus stop at their development. We do not want to plan by wishful thinking but by reality.
105. We think we're always going to grow because we are near Seattle, but look at what happened in Detroit. The downtown corridor of Seattle is supposed to grow and we are the overflow but only if they are guaranteed ferry service. If that is privatized or lost in some other way, we would no longer grow..
106. Lastly, affirm our right to grow own food on the Island.
107. The NSC areas should each have a community space too.
108. It is important to have Sakai property as a park, not housing.

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109. Code requires less parking for people who live close to downtown and the ferry. If this is not a policy that's in the Comp Plan, it should be.
110. Neighborhood Service Centers present a real opportunity for increased density and smaller units. At what point will the City be more proactive about promoting planning in these areas?
111. But you need to have the infrastructure to support increased density at the NSCs. And you need to have better transit at these areas, but to justify better transit you need more people. It's a "chicken and egg" thing.
112. City needs educational program about the interplay between open space and density--what it actually means and where is it appropriate?
113. People need to understand that density is not necessarily a bad thing if it's done right and in the right place.
114. The closer you live to a trail, the healthier you are. You may need to be able to afford a gym membership but you will be able to get out and walk or ride a bike. *Large lot subdivisions are not open space. *Need policies that preserve open space, protect forested land. *Need policies that buck the trend of very large homes.*
115. Need a plan for entire island as to how we look at growth, how we create healthy communities. A community is not just houses plopped down. Pea patches should be encouraged.
116. Affordability is also people being able to grow their own food. Need more pea patches for people who don't have gardens.
117. We need to err on the side of nature.
118. The words sustainable and green have been hijacked to increase density and development. The terminology has been misused. We never follow thru.
119. Parts of the Island are healthy and attractive. Likes the tree shadows on the road.
120. Food security is very important. Seattle has addressed.
121. Food security means that we can support ourselves with food. We have farm land, but is it being used the right way.
122. Many countries subsidize agriculture in order to promote sustain itself (i.e. Finland) and not depend on international travel.
123. Not a lot of places to eat (later in the evening).
124. Healthy and attractive community is really important and we are that type of community.
125. Don't think the downtown is that attractive. Essentially tree-less. Other cities have beautiful tree-lined streets.
126. Seattle is redoing all its streets and sidewalks to plant more trees, to achieve tree-lined goal..
127. Streets separated from pedestrians by planter strips should be a street standard. Never should have sidewalks directly adjacent to the street.
128. Sidewalks should always have other amenities.

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129. Downtown is not connected to water. Businesses are separate from water. In other waterfront communities, people are hanging out by the water. Not here.
130. More people isn't necessarily bad, as long as we have a plan and a vision.
131. Acquire more parks, open space to enhance health and livability. A healthy community has lots of walking opportunities.
132. We have urban centers and the more rural areas with parks and wildlife areas. High density is exactly what we need to improve services, have walkable and accessible neighborhoods, avoid sprawl.
133. Need a more holistic zoning plan that looks for areas with higher density and preserves the more rural areas, with a system that ties it all together.
134. Need to encourage more green buildings.
135. Many new commercial buildings are built green. It's individual homes that are not.
136. All the density does NOT belong downtown. Abhor idea of walking down Grow Ave and being surrounded by 3 and 4 story buildings. Downtown should be given a fair share of density, but "urban" on the island is not supposed to be the same as "urban" in Seattle. We should not force growth downtown. We are talking about 5000 people over 20 years.
137. The market will drive where growth occurs. Look at Lynwood Center--it's growing because it's successful and attractive.
138. Please don't assume every tree outside of the downtown should be saved and all the trees downtown should be removed to allow more growth downtown.
139. Need an urban designer or planner to look at entire island. More growth could be accommodated downtown in a way that doesn't ruin it. We can't continue with suburban sprawl.
140. People want their cities to look green. City needs to developers, if you want to build and develop, here are how many trees you need to plant or save. No stark concrete.
141. Need to connect Winslow Way retail to the waterfront. Additional development could go on Bjune. The problem is that we have a terrible parking problem in Winslow. The reconstruction of Winslow Way took out 10% of existing parking. Downtown has some functional and aesthetic issues.
142. Need better signage downtown.
143. There is a natural pedestrian and visual connection from Winslow (mall area) down to the water that we have never taken advantage of.
144. If we had amazing civic places to go to and celebrate, additional development downtown would be OK.
145. You can't even tell there is a harbor if you are downtown.
146. Parking on Winslow Way should be back-in angle.
147. High School is turning into a strip mall. Hideous and dangerous. Once Visconsi is finished it will be even worse.

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148. If we had money to buy easements for a 50 foot buffer on either side of the road. Some trees would need to come down in order to do that, but it would be worth it.
149. If we are going to put the population growth in a neighborhood service center, it will be expensive to do it in Rolling Bay. Do we have to have a plan to put sewer in those centers or can we just do it. Sewer wise, it doesn't eliminate any chemicals, it doesn't eliminate micro beads. None of the chemicals are removed from wastewater discharges. What chemicals should we be studying that may affect wildlife. We could turn our wastewater treatment plant into a class A plant. Shouldn't we be the leaders in Puget Sound? We are paying a fee to the tribe because of the goeducks. would like to see that put in the plan.
150. People move here and stay here because of the natural environment, trees etc. Need to maintain vegetated buffers along the roads and trails. Celebrate the Ravine.
151. If the neighborhood business centers are going to be taking more of the development, which seems like might happen, then the roads should be defined and should have safe sidewalks, or pathways, but they should be defined.
152. Rolling Bay has a lot of ditches, puddles. Structurally defined. Stormwater problems.
153. Current Comp Plan states that the service centers should stay small. Winslow would take the bulk of the growth, and I think it should stay that way. Now it's like a switch and bait.
154. Rolling Bay doesn't have sewer.
155. Dangerous to walk in Rolling Bay.
156. Trying to understand what neighborhood service centers are supposed to be.
157. Rolling Bay business property owners consensus is that if they have to upgrade and change the spirit of the neighborhood we don't want to do that. IF there is a change they want it to be slow and thoughtful with the community. They're not like Lynwood, they're different. Don't want them to be cookie cutter.
158. I'm not impressed with any of the high density developments that occurred today. I don't want to live there. I know I'm not alone. I agree that there were incentives.
159. Not a good idea to expand sewer on Rolling Bay if it'll change the character.
160. It would be nice to have a restaurant or eating establishment on Rolling Bay.
161. Staff is gung-ho on expanding service centers.
162. Staff does not want to go through subarea planning process. It's a lot of work; they don't want to do that. Staff is not pushing that.
163. Maybe it's the developers.
164. If we are completely relying on engineering terms, then we are only looking at engineering standards. Need to be clear about the type of place and the type of feel we want to support.

ATTACHMENT #1 - LAND USE ELEMENT PUBLIC COMMENT

165. Each area should make the decision as to how much growth should be directed to a neighborhood.
166. Disagree with above. Needs to part of a [citywide] growth plan that everybody participates in, not just people within a neighborhood.
167. If the idea is we don't want more dense development, then don't build the infrastructure.
168. Does limiting growth just mean that it becomes more expensive to live here?
169. Support streetscapes - with vegetation and lighting.
170. Support pedestrian and bike access to and from service centers - paths, connections.
171. Explore lighting - centers as well as Winslow.
172. Development - Focus on human experience - connections between people.
173. Eyes on street - i.e. porches, etc.
174. How many more communities like the Grow community can we take.
175. Are we going to continue to build things like the Grow Community before we understand the impacts?
176. Parking is a big issue. Deals have been cut over time, and we're hurting from it now.
177. How do you break the myth that Bainbridge Island is a bedroom suburb?
178. What's changing in inner cities is people are coming back because the City is planning gentrification of areas. You have to do it from an economic model.
179. Do we want the economy to grow? This is a fundamental question. There is a large portion of the community that does not want growth to happen.
180. The commercial areas like Rolling Bay and Island Center and Winslow need focus on infrastructure first.
181. We are assuming that we have perpetual growth, but we have a right as a community to limit our growth. We don't have to keep taking more and more people.
182. Parking is an unresolved issue and has been for years. Some services require folks with vehicles, such as a hardware store
183. What keeps these great ideas from getting realized? Parking requirements? Lack of housing downtown?
184. Build out neighborhood centers before creating farm store. It's expensive building out these spaces....off the grid is cheaper, in town is pricey.
185. Square footage is limited downtown and it's challenging to keep business.
186. Winslow is denser area....Winslow is easier to connect than the outlying areas...creating hubs justifies transportation connections.
187. Connectivity between different "villages" is important. Attractive to locate growth in certain areas.

ATTACHMENT #1 - LAND USE ELEMENT PUBLIC COMMENT

188. What are creative ways to get people to shopping centers - not only serving cars. Park Once concept. Move people around in Winslow by bus. Consider ways to get downtown employees to park in other areas.
189. Vibrant means active street life, lots of action on the streets.
190. Vibrant means people shopping here and doing business here, we should not "bleed revenue."
191. We've been talking about a view/pedestrian corridor to the water forever, why can't we get it done?
192. The water is part of the island identity, but it's not obvious now. There needs to be visual and physical access to the water. Tourists come here and ask, "Where's the water?"
193. Need signage to tell people who come here where to go, where to eat etc. Tourists don't know where to go. The ferry terminal is not attractive.
194. NSCs--how do businesses there survive during the winter? Discussion: It depends on the types of business. Whether they thrive depends on adequate parking, having some green space. NSCs are a good concept. Heyday Farms has been an enhancement.
195. Lynwood is successful because there is continuity in architecture and it's attractive.
196. The flip side of NSCs is that as they grow, they may draw people away from Winslow.
197. What does sewerage Rolling Bay mean? Sequim is sewer system example. They have land. It's either sewer or septic. Maybe we're limiting ourselves. Bullitt Foundation example. It is possible. Couldn't have done it without adjustments from the City Council. Design specifics altered the rules. Advanced thinking/making these things possible.
198. Save the farmland, have an allotted amount.
199. Winslow Way with its upgrades (besides the street - that's a death wish to drive/cycle on) is nice but a boardwalk w/ sitting areas letting folks congregate and be part of community. Food Carts! We should not just be money driven but community ideas and values should be emphasized.
200. Waterfront should be more connected to city streets. Events! Make community.
201. Businesses should consider staying open later - it's been suggested many times and doesn't seem to happen. It's a chicken and egg situation. Concerts, movies in the park, loosely organized games all push economy. Look at Lynwood Center - Tyvek City no more! It's attractive, and it has gathering spaces. Fountains, seating.
202. As a citizen, one thing she sees is developing other places besides Winslow.
203. It would be nice if there was more signage to direct people down Madison and to the businesses. Bainbridge Downtown Association should have a well marked map that points out these small businesses off Winslow Way.

ATTACHMENT #1 - LAND USE ELEMENT PUBLIC COMMENT

204. Port Madison area is missing services. Would be nice to have a neighborhood center up there. What does the City offer for food carts/vendors who want to set up in an area?

ATTACHMENT #2 WATER RESOURCES ELEMENT PUBLIC COMMENT

1. We want a clear understanding of how much water and then a clear marker if or when “enough is enough.”
2. Good governance is honoring Best Available Science and not succumbing to development pressure. We should employ the “precautionary principle.
3. Science is not always exact. There are things we don’t know. Do we err on the side of development or side on the caution? Leave some margin for error in science.
4. Need to think about growth pressure on the environment, like water availability.
5. Lack of distributed knowledge and communication.
6. Quality and distribution of potable water
7. Don’t just measure water at its highest point, measure what comes out of the end of the pipe
8. Question: How do people feel they interact with the government? Do people feel heard? Is government accessible and responsive
9. Wants to talk more about water supply and sole source aquifer and how we are monitoring what our water supply is doing. The Kitsap peninsula is a sole source aquifer also, so bi won't be able need to set aside zones through update process to have recharge areas on the island.
10. Our current comp plan talks about water, and commits to sustainable use of groundwater resources. Why don't we have a water plan to help monitor this?
11. What does it mean that we have “adequate water”? What do we mean about sustainability? How do we feel about spending down that bank of water that belongs as much to future generations as it does to us? Have we thought about effects of climate change and sea level rise?
12. Do we have enough resources to support that growth? Water wise? How old is the study?
13. Grapes don't need a lot of water. But water availability is a major issue for farmers.
14. Need to take care of our water supply, make sure there's enough. Take care of our shorelines. Manage our sewage. Make better use of grey water. What if we were a model of sustainability?
15. Lot of citizens want City and its leaders to set examples for sustainability, for example, take the lead in changing regulations for use of grey water.
16. Water usage in property. Home landscapes that are very water intensive. Promote finite water usage. Less usage. If on a well, people letting water run without a bill. Don’t approve of water waste (ponds). How to deal with septic? Small community systems. Complicated to get community system approved. Is it possible to develop a waste water system that doesn't outflow to Puget Sound? Can put out clean drinking water from septic systems.
17. What is city's policy on rainwater collection? Should have rainwater reservoir to "save" for future dry years. State has jurisdiction over water rights. Generally residential capturing of rainwater is encouraged.

ATTACHMENT #2 WATER RESOURCES ELEMENT PUBLIC COMMENT

18. Water quantity? No infinite supply of water. Two deep aquifers are connected to Kitsap Peninsula . Can potential water shortage be a reason to not meet Growth Management requirements? Sole source aquifer designation, yes? Part of a toolbox to lobby to State to disallow further wells to be drilled - but it protects water quality not water quantity.
19. We can refuse to keep taking on more growth. What is the caring capacity of our island. What is good stewardship of that. A population in 1990 was 13,000, now it's 24,000. We can't keep developing land and pumping more water out of our system.
20. Do we have the water to support the growth.
21. Are we going to plan for a sustainable use of the water. If the scientists say we have plenty of water, okay, but if in a 100 years we have salt water intrusion, we need Pea patches- stormwater management.
22. However, septic contributes to groundwater recharge. I'm quite convinced that Fletcher bay aquifer going down 10 feet a year is not sustainable.
23. Sole source aquifer if that aquifer goes out of water.
24. If we're going to develop and build how do we do it in a new way. How do we create allowances for composting toilets, gray water, and community septic, capturing water.
25. Do we have in City code that all new houses must have low flow toilets.
26. What is the build-out look like? How is stormwater captured?
27. We're already not recharging the aquifer.
28. As a City we need a firm understanding of the water issue.
29. How do we decrease what water gets sucked out. How do we increase recharge? Permeable surfaces.
30. The City also has to take a proactive role to lead the efforts. Are we taking advantage of high recharge areas on the Island.
31. A green building code and mandatory low water use fixtures. How many homes have low flow fixtures, I bet 5-10%
32. We as a community value what we do with our stormwater. We want to have recharge and clean water, we know that storm water run-off is the number one bandit.
33. City aborted process of looking at rate schedule for waste water. How does the City charge for storm water, how does that effect? I'd recommend the City picks that up again.

ATTACHMENT #2 WATER RESOURCES ELEMENT PUBLIC COMMENT

34. The City Manager should be directly involved with managing our water supply. The Top 10 water producers on the island are showing a steady drop in water levels.
35. Rolfs made an amendment that we need to come up with critical recharge areas and protect them. We need to protect them in the Comp Plan.
36. Melanie giving example of how she spent 4 years trying to get the island defined as a sole source aquifer.
37. We want better percolation of storm runoff.
38. We could build facilities in high percolation areas.
39. The lowest recharge area is Winslow. The rest of the island has 3 times the recharge ability. Keeping rainwater on site is what recharges the aquifer.
40. If we used more septic systems it would save more water than the sewer.
41. Cost of septic versus wastewater treatment plant was discussed.
42. If you treat to a tertiary level or beyond, we can keep the water on the island instead of pumping into the Puget Sound.
43. There are ways to retrofit the wastewater treatment plant to keep the water on island and he would support that cost.
44. If we over build the island, we will end up like California and have to ration water.
45. The goal is to keep island water on the island whether it is stormwater, sewer water, etc., and we need to spend money on having the water stay here percolating on the island.
46. Could we set a goal of gradually substituting retention basins instead of direct tight-lines? PW Director: We could, but not sure how attainable it is. Dept. of Ecology is encouraging it, there are grants. NPDES permit addresses new development, for existing development we would have to develop a system-wide plan, for example for downtown Winslow.
47. PW Director--Retaining the water is not really the issue, it's the treatment of the water.
48. Would like to see Comp Plan goal supporting tertiary treatment for our existing sewer plant in Winslow.
49. There is a report by the EPA that says we are in trouble when it comes to our aquifers.
50. City staff explained the sole source aquifer designation and the USGS report related to the City's aquifers.
51. Islanders need to read the federal register, EPA did a study that said our water was decreasing and we need to be concerned. The EPA has advised that we maintain our forests.
52. Will it be possible to establish a number for the carrying capacity of the water? For build out could be based on current zoning. We need to provide the carrying capacity in the likelihood of regional population growth. Efficient use of our land. Important process that will take allot of time.

ATTACHMENT #2 WATER RESOURCES ELEMENT PUBLIC COMMENT

53. City staff says we need to look at the 6 different aquifers that provide the island with drinking water. What is the water budget for each aquifer? The USGS was done in drought years.
54. Chris said it was hard to find the island share of the study. Recommends that there is a commitment all aspects of the water supply and how it is used and that could translate into how the planning dept can plan.
55. Create a system to get people out of the cars, what is the minimum threshold for light rail. It's big said Ed. The traffic issue is an affordable housing issue. People who work here can't afford to live here.
56. We need better bus service...the buses aren't running when people need it.
57. Bainbridge has the second most used transit in the country. Take the things that are really working well and improve them. Bus rapid transit.
58. 3 lanes instead of 4, a reversible lane.
59. There is a way to get people out of their cars. Not huge buses but smaller buses. We could use the mini buses. Do this island wide.
60. Ed saying BI Ride is a step in the evolution of dial a ride service for the neighborhood service centers. Connect the centers. How do we finance it? A good way to use some of our tax revenue.
61. Low impact development could be a solution.
62. I'm a hydro geologist, did a records request, and came up with top 10 highest producing wells. What is going on is that the recharge is not keeping up with our use. If that is happening, then we should figure out the acre foot water usage development before the water should be approved. there is more work to be done on this. City staff should.
63. USGS report said that we will be OK so long as recharge areas not built upon.
64. It is complicated, stormwater runoff and how to get the water quality improved. There used to be oysters in eagle harbor.
65. Transportation is a priority, but water is the key to the Island. Without water, Bainbridge Island will be very expensive.
66. If you read veiled reports, that the water could be piped over from Kitsap. Cost prohibitive. So is desalination plants.
67. There should be monitoring, that will then go into the model.
68. Look at where consumption should be in order to keep aquifer in stable position. We need significant conservation efforts, island-wide. Reduce to consumption that then can allow growth in a managed way.\
69. What does it mean that "we have adequate water?" What do we mean about sustainability? How do we feel about spending down that bank of water that belongs as much to future generations as it does to us? .
70. What about climate change and sea level rise?

ATTACHMENT #3 TRANSPORTATION ELEMENT – PUBLIC COMMENT

1. Need policies in the comp plan that move us towards our collective vision.
2. Hear lots of support for non-motorized facilities, and City has gotten better at promoting public trails. Some great acquisitions for trails that would make a big difference in the connectivity. We have lots of great plans on books, city needs resources to complete and implement.
3. Planning for 305 corridor is very important to help shape development. The STO facility goes to the Kitsap Peninsula, but also brings people to the ferry. We should grow by having people be able to get to the 305 trunk line easily, to get to transit and biking.
4. The West sound alliance is thinking about different types of projects to submit for funding. Mentions the intersection improvements and the bridge. Wide intersections not safe for pedestrians. Need a bridge to support the STO, not just a wider road.
5. We need better bus service
6. Someone who moved here who rode her cargo bike with son all over Seattle and cannot do that here, so was very disappointed that she cannot do that anymore (third party story).
7. Need to keep a balance because Bainbridge does not have as compact a population as Seattle
8. or Portland, so as the population gets older, they still need to get downtown and cannot walk there, etc.
9. Neighborhood centers growth? Use bus service from these areas to get to downtown, ferry, etc.
10. Neighborhood centers have not been developed or been part of the plan, but should be looked at in the future.
11. It would be nice to make Winslow Way a pedestrian only street and have ferry traffic avoid it all together.
12. Growth in a smart way that gets people out of their cars will accommodate growth/development in downtown.
13. How much are you willing to subsidize transit to have a larger public transportation system?
14. Walking trails with lights to cross streets safely should be mandatory.
15. If you are going to have a healthy, equitable diversity, you have to have a large subsidy.
16. Boeing doesn't even run a bus system the way the shipyard does.
17. Multimodal the island population is aging, so how does that impact multimodal planning,?
18. A significant number of population may be walking or biking less over the years.
19. Winslow is becoming more attractive to older people, so want to age in place in Winslow.
20. Want to encourage a diversity of age, which are more likely .
21. BI Ride should be a loop to get people from Winslow Way up to High School Road.
22. Prioritize non-pedestrian ways to get to service centers.
23. Get service centers connected.

ATTACHMENT #3 TRANSPORTATION ELEMENT – PUBLIC COMMENT

24. Trail connectively – Portland built great structure – amazing what happens when you do that, build it and they will come.
25. Support connectivity – and transportation and development of neighborhood centers –
26. Trees. Planning for the City is to plan for that . Do we want trees or roundabout. If you move to an Island with a ferry then you're going to find traffic. Deal with the issues or move somewhere else.
27. The city doesn't want more cars on the bridge, the region does. Once the ferry goes to a reservation system, the ferry holding area and SR 305 will be adequate.
28. Transportation is part of green and well-planned. How do we figure out how to be a less car-centric community.
29. If you go to Bloedel it's difficult to get out, but do you want to put a light there, because it will further congest 305. Fewer lights and more roundabouts might have better traffic.
30. But, if you have to get across the highway, and you need lights do that.
31. More traffic, more pollution. Better traffic flow.
32. If you widen the roads, then you'll have more cars.
33. Not if you have fewer cars.
34. Safer for cycling, more bus transportation,
35. People are going to drive their cars. I don't know anyone who rides the bus because there is a social stigma to stand on the bus. I ride a bike. I don't need a bike lane because that's how I grew up.
36. Kids are driven to school every day by parents, it's a social issue that we're facing there. We need to change the way we instruct kids, so that they know they have to ride the school bus, drive less. Have to educate them of the impacts of driving will have on their future.
37. Kids use cars much less. Is a generation people that are using cars less, but they can't afford to live there.
38. Concurrency for bikes and pedestrians for our roads. City would have to plan to improve roadways for bikes and pedestrians. That means new development would have to serve bikes and pedestrians.
39. Multiple layers of government. When they close the Edmonds ferry training, they direct traffic to BI. State policies, County Policy, BI policy, sometimes are in conflict. Dependent on quality of life on ferry. If they raise price to \$15 for passenger- would reduce number of people going to Seattle.
40. But that would be penalizing a group of citizen by raising price.
41. Green well-planned means drive less, more public transportation, more buses running more places.
42. Wider roads, slower speed limits so pedestrians and bikes can co-exist with drivers.
43. More space between moving cars and parked cars. Make it as pedestrian friendly as possible.
44. City has done a pretty good job of clustering development but hard to get from place to place.
45. BI Ride is a good start and should be expanded.
46. Setting up for the future of transportation. Community that is friendly to it. Walkability and bike paths. Not really walkable.
47. Would love to be able to walk from the south end of the island. Not safe.

ATTACHMENT #3 TRANSPORTATION ELEMENT – PUBLIC COMMENT

48. Trails are connecting all across the island. Bikes are the most dangerous thing. Large bike community. Not safe for bikers. Delinquent in services. Transportation element will be coming up in Plan. Very important.
49. Is it possible to combine motorized and non-motorized plan?
50. Bainbridge is a small island. You can ride your bike everywhere.
51. Build some bike lanes!! The City needs to hear it's a priority.
52. Need wheel chair access to green areas, parks, etc. Often wheelchair users are forced into streets because of obstacles. Encourage infrastructure for mobility.
53. Speed limits are a little high.
54. Would like to see greater emphasis on off road trails.
55. Encourage walking and community parking areas so community can meet. Stop making planning decisions based on vehicles. Why aren't more kids riding the bus?
56. How can we better serve the kid community - Kitsap Transit? Carpools? Carpool parking? Transit currently based on ferry schedule in a.m. and p.m. and prevents kids and folks working on the island from getting places during the day.
57. For a variety of reasons, we have to find a way to get out of their cars - safety (no shoulders, bad traffic) - how to make running alt forms of transportation affordable to the entity running these alternative modes of transportation.
58. Winslow Way cannot survive if it is closed down because it cannot survive with those who live within walking distance.
59. Would love to see less driving, more walking, and more sidewalks, like a regular transit loop around the Island for running errands. Business that represent a broad spectrum, not just a tourist business. Connecting the waterfront more to the downtown.
60. With the city services, require composting, local bike rental, Leave a bike.
61. Need safer biking. Need more off road bike paths. Would love to see a municipal commercial compost site on the island. And our own electric utility so we can have more solar panels.
62. We have a lot of good stuff happening, but City can support infrastructure for non-motorized. Less pedestrians and equestrian. If you aren't paying for the separated facilities, then you have to slow speeds. Need to be able to slow down, talk to your neighbor. Need to talk about LOS for walking and biking.
63. Need to encourage ADA infrastructure, wheelchair mobility.
64. Transportation is key for green community.
65. What happens if State says we get a four lane highway. If you widen the road where are you going to put the cars.
66. One of the keys is the midday riders on public transportation. It should be a local priority. When Kitsap Transit runs out of money, we should be making sure that BI is still serviced.
67. Visconsi could have been asked to get a bus stop at their development. We do not want to plan by wishful thinking but by reality.

ATTACHMENT #3 TRANSPORTATION ELEMENT – PUBLIC COMMENT

68. If we have a new bridge and four lane highway discussed at Olympia. Not being implemented/ built right away, but \$\$ from Olympia will maybe fund beginning the discussion.
69. Needs to be easier for people to get across SR305.
70. Maintaining service to Seattle is important to keep that attractive.
71. There should be a boat haul out facility on Bainbridge. Would promote the sailing community.
72. Equestrian trails could use more work.
73. Need a multiuse trail along 305. STO will be built this year.
74. Important for the city and park district to work together on trails. For instance, the Hawley cove park trail should be designed for commuters, and won't be for bikes.
75. There is a lot of sensitivity between bikes and walkers, and most trails should accommodate both. Some trails should be just for walkers.
76. The electric golf carts should be driving to the ferry to help alleviate parking issues.
77. The city should be proactive in getting the park district to think beyond recreational use of trails.
78. Old neighborhood trails/ paths should become public.
79. The city is losing paths when development happens.
80. Trail by point white/ crystal springs eventually got blocked.
81. Could there be a policy to require a trail with development? Could we limit liability?
82. The city was development without pedestrian permeability in mind.
83. Do we need more boat launches for bigger boats?
84. Never seen the fort ward boat launch overwhelmed. The city gets complaints about the ramp at Fort Ward not being as safe.
85. We don't have the infrastructure downtown. Super blocks, with very few connecting streets, roads are jammed.
86. How do we get people out of cars? Walking and bike paths that are not immediately adjacent to roadways would make it safer and more attractive.
87. Recreation and transportation need to be coordinated. City and Parks and Schools should work together on transportation system.
88. LOS for pedestrians and bikes. There isn't one common solution for every road.
89. LOS is the tool we use to measure how good it is for different users. A tool to measure how close we are getting to our vision.
90. Bike lane on Madison is scary. Would not allow kids to ride bikes to school.
91. Comprehensive Plan should incorporate LOS standards
92. There is no alternate route to get to south end. You have to go down Winslow Way.
93. Parking on Winslow Way should be back-in angle.
94. Discussed infrastructure particularly non-motorized concerns and trail systems. Also discussed the possibility of proposed impact fees for new development.

ATTACHMENT #3 TRANSPORTATION ELEMENT – PUBLIC COMMENT

95. Discussed mobility and how transit and certain programs such as BI Ride can benefit the community.
96. Inside Winslow, as a policy, would like to be more lanes that go to the ferry (i.e. turning left into BIMA from WW headed east).
97. Mitigation for traffic impact of new development- impact fees? I don't want to pay for private developers' development. Federal dollars should be used to benefit the community as a whole, not just one development. Development should pay for itself.
98. We have narrow and windy roads being traversed by bikes, pedestrians and cars. Needs to be a subject of a coordinated view, not just trails. Improvements should be an accelerated non-motorized, our portion of the Sounds to Mountains bike/pedestrians should receive priority
99. The characterization that the roads are good is true for the arterials but not the back roads. 3rd world roads. Some of our neighborhood roads are in poor condition. We are a wealthy community and small roads have shoreline home with peeps paying a lot of taxes. Once we reach a population of 25k we will take 305 over,
100. We are a transportation corridor; the highway is a key element of future transportation. What does that look like? Is it 3 lanes with a carpool lane? Still would like as an island to look at the main commuting routes, are they safe?
101. Not every road needs a bike lane. If we are concentrating on 305 are we looking at the roads that feed into 305? Also, as we expand or improve roads, we need to look at impacts such a stormwater runoff. Re: large open spaces; make sure we don't harm those areas.
102. Would like to see walking and more bicycles along the highway route. The arterials feeding into the highway should be focused on. Like the idea of a roundabout at the casino. A two lane roundabout works in England. Would rather see alternatives to the widening of the highway.
103. Non-motorized transportation--Sounds to Olympic trail, regional transportation is an important issue.
104. Need to have public transit where enough trips are generated to make travel convenient.
105. Living on the north end--roads are so narrow, would be great to have trails parallel to the roads for walkers, bikers, strollers, wheel chairs.
106. Speed limits in some areas are too high--dangerous for drivers and non-drivers.
107. Difficult to acquire ROW for the purpose of stringing together trails etc.
108. 305 expansions- I don't know if our community can even support that.
109. As a City we just can't ignore the highway and the bridge. I expected that when we became a City we would deal with that.
110. Better mass transit. Needs to be partnership. If we just add another lane, it will be just a matter of time before it's equally as congested.
111. I live in town. People with mobility issues have a hard time using the ferry. The request from to the ferry for assistance is there to request, but they often do not

ATTACHMENT #3 TRANSPORTATION ELEMENT – PUBLIC COMMENT

- have staff there to implement the request. Hard to get information from ferry that is not useful.
112. People are excited about BI ride. And I am trying to get the word out to seniors about it. There is misunderstanding in the community about whether bi ride is only a routed service, but also has the door to door pickup.
113. We need more bike lanes to make biking safer, and there isn't enough awareness of how difficult biking can be.
114. Island demographics show aging population, less likely to use bikes.
115. The sidewalks inside Winslow (besides WW) need in repair to support the more dense development.
116. If people are coming onto the Island, the ferry parking management is not great. Why not a good kiss and ride for the ferry facility.
117. Vision Zero is an international effort to eliminate deaths on roads, NYC is working on slowing speeds on roads. Seattle is also looking at lowering speeds. Pedestrian death directly linked to driving speed.
118. Thinks that BI Ride is great, would like to see it on Sunday, but knows that ridership needs to be promoted.
119. Access buses don't run on Sunday, and standard buses stop at 8ish, so don't run late. With development review, would like to see concurrency requirement for bikes and pedestrians.
120. Supports more bike paths or walking paths.
121. Supports separated paths and/or trails.
122. The island is changing and how do we plan for that.
123. Do we have an island-wide transportation plan?
124. Sportsman Club and New Brooklyn traffic is a problem.
125. Bridge replacement within 20-25 years, it doesn't hurt to think ahead for the traffic flow.
126. Traffic will continue to grow on 305.
127. Parking downtown core is an issue for ferry and downtown.
128. It feels like because of downtown parking some meeting rooms can't be used.
129. Would like to see policies like any new buildings in downtown corridor needs to have underground parking.

ATTACHMENT #4 - ISSUES AND IDEAS TO TEMPORARY MOORAGE

1. Good governance – after we come up with a great comprehensive plan, but the plan is not codified adequately. We need to review development regulations to make sure they are achieving what we want.
2. We need to look at our development regulations and ask, “Are they precautionary? Are they looking forward 100 years?”
3. Do you see reusing existing buildings as something good? Every time you touch a building you have to make sure it goes up to current code.
4. I think the City should take a proactive role in terms of regulations, the community wants a green community, so we want to have the code and plan reflect that. The end result does not reflect what the community wants (Visconsi).
5. The comprehensive plan needs to be put into an ordinance with teeth.
6. Got to have the right balance of regulation and profit incentive to have what we want. Municipality proactive with community values.
7. Certification process for business to learn how to learn sustainability - there are models here now that are doing amazing things. Comp Plan could have some "teeth" put into it for sustainability. Show goals and levels of certification , priorities for sustainability. Bellingham for example has stickers noting they've met local benchmarks...wastewater, recycle, etc. People notice these stickers and employers are proud of their internal values.
8. There's room in the Code for things like boarding houses, look at different ways to provide affordability in housing. What's the potential for housing in some business buildings
9. More groups like architects and business owners should be at these meetings. They will implement these ideas. This is community's chance to influence these folks.
10. Better notification for resident engagement – when there are proposed developments in their area and/or proposed regulations.
11. Idea – developers – give credits and/or incentives to creative open space within developments that they are creating –
12. Regulations hard – but difficult without them – particularly green development – possibly encourage new buildings have solar power etc. – that type of approach – other – city role – appreciation community wide effort not just government – and think about ways to better provide communication with property owners pre-development .
13. City has tools of regulation and incentives. Need political and community vision to balance tools.
14. Planning in many cases is excellent, but acquisition is a failure point. Need more creativity in City staff, less reliance on community to coordinate. Goals and intentions of community are clear, but not realized.
15. Support for City's use of eminent domain. Should use this if other ways were exhausted.
16. Green communities take care of all properties. Don't allow any sites to be vacant or blighted. City government can lead here because it has the interests of the whole community in mind.

ATTACHMENT #4 - ISSUES AND IDEAS TO TEMPORARY MOORAGE

17. Need to have regulations and consider impact of decisions. Must enforce regulations consistently.
18. Meetings have to have more meaning. They just can't be for amusement. Comp plan needs more teeth. We had this wonderful community dialogue, end of discussion, on with the status quo. We need to expect an outcome from our activities. We need a return on our investment.
19. The "no annexation" nature of Bainbridge Island makes planning a little simpler. Regulations and codes should not be drawn from different types of communities because of BI's special nature.
20. Visconti got there project because it met the zoning . City Hall has to stand behind the Comp Plan, and we do look what we can for our service centers.
21. Island Center and Rolling Bay communities to do there are own plans. Neighborhoods should be doing plans given there are places that need to have more density.
22. Local neighborhoods should have more of an impact on their own communities.
23. Lynnwood Center has a sub-area plan. That comes from the neighborhood.
24. City would facilitate plan, stakeholders are from neighborhood.
25. Lynwood was able to develop because of water service and sewer. Water systems not sewer in the other service areas.
26. There is a disconnect between comp plan and zoning. This time around you can see things that weren't implemented into the code.
27. How do we get to a comprehensive plan being meaningful? That it is an active component in developing our code. I'd like some assurances that this isn't just for amusement.
28. Comp plans needs to be in the code.
29. We want to tie comp plan to code. We learned in the Visconti hearings and decision that it doesn't carry much weight unless the Comp Plan is very specific.
30. Why hasn't been done?
31. Reality is that code is big, and sometime you don't know that there will be a consequence until something happens.
32. Things in different parts of code. Like Trees, one in SMP, one in clearing, one in tree ordinance. Some codes are in conflict.
33. We need one tree ordinance and that tree protection is scattered in different ordinances.

ATTACHMENT #4 - ISSUES AND IDEAS TO TEMPORARY MOORAGE

34. That's part because critical areas and SMP are done as separate areas. We can't do everything at the same time. How do we make sure everything meshes.
35. Differences between state and city code regarding trees on shoreline property.
36. New hospital they cut all the trees away so that you can see the hospital from the highway. Developer should have planted.
37. City should have incentives
38. It's in code that buffers should be maintained.
39. City doesn't have teeth on their own codes.
40. There are different type of screens and you can't have the presumption that everyone is supposed to have the same screen.
41. In specific cases the buffer goes away and the City doesn't come back.
42. Major compromise when we built the Safeway. City here to serve the business, money and own self-interest.
43. Perhaps it's not the City is not enforcing, perhaps you don't understand the requirement.
44. We'd like to see specific regulations, we'd like to see code compliance.
45. Many developments get approved with conditions, and those get lost.
46. Lack of continuing enforcement to make sure things in the permit are maintained over time.
47. Use impervious paving. Why don't we use those more often?
48. Seattle has a chart you can download, have to obtain a certain goal, certain number of points for using surface water being reused. Encourages rain gardens, paved surfaces that can collect underneath. There are some policies a city can encourage thru zoning.
49. Pavers are hell on earth for people in wheelchairs, they damage them.
50. Bill saying pavers are rough to walk on as well.
51. Promote and codify ideas (Living Building Challenge) that may be leading edge Green Ideas instead of treating these ideas as one-offs.

ATTACHMENT #4 - ISSUES AND IDEAS TO TEMPORARY MOORAGE

52. Land Use Regulations - there are cynics in the group. Regulation to create a legal framework is necessary because people are not usually altruistic and "do the right thing" - and there are consequences to not having codified rules.
53. As a rural city with high density low-density, sometimes the regulations appear favorable to high density, not low density. Winslow is almost grid, but not in north or south Bl. Maybe there should be two sets of regulations for high and low density.
54. I think we are a well-planned community, but we're not green. I'd love to see both. We need model codes to help us get there and we don't have run right now.
55. We have big ideas then we don't have the codes that walk to walk.
56. The City needs to allow for a "tiny home" community and needs to change the regulations to make it happen.
57. The city needs effective rules and penalties. Code enforcement needs to have teeth.
58. Regarding city regulation: when development occurs, it calls for analysis on air quality under SEPA. There was no review of the Visconsi project. No meaningful review was completed.
59. What we have in the Comp Plan now regarding affordable housing is quite strong and calls for the City to be proactive. It's the implementation that needs work.
60. SIGNS
61. I could do without a lot of signs, more and more signs are going up. New welcome to Bainbridge sign. State seems to be free with people putting up signs on the highway, more no parking signs on Manito Beach. Official, more signs.
62. All the commercial signs bother me. Downtown
63. Tremendous amount of commercial and municipal signs
64. 20 no parking signs
65. Can't you have one sign that says 100 feet no parking
66. Commercial signs for everything imaginable.
67. Relative, no billboards. Core does seem to get cluttered with sandwich boards. It can get out of hand.
68. A lot of 305 signs, I don't mind the sandwich boards.
- 69.
70. Visconsi brew ha-ha was a regulation and enforcement activity. Was that being done in a way that was for the attractiveness and health of the community.
71. Most people felt like the rules and comp plan weren't in alignment.
72. Code must be stronger.
73. Comp Plan has to require that the code be consistent with it.
74. Regulations need to match the code.
75. It's not just Visconsi this has been going on for 10 years. Group was disappointed that Comp plan wasn't used in Visconsi. Tendency to look for environment important.
76. Key responsibility of Council to make sure comp plan and code in alignment.

ATTACHMENT #4 - ISSUES AND IDEAS TO TEMPORARY MOORAGE

77. Stay involved in the process until regulations are in place.
78. Comp plan has to be transferable to the code
79. I have an editorial from ten years ago that says comp plan has to be put into the zoning code.
80. Change the zoning code to allow for smaller houses on a smaller area.
81. Composting toilets.
82. In 2017 it will be mandated that we do low growth development (low impact), the city has a lot to do. Major stormwater change. Have to put the pollution of Puget Sound in context.
83. We need to look at it as regenerative/restorative.
84. There are things we could do at the outfalls.
85. There are big and small problems and just because it's small doesn't mean it isn't a problem. Need to look at a local scale.
86. Not just stormwater, it is surface water as well.
87. Need change in policies and regulations about where cell towers may be located. City should also be more proactive in using old-fashioned AM radio for communications during emergencies
88. City should exercise oversight in determining what existing facilities have in terms of emergency backup (battery powered, generator powered?)
89. City should lead specific neighborhood planning efforts.
90. Can we develop code that requires porous pavement and gravel when possible? What can we do to encourage less hardscape?
91. Low impact development standards--Comp Plan should reflect deeper commitment. We have many tightlines dispersing to the Sound, is this still what we want?
92. There are no permitting requirements that require retrofitting existing development to improve stormwater.
93. Gray water--fine tune regulations to make it easier to reuse. Difficult to get permits to dig a pond. As water supplies get tight, it will make it harder on farmers.
94. Every water system should be required to meter and charge based on consumption.
95. What about incentives to decrease water usage.
96. Good governance is honoring BAS and not succumbing to development pressure.
97. Precautionary principle" should guide us.
he Plan
98. is not codified adequately. We need to review development regulations to make sure they are achieving what we want.
99. We need to look at our development regulations and ask, "Are they precautionary? Are they looking forward 100 years?
100. The biggest issue has always been that if it is not codified in code, it doesn't matter what the comp plan says.
101. Very difficult to prove that development will impact services.... Get creative in that battle.
102. There is a disconnect between code and what citizens want - fix this. Asani, for example. Rules don't always follow what Comp Plan says.
103. Comp Plan is now out of date and the Code and the Comp plan need to come together. Who is tracking that changes to one follow to the other.

ATTACHMENT #4 - ISSUES AND IDEAS TO TEMPORARY MOORAGE

- 104. Recognize city regulatory climate – creating incentives for type of development and/or expansions for businesses and living here.
- 105. Farmers want to develop a farm stand but would the code allow it?
- 106. Promote people to work at home. Code needs to remedy limits to home businesses.
- 107. Visconsi shows that community has feelings but no voice. Codify ideas.
- 108. City code did not implement or codify the Comp Plan. That is why we are meeting.
- 109. The Island has a lot of jobs that don't need an industrial base (think architects/artists.
- 110. Should the school district help to support future citizens to be in a cerebral job?
- 111. Yes, there will be specific code amendments that will come out of the comp plan.
- 112. If you read our sign ordinance, it is hard to understand. Carmel uses pictures in their Code. Why don't we do a little digital? Put pictures in the code so they can look at that and don't have to dig through all the Code.

- 113. The council used to be more involved. Right now the planning director has a lot of power to make decisions. She has the sole authority over SEPA. Too much responsibility for one person.
- 114. One person should not be green-lighting a development.
- 115. The problem is that it's a structural issue, development thresholds. Surprised that the planning commission does not have more power. Could be remedied. Shocked by the hearing examiner process.

ATTACHMENT #5 ISSUES AND IDEAS TO PRIORITY BASED BUDGETING

1. The City's transparency efforts are increasing with the Community Engagement Specialist.
2. Turnout for these meetings indicates a healthy community.
3. The missing ingredient before has been public involvement.
4. Is there some way to continue what is going on with these comp plan workshops?
5. Why isn't the Comp Plan being implemented? Agenda favors development.
6. Has the impression that development is favored. To try to promote commerce, is a simpler to have things streamlined. Not sure if it is special interests that city panders to.
7. Question: How can communication between government and citizens be increased and improved
8. Good leaders don't listen to "yes men" or people who always have their ear. Good leaders listen to the dissenting voice
9. People who are satisfied don't come to meetings and speak out. It's the people who are dissatisfied who speak out
10. To change government, you need to change the culture. There is a machine that wants to perpetuate the existing culture, it's about money and power
11. Need to get the word out better so that more people come to these meetings
12. Not everyone is on Facebook or social media.
13. Better outreach would bring people out who don't already have an issue, get them engaged.
14. We have little power groups on the island. Leadership is elected to represent The People, but who are the People? Non-profits have a direct line to their council persons, who then support special causes that don't maybe represent The People.
15. Who represents the people who are just staying at home?
16. We need to support our elected officials and staff in their work.
17. We're understaffed in Planning.
18. Providing more services requires more taxes.
19. Public Works has a list of undone jobs.
20. Lack of staffing. It's not the plan, it's the implementation on the land. Constant flow of work coming in. Clock is ticking. So to have staff never get a break to work on community development. Planning and building yes, but the community development doesn't happen. Can you put a threshold on permits, so you can free up some staff time to that effort?
21. What should the development look like. Improving the checklist the planner has to through. Trails not in GIS or Comp Plan so they weren't on the list of what the planner sees.
22. City, Fire, utilities, Parks, Library, Schools. I'm torn between wanting to hire one person, and use the incredible resources we already have. How do we get this on the Island then hire outside.
23. Discussed how to use the EIS as a tool for new development and also suggested hiring an environmental planner for expertise review.
24. The ward meetings are a great session for getting out to the community.
25. Can't understand the two types of city council meetings, and how they are different.

ATTACHMENT #5 ISSUES AND IDEAS TO PRIORITY BASED BUDGETING

26. The city website is always being improved, but can always become more intuitive and better. Keeping those communications up to date and the most transparent.
27. Does Intergovernmental Government Working Group (IGWG) work together? Fire and park bond on the same ballot was not ideal. Needs to be worked on.
28. We have a healthy mix of people on the island not just rich people, we have vibrancy because of our non pros and activism. How can we improve in terms of how people being involved in the comp plan. This process is better, how do we make the web site more accessible. Can we partner more with non profits.
29. We need someone on staff that is an expert in ecology. We do have people on staff. Their views should be heard.
30. Revenue is a fact of life. Disagrees that the city makes decisions just made on money.
31. Money can't be an excuse to not do something. As citizens we need to be responsible.
32. Comparing to a lot of places it is both a healthy and attractive community. We're high, it would be nice to be higher.
33. Keep it there, and improve it.
34. People that have lived here a long , long time feel that it's going
35. Plenty of room for improvement as well
36. Code official has no time to look for problems. Except during process of getting a permit, very little enforcement
37. If the City doesn't deal with the problem, then the Police Department will.
38. A great deal of the PD's resources are used to address social issues.
39. What was missing from the police site conversation was not enough information to give an informed comment. We are left out of the loop.
40. City should work with non-profits.
41. If we maintained the roads and a lot the actual budget that we have to managing the roads to siphoning off to other needs
42. Property taxes are spent on staff rather than roads
43. It takes staff to run a city, we are revenue poor. The problem is on the revenue side.
44. The City is relatively insufficient
45. I know another way we can get revenue streams. Visconsi should pay traffic impact fees for that development. Our City is one of the few cities in the County that doesn't have these fees. They're relying on property taxes to pay for safety, roads, etc.
46. Because there are no impact fees, things are pushed on the citizens.
47. Power was grounding out; it has yet to be resolved. Accommodating more growth, we need to stop expanding our staff and get back to basics. Allow people whom are paying taxes to be serviced.
48. Agree with asphalt is better. BI city staffed up while Darlene was mayor, and our staff is too big. Compared to Sammamish, we have a really big staff. Need to think about staffing when people retire.
49. Staff hiring needs to reflect the desire to stay rural. If we want trees, don't hire staff from Seattle- urban world view.
50. A better police station is VIP- why is it taking so long.

ATTACHMENT #5 ISSUES AND IDEAS TO PRIORITY BASED BUDGETING

51. Need common sense for long term maintenance & repair--although the City has done better in the last 2 years.
52. Support police indecent advisory commission
53. Question: How do people feel they interact with the government? Do people feel
54. heard? Is government accessible and responsive?
55. Question: How can communication between government and citizens be increased
56. and improved?
57. Good leaders don't listen to "yes men" or people who always have their ear.
58. Good leaders listen to the dissenting voice.
59. People who are satisfied don't come to meetings and speak out. It's the people who are dissatisfied who speak out.
60. To change government, you need to change the culture. There is a machine that
61. wants to perpetuate the existing culture, it's about money and power.
62. Need to get the word out better so that more people come to these meetings.
63. Not everyone is on Facebook or social media.
64. Better outreach would bring people out who don't already have an issue, get them engaged.
65. We have little power groups on the Island. Leadership is elected to represent The People, but who are the People?
66. Non-profits have a direct line to their Council persons who then support special causes that maybe don't represent all the people.
67. The NMTP does have a trouble spots identified. It's a funding issue.
68. The non-motorized issue is probably ripe for a bond measure.
69. We want green businesses: high tech, manufacturing computers, maybe, something with low impact. Bainbridge is positioned to be the perfect incubator for new businesses. We need to recruit new businesses. There has not been any recruitment effort on the City's part.
70. So what proactive role does or should the City have to develop the island as a business "Incubator." Tax incentives are not possible because the City needs the taxes. The high cost of permit fees on this island is ridiculous compared to Port Orchard. Where in the City's budget can they cut to give incentives?
71. The current Comp Plan does not have any benchmarks, indicators to measure success of goals. The City is so insular.
72. City could support public transit. Would ease parking. Businesses could support, too, to relieve downtown parking.
73. Considering high value on arts in the community - what is the role of the City? When City funding diminished, organizations did not fold.
74. As far as affordability. I'd like to see the City adopt a policy of conservatism. We burn through millions. We spent \$50k for a sculpture. Every City Council meeting its \$40k here, \$50k here, and then the law suits! This is going on for 20-25 years.
75. The City needs to make a commitment to the downtown. For example, not enough trash pickup. A basic thing to take care of but the message is City doesn't want to pay for extra service. Downtown Association and Chamber do make an effort, but there needs to be a

ATTACHMENT #5 ISSUES AND IDEAS TO PRIORITY BASED BUDGETING

piece of the City that is heavily committed and involved in bringing tourism.

- 76. If ten types of businesses were identified...is that something we can encourage? Work with the Chamber, BIDA, and the City. We need a mercantile conveniently located.
- 77. Jerri saying it's our job to go recruit, City needs to provide a tax incentive. Seattle is very aggressive in their recruiting.
- 78. It is not an easy thing to do business in the state of Washington. COBI could provide a small business consultant as a liaison from the City to help navigate codes, etc. "Here is what I would like to do. How could I achieve that?"
- 79. Hire more police with specialties in certain areas.

ATTACHMENT #6 ISSUES AND IDEAS RE CITY COORDINATION WITH OTHERS

1. Does City Council set leash law for metro parks? Does that mean we cannot have an off leash park? BIMPD and COBI are trying to coordinate leash laws/rules.
2. We should look at turning all the parks over to the BIMPD. There should be a long term plan to turn the Senior Center over to them as well.
3. A lot of our parks are former hazardous waste sites that have not been cleaned up completely. Pritchard Park had to put up signs about creosote contamination, but the sign disappeared. Cleanup stopped at Strawberry Park because the City ran out of money.
4. There are a lot of issues with City owned property that needs to be rectified.
5. How can the City help us get enough exposure to entice people to come to our parks? Lost our exposure on a website.
6. Our parks are primarily for the residents. I don't think we should be enticing people to come when we pay for their maintenance.
7. Can we require the County to have facilities on the Island.
8. Transportation to County facilities
9. The WSF diesel engines make for worst air quality. If we could change our boats to smaller boats then service more frequent, and smaller engines. The WSF engines should become LNG.
10. Does helpline house periodically sit down with city to discuss needs.
11. City and County should work together with State to find creative ways to deal with septic issues.
12. Partnerships with Kitsap Transit, Senior Center, etc. need to be promoted.
13. Coordination between Parks and the City would be helpful.
14. Would like to see more transparency between KRCC and City, such as the SR305 situation.
15. SR305 and the bridge are a huge issue. Widening the bridge helps people from the outside and not the island. Not a benefit to us. Why make it easier for outsiders?
16. Lots of outside pressure from outside to widen highway and bridge. We need to look at this carefully through our lens and not let it be imposed on us by the rest of Kitsap County. How will it affect Winslow parking, various intersections?
17. Seattle is a diverse economy nationwide. Rotterdam unloads their ships/ trains with driverless vehicles/ trains. West coast ports need to catch up.
18. US Post Office space, for example, has space that could be used much better.
19. Collaboration and cooperation is very important between taxing districts and between those districts and nonprofits that are performing community services. The one call for all list is LONG- variety of many organizations. Best way to optimize the resources that we have, and to encourage to concept of a village. the city should make this clear in comp plan.
20. I'm asking our city council to ask the growth management hearings board to ask for a change to the GMA to get Bainbridge out of planning under the GMA.

ATTACHMENT #6 ISSUES AND IDEAS RE CITY COORDINATION WITH OTHERS

21. Need access to green space, a requirement with easements to encourage alternative transportation. Need to talk to the parks dept.
22. Year round school would improve transportation.
23. Fire flow not sufficient to fight a major fire on the Island. Vancouver BC has a fire contract.
24. Collaboration and cooperation is very important between taxing districts and between those districts and nonprofits that are performing community services. The one call for all list is LONG- variety of many organizations. Best way to optimize the resources that we have, and to encourage to concept of a village. City should make this clear in comp plan.
25. I'm asking our city council to ask the growth management hearings board to ask for a change to the GMA to get Bainbridge out of planning under the GMA.
26. BI is unique in the state of Washington, and the GMA should be changed to reflect that.
27. Need access to green space, a requirement with easements to encourage alternative transportation. Need to talk to the BI Municipal Parks District.
28. Does City Council set leash law for metro parks? Does that mean we cannot have an off leash park? BIMPD and COBI are trying to coordinate leash laws and rules.
29. Much of the groundwork needs to be led by non-profits. Not just the City. It needs to be the community getting together too.
30. The fire dept. has a requirement to respond first for medical.
31. What about multi- units showing up for emergencies
32. Luke Carpenter: the 911 operators have criteria based responses. Depends on whether you get EMTs and/or a paramedic. 8 people total respond for advanced cardiac arrest.
33. Whether the fire truck comes depends on if "medic" staff is in the fire truck.
34. Different resources are located at each of the 3 fire stations, so dispatch depends on emergency
35. BIFD does a lot of CPR training, information on website.
36. No one responded to an "emergency" because no one was injured. But needed help when large tent turned over at big event.
37. All 911 calls go to central dispatch in Bremerton. For instance Poulsbo, Kingston or Suquamish emergency units & law enforcement is dispatched based on distance and availability.
38. How much would a portable defibrillator? The cost has come down. CPR class teaches how to use a portable defibrillator.
39. Portable devices may be in squad cars. BIFD CPR classes monthly.
40. We have to accept state mandates and plan for growth but we should think about opting out of GMA, it's not relevant to an island. Clear land boundaries make us different from other cities.

City of Bainbridge Island
PLANNING & COMMUNITY DEVELOPMENT



MEMORANDUM

TO: Planning Commission

FROM: Jennifer Sutton, AICP
Special Project Planner

DATE: , 2015

RE: Study Session on Ordinance 2015-04 (formerly 2014-07) Tree and Landscaping Regulations

This is the first study session on Draft Ordinance 2014-07 (Attachment A) amending the City's Tree and Landscaping Regulations.

Background

City Council authorized creation of an Ad Hoc Committee to review the City's tree and landscaping regulations in early January, 2014. The Ad Hoc Committee is comprised of three Councilmembers and two Planning Commissioners:

Councilmember Roger Townsend
Councilmember Sarah Blossom

Commissioner Jon Quitslund
Commissioner Mack Pearl

The Ad Hoc Committee has met twelve times since its first meeting on January 28th. Realizing that reviewing the regulations in their entirety is a large task, the Committee organized their work by first focusing on tree and landscaping regulations that apply to the Mixed Use Town Center/High School Road zoning districts.

Those recommendations were accepted by City Council at the September 2, 2014 meeting and staff was directed to begin work on two ordinances. Staff brought Ordinance 2015-04 (formerly 2014-07) (Attachment A) to the Planning Commission on October 9, 2014 for a study session. This ordinance revises landscaping regulations in BIMC Title 18 pursuant to the recommendations to date from the Ad Hoc Committee. Last October, the Commission sent the Ordinance back to the Ad Hoc Committee to discuss issues of solar access and trees along property lines. The Ad Hoc Committee discussed both issues, opted not to take any action related to solar access in the Mixed Use Town Center/ High School Road districts. The issue of trees on adjacent properties was clarified in Section 18.15.010.C.4 (p 4) and Section 18.15.010.G.2 (p 7).

Other Ad Hoc Committee recommended changes to the *Administrative Manual* will be processed through a resolution later spring.

The Ad Hoc Committee will now begin to review the regulations that apply to Residential, Business/Industrial, and Neighborhood Service Center zoning districts, and will bring those recommendations to the Planning Commission and City Council at a later date. The existing tree and landscaping regulations, BIMC Section 18.15.010 is attached to assist in your review of Ordinance 2015-04.

Attachments

- A. DRAFT Ordinance 2015-04
- B. BIMC Section 18.15.010 (existing regulations)

**ORDINANCE NO. 2015-04
(formerly 2014-07)**

AN ORDINANCE of the City of Bainbridge Island, Washington, relating to tree and landscaping maintenance and requirements; amending Bainbridge Island Municipal Code Sections 18.12.030, 18.15.010 and 18.36.030.

WHEREAS, in January 2014, the City Council convened an Ad Hoc Committee consisting of two Planning Commissioners and three to review and make recommendations on the City's tree regulations; and

WHEREAS, the Ad Hoc Committee organized their review by first focusing on regulations that apply to the Mixed Use Town Center and High School zoning districts; and

WHEREAS, the Ad Hoc Committee presented their recommended changes to date to the City Council September 2, 2014; and

WHEREAS, the City Council directed staff bring forward ordinances to implement the suggested changes; and

WHEREAS, the City Council conducted a public hearing on Ordinance 2015-04 on XXXX, 2015; and

WHEREAS, notice was given on XXXX, 2015 to the Office of Community Development at the Washington State Department of Commerce in conformance with RCW 36.70A.106;

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF BAINBRIDGE ISLAND, WASHINGTON, DOES ORDAIN, AS FOLLOWS:

Section 1. Section 18.12.030 of the Bainbridge Island Municipal Code is amended to read as follows:

E. Bonus Density in Winslow Mixed Use and High School Road Districts. Eligible properties may achieve a maximum level of development above the base FAR, as provided for in Table 18.12.020-3, by using one, or a combination of, the following FAR bonus provisions. The FAR bonus provisions may be combined to achieve the maximum level of development established for each district. In no case shall the total commercial, residential or mixed use FAR exceed the maximum FAR as provided for in Table 18.12.020-3.

3. Public Amenities and/or Infrastructure. At the applicant's option, a portion of the bonus may be earned through the provision of public amenities, ~~and/or~~ infrastructure, and/or preservation of a Heritage Tree(s) on site, pursuant to an adopted city council resolution clarifying the amount of credit awarded for different provision of different public amenities and/or infrastructure, as follows:

- a. Up to 40 percent of the maximum residential, commercial or mixed use FAR bonus may come from monetary contributions toward public amenities and/or infrastructure beyond that required for SEPA mitigation. The amount of the contribution shall be established by resolution of the city council. Funds contributed to the public amenities and/or infrastructure shall be used exclusively in the Mixed Use Town Center or High School Road districts, for projects identified in the six-year capital facilities program, or approved by the city.
- b. In lieu of the contribution of funds as provided for in subsection E.3.a of this section, and subject to approval by the director or designee, 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.

Section 2. Section 18.15.010 of the Bainbridge Island Municipal Code is amended to read as follows:

- C. Tree Retention, Protection and Replacement. Where Table 18.15.010-1 indicates that development must comply with the requirements of this subsection C, all development shall comply with the following requirements. These requirements are intended to supplement any regulations in Chapters 16.12 (Shoreline Master Program) and 16.20 BIMC (Critical Areas), which remains the primary source of regulation for environmentally sensitive areas in Bainbridge Island. In the event of any inconsistency between the requirements of this subsection C and the requirements of Chapters 16.12 and 16.20 BIMC, the requirements of Chapters 16.12 and 16.20 BIMC shall apply.
3. Enforcement and Penalties. Failure to retain, replace or transplant trees will be enforced as follows; provided, that any fine shall be no less than three times the value of the trees, as determined by the current standards of the International Society of Arboriculture. If unauthorized tree(s) or vegetation removal occurs within the public right-of-way, all permits in force on the subject property shall be suspended and no new permits issued until the tree(s) or vegetation has been replaced or all penalties have been satisfied. The director is authorized to make site inspections and take such actions as are necessary to enforce this title in accordance with Chapters 1.16, 1.24, and 1.26 BIMC. The director may require an evaluation by a tree professional, a qualified engineer, landscape architect, soils engineer, testing lab, or other specialist at any time during the tree plan review process or tree removal inspection as necessary to ensure compliance with the provisions of this subsection C and/or the terms of the clearing permit. Applicant shall be responsible for any associated costs.
 - a. Civil Citation. It is unlawful for any person to:
 - i. Initiate or maintain, or cause to be initiated or maintained, the use, construction, placement, removal, alteration, or demolition of any

- structure, land, vegetation or property within the city contrary to the provisions of this subsection C.
- ii. Misrepresent any material fact in any application, plans or other information submitted to obtain permits or authorizations under this title or not following the conditions of an approval.
 - iii. Remove or deface any sign, notice, complaint, or order required by or posted in accordance with this subsection C.
 - iv. Fail to submit or implement a planting plan as required by this section.
- b. Stop Work Orders. The city shall have the authority to issue a stop work order to cease all development work, and order restoration, rehabilitation, or replacement measures, including applicable sureties, at the owner's or other responsible party's expense to compensate for the use, construction, placement, removal, alteration, or demolition of any structure, land, vegetation or property within the city contrary to the provisions of this subsection C.
- c. Additional Remedies. In addition to any other remedy provided by this subsection C or under the BIMC, the city may initiate injunction or abatement proceedings or any other appropriate action in courts against any person who violates or fails to comply with any provision of this subsection C to prevent, enjoin, abate, and/or terminate violations of this title and/or to restore a condition which existed prior to the violation. In any such proceeding, the person violating and/or failing to comply with any provisions of this subsection C shall be liable for the costs and reasonable attorneys' fees incurred by the city in bringing, maintaining and/or prosecuting such action.
- d. Civil Infraction. Except as provided in subsection C.3.f of this section, conduct made unlawful by the city under this subsection C shall constitute a civil infraction and is subject to enforcement and fines as provided in BIMC [1.26.035](#), and additionally, is subject to fines as provided in Table 18.15.010-2. A civil infraction under this section shall be processed in the manner set forth in Chapter [1.26](#) BIMC.
- e. Civil Penalty.
- i. In addition to any civil infraction fine, criminal penalty, and/or other available sanction or remedial procedure, any person engaging in conduct made unlawful by this subsection C shall be subject to a cumulative civil penalty in the amount of \$1,000 per day for each violation from the date set for compliance until the date of compliance. Any such civil penalty shall be collected in accordance with BIMC [1.26.090](#).
 - ii. A person who fails to comply with the requirements of this subsection C or the terms of a permit issued hereunder, who undertakes an activity regulated by this subsection C without obtaining a permit, or fails to comply with a cease and desist or stop work order issued under this subsection C shall be subject to a civil penalty as set forth in Table 18.15.010-2. Each unlawfully removed or damaged tree shall constitute a separate violation.
 - iii. Any person who aids or abets in the violation shall be considered to have committed a violation for purposes of the civil penalty.
 - iv. In addition to the penalties addressed under subsection C.3.e.ii of this section, failure to replace or transplant trees will be enforced as provided

in this code; provided, that any financial penalty assessed will be the greater of the amount indicated in Table 18.15.010-2 or three times the value of the trees, as determined by the current standards of the International Society of Arboriculture, whichever is greater. The director may elect not to seek penalties if he or she determines that the circumstances do not warrant imposition of civil penalties in addition to restoration.

Table 18.15.010-2: Penalties

Types of Violations	Allowable Fines per Violation
1. Removal of tree(s) approved to be removed, but prior to final tree retention and planting plan approval or issuance of a city tree removal permit	\$100.00 per tree
2. Removal or damage of tree(s) that are or would be shown to be retained on an approved tree retention and planting plan or any other violation of approved tree protection plan	\$1,000 per tree
3. Removal of tree(s) without applying for or obtaining a required city land use permit	\$1,000 per tree
4. Removal of tree(s) without applying for or obtaining a required city clearing permit	\$1,000 per tree

- f. Repeat Offenders. Any person who again violates this subsection C within 12 months after having been found by the Bainbridge Island municipal court to be in violation of this subsection C commits a misdemeanor and any person who is convicted of that misdemeanor shall be punished as provided in BIMC [1.24.010.A](#).

4. Protection During Construction and Development.
- a. Intent. The intent of these regulations is to provide the best protection for significant trees and tree stands, including protection for trees on adjacent properties.
 - b. Requirements.
 - i. No cutting of significant trees shall be allowed on a site until the tree retention and planting plans have been approved by the director.
 - ii. An area of prohibited disturbance, generally corresponding to the dripline or critical root zone (as identified by a consulting arborist) of the significant trees and/or tree canopy of tree stands, areas of existing vegetation to be maintained, and future planting areas (i.e. landscape islands in parking lots), shall be identified by the applicant and approved by the director.
 - iii. A temporary five-foot-high chain link fence with tubular steel poles or “T” posts shall delineate the area of prohibited disturbance defined in subsection C.4.b.ii of this section, unless the director has approved the use of a four-foot-high plastic net fence as an alternative. The fence shall be erected before construction starts and shall remain in place until

construction has been completed, and shall at all times have affixed to it a sign indicating the protected area.

- iv. No impervious surfaces, fill, excavation, vehicle operations, compaction, removal of native soil or storage of construction materials shall be permitted within the area defined by the required construction fencing. If avoiding construction and compaction in areas of future planting is unavoidable, the landscape plan for the project shall include methods for aerating and/or augmenting compacted soil to prepare for new planting, pursuant to Section 18.15.010.H.2.
- v. A rock well shall be constructed if the grade level around the tree is to be raised more than one foot. The inside diameter of the well shall be equal to the diameter of the dripline or critical root zone (as identified by a consulting arborist) of the tree or tree canopy of tree stands.
- vi. The grade level shall not be lowered within the larger of (A) the dripline or critical root zone (as identified by a consulting arborist) of the tree, or the tree canopy of tree stands, or (B) the area recommended by a consulting arborist.
- vii. Alternative protection methods may be used if recommended by a consulting arborist and determined by the director to provide equal or greater tree protection.
- viii. Wherever this subsection C.4 allows or requires the involvement of a consulting arborist, that individual shall be selected from the city's list of current arborists certified by the American Society of Consulting Arborists and his or her services shall be paid for by the applicant.

D. Perimeter Buffering and Screening.

- 1. Intent. The intent of this subsection D is to provide an effective vegetated screen over time between uses or land use districts, to screen parking areas and structures located adjacent to public rights-of-way, and to allow visual and physical access to pedestrian and other nonmotorized oriented uses, such as a multipurpose trail or bikeway if those trails could be accommodated without compromising significant vegetation or hazardous slopes. Additional buffers may be required per BIMC [16.20.170](#), The Winslow Ravine – Special rules in Mixed Use Town Center.
- 4. General Requirements.
 - a. Full Screen. Where full screen perimeter landscaping is required, the applicant must provide:
 - i. 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; and
 - ii. Deciduous trees with a caliper of at least two inches at the time of planting; and
 - iii. At least 20 percent of the trees shall be native species and drought resistant; and
 - iv. The number of trees is determined by dividing the length of the landscape perimeter by 10 feet; and

- v. Evergreen shrubs at least 21 inches in height at the time of planting, spaced no more than three feet on center, to achieve minimum ~~four~~ six feet height at maturity; and
 - vi. The number of shrubs is determined by dividing the length of the perimeter by four feet; and
 - vii. Living ground cover shall be planted and spaced to achieve total coverage within three years; and
 - viii. Plants may be clustered within the perimeter to screen structures and parking areas.
- b. Partial Screen. Where partial screen perimeter landscaping is required, the applicant must provide:
- i. 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; and
 - ii. Deciduous trees with a caliper of at least two inches at the time of planting; and
 - iii. At least 20 percent of the trees shall be native species and drought resistant; and
 - iv. The number of trees is determined by dividing the length of the landscape perimeter by 20 feet; and
 - v. Evergreen shrubs at least 21 inches in height at the time of planting, spaced no more than three feet on center, to achieve minimum ~~four~~ six feet height at maturity; and
 - vi. The number of shrubs is determined by dividing the length of the landscape perimeter by five feet; and
 - vii. Living ground cover shall be planted and spaced to achieve total coverage within three years; and
 - viii. Plants may be clustered within the landscape perimeter to screen structures and parking areas.
- c. Filtered Screen. Where filtered screen perimeter landscaping is required, the applicant must provide:
- i. One hundred percent deciduous trees two-inch caliper spaced no more than 30 feet on center; and
 - ii. Evergreen shrubs minimum 21 inches in height at the time of planting spaced no more than three feet on center to provide a continuous hedge achieving a maximum height of ~~three~~ six feet at maturity; and
 - iii. Living ground cover shall be planted and spaced to achieve total coverage within three years.

G. Total Site Tree Unit Requirements.

1. Intent. The overall purpose of Section 18.15.010 is to preserve the landscape character of the community through development standards by encouraging the retention of existing vegetation and significant trees by incorporating them into site design. The intent of this subsection G is to ensure that, to the degree practicable, (a) each development approval in the MUTC, HSR I and II, R-8, R-

14, and NSC zone districts and (b) each development approval for nonresidential development in the R-5, R-4.3, R-3.5, R-2.9, R-2, R-1, and R-0.4 zone districts leaves the development parcel with at least a specified minimum amount of tree coverage, measured in tree units per acre, that reflects the degree of tree coverage prior to development or redevelopment and that discourages avoidable site disturbances that would require tree removal.

2. Applicability. The regulations of this subsection G apply to each development application involving (a) any modification to a development parcel located in the MUTC, HSR I and II, R-8, R-14, or NSC districts or (b) a permitted nonresidential development in the R-5, R-4.3, R-3.5, R-2.9, R-2, R-1, and R-0.4 zone districts. If a significant portion of a significant tree trunk, dripline and/or critical root zone extends onto an adjacent property, both properties may use the tree units for retaining the trees to meet the requirements of subsection 4. These provisions shall not apply to projects involving only interior renovation of existing buildings.
3. Site Specific Evaluation of Total Impact on Tree Coverage.
 - a. Prior to the submission of a development application involving any modification to a development parcel that has less than 50 percent tree canopy cover prior to the proposed development or redevelopment, the applicant shall complete an inventory of all existing trees on the site indicating the species and the diameter at breast height (DBH) for each existing tree.
 - b. As part of any development application the applicant shall identify all existing trees to be removed as part of the proposed development, and the species and DBH of each tree to be removed.
4. Requirements.
 - a. A development application covered by subsection G.2 of this section shall only be approved if it complies with the requirements of subsections C (Tree Retention, Protection, and Replacement), D (Perimeter Buffering and Screening), E (Street Frontage Landscaping), and F (Parking Lot Landscaping) of this section, and also complies with subsection G.4.a.i, ii or iii of this section.
 - i. In the MUTC central core and ferry terminal overlay districts, the development parcel shall have at least 30 tree units per acre following the proposed development or redevelopment.
 - ii. In the MUTC Ericksen Avenue, Madison Avenue, and gateway overlay districts, and each site in the R-8, R-14, HSR I and II, and NSC districts, and for permitted nonresidential development in the R-5, R-4.3, R-3.5, R-2.9, R-2, R-1, and R-0.4 zone districts, the development parcel shall have at least 40 tree units per acre following the proposed development or redevelopment.
 - iii. As an alternative to subsections G.4.a.i and ii of this section, and at the applicant's option, the development parcel will contain at least the same number of tree units after the proposed development or redevelopment as it had before that development or redevelopment.

b. All existing trees preserved and all new trees planted on the site, including but not limited to those required to be preserved pursuant to subsection C of this section or those required to be replaced or planted pursuant to subsection D, E, or F of this section, shall count towards the required number of tree units.

5. Calculation of Tree Units.

- a. Each tree preserved on a development parcel shall earn the number of tree units shown in Table 18.15.010-7, based on its diameter at breast height (DBH). If the DBH measurement results in a fraction, the requirement shall be rounded to the nearest whole number (greater than or equal to 0.5 is rounded up; less than 0.5 is rounded down).

Table 18.15.010-7: Tree Unit Conversion Table for Preserved Trees [1]

DBH	Tree Units	DBH	Tree Units	DBH	Tree Units
4 – 5	1.0	16 – 18	3.2	27 – 28	7.0
6 – 10	1.2	19 – 20	3.8	29 – 30	7.8
11 – 12	1.4	21 – 23	4.6	30+	8.2
13 – 15	2.0	24 – 26	6.2		

[1] For multi-stemmed trees, measure the DBH of each trunk separately, multiply each of these measurements by itself, add up these amounts, and calculate the square root of that total to find the DBH for the tree as a whole.

b. Tree Retention Bonus.

- i. If retained trees occur in a tree stand, they shall earn 1.2 times the tree unit value shown in Table 18.15.010-7. This bonus does not apply to tree stands that must be retained anyway, such as trees in a roadside or wetland buffer area.
 - ii. If the retained trees occur in a tree stand that is adjacent to a tree stand on an adjacent lot that is already protected as part of a land use permit or conservation easement, they shall earn 1.5 times the tree unit value shown in Table 18.15.010-7 instead of the bonus described in subsection G.5.b.i. of this section. This bonus does not apply to tree stands that must be retained anyway, such as trees in a roadside or wetland buffer area.
 - iii. If the retained tree is one designated through the City's Heritage Tree Program it shall earn 1.5 times the tree unit value shown in Table 18.15.010-7, and the tree shall not receive additional bonus in subsections G.5.b.1 and 2 of this section for location in a tree stand.
 - iv. If the retained tree is located within a designated Wildlife Corridor Network, it shall earn 1.5 times the tree unit value shown in Table 18.15.010-7.
- c. Each new or replacement tree planted shall earn the following number of tree unit credits:
- i. Each tree with a height at maturity of 40 feet or less shall be equal to one-half tree unit. Height at maturity shall be as defined in the current edition of the Manual of Woody Landscape Plants: Their Identification,

Ornamental Characteristics, Culture, Propagation and Uses, Michael A. Dirr.

- ii. Each tree with a height at maturity of more than 40 feet shall be equal to one tree unit.
- iii. New trees planted to meet the parking lot landscaping requirements of Section 18.15.010.F BIMC do not count towards meeting tree unit credits.
- d. If, after complying with subsections C, D, E, and F of this section, additional trees need to be planted to meet the minimum tree unit requirements in subsection G.3 of this section:
 - i. In the MUTC central core and ferry terminal overlay districts, those trees may be planted either at ground level or above ground level (such as a patio, terrace, or rooftop); and
 - ii. In the MUTC Ericksen Avenue, Madison Avenue, and gateway overlay districts, R-8, R-14, HSR I and II, NSC districts, as well as for nonresidential developments within residential districts, those trees shall be planted at ground level.

H. 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 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. Existing and/ or compacted soils may need to be augmented with fully composted organic material or aerated.

- 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, 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 ~~three~~ 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.

Section 3. Section 18.36.030 of the Bainbridge Island Municipal Code is amended to read as follows:

“Heritage Tree” means a tree that has been nominated and approved as such through the Heritage Tree Program, Resolution 2014-19.

“Significant tree” means: (a) an evergreen tree 10 inches in diameter or greater, measured four and one-half feet above existing grade; or (b) a deciduous tree 12 inches in diameter or greater, measured four and one-half feet above existing grade; ~~or~~ (c) in the Mixed Use Town Center and High School Road zoning districts, any tree 8 inches in diameter or greater, measured four and one-half feet above existing grade; or (d) all trees located within a required critical area buffer as defined in Chapter 16.20 BIMC.

Section 4. This ordinance shall take effect and be in force five (5) days from its passage, approval, and publication as required by law.

PASSED BY THE CITY COUNCIL this ____ day of _____, 2015.

APPROVED BY THE MAYOR this ____ day of _____, 2015.

Anne S. Blair, Mayor

ATTEST/AUTHENTICATE:

Rosalind D. Lassoff, CMC, City Clerk

FILED WITH THE CITY CLERK: XXXX, 2015

PASSED BY THE CITY COUNCIL:

PUBLISHED:

EFFECTIVE DATE:

ORDINANCE NUMBER: 2015-04

18.15.010 LANDSCAPING, SCREENING, AND TREE PROTECTION RETENTION, PROTECTION AND REPLACEMENT

- A. Purpose**
- B. Applicability**
- C. Tree Retention, Protection and Replacement**
- D. Perimeter Buffering and Screening**
- E. Street Frontage Landscaping**
- F. Parking Lot Landscaping**
- G. Total Site Tree Unit Requirements**
- H. Planting Requirements**
- I. Irrigation**
- J. Maintenance**
- K. Screening of Certain Facilities**

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 scenic 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.
- d. Providing visual relief of parking areas in the neighborhood service 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.

2. Specific Zone Districts

- a. For single-family residential uses outside the Winslow Mixed Use Town Center, NSC, and B/I districts that require more than just a building permit (i.e. lots created through the flex-lot design process) the additional specific intent is to preserve, protect and enhance critical areas, protect the natural forested areas and preserve the greenbelts along designated scenic roadway corridors.
- b. In the R-8 and R-14 multifamily residential districts, the additional specific intent is to screen urban multifamily projects from adjacent lower density residential properties and to soften the appearance of surface parking areas.
- c. For non-residential uses outside the Winslow Mixed Use Town Center, High School Road I and II, NSC, B/I, and WD-I districts the additional specific intent is to retain the natural landscape qualities of the Island by retaining existing vegetated buffers to screen views of structures and parking areas and to buffer between areas of high and low intensity uses.
- d. In the Winslow Mixed Use Town Center Central Core and Ferry Terminal Overlay districts, the additional specific intent is to provide an urban character by incorporating landscape standards; and to provide landscape development to screen uses from single-family residential properties and to soften the appearance of surface parking areas.
- e. In the Winslow Mixed Use Town Center, Ericksen Avenue and Madison Overlay districts, the additional specific intent is to retain the character of landscape front yards; and to provide landscape development to screen uses from single-family residential properties; and to soften the appearance of surface parking areas.

- f. In the Winslow Mixed Use Town Center Gateway Overlay district, the additional specific intent is to retain the greenbelt located adjacent to SR 305 consistent with the greenways plan and to provide landscape development to screen uses from single-family residential properties.
- g. In the High School Road I and II districts, the additional specific intent is to provide landscape development to screen uses from adjacent single-family residential properties and to soften the appearance of surface parking areas.
- h. In the NSC district, the additional specific intent is to incorporate landscape standards that support pedestrian scale neighborhood uses compatible with the intensity of the surrounding residential neighborhood; to minimize the impact of lighting, noise and views of surface parking areas; and to provide a buffer between higher and lower intensity uses.
- i. In the B/I district, the additional specific intent is to provide a year-round vegetated screen and a noise and site lighting buffer of industrial development from adjacent nonindustrial properties and roadways.
- j. In the WD-I district, the additional specific intent is to provide landscape development that screens parking lots and large structures, but allows visual access to the shoreline and small scale active industrial facilities.

B. Applicability

- 1. All new development, except single-family residential building permits, shall be subject to the requirements of this section, except as required by subsections B.2 and B.3 below.
- 2. Projects subject to the conditional use permit process may be required to exceed the requirements of this chapter.
- 3. Specific submittal requirements for landscaping plans (tree protection, retention and planting plans) are included in the city's Administrative Manual.
- 4. Specific landscape requirements applicable to development in each zone district are summarized in the following Table 18.15.010-1.

Table 18.15.010-1: Landscape Requirements by Zone District

Landscape Requirements Land Use Districts		Significant Tree & Tree Stand Retention (BIMC 18.15.010.C)	Perimeter Landscape (BIMC 18.15.010.D)	Roadside Buffer (BIMC 18.15.010.E)	Parking Lot Landscaping (BIMC 18.15.010.F)	Total Site Tree Unit Requirements (BIMC 18.15.1010.G)	Planting Requirements (BIMC 18.15.010.H)	Irrigation (BIMC 18.15.010.I)	Maintenance (BIMC 18.15.110.J)
Single-Family Residential for which Only a Building Permit is Required (Existing Non-Flex Lots)									
Single-Family Residential Development Outside Winslow Mixed use, NSC, and B/I Districts (R-.04 through R-6 Districts) Other than Existing Lots for which Only a Building Permit is Required (Flexible Lot Design Process)		X	X (Cluster Subdivisions Only)	X			X	X	X
R-8 and R-14 Multifamily Districts		X	X	X	X	X	X	X	X
Nonresidential Uses in Areas Outside Winslow Mixed Use, HSR, NSC, B/I, WD-I Districts		X	X	X	X	X	X	X	X
Winslow Mixed Use Town Center [1]	Central Core Overlay	X	X	X [2]	X	X	X	X	X
	Ericksen Ave. Overlay	X	X	X [2]	X	X	X	X	X
	Madison Ave. Overlay	X	X	X [2]	X	X	X	X	X
	Gateway Overlay	X	X	X [2]	X	X	X	X	X
	Ferry Terminal Overlay	X	X	X [2]	X	X	X	X	X
High School Road District		X	X	X [2]	X	X	X	X	X
NSC District		X	X	X	X	X	X	X	X
B/I District		X	X	X	X		X	X	X
WD-I District		X	X	X	X		X	X	X
[1] Refer to Chapter 18.18 BIMC for additional landscape requirements specific to the Mixed Use Town Center districts. [2] Roadside buffer requirement is adjacent to Highway 305 only.									

C. Tree Retention, Protection and Replacement

Where Table 18.15.010-1 indicates that development must comply with the requirements of this subsection C, all development shall comply with the following requirements. These requirements are intended to supplement any regulations in Chapter 16.20 BIMC (Critical Areas), which remains the primary source of regulation for environmentally sensitive areas in Bainbridge Island. In the event of any inconsistency between the requirements of this subsection C and the requirement of Chapter 16.20 BIMC, the requirements of Chapter 16.20 BIMC shall apply.

1. Retention

a. Intent

The intent of these regulations is to preserve the forested character of the Island by preserving significant trees and tree stands, and incentivizing tree protection and replacement in certain districts through a tree unit system, thereby mitigating the development impacts of increased stormwater runoff, impervious surface, and loss of carbon dioxide absorption capacity. This shall be accomplished in a manner consistent with the Comprehensive Plan and the requirements of Washington law and to discourage the removal of significant tree(s) and tree stands.

b. Perimeter Tree Retention Requirements

Significant trees and tree stands located in the perimeter areas required to be landscaped pursuant to subsections D and E below shall be retained. Perimeter landscape widths may be averaged to save significant trees, but shall not be reduced to less than the allowed minimum perimeter dimension.

c. Exceptions

Significant trees and tree stands may be removed if it is determined by a consulting arborist who is certified by the American Society of Consulting Arborists, or a TRACE certified professional as established by the PNW Chapter of the International Society of Arboriculture, and whose services are paid for by the applicant, that the vegetation is:

- i. A safety hazard due to potential root, trunk, or primary limb failure, or due to exposure of mature trees that have grown in a closed, forested situation; or
- ii. Damaged, diseased, or standing dead trees.

d. Protection of Tree Stands

Notwithstanding a determination under subsection c, if significant trees have been removed from a closed, forested location, a buffer of smaller trees shall be retained or planted on the fringe of the closed, forested area. The buffer of smaller trees shall be adequate to protect the health of the remaining mature trees in the closed, forested area, as determined by a consulting arborist who is certified by the American Society of Consulting Arborists, and whose services are paid for by the applicant.

2. Replacement

a. Intent

The intent of these regulations is to discourage the unauthorized removal of significant tree(s) and tree stands; and to establish a replacement or fine if such activity occurs.

b. Requirements

If trees required to be retained pursuant to subsection C.1 are not retained, they shall be replaced by at least one-and-one-half times (150 percent) of the number of tree units removed. The trees removed shall be replaced with trees of the same type, evergreen or deciduous.

Native shrubs and ground cover shall also be replaced when replacing tree stands due to unauthorized removal. Shrubs shall be one gallon size planted four feet on center spacing, ground cover shall be one gallon size planted three feet on center spacing. The shrubs and ground cover shall be planted within the limits of the previous tree stand canopy.

3. Enforcement and Penalties

Failure to replace or transplant trees will be enforced as follows; provided, that any fine shall be no less than three times the value of the trees, as determined by the current standards of the International Society of Arboriculture. If unauthorized tree(s) or vegetation removal occurs within the public right-of-way, all permits in force on the subject property shall be suspended and no new permits issued until the tree(s) or vegetation has been replaced or all penalties have been satisfied. The director is authorized to make site inspections and take such actions as are necessary to enforce this title in accordance with Chapters 1.16, 1.24, and 1.26 BIMC. The director may require an evaluation by a tree professional, a qualified engineer, landscape architect, soils engineer, testing lab, or other specialist at any time during the tree plan review process or tree removal inspection as necessary to ensure compliance with the provisions of this subsection C and/or the terms of the clearing permit. Applicant shall be responsible for any associated costs.

a. Civil Citation

It is unlawful for any person to:

- i. Initiate or maintain, or cause to be initiated or maintained, the use, construction, placement, removal, alteration, or demolition of any structure, land, vegetation or property within the city contrary to the provisions of this subsection C.
- ii. Misrepresent any material fact in any application, plans or other information submitted to obtain permits or authorizations under this title or not following the conditions of an approval.
- iii. Remove or deface any sign, notice, complaint, or order required by or posted in accordance with this subsection C.
- iv. Fail to submit or implement a planting plan as required by this section.

b. Stop Work Orders

The city shall have the authority to issue a stop work order to cease all development work, and order restoration, rehabilitation, or replacement measures, including applicable sureties, at the owner's or other responsible party's expense to compensate for the use, construction, placement, removal, alteration, or demolition of any structure, land, vegetation or property within the city contrary to the provisions of this subsection C.

c. Additional Remedies

In addition to any other remedy provided by this subsection C or under the BIMC, the city may initiate injunction or abatement proceedings or any other appropriate action in courts against any person who violates or fails to comply with any provision of this subsection C to prevent, enjoin, abate, and/or terminate violations of this title and/or to restore a condition which existed prior to the violation. In any such proceeding, the person violating and/or failing to comply with any provisions of this subsection C shall be liable for the costs and reasonable attorneys' fees incurred by the city in bringing, maintaining and/or prosecuting such action.

d. Civil Infraction

Except as provided in subsection C.3.f, conduct made unlawful by the city under this subsection C. shall constitute a civil infraction and is subject to enforcement and fines as provided in BIMC 1.26.035, and additionally, is subject to fines as provided in Table

18.15.010-2. A civil infraction under this section shall be processed in the manner set forth in Chapter 1.26 BIMC.

e. Civil Penalty

- i. In addition to any civil infraction fine, criminal penalty, and/ or other available sanction or remedial procedure, any person engaging in conduct made unlawful by this subsection C shall be subject to a cumulative civil penalty in the amount of \$1,000 per day for each violation from the date set for compliance until the date of compliance. Any such civil penalty shall be collected in accordance with BIMC 1.26.090.
- ii. A person who fails to comply with the requirements of this subsection C or the terms of a permit issued hereunder, who undertakes an activity regulated by this subsection C without obtaining a permit, or fails to comply with a cease and desist or stop work order issued under this subsection C shall be subject to a civil penalty as set forth in Table 18.15.010-2. Each unlawfully removed or damaged tree shall constitute a separate violation.
- iii. Any person who aids or abets in the violation shall be considered to have committed a violation for purposes of the civil penalty.
- iv. In addition to the penalties address under ii above, failure to replace or transplant trees will be enforced as provided in this code; provided, that any financial penalty assessed will be the greater of the amount indicated in Table 18.15.010-2 or three times the value of the trees, as determined by the current standards of the International Society of Arboriculture, whichever is greater. The director may elect not to seek penalties if he or she determines that the circumstances do not warrant imposition of civil penalties in addition to restoration.

Table 18.15.010-2 – Penalties	
Types of Violations	Allowable Fines per Violation
1. Removal of tree(s) approved to be removed, but prior to final tree retention and planting plan approval or issuance of a City tree removal permit	\$100.00 per tree
2. Removal or damage of tree(s) that are or would be shown to be retained on an approved tree retention and planting plan or any other violation of approved tree protection plan	\$1,000 per tree
3. Removal of tree(s) without applying for or obtaining a required City land-use permit	\$1,000 per tree
4. Removal of tree(s) without applying for or obtaining a required City clearing permit	\$1,000 per tree

f. Repeat Offenders

Any person who again violates this subsection C within 12 months after having been found by the Bainbridge Island Municipal Court to be in violation of this subsection C commits a misdemeanor and any person who is convicted of that misdemeanor shall be punished as provided in BIMC 1.24.010.A.

4. Protection During Construction and Development

a. Intent

The intent of these regulations is to provide the best protection for significant trees and tree stands.

b. Requirements

- i. No cutting of significant trees shall be allowed on a site until the tree retention and planting plans have been approved by the director.
- ii. An area of prohibited disturbance, generally corresponding to the dripline or critical root zone (as identified by a consulting arborist) of the significant trees and/or tree canopy of tree stands shall be identified by the applicant and approved by the director.
- iii. A temporary five-foot high chain link fence with tubular steel poles or “T” posts shall delineate the area of prohibited disturbance defined in subsection ii, unless the director has approved the use of a four-foot high plastic net fence as an alternative. The fence shall be erected before construction starts and shall remain in place until construction has been completed, and shall at all times have affixed to it a sign indicating the protected area.
- iv. No impervious surfaces, fill, excavation, vehicle operations, compaction, removal of native soil or storage of construction materials shall be permitted within the area defined by the required construction fencing.
- v. A rock well shall be constructed if the grade level around the tree is to be raised more than one foot. The inside diameter of the well shall be equal to the diameter of the dripline or critical root zone (as identified by a consulting arborist) of the tree or tree canopy of tree stands.
- vi. The grade level shall not be lowered within the larger of (a) the dripline or critical root zone (as identified by a consulting arborist) of the tree, or the tree canopy of tree stands, or (b) the area recommended by a consulting arborist.
- vii. Alternative protection methods may be used if recommended by a consulting arborist and determined by the director to provide equal or greater tree protection.
- viii. Wherever this subsection C.4 allows or requires the involvement of a consulting arborist, that individual shall be selected from the city’s list of current arborists certified by the American Society of Consulting Arborists and his or her services shall be paid for by the applicant.

5. Modification of Requirements

If the significant tree and tree stand retention requirements of this section create an unnecessary hardship, the applicant may request a modification. The director may administratively approve a modification of the significant tree and tree stand requirements of this section if the director finds that the following standards have been met:

- a. The modification is necessary because of special circumstances relating to the location of existing significant trees and tree stands that prevents compliance with this section; and
- b. The special circumstances of the subject property make the strict enforcement of the provisions of this section an unnecessary hardship to the property owner; and
- c. The special circumstances of the subject property are not the result of the actions of the applicant; and
- d. The approving of the modification will not be materially detrimental to the public welfare or injurious to the property or improvements in the vicinity and land use district in which the subject property is located; and

- e. The modification is consistent with the purpose and intent of this chapter; and
- f. The site design incorporates the retention of other natural vegetation in consolidated locations that promotes the natural vegetated character of the site.

D. Perimeter Buffering and Screening

1. Intent

The intent of this subsection D is to provide a vegetated screen between uses or land use districts, to screen parking areas and structures located adjacent to public rights-of-way, and to allow visual and physical access to pedestrian and other non-motorized oriented uses, such as a multipurpose trail or bikeway if those trails could be accommodated without compromising significant vegetation or hazardous slopes. Additional buffers may be required per 16.20.170, Special Requirements for the Winslow Ravine.

2. Requirements by District

In addition to meeting the General Requirements of subsection D.4, applicants shall meet the specific requirements of Table 18.15.010-3 applicable to the zone district or overlay district in which the property is located. In the case of a conflict between the requirements of this subsection D.2 and the requirements of subsection D.4, the requirements of this subsection D.2 shall apply. These perimeter landscape requirements are in addition to required roadside landscaping in subsection E. and parking lot landscape requirements in subsection F below. These requirements do not apply to projects involving only interior renovations of existing buildings.

Table 18.15.010-3: Perimeter Landscaping Requirements by District			
Abutting zoning or land use	Perimeter Landscape Type	Perimeter Width (ft.)	Minimum Perimeter Width (ft.)
Multifamily in R-1 District			
Single-family residential	Full Screen	25	N/A
R-8 and R-14 Multifamily Districts			
Single-family residential (UR)	Partial Screen	20	15
Urban multifamily	Filtered Screen	15	10
Nonresidential Uses in Areas Outside Winslow Mixed Use, HSR, NSC, B/I , WD-I Districts			
Residential including multifamily	Full Screen	25	15
Nonindustrial uses	Full Screen	20	10
Winslow Town Center Mixed Use District [1]			
Single-family residential	Full Screen	20	15
HSR I and II Districts			
Single-family residential	Full Screen	20	15
NSC Districts			
Residential including multifamily	Full Screen	15	10

Table 18.15.010-3: Perimeter Landscaping Requirements by District			
Abutting zoning or land use	Perimeter Landscape Type	Perimeter Width (ft.)	Minimum Perimeter Width (ft.)
NSCs	Filtered Screen	10	10
B/I Districts			
B/I	Full Screen[2]	50	35
Non-B/I	Partial Screen	15	10
WD-I Districts			
Residential including multifamily	Full Screen	40	20
Industrial uses	Partial Screen	10	0
Nonindustrial uses	Full Screen	10	5
[1] For perimeter landscaping requirements in the ferry terminal district transition area, north of Winslow Way, reference BIMC 18.12.030.C. [2] Notwithstanding subsection D.2 above, all native shrubs and significant trees shall be retained within all landscape buffers, except that limited removal may be allowed for permitted activities located within the buffer area. If necessary, the existing vegetation shall be supplemented to attain the required screening density.			

3. Perimeter Buffers in Residential Cluster Short Subdivisions, Cluster Long Subdivisions, and Multifamily Subdivisions in the R-1 Zone District

- a. When the cluster development option is selected pursuant to BIMC 17.12.020.B for property with a gross area of one acre or more and that is located in the R-0.4, R-1, R-2 and R-2.9 districts, a 25-foot wide, filtered screen landscape perimeter shall be required along the subdivision boundary.
- b. When the cluster development option is selected pursuant to BIMC 17.12.020.B for property with a gross area of one acre or more and that is located in the R-3.5, R-4.3, R-5, R-6, R-8, and R-14 zone districts, a 10-foot wide, filtered screen landscape perimeter shall be required along the subdivision boundary.
- c. In order to buffer the visual impact of the proposed subdivision and protect off-site views, filtered screen landscaping, pursuant to subsection D.4 below, shall be required within landscape perimeter buffers where mature trees and shrubs cannot provide such screening.
- d. Required landscape buffer width may be reduced through buffer averaging in accordance with the criteria in subsection D.5 below, perimeter landscape requirements. For example, buffers may be adjusted when such adjustments contribute to the neighborhood character by incorporating significant trees and native vegetation, incorporate a unique landscape feature, or accommodate a unique situation that allows continuation of an existing use, such as a utility or other easement providing continued use.
- e. Landscape buffers may be included in the required open space calculations for a subdivision as noted in Table 18.15.010-4. Table 18.15.010-4 depicts the landscape buffer requirements for subdivisions by zoning district and denotes when the buffer may be included in the open space calculations. These standards apply unless alternative buffers are required pursuant to critical area review, the requirements of the Shoreline Management Act, conditioned by SEPA review, or required for public health or safety reasons.

- f. When a multifamily subdivision is created within the R-1 zone district, a 25-foot wide, full screen landscape perimeter shall be required along the subdivision boundary.

Table 18.15.010-4: Perimeter Landscape Requirements for Flexlot Subdivisions [1]		
Type of Subdivision	Landscape Perimeter Buffer (Cluster Option Subdivision Only)	Park and Conservation Land Buffer (Required for Both Cluster and Open Space Subdivision Options)
Residential Subdivision in the R-0.4, R-1, R-2, and R 2-9 districts	25'- Filtered Screen	25'- Filtered Screen (OS) [2]
Residential Subdivision in the R-3.5, R-4.3, R-5, R-6, R-8, and R-14 districts	10'- Filtered Screen	25'- Filtered Screen (OS) [2]
Multifamily Subdivision in the R-1 zone district	25' – Full Screen	N/A
1. Properties being subdivided with less than one acre are not subject to landscape buffer requirements. 2. (OS) indicates that the buffer may be calculated in the required open space area for the subdivision.		

4. General Requirements

a. Full Screen

Where full screen perimeter landscaping is required, the applicant must provide:

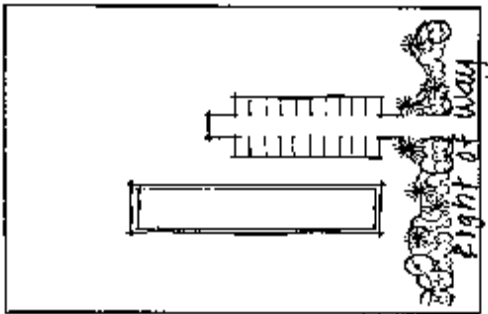
- i. Minimum 70 percent evergreen trees ranging in height from four feet to six feet at the time of planting with at least 50 percent being six feet high; and
- ii. Deciduous trees with a caliper of at least two inches at the time of planting; and
- iii. At least 20 percent of the trees shall be native species and drought resistant; and
- iv. The number of trees is determined by dividing the length of the landscape perimeter by 10 feet; and
- v. Evergreen shrubs at least 21 inches in height at the time of planting, spaced no more than three feet on center, to achieve minimum four feet height at maturity; and
- vi. The number of shrubs is determined by dividing the length of the perimeter by four feet; and
- vii. Living ground cover shall be planted and spaced to achieve total coverage within three years; and
- viii. Plants may be clustered within the perimeter to screen structures and parking areas.

b. Partial Screen

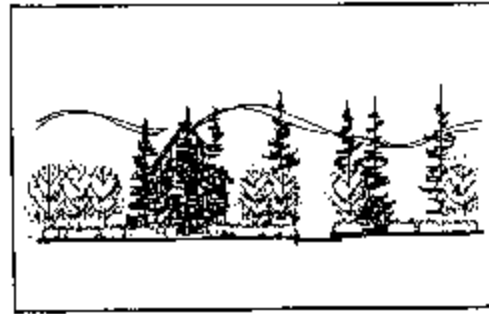
Where partial screen perimeter landscaping is required, the applicant must provide:

- i. 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; and
- ii. Deciduous trees with a caliper of at least two inches at the time of planting; and
- iii. At least 20 percent of the trees shall be native species and drought resistant; and
- iv. The number of trees is determined by dividing the length of the landscape perimeter by 20 feet; and

- v. Evergreen shrubs at least 21 inches in height at the time of planting, spaced no more than three feet on center, to achieve minimum four feet height at maturity; and
- vi. The number of shrubs is determined by dividing the length of the landscape perimeter by five feet; and
- vii. Living ground cover shall be planted and spaced to achieve total coverage within three years; and
- viii. Plants may be clustered within the landscape perimeter to screen structures and parking areas.



Partial Screen Plan



Partial Screen Section

c. Filtered Screen

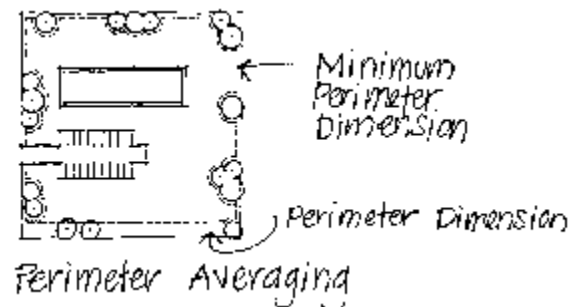
Where filtered screen perimeter landscaping is required, the applicant must provide:

- i. One hundred percent deciduous trees two-inch caliper spaced no more than 30 feet on center; and
- ii. Evergreen shrubs minimum 21 inches in height at the time of planting spaced no more than three feet on center to provide a continuous hedge achieving a maximum height of three feet at maturity; and
- iii. Living ground cover shall be planted and spaced to achieve total coverage within three years.

5. Standards

The following standards apply to the full screen, partial screen and filtered screen perimeter landscape requirements contained in this section.

- a. Existing vegetation may be used in lieu of new plant material if not already being used to meet another requirement.
- b. A full screen will be required to screen utilities located above ground from adjacent uses.
- c. Perimeter landscaping shall be clustered in areas to screen structures, utility structures, loading areas, parking lots, trash enclosures, storage areas and mechanical equipment.
- d. The director may approve the averaging of perimeter landscape widths to provide adequate screening if it meets the criteria contained in this section.



- e. Earth berms in combination with shrubs and trees may be used to achieve the initial planting height requirement.
- f. Minimum landscape perimeter dimensions are allowed when perimeter averaging is applied. The landscape perimeter can be averaged only if the total required perimeter dimension square footage is achieved. The director may allow landscape perimeter averaging if the following criteria is met: (i) plant material is being clustered to more effectively screen parking areas and structures; and (ii) the quality of the perimeter landscape is not diminished; (iii) significant trees are being retained.

6. Park Buffers and Buffers for Dedicated Conservation Lands

- a. Notwithstanding the provisions of subsections D.2, D.3, and D.4 above, a 25-foot wide buffer shall be provided along a property line where the land immediately adjacent to the subdivision boundary is a park or a future park in a municipal plan, or dedicated conservation land area that has been set aside for open space, wildlife habitat or public conservation purposes by deed or conservation easement.
- b. In order to buffer the visual impact of the proposed subdivision and protect off-site views, filtered screen landscaping, pursuant to subsection D.4 above, shall be required within park buffers and buffers for dedicated conservation lands buffers where mature trees and shrubs cannot provide such screening.

E. Street Frontage Landscaping

1. Roadside Buffers for Commercial, Institutional and Multifamily Development

The following table indicates the type of landscaping required when the subject property directly abuts a right-of-way. Roadside buffers may be required for commercial, institutional, or multifamily development where a Site Plan Review or Conditional Use Permit is required. The buffers shall be pursuant to the screening standards set forth in subsection D.4 above. Required landscape buffer widths may be reduced to the minimum widths stated in Table 18.15.010-5 through buffer averaging in accordance with the criteria in subsection D.5 above. These requirements do not apply to projects involving only interior renovations of existing buildings.

Table 18.15.010-5: Roadside Buffer Requirements by District [1]		
Existing Zoning/Use	Abutting Use	
	Right of Way (not including Hwy 305)	Highway 305 [2]
Neighborhood Service Center	10' Filtered Screen/5' Minimum	50' Filtered Screen/35' Minimum
Mixed Use Town Center [3]	N/A	50' Full Screen [4] /35' Minimum
High School Road	N/A	50' Full Screen/35' Minimum
Urban Multifamily	20' Partial Screen	50' Partial Screen/35' Minimum
Conditional Uses within Residential Zone Districts	25' Partial Screen/15' Minimum	50' Partial Screen/35' Minimum
Business/Industrial (B/I)	50' Full Screen/35' Minimum	50' Full Screen/35' Minimum
Water Dependent Industrial	10' Partial Screen/5' Minimum	50' Partial Screen/35' Minimum
1. All roadside buffers must be planted if not already existing. 2. A buffer is required along Highway 305, which is designated as a scenic highway. The 50' roadside buffer requirement can be reduced up to 25% by the director, after consultation with an acceptable tree professional as identified in subsection		

Table 18.15.010-5: Roadside Buffer Requirements by District [1]

Existing Zoning/Use	Abutting Use	
	Right of Way (not including Hwy 305)	Highway 305 [2]
C.1.c, if it is determined that (a) a 50' buffer would cause the property to be undevelopable, and (b) the reduced buffer will provide as much screening of site activities from Highway 305 as practicable in light of site topography and conditions. 3. For perimeter landscaping requirements in the ferry terminal district transition area, north of Winslow Way, reference BIMC 18.12.030.C. 4. Beginning 100' north of Winslow Way.		

2. Roadside Buffers for Residential and Commercial Subdivisions

Roadside buffers are required for both residential and commercial subdivisions. The type and width of the required buffer varies by the type of roadway the subdivision is adjacent to, as well as the condition of the existing roadside vegetation. The buffers shall be pursuant to the standards set forth in subsection D.4 above. These requirements do not apply to projects involving only interior renovations of existing buildings.

Table 18.15.010-6: Subdivision Roadside Buffer Requirements

Type of Subdivision	Right-of-Way (Buffers Required for Both Open Space and Cluster Flexlot Subdivision Options along Arterial and Collector Roads [1],[2])
Residential Subdivision in the R-0.4, R-1, R-2, and R 2-9 districts	50'- Mature Trees and Shrubs or 25'- Full Screen
Residential Subdivision in the R-3.5, R-4.3, R-5, R-6, R-8, and R-14 districts	No requirement, unless necessary to reflect neighboring development patterns (OS) [3]
Commercial and Multifamily Subdivisions	25' – Full Screen adjacent to all designated scenic roads
1. Properties being subdivided with less than one acre are not subject to roadside buffer requirements. 2. Roadside Buffers: A 25-foot full screen buffer must be planted along applicable roadways when no mature trees and shrubs exist along the property boundary in zones R-0.4, R-1, R-2 and R-2.9. 3. (OS) indicates that the buffer may be calculated in the required open space area for open space subdivisions.	

a. Roadside Buffer General Requirements

- i. All residential subdivisions and short subdivisions subject to landscape buffering requirements shall comply with the standards in this subsection, including those in Table 18.15.010-6.

b. Roadside Buffers in Residential Short Subdivisions

- i. Except for properties containing a gross area of less than one acre, where mature trees and shrubs of a forested nature are located adjacent to public roads that are designated as collector or arterial roads on the adopted road classification map, a 50-foot-wide vegetative buffer shall be maintained. However, in the R-3.5, R-4.3, R-5, R-6, R-8 and R-14 districts a roadside buffer is not required unless it is determined that a landscape

buffer is necessary to maintain the character of the neighborhood or to reflect neighboring development patterns. The provisions for buffer averaging provided in subsection D.5 above shall apply.

- ii. Where there are no mature trees and shrubs that contribute to the existing forested character of these roads, the character of the neighborhood shall be maintained by establishing building setbacks equal to or greater than the existing building setbacks on the adjacent properties. At no point shall the building setback be less than requirements in Title 18.
 - iii. To accommodate an existing house that is located within 50 feet of the property line adjacent to a collector or arterial road, the roadside buffer area width shall be reduced to the width adjoining the existing home between the existing house and the property line adjacent to the collector or arterial road.
- c. Roadside Buffers in Residential Long Subdivisions
- i. For subdivisions located in the R-0.4, R-1, R-2 and R-2.9 districts where mature trees and shrubs of a forested nature are located adjacent to public roads that are designated as collector or arterial roads on the adopted road classification map, a 50-foot-wide vegetative buffer shall be maintained. In the R-3.5, R-4.3, R-5, R-6, R-8, and R-14 districts a roadside buffer is not required unless it is determined that a landscape buffer is necessary to maintain the character of the neighborhood or to reflect neighboring development patterns. The provisions for buffer averaging provided in subsection D.5 above shall apply.
 - ii. For property with a gross area of one acre or more and that is located in districts R-0.4, R-1, R-2 and R-2.9, where there are no mature trees and shrubs that contribute to the existing forested character of the roads, a 25-foot full screen landscape buffer shall be planted consistent with the requirements of subsection D.4a above, except as noted below in this subsection.
 - iii. To accommodate an existing house that is located within 50 feet of the property line adjacent to a collector or arterial road (or within 25 feet of such a property line if subsection c.ii above applies), and to maintain the character of the neighborhood and reflect neighboring development patterns, the roadside buffer area width shall be reduced to the width adjoining the existing home between the existing house and the property line adjacent to the collector or arterial road. At no point shall the building setback be less than requirements in Title 18.
 - iv. For subdivisions designating open space that is intended for agricultural use and would be adversely impacted by the addition of screening landscaping, a 25-foot roadside buffer as prescribed in subsection c.ii above shall not be required.
- d. Roadside Buffers in Multifamily and Commercial Subdivisions
- i. A minimum 25-foot vegetative buffer shall be established adjacent to all designated scenic roads. The buffer shall be consistent with the requirements for a full screen buffer, pursuant to subsection D.4.a above.
- e. Multiple Street Frontages
- i. For properties subject to the roadside buffers requirement along two property boundaries, the roadside buffer abutting the street with the lower classification may be reduced to 25 feet in width. For properties that abut more than two streets requiring roadside buffers or in situations where both abutting streets are of the same road classification, one roadside buffer of the full required width shall be required and all other roadside buffers may be reduced to 25 feet; provided, that the full required width buffer is located where a greater number of significant trees can be incorporated into the buffer.

F. Parking Lot Landscaping

The requirements of this subsection F are in addition to required perimeter landscaping under subsection D above. When more than one building is placed on a lot or a building is placed in the center of the lot with parking all the way around it, the street perspective is used to determine which landscaping standards to follow for parking lot landscaping.

1. NSC, B/I, and WD-I Districts and Nonresidential Uses Outside Winslow Mixed Use Town Center Overlay Districts and High School Road Mixed Use Districts.

All applicants in these areas shall provide the following types and amounts of landscaping. Parking lots shall meet the requirements of BIMC 18.15.020. Applicants may refer to the standards contained in this section for optional planting locations within parking areas.

a. Intent

The intent of this section is to screen views of parking lots. To provide shade and visual relief within parking lots, to limit impacts of impervious surfaces and to reinforce safe pedestrian access to buildings.

b. Requirements for Parking Lots Located Adjacent to Public Rights-of-Way

- i. One tree for every four parking stalls; and
- ii. Minimum 30 percent evergreen trees; and
- iii. Deciduous trees minimum two-inch caliper, evergreen trees minimum six feet high at the time of planting; and
- iv. Evergreen shrubs minimum 18-inch height at the time of planting spaced no more than three feet on center, to provide a continuous hedge achieving a maximum height of three feet at maturity located adjacent to the rights-of-way (this may be achieved with the perimeter landscape); and
- v. Evergreen ground cover planted and spaced to achieve total coverage within two years; and
- vi. A landscaped area at the end of parking aisles.



Parking Adjacent to Right-of-Way



Safe Pedestrian Access

c. Requirements for Parking Lots Not Abutting Public Rights-of-Way

- i. One tree for every eight parking stalls; and
- ii. One hundred percent of the trees may be deciduous; and

- iii. Deciduous trees minimum two-inch caliper, evergreen trees minimum four feet height at the time of planting; and
- iv. Evergreen ground cover and/or shrubs planted and spaced to achieve total coverage within two years; and
- v. A landscaped area at the end of parking aisles.



Parking Area Screen

d. Standards

- i. Maintain shrubs at a maximum three feet height within parking lots so views between vehicles and pedestrians will not be blocked.
- ii. 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.
- iii. Provide permanent curbs or wheel stops to protect the plantings.
- iv. 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.
- v. Clustering of new plant material within parking lots may be approved or required by the director if the intent of this section is met.
- vi. Refer to the landscape materials matrix in the Administrative Manual for tree species appropriate for parking lots.

2. Winslow Mixed Use Town Center Overlay Districts, High School Road Districts, R-8 and R-14 Districts.

All applicants in these areas shall provide the following types and amounts of landscaping. Parking lots shall meet the requirements of BIMC 18.15.020. Applicants may refer to the standards contained in this section for optional planting locations within parking areas.

a. Intent

The intent of this section is to soften the appearance of surface parking lots. To provide more intensive landscaping when surface parking lots are exposed to public view.

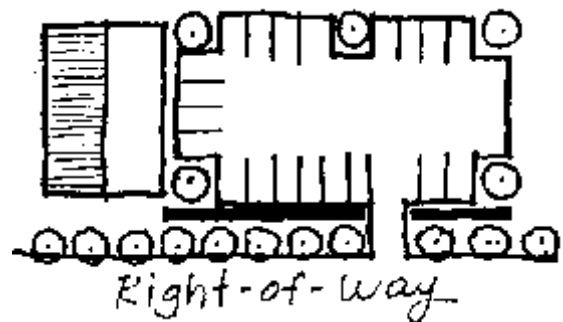
b. Parking Lots Located in the Front of Buildings and Adjacent to Public Rights-of-Way.

- i. One tree for every two parking stalls; and
- ii. One hundred percent of the trees may be deciduous; and

- iii. Deciduous trees minimum two-inch caliper; and
- iv. Evergreen shrubs planted to form a hedge, minimum 18-inch height at the time of planting, spaced no more than 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
- v. 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
- vi. Evergreen ground cover and/or shrubs planted and spaced to achieve total coverage within two years; and
- vii. A landscaped area at the end of parking aisles.

c. Requirements for Parking Lots Located to the Side of Buildings and Adjacent to Public Rights-of-Way

- i. One tree for every four parking stalls; and
- ii. One hundred percent of the trees may be deciduous; and
- iii. Deciduous trees minimum two-inch caliper; and



- iv. Evergreen shrubs planted to form a hedge, minimum 18-inch height at the time of planting, spaced no more than 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
- v. A landscaped area at the end of aisles; and
- vi. 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
- vii. Evergreen ground cover and/or shrubs planted and spaced to achieve total coverage within two years.

d. Requirements for Parking Lots Located Behind Buildings and Not Adjacent to Public Rights-of-Way.

- i. One tree for every eight parking stalls; and
- ii. One hundred percent of the trees may be deciduous; and
- iii. Deciduous trees minimum two-inch caliper, evergreen trees minimum four feet height at the time of planting; and
- iv. Evergreen ground cover and/or shrubs planted and spaced to achieve total coverage within two years; and
- v. A landscaped area at the end of aisles.

e. Standards

- i. Maintain shrubs at a maximum three feet height within parking lots so views between vehicles and pedestrians will not be blocked.
- ii. 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.

- iii. Provide permanent curbs or wheel stops to protect the plantings from vehicle overhang.
- iv. 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.
- v. Clustering of new plant material within parking lots may be approved or required by the director if the intent of this section is met.
- vi. Refer to the suggested landscape materials matrix in the Administrative Manual for tree species appropriate for parking lots

G. Total Site Tree Unit Requirements

1. Intent

The intent of this subsection G is to ensure that, to the degree practicable, (a) each development approval in the MUTC, HSR I and II, R-8, R-14, and NSC zone districts and (b) each development approval for non-residential development in the R-5, R-4.3, R-3.5, R-2.9, R-2, R-1, and R-0.4 zone districts leaves the development parcel with at least a specified minimum amount of tree coverage, measured in tree units per acre, that reflects the degree of tree coverage prior to development or redevelopment and that discourages avoidable site disturbances that would require tree removal.

2. Applicability

The regulations of this subsection G apply to each development application involving (a) any modification to a development parcel located in the MUTC, HSR I and II, R-8, R-14, or NSC districts or (b) a permitted non-residential development in the R-5, R-4.3, R-3.5, R-2.9, R-2, R-1, and R-0.4 zone districts. These provisions shall not apply to projects involving only interior renovation of existing buildings.

3. Site Specific Evaluation of Total Impact on Tree Coverage

- a. Prior to the submission of a development application involving any modification to a development parcel that has less than 50% tree canopy cover prior to the proposed development or redevelopment, the applicant shall complete an inventory of all existing trees on the site indicating the species and the Diameter at Breast Height (DBH) for each existing tree.
- b. As part of any development application the applicant shall identify all existing trees to be removed as part of the proposed development, and the species and DBH of each tree to be removed.

4. Requirements

- a. A development application covered by subsection 2 above shall only be approved if it complies with the requirements of subsections C (Tree Protection, Retention and Replacement), D (Perimeter Buffering and Screening), E (Street Frontage Landscaping), and F (Parking Lot Landscaping), and also complies with subsections (i), (ii) or (iii) below.
 - i. In the MUTC Central Core and Ferry Terminal Overlay districts, the development parcel shall have at least than 30 tree units per acre following the proposed development or redevelopment.
 - ii. In the MUTC Ericksen Avenue, Madison Avenue, and Gateway Overlay Districts, and each site in the R-8, R-14, HSR I and II, and NSC districts, and for permitted non-residential development in the R-5, R-4.3, R-3.5, R-2.9, R-2, R-1, and R-0.4 zone districts, the development parcel shall have at least 40 tree units per acre following the proposed development or redevelopment.

- iii. As an alternative to subsections 4.a.i and 4.a.ii above, and at the applicant's option, the development parcel will contain at least the same number of tree units after the proposed development or redevelopment as it had before that development or redevelopment.
- b. All existing trees preserved and all new trees planted on the site, including but not limited to those required to be preserved pursuant to subsection C above or those required to be replaced or planted pursuant to subsections D, E, or F, shall count towards the required number of tree units.

5. Calculation of Tree Units

- a. Each tree preserved on a development parcel shall earn the number of tree units shown in Table 18.15.010-7, based on its diameter at breast height (DBH). If the DBH measurement results in a fraction, the requirement shall be rounded to the nearest whole number (greater than or equal to 0.5 is rounded up; less than 0.5 is rounded down).

Table 18.15.010-7: Tree Unit Conversion Table for Preserved Trees [1]					
DBH	Tree Units	DBH	Tree Units	DBH	Tree Units
1-5	1.0	16-18	3.2	27-28	7.0
6-10	1.2	19-20	3.8	29-30	7.8
11-12	1.4	21-23	4.6	30+	8.2
13-15	2.0	24-26	6.2		
[1] For multi-stemmed trees, measure the DBH of each trunk separately, multiply each of these measurements by itself, add up these amounts, and calculate the square root of that total to find the DBH for the tree as a whole.					

- b. Tree Retention Bonus
 - i. If retained trees occur in a tree stand, they shall earn 1.2 times the tree unit value shown in Table 18.15.010-7.
 - ii. If the retained trees occur in a tree stand that is adjacent to a tree stand on an adjacent lot that is already protected as part of a land use permit or conservation easement, they shall earn 1.5 times the tree unit value shown in Table 18.15.010-7 instead of the bonus described in subsection b.i. above.
 - iii. If the retained tree is one designated through the City's Heritage Tree Program it shall earn 1.5 times the tree unit value shown in Table 18.15.101-7, and the tree shall not receive additional bonus in subsections b.1 and b.2 above for location in a tree stand.
 - iv. If the retained tree is located within a designated Wildlife Corridor Network, they shall earn 1.5 times the tree unit value shown in Table 18.15.010-7.
- c. Each new or replacement tree planted shall earn the following number of tree unit credits.
 - i. Each tree with a height at maturity of 40 feet or less shall be equal to one-half (0.5) tree unit. Height at maturity shall be as defined in the current edition of the Manual of Woody Landscape Plants: Their Identification, Ornamental Characteristics, Culture, Propagation and Uses, Michael A. Dirr.
 - ii. Each tree with a height at maturity of more than 40 feet shall be equal to 1 tree unit.
- d. If, after complying with subsections C, D, E, and F above, additional trees need to be planted to meet the minimum tree unit requirements in subsection G.3:

- i. In the MUTC Central Core and Ferry Terminal Overlay Districts, (a) those trees may be planted either at ground level or above ground level (such as a patio, terrace, or rooftop; and
- ii. In the MUTC Ericksen Avenue, Madison Avenue, and Gateway Overlay Districts, R-8, R-14, HSR I and II, NSC Districts, as well as for nonresidential developments within residential districts those trees shall be planted at ground level.

H. 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 2 inches in caliper if deciduous or 6 feet in height if evergreen. 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. Existing soils may need to be augmented with fully composted organic material.
- 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, 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 three 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.

I. Irrigation

1. Intent

The intent of this section is to provide temporary or permanent irrigation within new planting areas that do not have high soil moisture conditions. These regulations shall not apply where provisions of Chapter 16.12 or 16.20 BMC or any state or federal law restricts irrigation, and in case of conflict with any provision of those laws, the provisions of those laws shall govern.

2. Requirements

- a. Except for areas of undisturbed existing vegetation, all landscape areas that do not have high soil moisture conditions shall have temporary or permanent irrigation systems. Temporary systems may be removed after 24 months or two growing seasons, whichever occurs first; provided that the plantings are established.
- b. Areas where existing site conditions assure adequate soil moisture for growth within the required landscape area shall have temporary irrigation systems only as required to sustain new plantings.
- c. Landscape areas consisting of drought resistant vegetation may require temporary irrigation systems. Permanent irrigation systems located within required landscape areas should include the following features:
 - i. Moisture or precipitation sensors; and
 - ii. Automatic timers set for operation to assure adequate moisture levels; and
 - iii. Head-to-head spacing, if sprinkler heads are proposed; and
 - iv. Pressure regulating devices; and
 - v. Backflow prevention devices; and
 - vi. Separate irrigation zones for grass and planting beds; and
 - vii. Other features required to comply with applicable state and city codes.

- d. Irrigation water shall be applied with goals of avoiding runoff, low head drainage, overspray, or other similar conditions where water flows onto adjacent property, non-irrigated areas and impervious surfaces by:
 - i. Considering soil type and infiltration rates; and
 - ii. Using proper irrigation equipment and schedules, including features such as repeat cycles, to closely match application rates with infiltration rates; and
 - iii. Considering special problems posed by irrigation on slopes and in median strips.
- e. Irrigation systems shall be subject to the following additional provisions:
 - i. Systems in landscape strips less than five feet in width shall be designed to ensure that overspray and/or runoff does not occur by use of system design options such as low volume emitters; and
 - ii. Sprinkler heads with consistent application rates shall be selected for proper area coverage, operating pressure, and adjustment capability; and
 - iii. Separate control valves shall be used to irrigate plants with differing water needs.

J. Maintenance

1. Intent

All new landscape plantings and significant trees and tree stands to be retained shall be maintained to preserve the Island's forested character.

2. Requirements

- a. All landscaping, significant trees and tree stands shall be maintained for the life of the project.
- b. All landscaped areas required by this chapter, significant trees and tree stands, except within critical areas or their protective buffers (defined in Chapter 16.20 BIMC), should be maintained in a healthy growing condition.
- c. Landscape areas shall be kept free of trash.
- d. All plant material shall be managed by pruning so that plant growth does not conflict with public utilities, restrict pedestrian or vehicular access, or create a traffic hazard.

K. Screening of Certain Facilities

1. Outdoor Storage

In the NSC and B/I Districts, outdoor storage areas shall be screened. The screen height is determined by the height of the material or equipment being screened. Chain link fencing with neutral colored slatting is permitted along with vegetative screening when vegetative screening alone is not sufficient to block the outdoor storage from public view and where the fencing is not visible from a street. Exterior storage should be confined to portions of the site least visible from public view.

2. Trash Dumpsters and Outdoor Equipment

- a. In the NSC and B/I districts, trash dumpsters or any outdoor equipment, whether on roof or side of a structure, or on the ground, shall be screened from view. Screening shall be

architecturally consistent with the adjacent structure in terms of materials. Mechanical equipment should be located below the highest vertical element of the building.

- b. In the B/I districts, trash and recycling containers shall be located to mitigate noise impacts to nearby residential properties.
- c. Small wind energy generators do not need to be screened.

3. Business/Industrial

In the B/I districts, light manufacturing uses shall visually screen the development year-round from adjacent, nonindustrial properties and from adjacent roadways. Landscape screening shall be provided in accordance with subsection D.