



CITY OF
BAINBRIDGE ISLAND

**PLANNING COMMISSION SPECIAL MEETING
THURSDAY, AUGUST 29, 2024**

BAINBRIDGE ISLAND CITY HALL
COUNCIL CHAMBERS
280 MADISON AVENUE N.
BAINBRIDGE ISLAND, WASHINGTON

AND

ZOOM WEBINAR
[HTTPS://BAINBRIDGEWA.ZOOM.US/J/87881233001](https://bainbridgewa.zoom.us/j/87881233001)
OR TELEPHONE: US: +1 253 205 0468
WEBINAR ID: 878 8123 3001

AGENDA

**1. CALL TO ORDER/LAND ACKNOWLEDGMENT/AGENDA REVIEW/CONFLICT
DISCLOSURE - 6:00 PM**

We would like to begin by acknowledging that the land on which we gather is within the ancestral territory of the Suquamish, "People of Clear Salt Water." Expert fishermen, canoe builders and basket weavers, the Suquamish live in harmony with the lands and waterways along Washington's Central Salish Sea as they have for thousands of years. Here, the Suquamish live and protect the land and waters of their ancestors for future generations as promised by the Point Elliot Treaty of 1855.

2. PLANNING COMMISSION MEETING MINUTES - 6:05 PM

Review and approve meeting minutes.

- 2.a Minutes** 5 Minutes
[Minutes - 08222024 - Planning Commission.pdf](#)

3. PUBLIC COMMENT - 6:10 PM

- 3.a Public Comment** 10 Minutes
[Instructions for Providing Public Comment at Hybrid Meetings 20240709.pdf](#)

4. NEW BUSINESS - 6:20 PM

- 4.a Introduction to the Draft Environmental Impact Statement (DEIS) for the Comprehensive Plan and Winslow Subarea Plan updates.** 20 Minutes

- 4.b Review and Recommendation for Housing Resources of Bainbridge (HRB) Ericksen Project** 45
Minutes
[PLN52178_Staff Presentation.pdf](#)
[PLN52178SPR_Staff Report .pdf](#)
[HRB Ericksen_SEPA Checklist_04-18-23 \(2\).pdf](#)
[HRB Ericksen_Architectal Plan Set \(5\).pdf](#)
[571 Ericksen Apartments-Bainbridge Island TIA-3-21-23 \(2\).pdf](#)
[Design for Bainbridge Commercial-MF Worksheet FINAL - Housing Resources Bainbridge 03062023 \(3\).pdf](#)
[HRB Ericksen_Request for Modification of Tree Retention Requiremnts_2023-2-6 \(10\).pdf](#)
[HRB Ericksen_Site Plan revised 7-22-2024 \(2\).pdf](#)
[HRB Ericksen_Zoning Summary_HDDP_4-18-23 \(7\).pdf](#)
[HRB Ericksen_Outdoor Lighting Plan \(2\).pdf](#)
[HRB Ericksen_Project Narrative_4-18-23 \(6\).pdf](#)
[HRB Ericksen_Request for Deviation From Standard_2022-11-14 \(3\).pdf](#)
- 5. PLANNING DIRECTOR'S REPORT - 7:25 PM**
- 6. FOR THE GOOD OF THE ORDER - 7:30 PM**
- 7. ADJOURNMENT - 7:35 PM**

GUIDING PRINCIPLES

Guiding Principle #1 - Preserve the special character of the Island, which includes downtown Winslow's small town atmosphere and function, historic buildings, extensive forested areas, meadows, farms, marine views and access, and scenic and winding roads supporting all forms of transportation.

Guiding Principle #2 - Manage the water resources of the Island to protect, restore and maintain their ecological and hydrological functions and to ensure clean and sufficient groundwater for future generations.

Guiding Principle #3 - Foster diversity with a holistic approach to meeting the needs of the Island and the human needs of its residents consistent with the stewardship of our finite environmental resources.

Guiding Principle #4 - Consider the costs and benefits to Island residents and property owners in making land use decisions.

Guiding Principle #5 - The use of land on the Island should be based on the principle that the Island's environmental resources are finite and must be maintained at a sustainable level.

Guiding Principle #6 - Nurture Bainbridge Island as a sustainable community by meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Guiding Principle #7 - Reduce greenhouse gas emissions and increase the Island's climate resilience.

Guiding Principle #8 - Support the Island's Guiding Principles and Policies through the City's organizational and operating budget decisions.



Planning Commission meetings are wheelchair accessible. Assisted listening devices are available in Council Chambers. If you require additional ADA accommodations, please contact the Planning & Community Development Department at (206) 780-3750 or pcd@bainbridgewa.gov by noon on the day preceding the meeting.

Public comment may be limited to allow time for the Commissioners to deliberate. To provide additional public comment, email your comment to pcd@bainbridgewa.gov or mail it to Planning and Community Development, 280 Madison Avenue North, Bainbridge Island, WA 98110.



CITY OF
BAINBRIDGE ISLAND

Planning Commission Special Meeting Agenda Bill

MEETING DATE: August 29, 2024

ESTIMATED TIME: 5 Minutes

AGENDA ITEM: Minutes

AGENDA CATEGORY: Minutes

PROPOSED BY: Renee Argetsinger

**PREVIOUS PLANNING COMMISSION
REVIEW DATE(S):**

PREVIOUS COUCIL REVIEW DATE(S):

RECOMMENDED MOTION:

I move to approve the June 27, 2024, minutes as presented.

SUMMARY:

BACKGROUND:

ATTACHMENTS:



Planning Commission August 22, 2024

Meeting Minutes

1) CALL TO ORDER/LAND ACKNOWLEDGMENT/AGENDA REVIEW

Chair called the meeting to order at 6:01 PM in Council Chambers and on the Zoom platform. She then read the Land Acknowledgement.

Commissioner Sean Sullivan and Council-Liaison Ashley Mathews were present via Zoom. Commissioners Birtley, Blossom, Schaab, Preudhomme, Garcia, and Deines were present in Council Chambers. Commissioner Sullivan noted a conflict of interest and would be recusing himself during the PSE Code Amendment Request Public Hearing. COBI staff present were Planning Director – Patricia Charnas and Planner – Joanne Mendenhall.

2) PLANNING COMMISSION MEETING MINUTES

2.a Minutes

[Cover Page](#)

[Minutes - Planning Commission 07252024.pdf](#)

MOTION: I move to approve July 25, 2024, the meeting minutes.

Garcia/Blossom - The motion passed unanimously.

3) PUBLIC COMMENT

3.a Public Comment

[Cover Page](#)

[Instructions for Providing Public Comment at Hybrid Meetings 20240709.pdf](#)

No public comments were made.

4) PUBLIC HEARING

4.a (6:20) [Hold a Public Hearing for Ordinance 2024-21 prohibiting crematoria in all zoning districts.](#)

[Cover Page](#)

[Crematorium Memo 07192024](#)

[Ordinance Defining and Prohibiting Crematoria 2024-21.docx](#)

Chair Birtley opened the Public Hearing at 6:05 PM. Introduced Planning Director Charnas who provided information on Ordinance 2024-21 (Crematoria).

Public Comments:

1. Dave Buck - commented in support of a crematoria ordinance
2. Lisa Neal - recommends support of the ordinance

3. Ron Peltier - supports the ordinance and alternatively recommends hiring a consultant
4. Lisa Macchio - supports the ordinance
5. Barbara Zimmer - supports the ordinance

MOTION: I move to approve Ordinance 2024-21, ordinance of Bainbridge Island, Washington, amending BIMC 18.36.010 and BIMC Table 18.09.020, to define and prohibit crematoria in all zoning districts of the city and terminating the moratorium imposed by Ordinance 2024-11.

Garcia/Schaab - The motion passed unanimously.

FRIENDLY AMENDMENT/MOTION: I propose as a friendly amendment that the definition of crematorium that the word "human" is stricken so that it reads "bodies of the dead".

Blossom/Garcia - The motion passed unanimously.

[4.b \(6:50\) Hold Public Hearing on Puget Sound Energy \(PSE\) Code Amendment Requests and Draft Ordinance No. 2024-04](#)

[Cover Page](#)

[Staff Report Ordinance No. 2024-04.pdf](#)

[DRAFT Ordinance No. 2024-04 Utility Regulations_7.3.2024.pdf](#)

[PSE_UPDATED Proposed Code Amendment_BIMC2.16.020_8.06.2024.pdf](#)

[PSE Submittal Bainbridge Code Amendment Analysis.pdf](#)

[PSE Submittal Bainbridge Island Code Amendment Best Available Science Review.pdf](#)

[PSE Submittal Code Amendment Narrative_3.21.24.pdf](#)

[Public Comment Received Prior to 8.15.2024.pdf](#)

Chair Birtley opened the Public Hearing at 6:40 PM on PSE's requested code amendments. She introduced City Planner -Joanne Mendenhall who provided a summary of the ordinance regulations and addendums and introduced Kerry Kriner - PSE Consulting Land Planner and Sara Leverette – PSE Director of Environmental Services, who made a presentation.

Public Comments:

1. Tom Hansen - in support of city's recommendations for the project
2. Lisa Neal - expressed concerns over "exceptions" sprinkled throughout the amendments and recommends removal of exceptions
3. Bill Lemon - supports these "missing links" and the project and would like to see it move forward
4. Kim McCormick - encourages support of the staff's recommendation of 2.16.D

MOTION: I move to amend the definition of upgrade to read, "upgrade means activities that involve replacement of existing infrastructure, or replacing equipment with equipment that meets different operational standards and/or adds capacity to the system. Upgrades shall not include expansions or extensions of existing infrastructure."

Blossom/Deines – The motion passed with 5 votes. Commissioner Sullivan recused himself and Commissioner Preudhomme abstained.

MOTION: I move to recommend the City Council approve Ordinance 2024-04 Utility Regulations to amend Bainbridge Island Municipal Code (BIMC) Sections 16.20, 18.09, and 18.12, as amended.

Blossom/Garcia – The motion passed with 6 votes. Commissioner Sullivan recused himself.

5) **PLANNING DIRECTOR'S REPORT**

Director Charnas offered that upcoming special meetings of the Planning Commission will be necessary. Commended Planner Joanne Mendenhall for all her hard work, as well as the Planning Commissioners, on the PSE Code Amendment Request.

6) **FOR THE GOOD OF THE ORDER**

Commissioner Deines offered his thanks to the Planning Staff for the massive amount of work accomplished.

7) **ADJOURNMENT**

Chair Birtley adjourned the meeting at 8:21 PM.

DRAFT



CITY OF
BAINBRIDGE ISLAND

Planning Commission Special Meeting Agenda Bill

MEETING DATE: August 29, 2024

ESTIMATED TIME: 10 Minutes

AGENDA ITEM: Public Comment

AGENDA CATEGORY: Discussion

PROPOSED BY: Renee Argetsinger

**PREVIOUS PLANNING COMMISSION
REVIEW DATE(S):**

PREVIOUS COUCIL REVIEW DATE(S):

RECOMMENDED MOTION:
Instructions for Providing Public Comment.

SUMMARY:

BACKGROUND:

ATTACHMENTS:



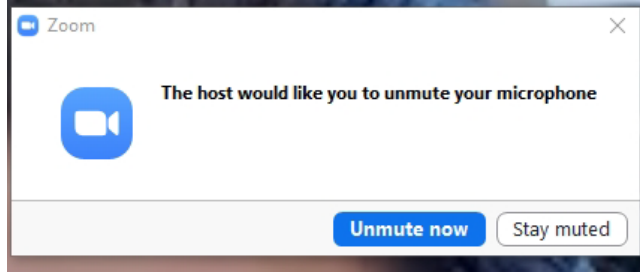
PLANNING AND COMMUNITY DEVELOPMENT

Members of the public are encouraged to submit written public comment to the Planning Commission at any time by emailing Commissioners directly or sending comments to pcd@bainbridgewa.gov and City staff will forward your comment directly to Planning Commissioners on your behalf. Members of the public who wish to provide public comment may attend the meeting in Council Chambers or may participate remotely by following the instructions outlined below. If you are attending in-person, please sign up to speak on the sign-in sheet by the Chamber doors. The Chair or Acting Chair will call the people signed up on the sign-in sheet in Council Chambers first, and speakers will have three minutes to speak from the podium. Following the in-person comment, people who have notified the City in advance will be called on next, provided that the remote commenter displays their true name and has their camera turned on to show their true uncovered face while delivering their comments. A timer on the screen will indicate when 3 minutes have elapsed. Guidelines for public comment are also attached.

Instructions for Providing Public Comment Remotely

1. Contact the City at cityadmin@bainbridgewa.gov no later than Noon of the day of the meeting. State which meeting you would like to make a public comment and provide your true name.
IMPORTANT: No remote public comments will be accepted without first registering at the email address above.
2. Join the Zoom webinar by following the link posted on the agenda and on the City calendar. Sign into Zoom. You will need to enter and display your true name on Zoom and your camera needs to be enabled to show your true uncovered face while delivering comments.
3. The Chair will indicate when it is time for public comment.
4. Attendee indicates desire to speak by clicking on “Raise Hand” option at the bottom of the screen.
If you are calling in by phone and would like to make a comment, *6 mute/unmute
*9 raise/lower hand to be called on to speak.

5. Attendee clicks button “Unmute now” after they are called to speak by the Chair.



6. Attendee will appear on screen with other panelists.

7. Attendee provides comment.

8. A timer on the screen will track your time.

9. Stop speaking when the timer reaches the 3-minute mark.

10. Attendee is returned to attendee group, and microphone is muted.

11. Public comment is simply received by the Planning Commission, with no response.

Guidelines for Public Comment

These guidelines were established for and approved by the City Council and apply to all advisory boards, committees and commissions of the City Council.

Excerpts from the Governance Manual regarding public comment:

5.6 Respect and Decorum

It is the duty of the Presiding Officer and Councilmembers to maintain dignity and respect for their offices, City staff, and the public. While the Council is in session, the Councilmembers shall preserve civility, order and decorum. No member of the public shall, by conversation or otherwise, delay, disrupt, or interrupt the proceedings of the Council, nor engage in any of the prohibited behavior described below. Councilmembers and the public shall obey the proper orders of the Presiding Officer of the meeting.

5.6.1 Orderly Behavior and Civility in Remarks

Any person disrupting the business of the Council, either while addressing the Council or attending the proceedings, shall be asked to leave, or be removed from the meeting. Continued disruptions may result in a point of order by the Presiding Officer or a Councilmember pursuant to the Council’s parliamentary rules, or a recess, forced removal, or adjournment as described elsewhere in this manual. Disruptive behavior includes, but is not limited to, the following:

- a) Speaking without being recognized by the Presiding Officer.

- b) Continuing to speak after the allotted time has expired.
- c) Speaking on an item at a time not designated for discussion by the public of that item, such as speaking on a quasi-judicial item at a time other than during a public hearing or closed record proceeding on the matter.
- d) Throwing objects.
- e) Speaking on an issue that is not a public topic, in violation of Section 9.12.2.
- f) Speaking in favor of or in opposition to a ballot proposition or a candidate for public office, provided, that public comment is allowed when the City Council is considering taking a collective position in favor of or in opposition to a ballot proposition as authorized in RCW 42.17A.555.
- g) Impersonating a City Councilmember or a member of the City staff.
- h) Shouting or otherwise engaging in loud or boisterous behavior.
- i) Continuing to make repetitive remarks after being requested not to do so by the Presiding Officer or a majority of the City Council.
- j) Attempting to engage the audience rather than the Council, e.g., asking audience members to stand, clap, boo or otherwise express collective support or opposition to any matter.
- k) Booing, hissing, or otherwise disrupting the comments of another speaker.
- l) Using racial slurs or other slurs directed at the color, creed, religion, ancestry, gender, sexual orientation, gender expression or identity, national origin, citizenship or immigration status, or mental, physical, or sensory disability of any individual or group, under circumstances where such words constitute “fighting words” under constitutional law.
- m) Refusing to modify conduct after being advised by the Presiding Officer that the conduct is disrupting the meeting or disobeying any other lawful order of the Presiding Officer or a majority of the City Council.

5.6.2 Permission Required to Address the Council

Persons other than Councilmembers and Administration shall be permitted to address the Council only upon recognition and introduction by the Presiding Officer of the meeting.

9.12.2 Subjects – Whether or Not on the Current Agenda

Public comments received during the public comment period may be on any public topic, whether or not on the agenda, but a comment on the subject that is covered by a public hearing at that meeting must be made during the period of the public hearing. All public comments shall be made consistent with Section 5.6.

9.12.3 Use of Microphones

Comments shall be made directly into the microphone, as it is necessary for the public record and for the audience to hear all proceedings. No comments shall be made from any other location.



CITY OF
BAINBRIDGE ISLAND

Planning Commission Special Meeting Agenda Bill

MEETING DATE: August 29, 2024

ESTIMATED TIME: 20 Minutes

AGENDA ITEM: Introduction to the Draft Environmental Impact Statement (DEIS) for the Comprehensive Plan and Winslow Subarea Plan updates.

AGENDA CATEGORY: Discussion

PROPOSED BY: Jennifer Sutton

**PREVIOUS PLANNING COMMISSION
REVIEW DATE(S):**

PREVIOUS COUCIL REVIEW DATE(S): July 19, 2024

RECOMMENDED MOTION:
Information only.

SUMMARY:

Two significant planning updates converge in a Draft Environmental Impact Statement (DEIS) for the Comprehensive Plan Periodic Update and the Winslow Subarea Plan Update. The DEIS was published on July 26, 2024, and the City is accepting public comment until October 10, 2024.

The DEIS provides in depth analysis of three land use and zoning alternatives for the Winslow Subarea and for all of Bainbridge Island. The analysis is intended to assist public understanding, assist the public in providing comments and, ultimately to support decision makers in assessing impacts and trade-offs of the alternatives. The three alternatives are: Alternative 1: No Action (existing), Alternative 2: Dense Centers (go up), and Alternative 3: Distributed Density (go out).

The alternatives are summarized and fully described in Chapters 1 and 2 of the DEIS. A public open house is planned for the public to learn more.

The DEIS, background information, "how to submit a comment", and details on upcoming public open houses, can be found on the Comprehensive Plan Update project webpage:

<https://cityofbainbridgeisland.civilspace.io/en/projects/2024-comprehensive-plan-periodic-update>.

Additional information about the update to the Winslow Subarea Plan is on that project website:

<https://cityofbainbridgeisland.civilspace.io/en/projects/winslow-subarea-plan-update>

BACKGROUND: The Comprehensive Plan and Winslow Subarea Plan serve as policy documents that guide city services and decisions regarding land use, capital facilities, housing, transportation, and more. They serve to unify and further the work of other recently adopted plans and policies on climate and sustainable transportation.

Under the WA Growth Management Act, the City's Comprehensive Plan and associated development regulations must undergo a periodic update by the end of 2024. The City's last periodic update adopted the 2016 Comprehensive Plan with a 20-year planning period of 2016-2036. The 2024 Periodic Update will adopt a comprehensive plan with a 20-year planning period of 2024-2044.

The City began working on an update to the Winslow Subarea Plan in 2023, with several phases of public engagement, including community visioning, and in November 2023, virtual and in-person open houses, hosted by the Planning Commission, to get feedback on three alternatives. Those alternatives, plus alternatives for centers outside of Winslow, are analyzed in the DEIS.

ATTACHMENTS:



CITY OF
BAINBRIDGE ISLAND

Planning Commission Special Meeting Agenda Bill

MEETING DATE: August 29, 2024

ESTIMATED TIME: 45 Minutes

AGENDA ITEM: Review and Recommendation for Housing Resources of Bainbridge (HRB) Ericksen Project

AGENDA CATEGORY: Review and
Recommendation

PROPOSED BY: Auburn Lovett

PREVIOUS PLANNING COMMISSION

REVIEW DATE(S): Public Participation Meeting 5/12/22

PREVIOUS COUCIL REVIEW DATE(S): N/A

RECOMMENDED MOTION:

I move to recommend approval of the HRB Ericksen Project PLN52178 to the Planning Director.

SUMMARY:

Housing Resources Bainbridge is proposing a multifamily affordable housing project at 360 Ericksen Avenue. This project utilizes the Housing Demonstration Design Process (HDDP). This proposal is subject to a Major Site Plan & Design Review permit process which requires Planning Commission recommendation to the Planning Director for decision.

All files can be found on the online portal here:

https://ci-bainbridgeisland-wa.smartgovcommunity.com/PermittingPublic/PermitLandingPagePublic/Index/0cdb8f5d-57ec-44e6-b4f4-afea0164006b?_conv=1

BACKGROUND: Housing Resources Bainbridge is proposing to construct a permanently affordable 18-unit apartment multifamily building. This building will contain 1- and 3-bedroom units. The application was submitted on April 20, 2023 but was placed on hold pending Council action related to permit fees. City Council action on relevant fees took place in November. The Notice of Application/ SEPA comment period began on April 8, 2024.

This project utilizes the Housing Design Demonstration Project (HDDP) code provisions outlined in BIMC 2.16.020.S, whose purpose is to increase the variety of housing choices available to residents across underserved portions of the socioeconomic spectrum, and to promote compact, low-impact development where it is most appropriate. DRB recommends approval with conditions of this project as proposed.

The project is before the Planning Commission for the Review and Recommendation stage of the permit process. The Director has decision making authority on projects of this type.

ATTACHMENTS:



CITY OF
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ISLAND

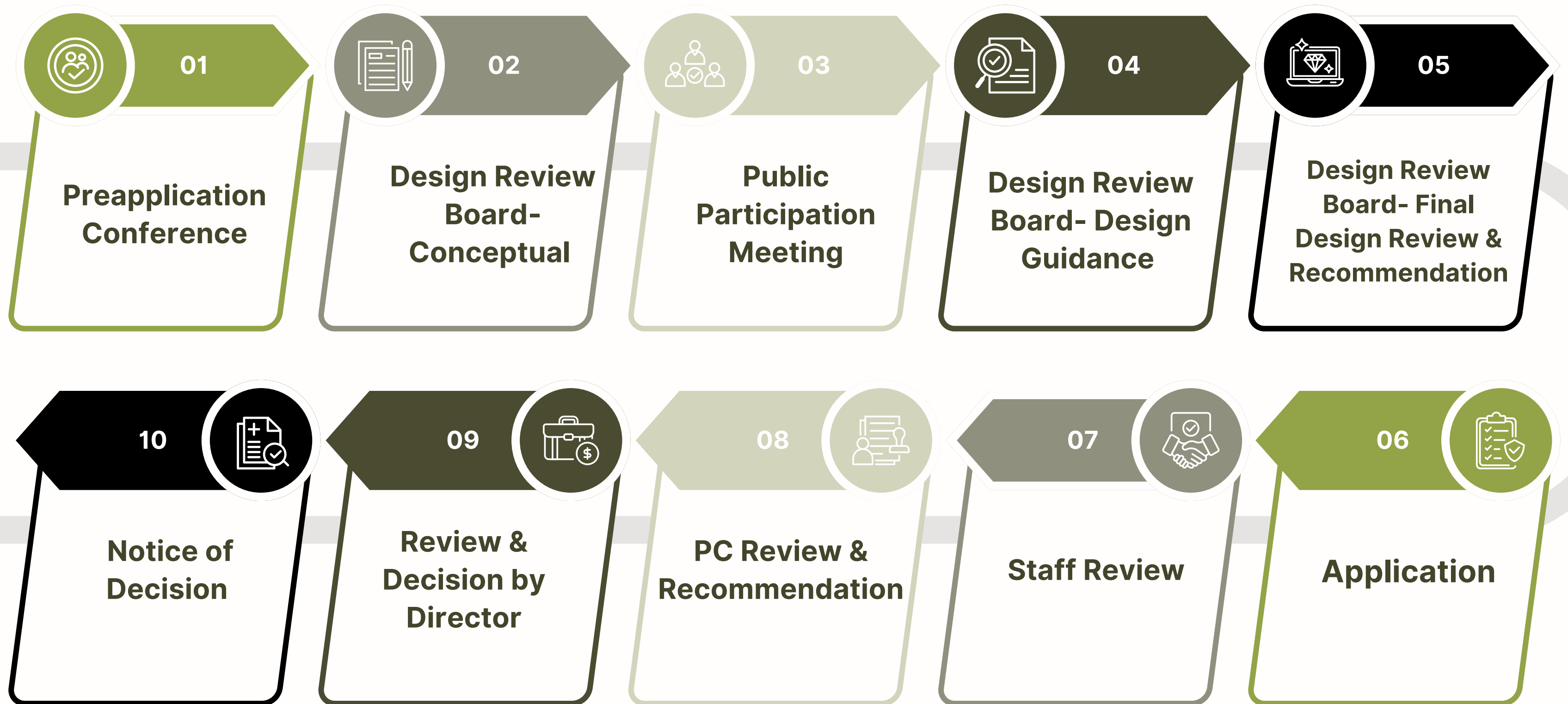
SITE PLAN & DESIGN REVIEW

**PLANNING COMMISSION REVIEW AND
RECOMMENDATION**

PLN52178 SPR: HRB-ERICKSEN SPR HDDP

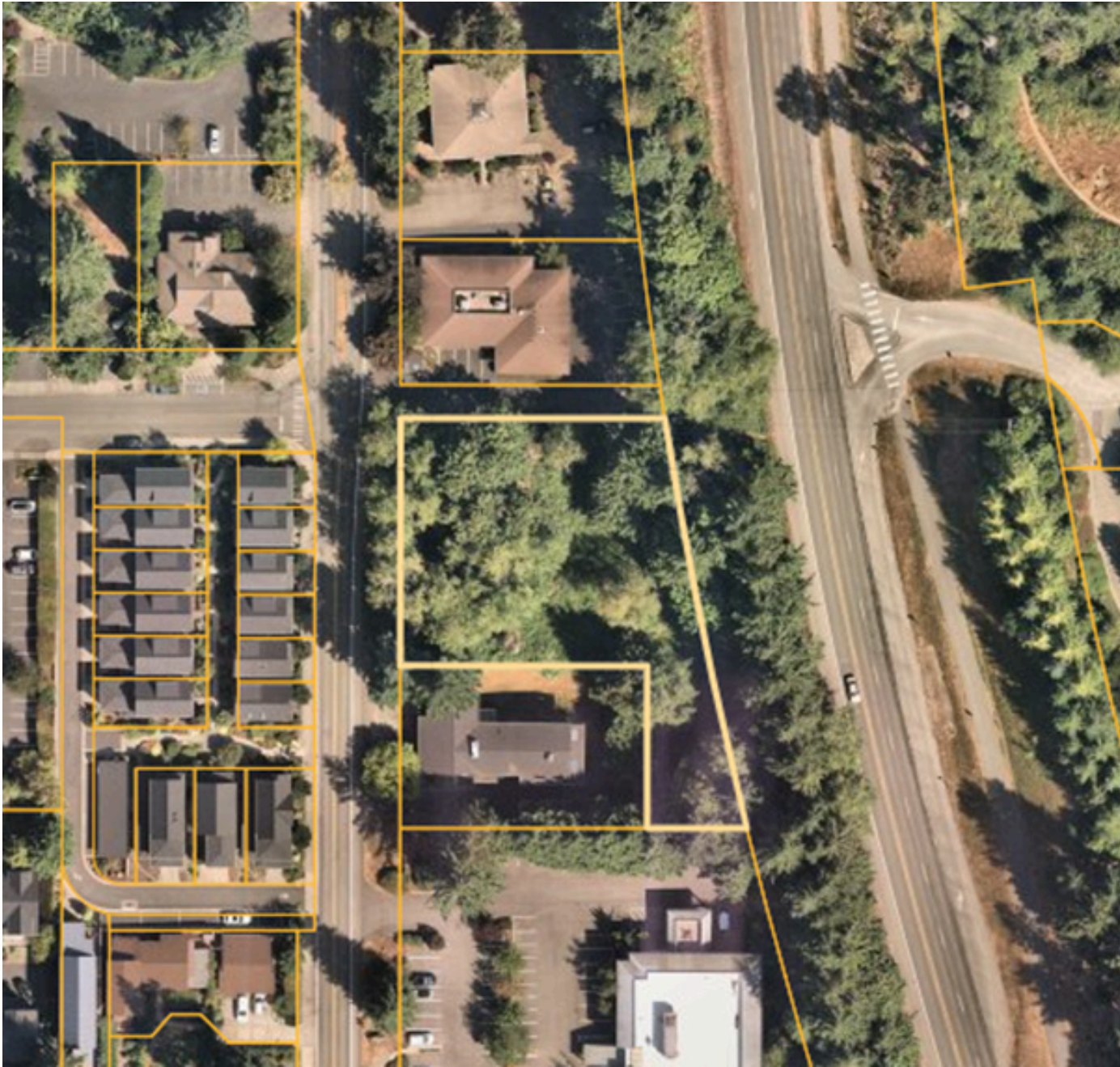
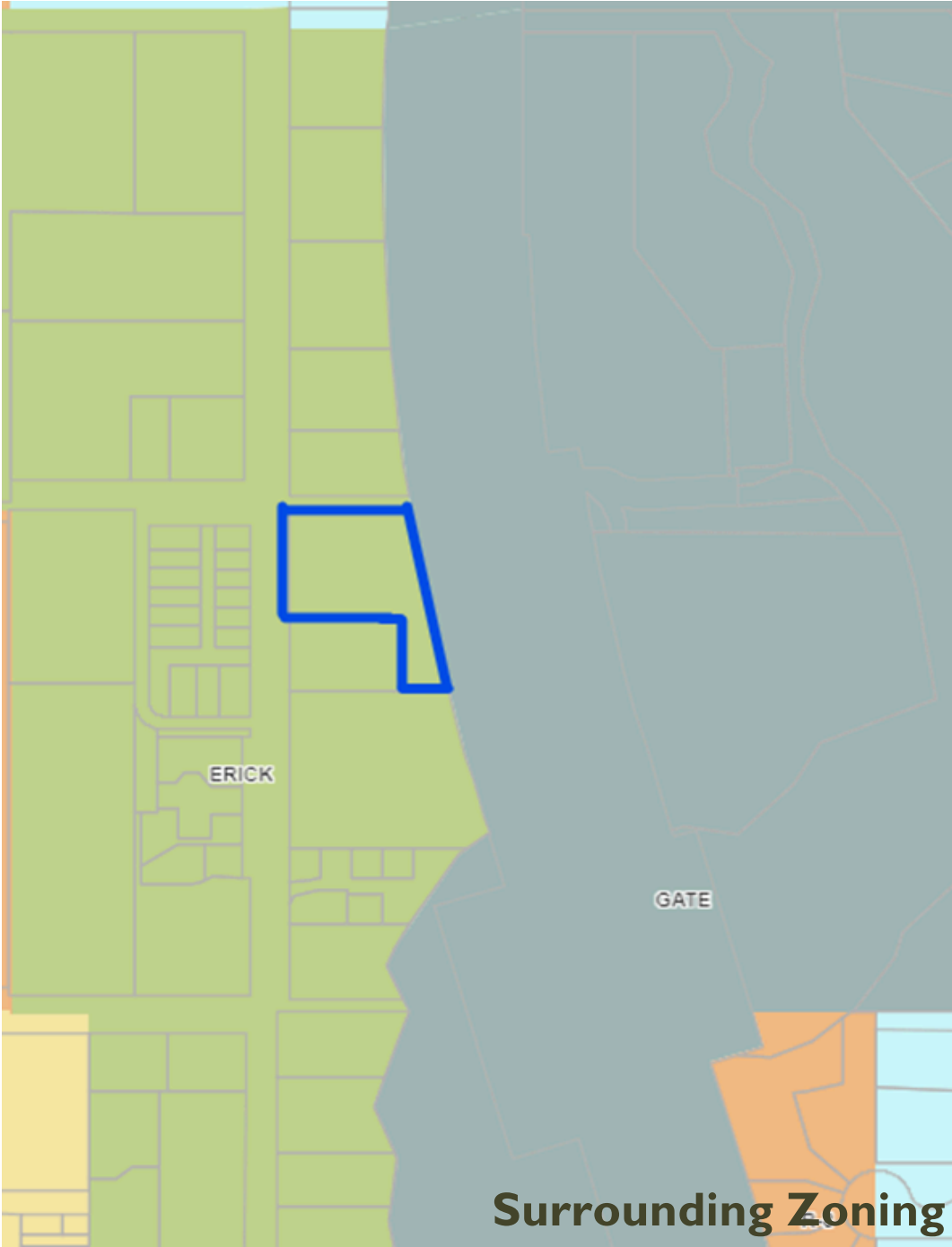


SITE PLAN REVIEW: PERMIT PROCESS

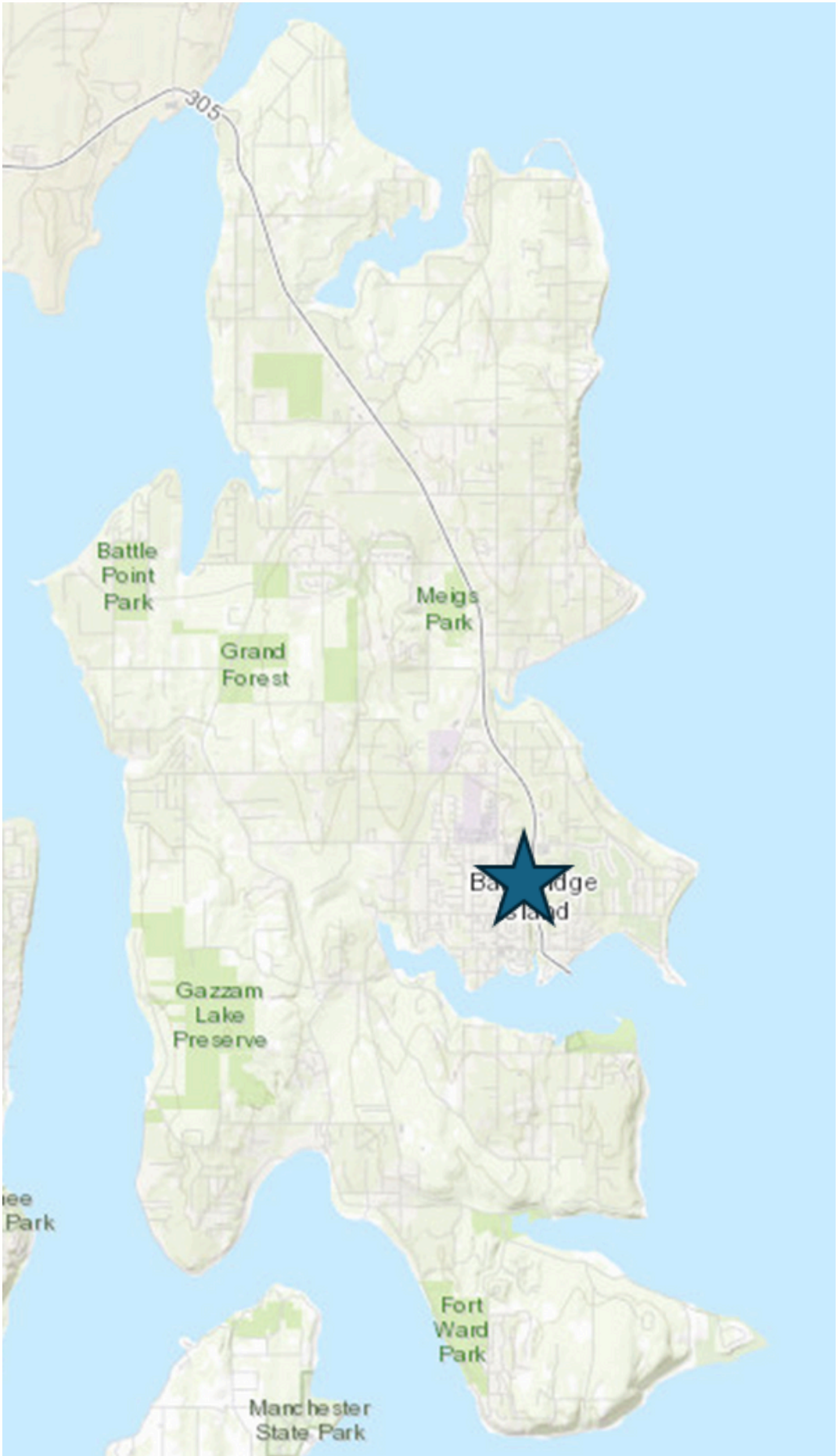


SITE PLAN & DESIGN REVIEW
HOUSING RESOURCES BAINBRIDGE (HRB)
ERICKSEN

PROJECT LOCATION



- Project Zoning: Mixed Use Town Center- Ericksen Overlay District (MUTC- EAO)
- Surrounding Zoning: Mixed Use Town Center- Ericksen Overlay District (MUTC- EAO); MUTC- Gateway across 305



HOUSING DEMONSTRATION DESIGN PROJECT (HDDP)



**100% Affordable
Housing**

**Number of
innovative site
design elements**

COMPREHENSIVE PLAN

Aligns with decision criteria: The site plan and design is consistent with all applicable provisions of the BIMC, design guidelines, the comprehensive plan, and applicable subarea and master plans

1

LAND USE ELEMENT

Goal LU 5: Focus urban development in designated centers

Policy LU 5.1

Policy LU 5.1.1

2

HOUSING ELEMENT

Goal HO-3: Promote variety of housing types
Goal HO-4: Increase the supply of affordable multifamily housing

Policy LU 5.1.1

3

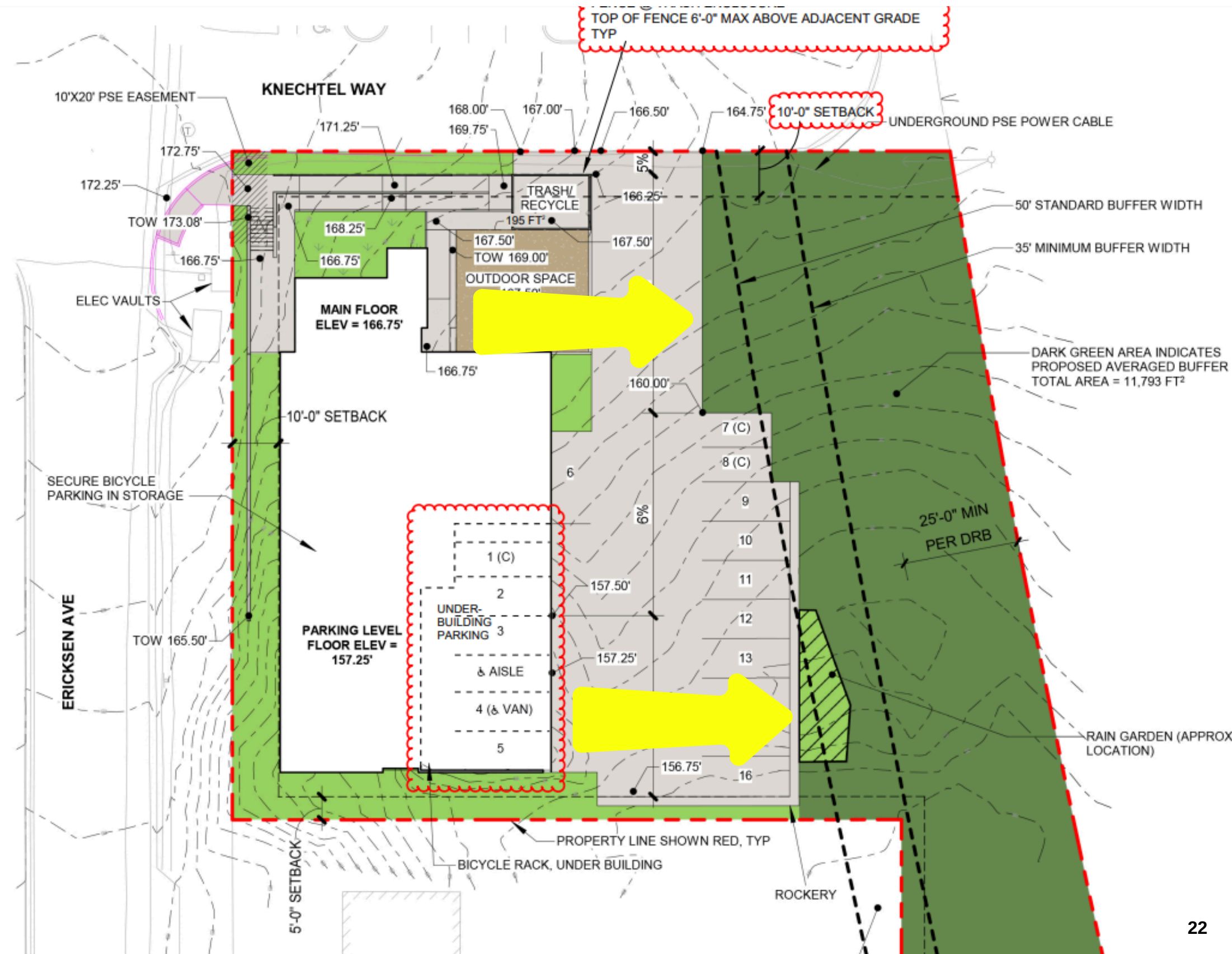
WINSLOW SUBAREA PLAN

Goal WMP 3-1: Promote and facilitate... diverse and affordable housing choices

Policy WMP 3-1.1

DESIGN REVIEW BOARD

- The Design Review Board's recommendation shall hold substantial weight in the consideration of the application by the planning commission
- The Design Review Board recommended approval with conditions including :
 - a. Raingarden averaged within 305 roadside buffer



PUBLIC COMMENTS RECEIVED

14-day notice of application comment period started on April 8, 2024

Total of 5 public comments received

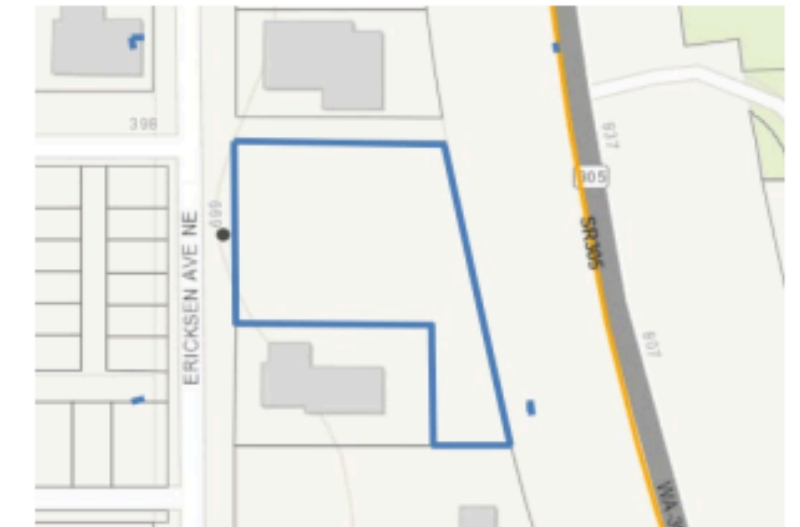
- Traffic/Parking
- Affordable Housing Population
- Density
- Miscellaneous

NOTICE OF APPLICATION/SEPA COMMENT PERIOD

The City of Bainbridge Island has received a Land Use Permit Application for the following project. The public has the right to review contents of the official file, provide written comments, participate in any public meetings or hearings, and request a copy of the decision. This notice is posted at the project site, in City Hall kiosks, the City of Bainbridge Island website, mailed to property owners within 500 feet of any boundary of the subject property and including any property within 500 feet of any contiguous property in the applicant's ownership and published in the Bainbridge Island Review.

PROJECT DESCRIPTION:	Ericksen community (aka HRB Ericksen) is an 18 unit multifamily affordable rental project with 16 parking spaces.
PROJECT NAME:	HRB-Ericksen SPR HDDP
PROJECT NUMBER:	PLN52178 SPR
PERMIT TYPE:	Site Plan Review (Major)
TAX PARCEL:	26250220662002
PROJECT SITE:	680 Ericksen Ave NE
DATE SUBMITTED:	April 20, 2023
DATE COMPLETE:	November 20, 2023
DATE NOTICED:	April 8, 2024
COMMENT PERIOD:	April 8, 2024 – April 22, 2024

Comments must be submitted no later than 4:00pm on Monday, April 22, 2024.



MODIFICATIONS/ DEVIATIONS REQUESTED

DRB-RAINGARDEN
AVERAGING

HOUSING DEMONSTRATION
DESIGN PROJECT (HDDP)

PARKING REDUCTION
PROVISIONS

TREE UNITS IN ROADSIDE
BUFFER

- HDDP UNIT SIZE
- FERRY PROXIMITY



APPLICABLE DECISION CRITERIA

COMPREHENSIVE PLAN

THE SITE PLAN AND DESIGN IS CONSISTENT WITH ALL APPLICABLE PROVISIONS OF THE BIMC, DESIGN GUIDELINES, THE COMPREHENSIVE PLAN, AND APPLICABLE SUBAREA AND MASTER PLANS; AND

CONTEXT SENSITIVE DESIGN

THE LOCATIONS OF THE BUILDINGS AND STRUCTURES, OPEN SPACES, AND LANDSCAPING RESULT IN A CONTEXT-SENSITIVE DESIGN; AND

SITE PLAN CONSISTENCY

THE SITE PLAN AND DESIGN HAS BEEN PREPARED CONSISTENT WITH THE PURPOSE AND REVIEW PROCEDURES OF THIS CHAPTER.

PLANNING COMMISSION ROLE

Action needed:

Recommendation for

- a. Approval,
- b. Approval with conditions, or
- c. Denial

- Recommendation to Planning Director based on Applicable Decision Criteria
- The Planning Commission's recommendation shall be given substantial weight by the director in making a decision.





CITY OF
BAINBRIDGE
ISLAND

NEXT STEPS

HOUSING RESOURCES BAINBRIDGE (HRB)

ERICKSEN



DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

STAFF REPORT

Date: August 21, 2024

To: Planning Commission

From: R. Auburn Lovett, City Planner

Project: Ericksen Community Housing Design Demonstration Project (HDDP) / PLN52178 SPR

Summary of Request:

Ericksen Community (Housing Resources Board) requests approval of a Site Plan and Design Review permit for an 18-unit multifamily housing development within a four-story building.

Recommendation:

Approval of the Site Plan and Design Review permit, as conditioned.

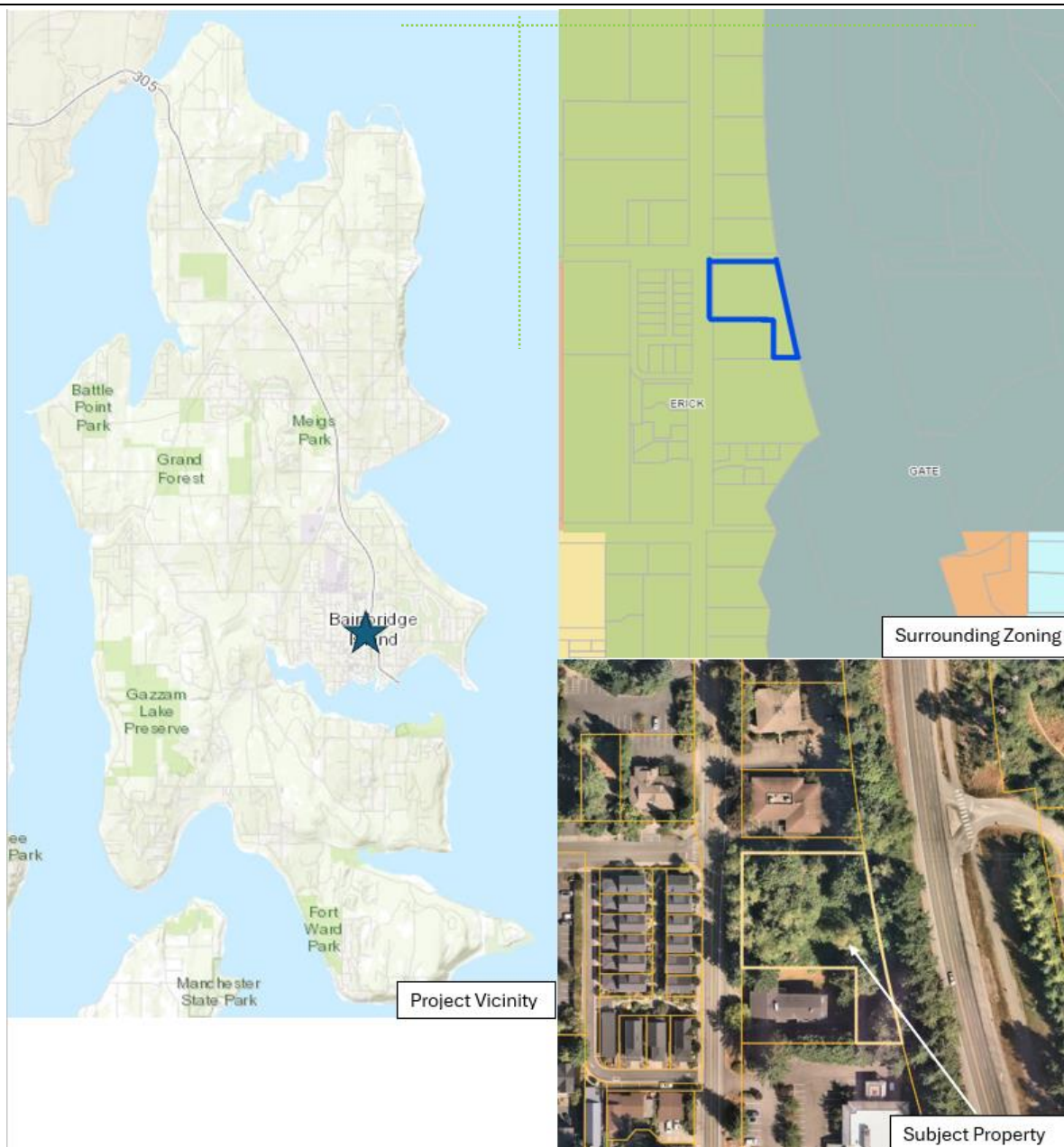
Part I: Land Use Process/Application History

Date:	Action:
March 17, 2022	Preapplication Conference Held
April 18, 2022,	Design Review Board Conceptual meeting held
May 12, 2022	Public Participation meeting held
February 6, 2023	Design Review Board Design Guidance meeting held
March 6, 2023	Design Review Board Final Review and Recommendation meeting held
April 20, 2023	Application Submitted
November 16, 2023	Fees reduced per Resolution 2023-07 Affordable Housing
December 14, 2023	Notice of Complete Application
April 8, 2024	NOA/SEPA Comment Period Published
August 22, 2024	Planning Commission Review / Recommendation meeting scheduled

Part II: General Information and Site Characteristics

Assessor's Record Information:	
Tax Lot Number:	262502-2-066-2002
Owner of Record:	Housing Resources Bainbridge
Lot Size:	0.66 acres (approx. 28,750 sq. ft.)
Site Address:	680 ERICKSEN AVE NE
Current Use:	
Undeveloped	
Comprehensive Plan Designation/Zoning:	

Erickson Avenue Overlay District (EOAD)/ Mixed Use Town Center (MUTC) Ericksen Overlay District	
Access:	
Proposed access is provided from unopened right of way portion of Knechtel Way NE.	
Public Services:	
Police	City of Bainbridge Island Police Department
Fire	Bainbridge Island Fire District
Schools	Bainbridge Island School District
Water	City of Bainbridge Island
Sewer	City of Bainbridge Island
Surrounding Properties – Use, Zoning, and Comprehensive Plan Designation:	
All surrounding properties are within the Mixed-Use Town Center Ericksen Overlay District (MUTC-EAOD); commercial and professional services are located to the north, SR-305 to the east, and multifamily to the south and west of the property.	



Part II: Comprehensive Plan Analysis

The Comprehensive Plan designation for the site is Mixed Use Town Center- Ericksen Avenue Overlay District (MUTC--- EAOD). The Comprehensive Plan guiding principles, goals, and policies, along with implementing regulations in the Municipal Code, are used to evaluate the proposal and weigh project impacts. While the Comprehensive Plan establishes the overall framework for the City, including Winslow, the Winslow Master Plan refines the goals and policies of the Comprehensive Plan as they relate to Winslow. The following guiding principles, goals and policies apply to the proposal:

1. Land Use Element

A. Goal LU 5: Focus urban development in designated centers.

- 1) Policy LU 5.1: Winslow is the urban core of the Island while neighborhood centers are smaller-scale mixed-use centers. In order to achieve the goals of the Growth Management Act this Plan:
 - Encourages development in areas where public facilities and services exist or can be provided in an efficient and effective manner
 - Provides a vibrant, pedestrian-oriented core
 - Reduces sprawl
- 2) Policy LU 5.11: Commercial and residential density within designated centers may be increased through the use of:
 - Affordable housing.

2. Housing Element

- A. Goal HO-3: Promote and maintain a variety of housing types to meet the needs of present and future Bainbridge Island residents at all economic segments in a way that is compatible with the character of the Island and encourages more socio-economic diversity. Partner with community non-profit organizations and local and regional private and public entities in carrying out the following policies.
- B. Goal HO-4: Increase the supply of permanently affordable multifamily housing each year through the year 2036 with goals based on data provided by the Housing Needs Assessment and the City's housing reports.
 - 1) Policy HO 4.1: Encourage new multifamily housing in a variety of sizes and forms in designated centers.
 - 2) Policy HO 4.5: Remove barriers to the creation of new multifamily housing, particularly affordable housing through a variety of actions such as the adoption of regulations that "right-size" parking requirements, reduce certain impact fees and encourage the use of parking management programs to enable the more efficient use of parking.

Winslow Subarea Plan:

1. Housing Element

- A. Goal WMP 3-1: Promote and facilitate the provision of diverse and affordable housing choices in a manner that encourages socio-economic diversity
 - 1) Policy WMP 3-1.1: Through FAR levels, development standards and incentives, encourage a variety of housing sizes and types that meet the needs of a broad range of households, including smaller units suitable for small families, single individuals and senior citizens.

Comprehensive Plan Consistency Analysis

The project increases the variety of available housing and is 100% designated affordable housing. The location provides for growth where infrastructure exists and reduces the conversion of undeveloped land into sprawling development.

This project reduces reliance on automobiles due to the proximity of surrounding commercial development, ready access to public transit including buses and the ferry, and bicycle storage within the common/parking areas.

The Comprehensive Plan promotes dense, pedestrian-oriented development within this district. The development is within walking distance of public amenities including the ferry terminal, park, library and schools, as well as banks, grocery stores, restaurants and personal and professional services. The project provides internal walkways and is served by public sidewalks.

Part III: Public and Agency Comment

The Fire Marshal recommends approval subject to the conditions included in this report.

This project is subject to the State Environmental Policy Act (SEPA) Review. Combined Notice of application/ SEPA comment period was issued on April 8, 2024.

Five public comments were received. Commenters generally opposed the project, citing concerns regarding parking and traffic impacts, affordable housing population, and density.

- 1) Traffic/Parking: Commenters expressed concerns regarding 16 spaces proposed for the 18-unit development. Multiple neighbors were concerned about overflow from residents parking on neighboring properties and in the right of way shoulder. Noise associated with parking and traffic was a noted concern as well.
- 2) Affordable Housing Population: Commenters questioned the need for low-income housing on Bainbridge Island, citing the Wintergreen and Wyatt and Madison housing developments. Public comments raised issues with the affordable housing population within this neighborhood. Concerns included potential elevated crime rates, quality of life of neighbors, employment status, the project's potential impact on the economic diversity of the Winslow downtown area, and loitering of new residents.
- 3) Density: Commentors questioned the need for additional affordable housing in the Winslow area, the allowed density in the area, and the density of this development compared to others in the area. A question was raised about the owner/applicant having the resources to maintain the property. Another question related to whether affordable housing need on Bainbridge Island had empirical evidence.

One commenter requested that the trail on the north side of the property be retained, as it is used to cross Winslow and High School Road.

Part IV: Land Use Code Analysis

*The Municipal Code is presented in normal font, and **staff discussion in bold font.***

1. BIMC 2.16.020.S Housing Design Demonstration Projects

Standard	Requirement	Proposed/ Compliance Evaluation
Unit Size	HDDP housing units cannot be larger than 1,600 square feet:	1-bedroom units are less than 900 square feet, 3-bedroom units are less than 1,600 square feet.

Affordable Housing	The project includes at least 50 percent of housing units that are affordable to households at or below low-income	100 percent of housing units are designated as affordable. Project meets this standard.
Innovative Site Development (optional for projects providing 75% or more affordable units)	The project must integrate at least two of the 14 sustainable site methods listed across the four sustainable site categories below (water quality and conservation, landscaping, open space, and transportation).	Applicant is proposing 100 percent affordable units; standard is therefore not applicable.

The project meets Housing Diversity requirements with homes no more than 1,600 square feet in size, and 18 affordable housing units. Conditions to ensure compliance are recommended, and compliance is reviewed during the building permit process.

3. BIMC Title 18 Zoning

a. BIMC 18.09.020 Use Table

Multifamily Dwellings are a permitted use within the Ericksen Avenue Overlay Zoning district.

b. BIMC 18.12.020-3 Dimensional Standards Table

Dimensional Standard	Requirement	Proposed / Compliance Evaluation
Floor Area Ratio (FAR)	Residential maximum 0.3 (30% of lot area)	The base FAR is 30%, or 8,625 square feet, in compliance with this standard ($28,750 \times .3 = 8,625$). The total proposed FAR is 20,250 sf. Bonus FAR is 11,625 sf ($20,250 - 8,625 = 11,625$). The proposed bonus FAR of 11,625 square feet is 40% of the total FAR ($11,625 / 28,750 = .404$). The total FAR of 0.7 or 70%, which complies with the FAR standards as modified by the HDDP provisions.
Floor Area Bonus BIMC 18.12.030.E	Maximum .9 (90% of lot area) Density Incentives BIMC Table 2.16.020.S-1 allows max. Bonus Mixed-Use FAR in MUTC zoning	The total proposed FAR is 20,250 sf and bonus FAR is 11,625 sf ($20,250 - 8,625 = 11,625$). The proposed bonus FAR of 11,625 square feet is 40% of the total FAR ($11,625 / 28,750 = .404$). The total FAR of 0.7 or 70%, as modified by the HDDP provisions complies with this standard.

Lot Coverage	35% maximum	The proposed lot coverage of the 0.66-acre subject property is 17.7% (5,090/28,750=0.177); the project complies with this standard.
Front Setback	15 feet minimum, 20 ft max. 10 foot minimum with HDDP Incentives	The property fronts Ericksen Avenue and Knechtel unopened Right of Way. The applicant is proposing a 10-foot setback from Ericksen Avenue and a 5' setback from Knechtel Way NE as allowed per HDDP development standard incentives outlined in BIMC 2.16.020.S.6.e. The proposed setback of 10 feet, as modified by the HDDP incentives, meets this standard. The proposed setback of 5' from Knechtel Way, meets this standard.
Side Setback	5 feet minimum	For properties with more than one front lot line, the remaining lot lines are sides (BIMC 18.12.050. Proposed development meets this standard. The applicant is proposing a 5-foot setback on the southern property line as allowed per HDDP development standard incentives outline in BIMC 2.16.020.S.6.e.
Building Height	25 feet, 35 feet with HDDP incentives outlined in BIMC 2.16.020.S.6.f	The applicant is proposing a building height of 35' as measured from calculated average existing grade. The project meets this standard.
Additional Dimensional Provisions: Bonus Density in the Winslow Mixed Use Districts BIMC 18.12.030.E	Bonus density must be dedicated to Affordable Housing ¹	All 18 units proposed are affordable units; the project meets this standard.
Optional Affordable Housing Bonus Summary BIMC Table 18.12.030	Residential development of 10,000 sq. ft. but less than 60,000 sq. ft. Must comply with the following ratios: (a) 100 percent of bonus for all	Housing Resources Bainbridge (HRB) proposes to own and manage the 18 new one- and three-bedroom affordable housing units. HRB proposes to serve residents who are at or below 80% Adjusted Median Income (AMI).

¹ BIMC 18.36: ““Affordable housing” or “affordable dwelling unit” means a dwelling unit for use as a primary residence, which may be rented or purchased (including utilities other than telephone and cable TV) without spending more than 30 percent of monthly household income. Income level eligibility threshold levels shall be set using HUD levels for the Bremerton-Silverdale metropolitan statistical area.

	moderate; OR (b) 0.2 of bonus for extremely low, very low, or low income groups; (c) 0.5 of bonus for moderate income group; and (d) 0.3 of bonus for middle income group	Project conditions ensure that new affordable housing serves the required income groups(s).
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BIMC 18.15.010 Landscaping, screening, and tree retention, protection, and replacement.

Dimensional Standard	Requirement	Proposed / Compliance Evaluation
Roadside Buffer	50' / 35' Minimum Full screen from SR305	The applicant proposes averaging of the roadside buffer to allow for a 236 square foot rain garden within the typical 50' buffer. The Design for Bainbridge Board recommends approval of this standard. The applicant does not propose removing trees for the rain garden. The proposed 35-foot roadside buffer, as modified by the averaging, meets this standard.
Parking Lot Landscaping BIMC 18.15.010.F.2.d	One tree for every four parking stalls, evergreen ground cover and/or shrubs and landscape areas at the end of aisles.	The submitted landscape and planting plan depicts parking lot landscaping which includes trees, shrubs, groundcover, and landscape areas at the end of aisles. Four trees are required to meet parking lot landscaping requirements (16 required on-site spaces / 4 = 4). The proposed planting plan meets this requirement.
Total Site Tree Unit Requirements BIMC 18.15.010.G	40 tree units per acre or the same number pre- and post-development, at the applicant's option. Each new tree is equivalent to one tree unit.	The applicant opts to provide 40 tree units per acre. Altogether, 15.6 tree units are required to meet tree unit requirements (0.39 x 40 =15.6).

		16 tree units are proposed outside of the roadside buffer. A total of 16 new trees are proposed. The applicant requested a modification to the tree unit requirements to allow the roadside buffer from 305 to count towards the tree unit calculation. Staff does not recommend approval of this modification as the tree units proposed outside of the roadside buffer meet the tree unit requirement for the site. The calculation of tree units is 40 tree units per acre excluding the area of the roadside buffer. 0.39 acres of this parcel are outside of the roadside buffer; $0.39 \times 40 = 15.6$. The project as proposed is in compliance with this standard.
Parking Spaces BIMC 2.15.020.S.6.D.i BIMC Table 18.15.020	1 space per primary dwelling unit that is a studio or 1 bedroom unit, and 2 spaces for all other primary dwelling units. Residential parking requirements may be reduced by 50 percent for dwelling units located within a one-half-mile radius ... of the ferry terminal providing scheduled service to Seattle. For projects which designate 100 percent affordable housing and within one mile of the ferry terminal, for units less than 900 square feet in size, the parking requirement is reduced to one-half space per unit.	Twelve one-bedroom, and six three-bedroom units are proposed. The standard requirement would be 24 parking spaces $[(12 \times 1) + (6 \times 2)] = 24$. The applicant proposes 6 parking spaces for the six, three-bedroom units, utilizing the ferry proximity parking reduction provision $[6 \times 2] / .50 = 6$. For this unit type, the project meets the parking standards as modified by the ferry proximity provisions. The applicant proposes 6 parking spaces for the 12 one-bedroom units, utilizing the HDDP residential parking provision $(12 \times 0.5 = 6)$. For this unit type, the project meets the parking standards as modified by the HDDP provisions. Two parking reduction provisions are used for this project, but no

		parking reductions are combined on any one unit. Because the parking reductions are based on unit size, and code references standards in relation to units (not overall projects or sites), the parking as proposed is approvable under the code. The development proposes 16 on-site spaces, including 4 guest spaces. The project is in compliance with these standards.
Circulation / Walkways	Driveways shall provide well-defined, safe and efficient circulation. Entrances and the circulation pattern shall be defined by landscaped areas. Walkways shall meet accessibility requirements.	The City Development Engineer finds that as conditioned, the site plan conforms to the City of Bainbridge Island Design and Construction Standards and Specifications. As conditioned, circulation and walkways meet this standard.
Bicycle Facilities BIMC 18.15.030.B	All parking facilities shall contain bicycle parking facilities that allow secure locking of both the frame and wheels. One bike space shall be provided for every five parking spaces with a minimum of four spaces per lot.	The project proposes 4 bicycle parking spots ($16 / 5 = 3.2$). The project is in compliance with this standard.
Electric Vehicle Charging Infrastructure BIMC 18.15.020.3	Group R-2 new buildings with 5 or more dwelling units: - EVSE: 10% parking spaces - EV Ready: 25% parking spaces - EV Capable: 10% parking spaces	Parking requirements for this site are a minimum of 16 units. Based on 16 required parking spots, 2 EVSE, 4 EV ready, 2 EV Capable for a total of 8 electric vehicle charging infrastructure parking spaces are required. As proposed, the development has a total of 8 electric vehicle infrastructure parking spots, 2 EVSE, 4 EV Ready, and 2 EV-Capable. The project is in compliance with this standard.

BIMC 2.16.020.S HDDP approval criteria

Approval Criteria		
Relief from Specific Standards	The applicant has demonstrated how relief from specific development standards, including setback reductions, lot coverage	The proposed development utilizes the HDDP incentives due to specific site constraints that allow the project to achieve the

	and/or design guidelines, is needed to achieve the desired innovative design and the goals of this chapter.	desired goals of this chapter. The project meets this standard.
Public Service Levels	The project does not adversely impact existing public service levels for surrounding properties;	The proposed development is consistent with the provisions of the comprehensive plan. Development Engineering has reviewed and approved the Transportation Impact Study. This standard is met.
Housing Diversity	f. The applicant is meeting required housing diversity standards. Management of long-term affordability for designated affordable housing will be monitored through the use of recorded covenants and/or other agreements	The project is conditioned to meet this standard.

3. BIMC 2.16.040.E Site Plan and Design Review - Decision Criteria

The Director shall review the application materials, information provided by the Health District and City Engineer, staff report, any public comments received, the recommendations of the Design Review Board, and the recommendations of the Planning Commission, and shall make a final decision based on the decision criteria below, the recommendation of the Planning Commission, the recommendation of the Design Review Board, and consideration of any public comments received.

The Design Review Board and Planning Commission's recommendation shall hold substantial weight in the consideration of the application by the Director. Any deviation from that recommendation shall be documented in the Director's report.

Decision Criteria	Proposed / Compliance Evaluation
The site plan and design is consistent with all applicable provisions of the BIMC, design guidelines, the comprehensive plan, and applicable subarea and master plans; and	Consistency with zoning standards, including dimensional standards, design standards, landscaping and parking requirements, is discussed above. Compliance with standards and project conditions is ensured at time of building permit review. As conditioned, the development is consistent with all provisions of the Municipal Code.
The locations of the buildings and structures, open spaces, and landscaping result in a context-sensitive design; and	The DRB reviewed the project for compliance with the City's design standards and recommends approval of the project as proposed. Development provides consistency with the character and quality of development in the vicinity and sensitivity to the physical characteristics of the subject property.

The Kitsap public health district has determined that the site plan and design meets the decision criteria.	The Kitsap Public Health District verifies compliance with water and sewage disposal at the building permit stage of the project.
The streets and nonmotorized facilities, as proposed, are adequate to accommodate anticipated traffic; and	The City Engineer finds that, as modified by recommended conditions, the streets and pedestrian ways are adequate to accommodate anticipated traffic.
The City Engineer has determined that the site plan and design meets the decision criteria a- f.	The City Engineer has determined that the site plan and design meets the decision criteria a-f.
No harmful or unhealthful conditions are likely to result from the proposed site plan; and	Staff recommends conditions to provide for public health, safety and welfare, and public use and interest. Staff recommends conditions to provide adequately for transportation and access, including pedestrian and emergency services access, in addition to water, sanitation, and stormwater facilities.
If the subject property contains a critical area or buffer, as defined in Chapter 16.20 BIMC, the site plan and design review permit conforms to all requirements of that chapter; and	The City of Bainbridge Island is a designated Aquifer Recharge Area. The project conforms to critical area regulations.
The Bainbridge Island fire department has reviewed the application and determined that the site plan has been properly designed to ensure fire protection; and	The Fire Marshal recommends approval subject to the conditions included in this report.
The site plan and design has been prepared consistent with the purpose and review procedures of this chapter.	The purpose of this Code section is to establish a comprehensive site plan and design review process that ensures compliance with the adopted plans, policies, and ordinances of the City and promote those specific purposes for each zoning district. The proposal followed the preapplication review process identified in BIMC 2.16.040.D and the application process in accordance with the provisions of BIMC 2.16.040.E.

Part V. Conclusions

This report includes the standards of review, relevant Municipal Code and Comprehensive Plan provisions and provisions of other permitting agencies. The staff report includes findings based on evidence in the record. The project file contains the official record and basis for findings, including technical information and documentation.

Appropriate notice of application was provided, and comments considered. The application is properly before the Planning Commission for recommendation. Staff recommends the following conditions:

Project Conditions:

1. The authorization for construction activities automatically expires and is void if the applicant fails to file for a building permit or other necessary development permit within three years of the effective date of the Site Plan and Design Review permit.
2. Plans submitted for construction shall substantially comply with the plans, revised 07/22/2024, approved through this land use permit, as modified by these conditions.
3. Prior to any construction activities, the applicant shall obtain the appropriate permits from the City of Bainbridge Island, including but not limited to clearing, grading, and/or building permits.
4. 100 percent of affordable housing units must serve low-income households with an income less than or equal to 80% AMI. 50 percent of required affordable housing units must serve households with an income less than or equal to 60 percent AMI. Designated affordable housing shall remain affordable for 99 years from the time of final inspection on the affordable unit.
5. The applicant shall record covenants that demonstrate how the unit will remain affordable and be managed for 99 years. Management of long-term affordability for designated affordable housing will be effectuated through the use of recorded covenants and/or other agreements as approved by the City Attorney.
6. If any historical or archaeological artifacts are uncovered during excavation or construction, work shall immediately stop, and the Department of Planning and Community Development and the Washington State Office of Archaeology and Historic Preservation shall be immediately notified. Construction shall only continue thereafter in compliance with the applicable provisions of law.
7. Floor Area Ratio bonus density shall comply with the bonus density provisions of BIMC 18.12.020-3 and general provisions for Housing Demonstration Development Projects (HDDP) in BIMC 2.16.020.S
8. Affordable housing must comply with the following ratios: 100 % of bonus to moderate income households or 20% of bonus to extremely low, very low or low income, 50% to moderate income and 30% to middle income households.
9. Any required planting shall be installed, or installation financially assured in accordance with BIMC 18.15.010.H. prior to occupancy of the new building. After installation approval by the Department, maintenance assuery shall be required in accordance with BIMC 18.15.010.H.
10. The required 50-foot roadside buffer shall be planted to obtain full screen as required in BIMC 18.15.010.D.2.
11. Hand digging and other best practices should be taken to avoid damaging the critical root zones of trees within the proposed rain garden in compliance with BIMC 18.15.010 and ANSI A300 Standards for Root Management.
12. The project shall provide parking for 4 bicycles, at a minimum, in substantial conformance with the locations proposed. All bicycle parking facilities shall be covered and allow secure locking of both the frame and wheels for individual bikes.
13. The project shall comply with the following conditions to the satisfaction of the Fire Marshal:
 - A. Any future development shall comply with all provisions of the adopted Fire Code

- B. Buildings 3,600 square feet and greater are required to be equipped with an automatic fire sprinkler system pursuant to the current edition of NFPA 13. A fire alarm system may be required based on occupancy or to monitor fire sprinkler system.
 - C. A 20-foot unobstructed width is required fire department apparatus access.
 - D. A minimum fire flow of 1,000 gallons per minute for 1 hour is required from a fire hydrant within 600 feet of the proposed structure.
 - E. Detention vault must be engineered to support the weight of a 60,000-pound fire apparatus.
14. The project shall comply with the following conditions to the satisfaction of the City Engineer:
- A. No building permit, subdivision, short subdivision, or planned unit development shall be approved or granted until the owner of the affected property dedicates to the city the portion of land designated on the official street map or required by COBI Design and Construction Standards (Standards) as a street right-of-way (ROW). The project fronts Ericksen Ave NE to the west and unopened ROW to the north which is presumably an extension of Knechtel Way NE ROW and is likely a remnant of the ROW grid prior to the construction of SR305 as a limited access state route. Ericksen Ave NE is classified as an urban collector with an existing ROW width of 50-FT along the projects frontage which meets the minimum 50-FT width per the Standards. Knechtel Way NE is classified as a n urban local access road. The existing unopened ROW to the north has an existing width of 20-FT which is less than the standard width of 40-FT for urban local access roads.
 - (1) The standard ROW dedication of 10-FT along the northern boundary is not required for this project. The applicant submitted a request for relief from the required ROW dedication citing constraints relating to the minimum amount of required parking and number of possible residential units. The request, dated 30 July 2024, has been reviewed and was approved by Development Engineering on 02 August 2024.
 - B. Consistent with the decision criteria considered to recommend project approval of a site plan review as found in BIMC 2.16 and RCW 58.17.110, public improvements along the project frontages will be required as a condition of development. Required improvements are based on the IWTP as adopted into the COBI Comprehensive Plan and the Standards.
 - (1) A 5-FT wide bike lane shall be located along the project's Ericksen Ave NE frontage. Currently, a bike lane exists along the project frontage. However, the proposed plan shows a curb return encroaching into the existing bike lane.
 - (2) A pedestrian curb ramp is proposed at the southeast corner of the intersection with Ericksen Ave NE and Knechtel Way NE. Further analysis is required to determine if a corresponding ramp will be required to be installed by the applicant along the west side of Ericksen Ave NE.
 - (3) As the project is utilizing parking provisions that reduce the amount of required onsite parking, the applicant shall coordinate with Kitsap Transit and COBI on installation of a bus stop in the project's vicinity. If a bus stop at a location approved by COBI is desired by Kitsap Transit, it shall be installed by the applicant. Documentation of coordination between Kitsap Transit and the applicant shall be provided to COBI Public Works Development Engineering.
 - C. Access to the site shall be provided as modeled in the traffic impact analysis with a single point of ingress and egress extending south from the unopened ROW along the project's northern boundary.
 - D. The proposed opening of the currently unopened Knechtel Way NE ROW to construct an access serving the project shall require a separate application to access an unopened ROW per BIMC 12.32. Construction within the ROW shall require a ROW use construction permit or road

approach application (RAA) as determined by COBI Public Works Engineering. The ROW/RAA permit will be subject to an independent review resulting in separate conditions, fees, and bonding requirements.

- E. Project is subject to Transportation Impact Fee evaluation (BIMC 15.30) per the COBI fee schedule in effect at the time of construction permit issuance. Per BIMC 15.30.070, affordable housing projects, as defined by BIMC 18.21.020 and 18.36.030 or their successors, are exempt from payment of TIFs. A completed Transportation Impact Fee worksheet shall be due at the time of construction permit submittal and required fees (if any) shall be paid in full prior to construction permit issuance.
- F. The project site is located within COBI water service area. The final water availability letter is independently reviewed and generated separate from the land use review and approval.
- G. The project site is located within COBI sewer service area. The final sewer availability letter is independently reviewed and generated separate from the land use review and approval.
- H. Final civil improvement plans, reports, and computations, prepared by a civil engineer registered in the State of Washington, shall be submitted with the application(s) for a construction permit (building, grading, ROW, etc.) to the City for review and approval to construct all necessary infrastructure and utilities serving the site. A signing and striping plan shall be included in the submitted plan set. No certificate of occupancy will be issued for any building until all civil improvements have been completed and accepted through the final inspection process.
- I. Sanitary sewer main extensions and appurtenances shall be constructed per the Standards and be located within the ROW or an easement dedicated to COBI. Side sewer service lines shall be privately owned and maintained. Required easements, if any, for the proposed sanitary sewer main extensions shall be recorded prior to issuance of any certificate of occupancy.
- J. A Developer Extension Agreement (DEA) shall be executed at the site utilities construction permitting application phase for the construction of utilities to be inspected and accepted by the City.
- K. A final stormwater report shall be submitted with the construction permit detailing compliance with all applicable minimum requirements (MR) as required by BIMC 15.20. Review of the preliminary stormwater report indicated additional information will be required to demonstrate compliance with the following minimum requirements.
 - (1) MR #7 – The pre-developed condition to be matched in the WWHM model shall be forested land cover.
- L. Prior to construction permit issuance, the applicant shall submit an operation and maintenance manual for the on-going maintenance of the storm drainage system.
- M. Stormwater facilities used to provide treatment of on-site areas shall remain privately owned and maintained. The owner(s) shall be responsible for maintenance of the storm drainage facilities for this development following construction. Annual inspection and maintenance reports shall be provided to the City. A Declaration of Covenant for stormwater system operation and maintenance will be required to be recorded before final certificate of occupancy is issued unless otherwise waived by COBI Engineering. The approved language for the Declaration of Covenant is found in BIMC Chapter 15.21.080.
- N. New and replaced pollution generating hard surfaces associated with frontage improvements, including bike lanes, shall be subject to water quality stormwater requirements per BIMC 15.20. Treatment shall be provided for these surfaces where they contribute to exceeding regulatory triggering thresholds.
- O. A right-of-way (ROW) construction permit shall be required prior to any construction activities within the right-of-way in addition to completing the DEA and obtaining other necessary construction permits. The ROW permit shall be subject to separate conditions, fees, and bonding requirements.
- P. Street grind and overlay shall be required where two (2) or more pavement cuts are made

within 300-ft of each other. Street grind and overlay shall be required between pavement cuts and shall extend a minimum of 10-ft beyond each cut or to the nearest existing pavement seam, as determined by the city engineer. If pavement cuts extend beyond the street centerline, full street width grind and overlay shall be required.

- Q. Compliance with BIMC 13.20 Backflow Prevention shall be demonstrated at both construction permit issuance and prior to issuance of any certificate of occupancy.
- R. As-built civil construction plans stamped by a civil engineer shall be provided by the applicant prior to issuance of any certificate of occupancy unless otherwise waived by city engineer.
- S. Trenching and excavation work performed within the dripline or critical root zone of significant trees to be retained shall be monitored by a certified arborist.

CITY OF BAINBRIDGE ISLAND

ENVIRONMENTAL (SEPA) CHECKLIST - *UPDATED 2014*

FORM MUST BE COMPLETED IN INK, PREFERABLY BLUE

PENCIL WILL NOT BE ACCEPTED



PLEASE READ THE FOLLOWING CAREFULLY BEFORE FILLING OUT THE CHECKLIST

Purpose of checklist:

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

Instructions for applicants: [\[help\]](#)

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

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

Instructions for Lead Agencies:

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

Use of checklist for nonproject proposals: [\[help\]](#)

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

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

**CITY OF BAINBRIDGE ISLAND
ENVIRONMENTAL (SEPA) CHECKLIST**

LEFT COLUMN TO BE COMPLETED BY APPLICANT.
ONLY

FOR STAFF USE

A. background [\[help\]](#)

1. Name of proposed project, if applicable: [\[help\]](#)

ERICKSEN COMMUNITY (aka HRB Ericksen)

2. Name of applicant: [\[help\]](#)

Charles Wenzlau – Wenzlau Architects

3. Address and phone number of applicant and contact person: [\[help\]](#)

490 Madison Ave. North Suite 105, Bainbridge Island, WA 98110

206-780-6882

Contact: Charles Wenzlau

4. Date checklist prepared: [\[help\]](#)

April 18, 2023

5. Agency requesting checklist: [\[help\]](#)

City of Bainbridge Island

6. Proposed timing or schedule (including phasing, if applicable): [\[help\]](#)

Construction completion around Spring/Summer of 2025

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. [\[help\]](#)

NO

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. [\[help\]](#)

None known

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

None known

**CITY OF BAINBRIDGE ISLAND
ENVIRONMENTAL (SEPA) CHECKLIST**

LEFT COLUMN TO BE COMPLETED BY APPLICANT.
ONLY

FOR STAFF USE

10. List any government approvals or permits that will be needed for your proposal, if known. [\[help\]](#)

Site Plan Review, Building Permit

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

Project consists of 18 affordable units with 16 parking stalls

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

Project site is located at the SE corner of Ericksen Avenue and Knechtel Way

B. ENVIRONMENTAL ELEMENTS [\[help\]](#)

1. Earth

a. General description of the site [\[help\]](#)
(circle one): Flat, rolling, hilly, steep slopes, mountainous,

Other: gently sloping

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b. What is the steepest slope on the site (approximate percent slope)? [\[help\]](#)

15%

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

Site contains glacial till.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. [\[help\]](#)

None

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill. [\[help\]](#)

Excavation is limited to foundation installation.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. [\[help\]](#)

Yes, erosion could occur as a result of clearing and construction, but not use, as the site will be stabilized prior to use. Best Management Practices will be designed and implemented during construction to minimize the risk of turbid water and sediments leaving the site.

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

The site will have the following impervious surface types and sizes (% of total site area): Rooftops = 3048 sf (38.9%), Sidewalks/hardscapes = 1065 sf (13.6%), Parking = 1185 sf (15.1%); Total impervious area = 5298 sf (67.6%).

- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any: [\[help\]](#)

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

2. Air

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

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

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. [\[help\]](#)

None

- c. Proposed measures to reduce or control emissions or other impacts to air, if any: [\[help\]](#)

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

3. Water

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

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

None

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

No

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

None

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

No

- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan. [\[help\]](#)

No

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

No

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b. Ground Water:

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

No

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

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

c. Water runoff (including stormwater):

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

Runoff will be generated on the site from the driveways, roofs and landscape areas. The runoff will be collected in a storm drainage system on the site. The site will drain to the existing natural drainage system to the east of the site which then discharges to Eagle Harbor via the Winslow Ravine. The runoff will be routed to a rain garden that will provide water quality treatment before discharging to the to the east of the project.

- 2) Could waste materials enter ground or surface waters? If so, generally describe. [\[help\]](#)

Runoff from surfaces subject to vehicular traffic will be routed to water quality treatment facilities on the site to remove pollutants before the water leaves the site. These facilities will be designed in accordance with the City's stormwater code.

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

No

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

Raingardens and soil improvement will be utilized to control the water on the site. Onsite BMPS will be implemented to the maximum extent practical.

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

a. Check the types of vegetation found on the site: [\[help\]](#)

☒ **deciduous tree: alder, maple, aspen, other**

☒ **evergreen tree: fir, cedar, pine, other**

☒ **shrubs**

☐ **grass**

☐ **pasture**

☐ **crop or grain**

☐ **Orchards, vineyards or other permanent crops.**

☐ **wet soil plants: cattail, buttercup, skunk cabbage, other**

☐ **water plants: water lily, eelgrass, milfoil, other**

☐ **other types of vegetation**

b. What kind and amount of vegetation will be removed or altered? [\[help\]](#)

Due to small site area, all vegetation will be removed within the developable area. The remaining area which is within the SR305 landscape buffer will not be altered, except for a small portion where the raingarden will be located.

c. List threatened and endangered species known to be on or near the site. [\[help\]](#)

None known

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- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: [\[help\]](#)

Native vegetation, drought resistant plant material, and adapted ornamentals will be specified to promote plant establishment, increase the likelihood of long-term planting success, reduce water consumption, and promote habitat.

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

None known

5. Animals

- a. List any birds and other animals which have been observed, or are known to be on or near the site. Examples include: [\[help\]](#)

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

mammals: bear, elk, beaver, other:

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

Songbirds and raptors are likely to use the site. Small urban-adapted mammals such as racoon, opossum, coyote and rodents are also likely to use the site.

- b. List any threatened and endangered species known to be on or near the site. [\[help\]](#)

None known

- c. Is the site part of a migration route? If so, explain. [\[help\]](#)

Not known

- d. Proposed measures to preserve or enhance wildlife, if any: [\[help\]](#)

Use of native plantings.

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

None known

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6. Energy and natural resources

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

Electric, solar

- b. Would your project affect the potential use of solar energy by adjacent properties?

If so, generally describe. [\[help\]](#)

No

- c. What kinds of energy conservation features are included in the plans of this proposal?

List other proposed measures to reduce or control energy impacts, if any: [\[help\]](#)

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

7. Environmental health

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

None

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

None

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

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vicinity.

None

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

None

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

None

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

None

b. Noise

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

Traffic, neighboring business operations

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

Traffic, Equipment operation, construction

- 3) Proposed measures to reduce or control noise impacts, if any: [\[help\]](#)

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

8. Land and shoreline use

- a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe. [\[help\]](#)

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The proposed project area is vacant. Adjacent property uses are as follows: west (residential), north (commercial), east (SR305), south (multi-family). Project will not affect current land uses other than normal activities such as vehicle and pedestrian movement.

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

No.

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

No.

- c. Describe any structures on the site. [\[help\]](#)

The proposed project area is vacant.

- d. Will any structures be demolished? If so, what? [\[help\]](#)

No

- e. What is the current zoning classification of the site? [\[help\]](#)

Mixed-Use Town Center, Ericksen District

- f. What is the current comprehensive plan designation of the site? [\[help\]](#)

Mixed-Use Town Center, Ericksen District

- g. If applicable, what is the current shoreline master program designation of the site? [\[help\]](#)

N/A

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h. Has any part of the site been classified as a critical area by the city or county? If so, specify. [\[help\]](#)

No

i. Approximately how many people would reside or work in the completed project? [\[help\]](#)

30-40 people (1-3 per unit)

j. Approximately how many people would the completed project displace? [\[help\]](#)

None

k. Proposed measures to avoid or reduce displacement impacts, if any: [\[help\]](#)

None

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: [\[help\]](#)

Comply with existing land use regulations and design guidelines.

m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:

None

9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing. [\[help\]](#)

18 affordable units (very low, low, moderate)

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. [\[help\]](#)

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None

c. Proposed measures to reduce or control housing impacts, if any: [\[help\]](#)

Increase number of affordable housing units in downtown

10. Aesthetics

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

35ft.

b. What views in the immediate vicinity would be altered or obstructed? [\[help\]](#)

No views would be obstructed.

c. Proposed measures to reduce or control aesthetic impacts, if any: [\[help\]](#)

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

11. Light and glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur? [\[help\]](#)

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

b. Could light or glare from the finished project be a safety hazard or interfere with views? [\[help\]](#)

No

c. What existing off-site sources of light or glare may affect your proposal? [\[help\]](#)

Lights from adjacent street lights, buildings, etc.

d. Proposed measures to reduce or control light and glare impacts, if any: [\[help\]](#)

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

12. Recreation

- a. What designated and informal recreational opportunities are in the immediate vicinity? [\[help\]](#)

Small outdoor area

- b. Would the proposed project displace any existing recreational uses? If so, describe. [\[help\]](#)

No

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: [\[help\]](#)

None

13. Historic and cultural preservation

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

None

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

None known

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

None

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

None proposed

14. Transportation

- a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any. [\[help\]](#)

Ericksen Avenue and Knechtel Way

- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop? [\[help\]](#)

Yes. Nearby transit is available along Madison Avenue.

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate? [\[help\]](#)

16 New spaces

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

Yes. A new crosswalk and corner sidewalk will be installed at the NW corner of the site.

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

No.

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

87 average weekday trips.

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

No.

- h. Proposed measures to reduce or control transportation impacts, if any: [\[help\]](#)

Site will have bicycle parking and is close to several transit routes, including Seattle ferry.

15. Public services

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

No.

- b. Proposed measures to reduce or control direct impacts on public services, if any. [\[help\]](#)

None

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16. Utilities

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

Electric, Water, Telephone, internet, Sewer Connection

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

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

Signature: C. Nerman

Name of signee Charles Nerman

Position and Agency/Organization Wernau Architects

Date Submitted: 4/10/14

CHECKLIST REVIEWED BY:

Project Manager, Department of Planning and Community Development

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D. supplemental sheet for nonproject actions [\[help\]](#)

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

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

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

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

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

Proposed measures to avoid or reduce such increases are:

Water quality treatment, storm water facilities.

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

No effect known.

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

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

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

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

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

Proposed measures to protect or conserve energy and natural resources are:
Energy consumption will be reduced due to compliance with state energy codes. Water consumption will be reduced due to use of drought tolerant plants and water conserving fixtures.

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

No use proposed. No effect known.

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

No measures proposed.

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

No use proposed. No effect known.

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

No measures proposed.

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

Yes, due to commuting, health services, services associated with residential living.

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

Site is served by Kitsap Transit and will have bicycle parking facilities.

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

No conflicts known.

HRB ERICKSEN

PROJECT DIRECTORY

BUILDING OWNER:	HOUSING RESOURCES BAINBRIDGE 730 ERICKSEN AVE NE #100TH BAINBRIDGE ISLAND, WA 98110 TEL: (206) 842-1909 EMAIL: PHEDRA@HOUSINGRESOURCESBI.ORG
ARCHITECT:	WENZLAU ARCHITECTS CHARLIE WENZLAU 490 MADISON AVENUE NORTH #105 BAINBRIDGE ISLAND, WA 98110 TEL: (206) 780-6882 CHARLIE@WENZLAUARCHITECTS.COM
LANDSCAPE ARCHITECT:	FISCHER BOUMA 9141 SALMON RUN LANE BAINBRIDGE ISLAND, WA 98110 TEL: (206) 780-5651
CIVIL ENGINEER:	BROWNE WHEELER ENGINEERS, INC. 143 ERICKSEN AVE NE SUITE 105 BAINBRIDGE ISLAND, WA 98110 TEL: 206.842.0605

LEGAL DESCRIPTION

26252E
THAT PORTION OF THE NORTH 240 FEET OF THE EAST QUARTER OF THE SOUTH HALF OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER, SECTION 26, TOWNSHIP 25 NORTH, RANGE 2 EAST, W.M., LYING WESTERLY OF STATE HIGHWAY NO. 21-A; EXCEPT THE WEST 30 FEET THEREOF DEEDED TO THE TOWN OF WINSLOW; AND EXCEPT THE WEST 145 FEET OF THE SOUTH 95 FEET THEREOF.

PROJECT INFORMATION

TAX PARCEL:	262502-2-066-2002
ADDRESS:	NO ADDRESS
ZONING:	ERICKSEN AVE DISTRICT
SURROUNDING ZONING:	ERICKSEN AVE DISTRICT GATEWAY DISTRICT
SCOPE OF WORK:	NEW 18 UNIT MULTI-FAMILY BUILDING WITH 1 AND 3 BDR UNITS
SETBACKS:	PROPOSED: FRONT: 10 REAR: 0 SIDE: 5
PARCEL SIZE:	28,750 SF
ALLOWABLE FAR: PROPOSED FAR:	0.9 (HDDP DESNITY BONUS) 20,250/28,750 = 0.7 FAR
BUILDING SF (ALL RESIDENTIAL)	
BASEMENT	3530 SF
1ST FLOOR	5790 SF
2ND FLOOR	5465 SF
3RD FLOOR	5465 SF
TOTAL:	20,250 SF TOTAL
REQUIRED PARKING:	
• (12) 1 BR UNITS (LESS THAN 900 SF EA) @ 0.5 STALLS/UNIT:	6
• (6) 3BD UNITS @ 1 STALL/UNIT:	6
• 0.5 GUEST STALL/ 5 UNITS	4
NOTE: SITE IS LESS THAN 1/2 MILE FROM FERRY TERMINAL	16 STALLS REQUIRED
TOTAL PARKING:	
STANDARD STALLS:	12
COMPACT STALLS:	3
VAN ACCESSIBLE STALLS:	1
TOTAL:	16
ELECTRIC VEHICLE PARKING:	
EVSE STALLS:	2
EV-READY STALLS:	4
EV-CAPABLE STALLS:	2
TOTAL:	8

DRAWING INDEX

A1-0	COVER
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A1-2	SITE CONTEXT
L01	LANDSCAPE PLAN
L02	LANDSCAPE TYPOLOGY
L03	TREE RETENTION
L04	TREE RETENTION STRATEGY
L05	CONCEPT LIGHTING PLAN
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A1-4	FLOOR PLANS - 1ST FLOOR
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A1-9	BUILDING ELEVATION - SOUTH ELEVATION
A1-10	BUILDING ELEVATION - WEST ELEVATION
A1-11	BUILDING ELEVATION - NORTH ELEVATION
A1-12	NORTH - SOUTH SITE SECTION
A1-13	EAST - WEST SITE SECTION
A1-14	BUILDING VIEW - FROM CORNER OF ERICKSEN AND KNECHTEL
C1	CONCEPTUAL UTILITY PLAN
-	SURVEY

COVER

A1-0

HRB ERICKSEN

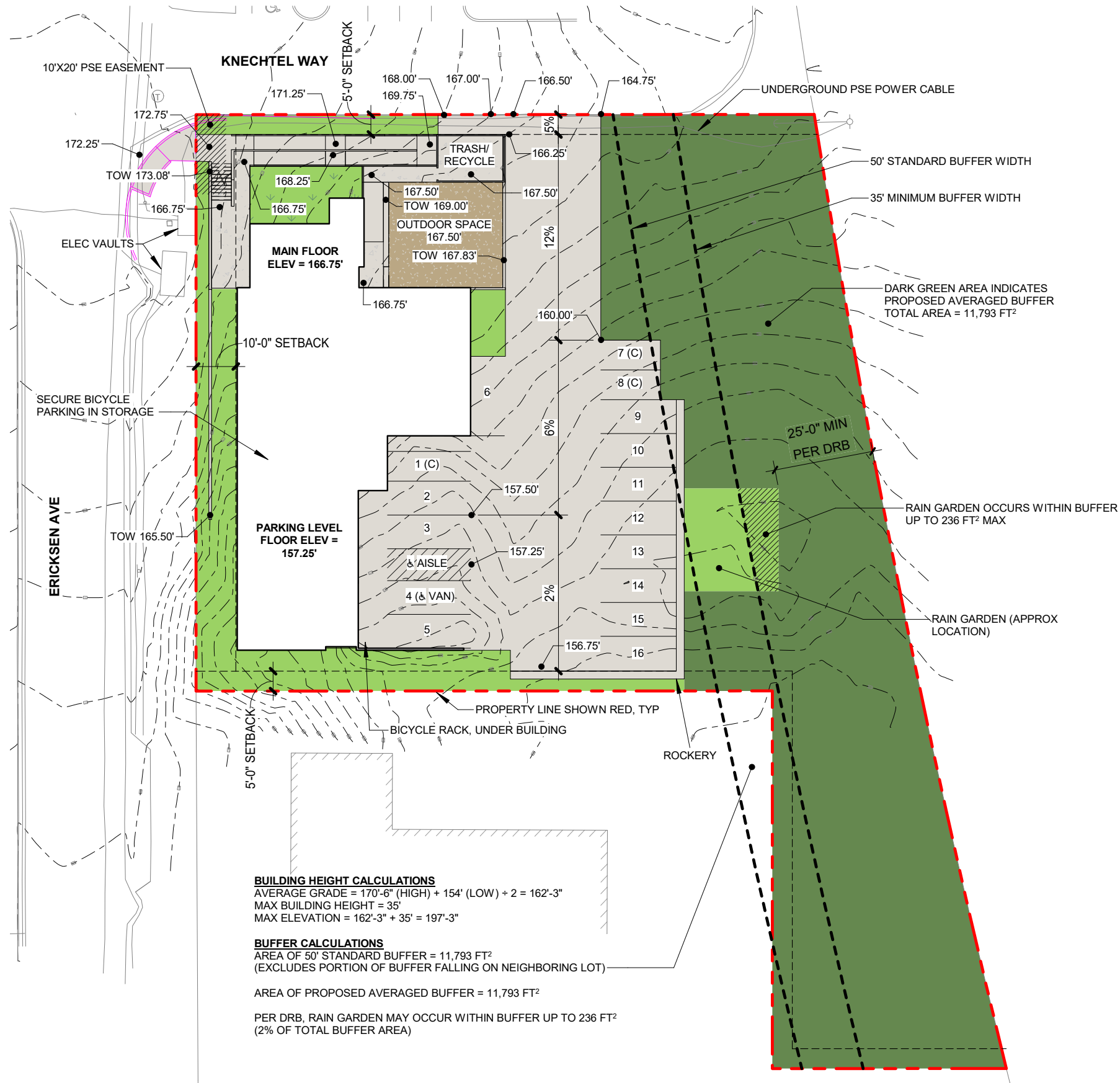
ERICKSEN AVE
BAINBRIDGE ISLAND

NO. DESCRIPTION DATE

4/19/2023



WENZLAU ARCHITECTS



SITE PLAN

HRB ERICKSEN

ERICKSEN AVE
BAINBRIDGE ISLAND

NO. DESCRIPTION DATE

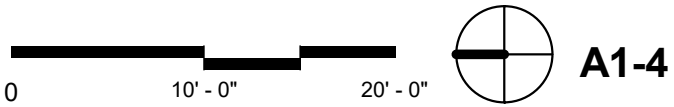
4/19/2023



WENZLAU ARCHITECTS



FLOOR PLANS - 1ST FLOOR



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ERICKSEN AVE
BAINBRIDGE ISLAND

NO.	DESCRIPTION	DATE
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2/28/2023





FLOOR PLANS - 2ND FLOOR



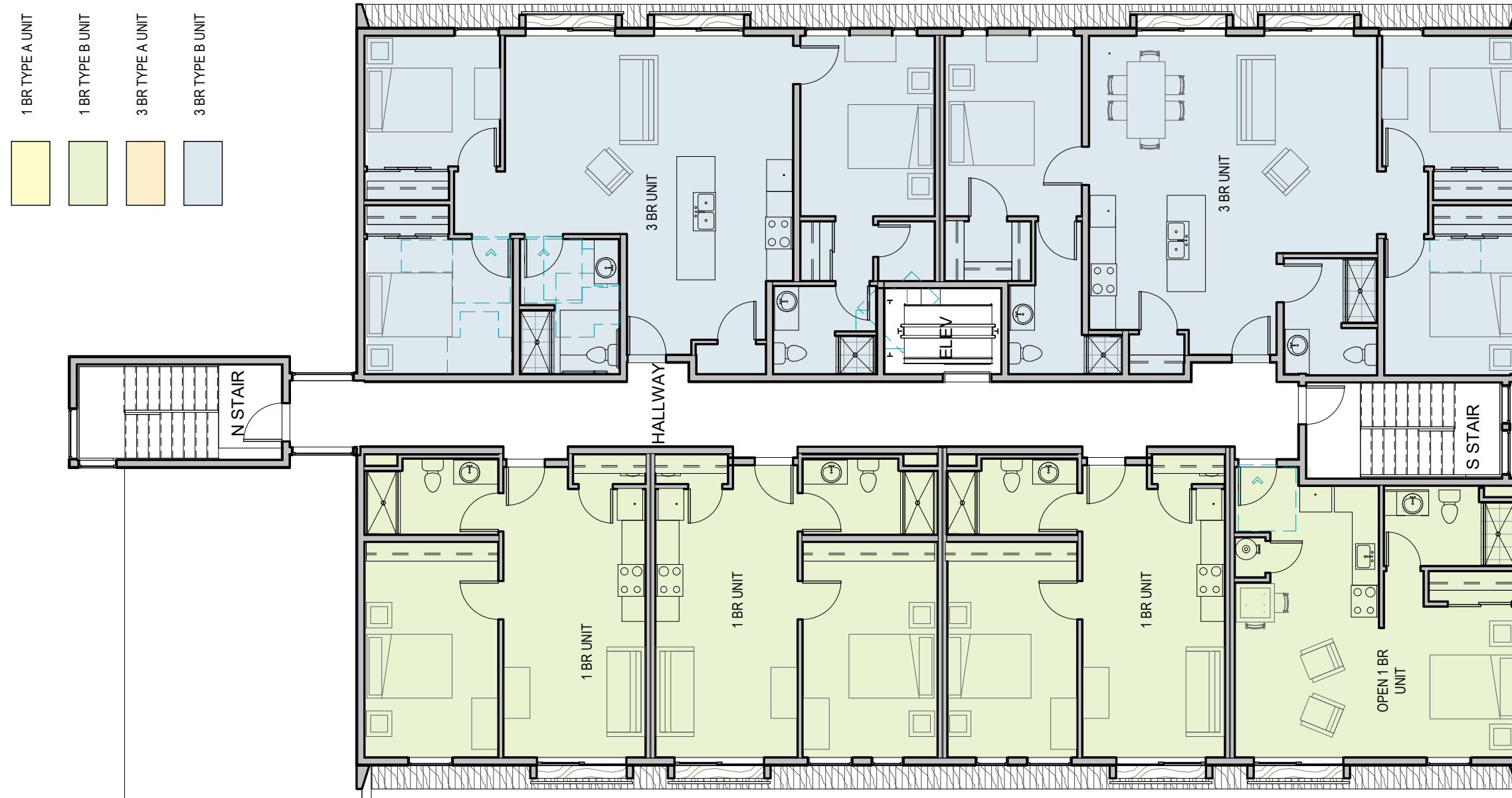
HRB ERICKSEN

ERICKSEN AVE
BAINBRIDGE ISLAND

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2/28/2023

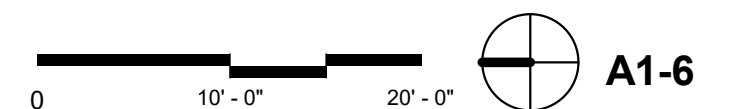




FLOOR PLANS - 3RD FLOOR

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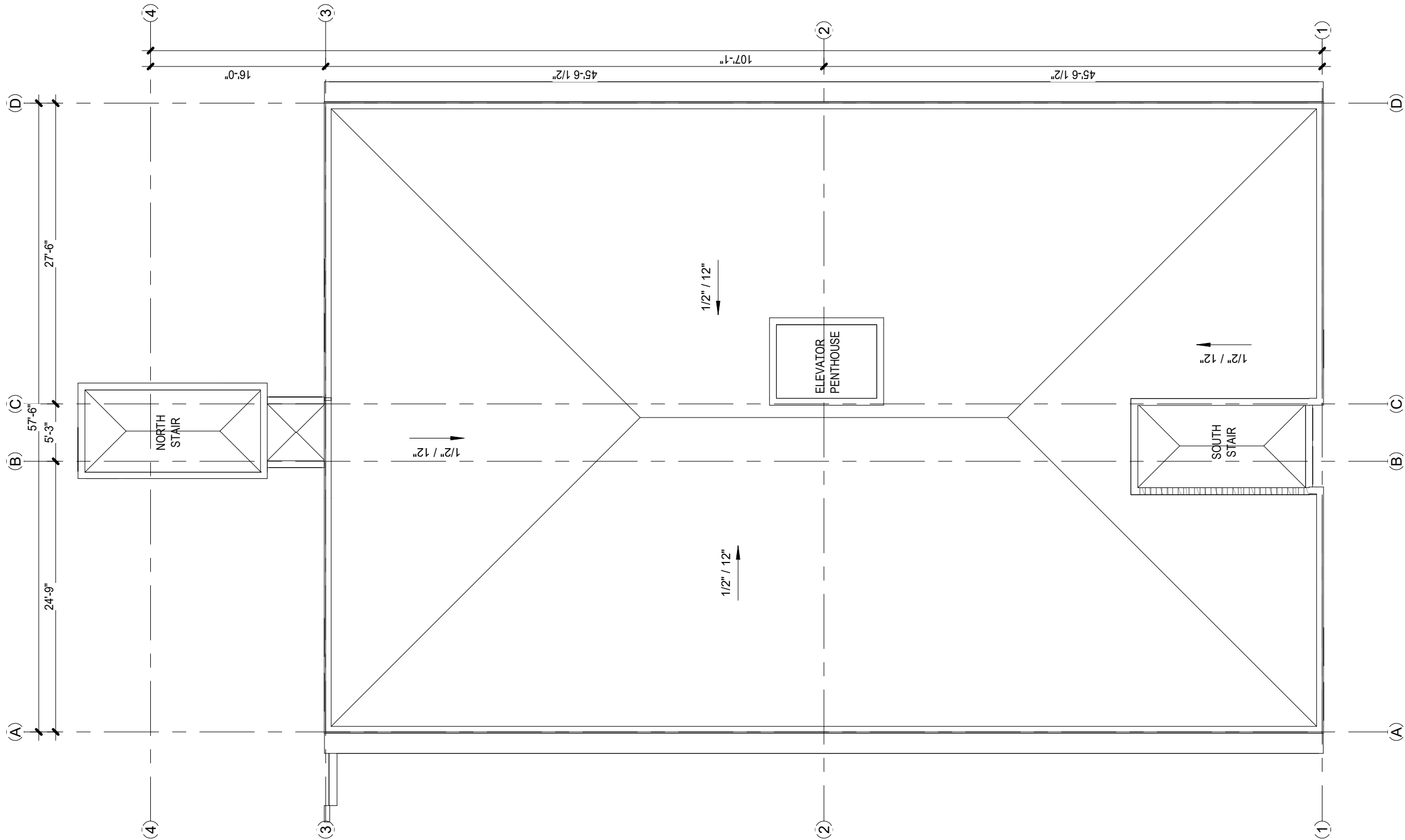


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2/28/2023



WENZLAU ARCHITECTS



ROOF PLAN

A1-7

HRB ERICKSEN

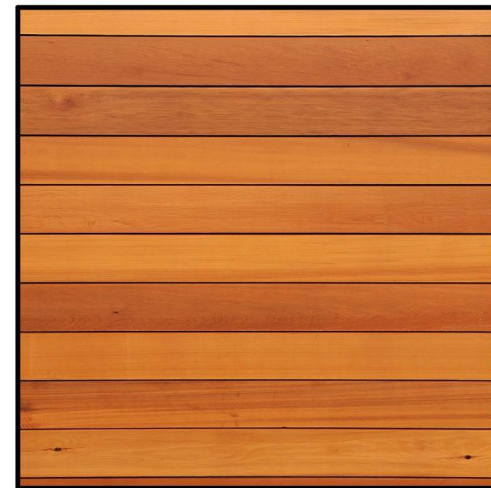
ERICKSEN AVE
BAINBRIDGE ISLAND

NO.	DESCRIPTION	DATE
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2/28/2023



WENZLAU ARCHITECTS



HORIZONTAL CEDAR SIDING



WHITE FRC PANEL SIDING



VERTICAL SIDING, SILVER



CHARCOAL FRC PANEL SIDING



BUILDING ELEVATION - EAST ELEVATION

A1-8

HRB ERICKSEN

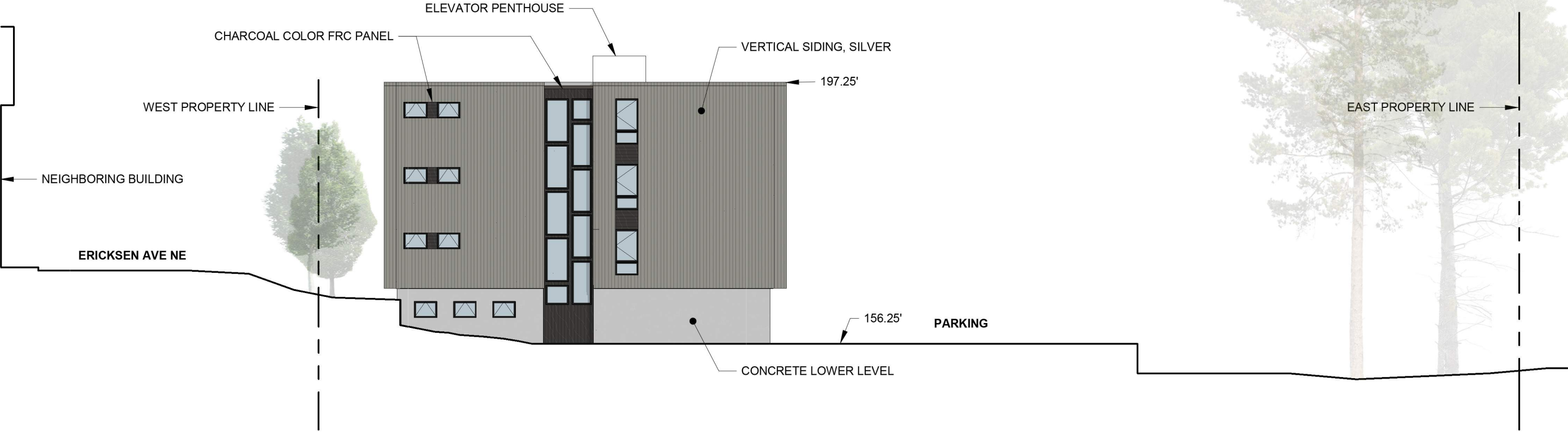
ERICKSEN AVE
BAINBRIDGE ISLAND

NO.	DESCRIPTION	DATE
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2/28/2023



WENZLAU ARCHITECTS



BUILDING ELEVATION - SOUTH ELEVATION

A1-9

HRB ERICKSEN

ERICKSEN AVE
BAINBRIDGE ISLAND

NO.	DESCRIPTION	DATE
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2/28/2023



WENZLAU ARCHITECTS



BUILDING ELEVATION - WEST ELEVATION

A1-10

HRB ERICKSEN

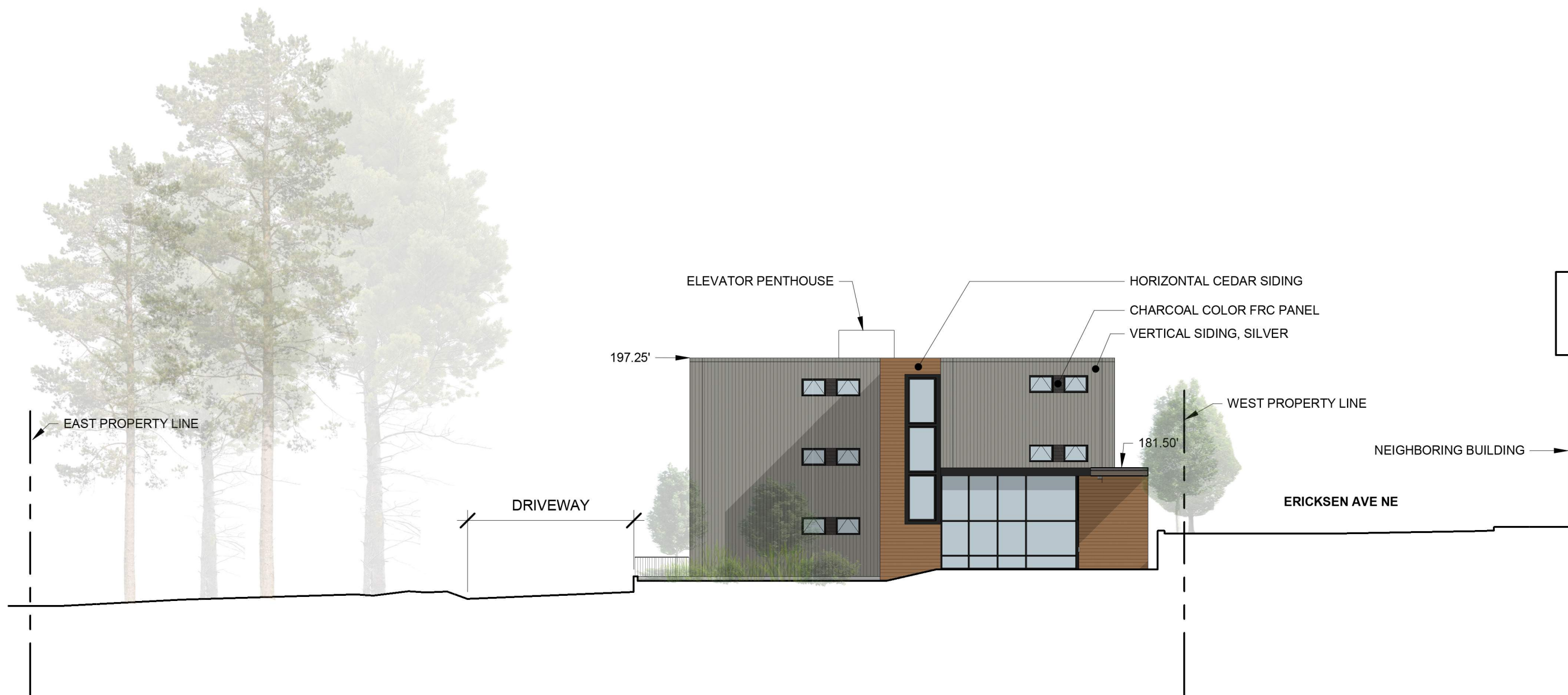
ERICKSEN AVE
BAINBRIDGE ISLAND

NO.	DESCRIPTION	DATE
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2/28/2023



WENZLAU ARCHITECTS



BUILDING ELEVATION - NORTH ELEVATION

A1-11

HRB ERICKSEN

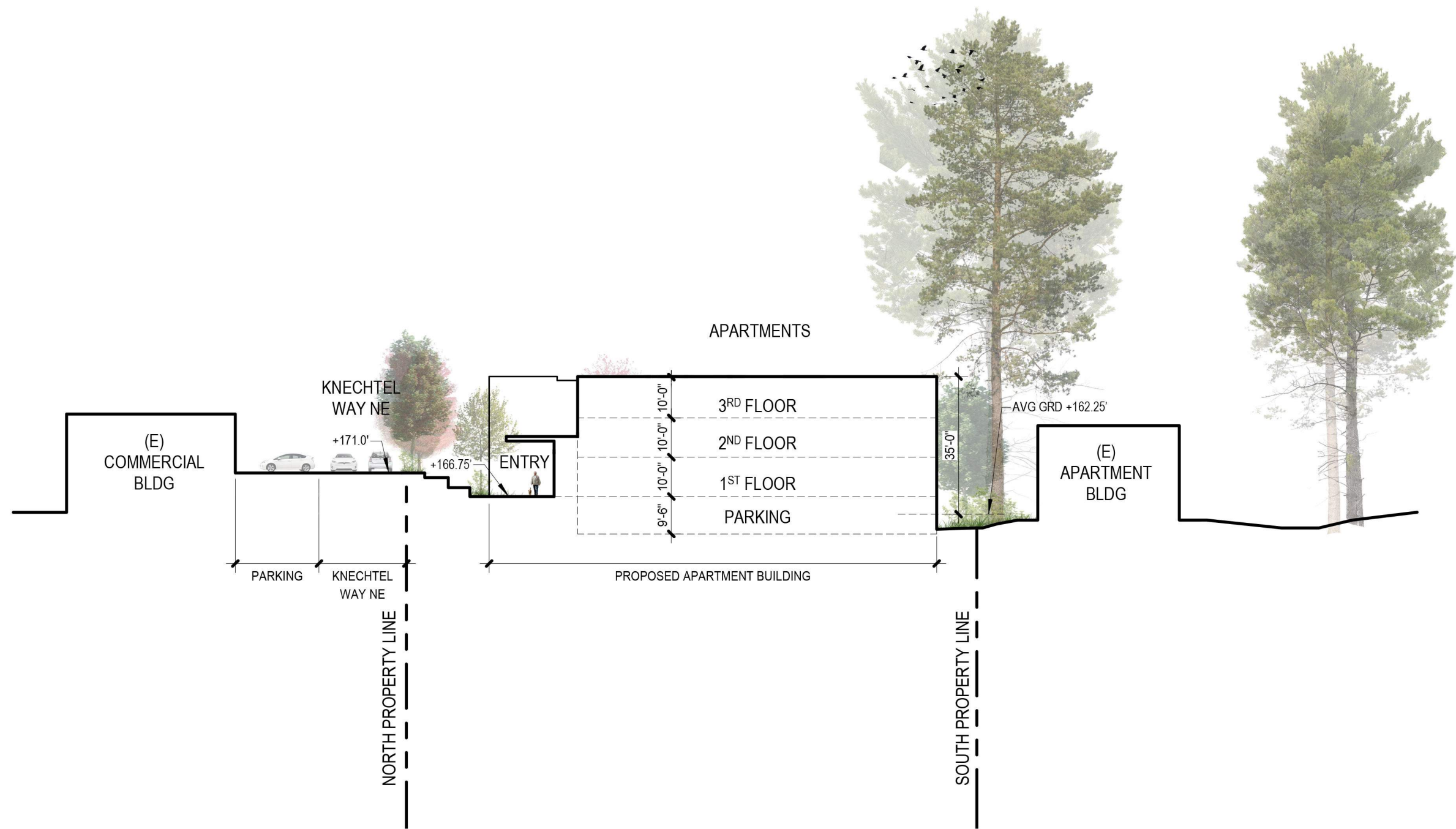
ERICKSEN AVE
BAINBRIDGE ISLAND

NO.	DESCRIPTION	DATE
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2/28/2023



WENZLAU ARCHITECTS



NORTH - SOUTH SITE SECTION

A1-12

HRB ERICKSEN

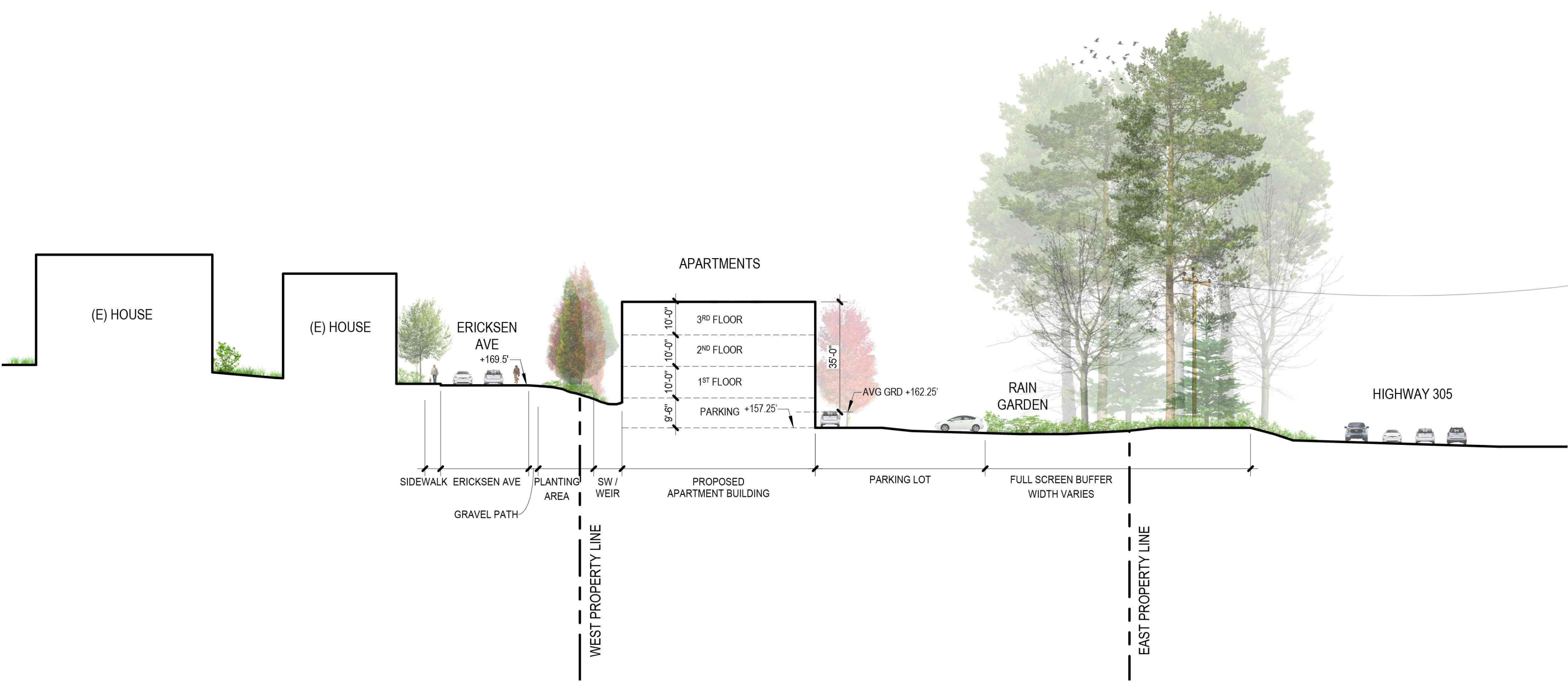
ERICKSEN AVE
BAINBRIDGE ISLAND

NO.	DESCRIPTION	DATE
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2/28/2023



WENZLAU ARCHITECTS



EAST - WEST SITE SECTION

A1-13

HRB ERICKSEN

ERICKSEN AVE
BAINBRIDGE ISLAND

NO.	DESCRIPTION	DATE
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2/28/2023



WENZLAU ARCHITECTS



BUILDING VIEWS - FROM CORNER OF ERICKSEN AND KNECHTEL

A1-14

HRB ERICKSEN

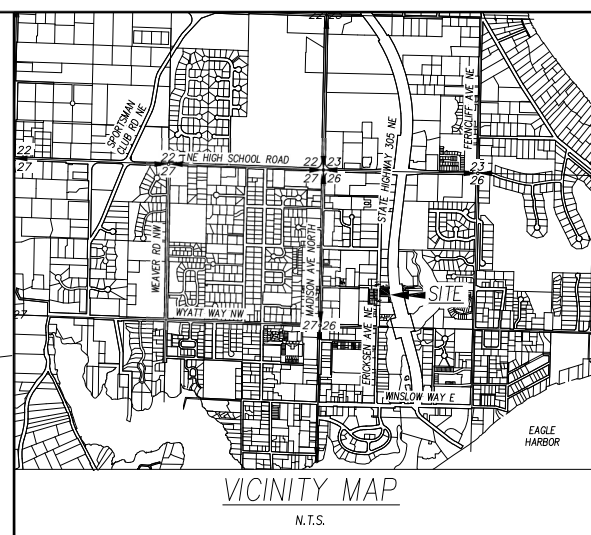
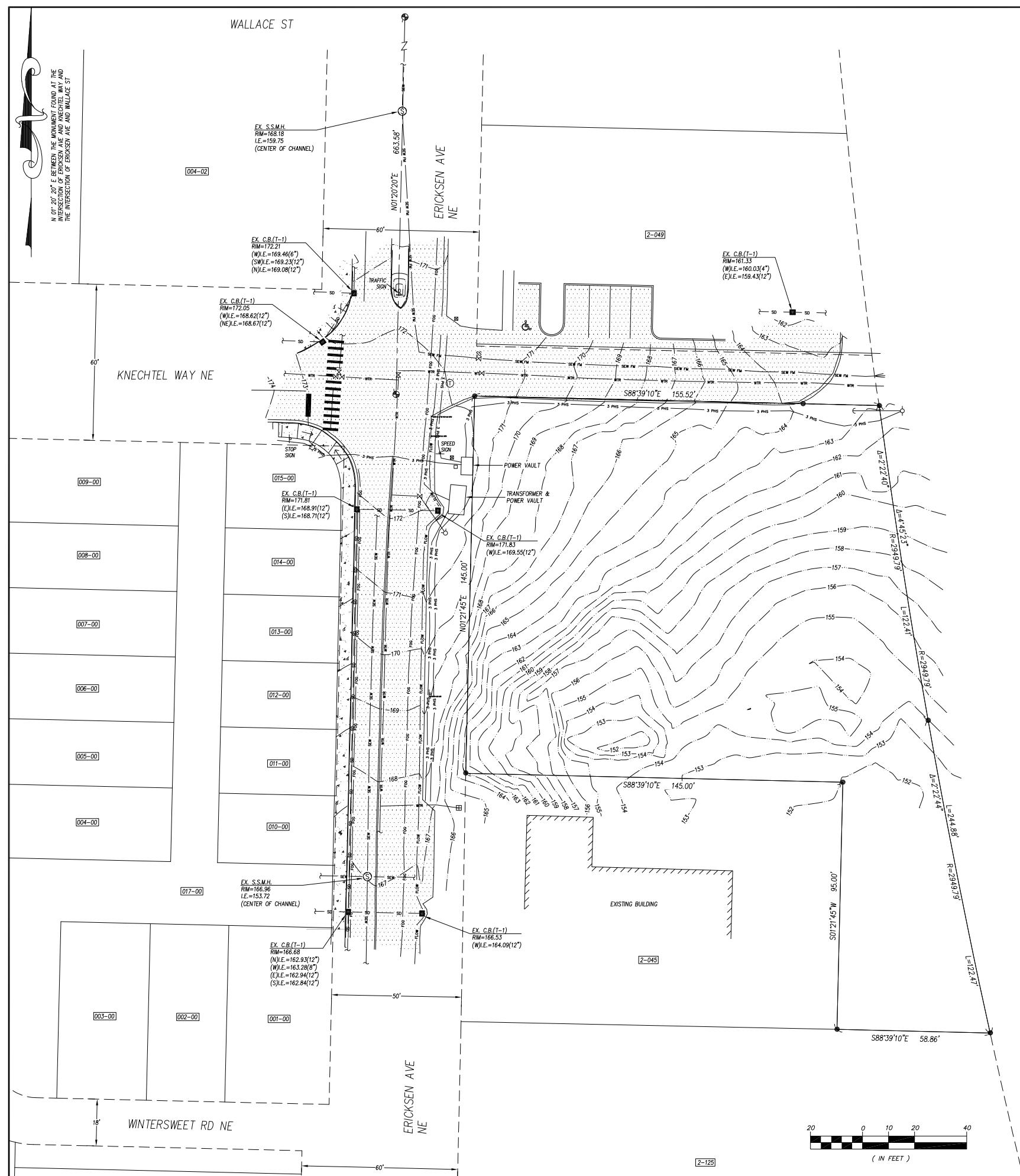
ERICKSEN AVE
BAINBRIDGE ISLAND

NO.	DESCRIPTION	DATE
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2/28/2023



WENZLAU ARCHITECTS



	FOUND $3\frac{1}{4}$ " I.P. L.S. - 32439
	FOUND 2" BRASS DISC IN MONUMENT CASE
	CATCH BASIN TYPE-1
	SANITARY SEWER MANHOLE
	SANITARY SEWER FORCEMAIN VALVE
	FIRE HYDRANT
	WATER METER
	WATER VALVE
	TELEPHONE MANHOLE
	UTILITY HANDHOLE
	UTILITY PEDESTAL
	UTILITY POLE
	UTILITY POLE GUY ANCHOR
	STREET SIGN (AS NOTED)
	STORM DRAINAGE LINE
	SEWER LINE
	SEWER FORCEMAIN LINE
	WATER LINE
	3 PHASE POWER LINE
	ROAD CENTERLINE
	ROAD FOG LINE
	FLOW
	ROADWAY DRAINAGE FLOW LINE

NOTE
BOUNDARY SHOWN HEREON IS BASED ON FOUND IRON PIPES PER RECORD OF SURVEY VOLUME 57
PAGE 242.

DESCRIPTION

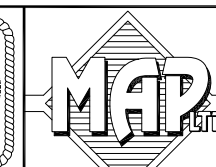
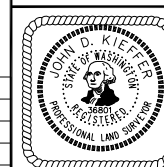
THAT PORTION OF THE NORTH 240 FEET OF THE EAST QUARTER OF THE SOUTH HALF OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER, SECTION 26, TOWNSHIP 25 NORTH, RANGE 2 EAST, W.M., LYING WESTERLY OF STATE HIGHWAY NO. 21-A; EXCEPT THE WEST 30 FEET THEREOF DEEDED TO THE TOWN OF WINSLOW; AND EXCEPT THE WEST 145 FEET OF THE SOUTH 95 FEET THEREOF.

HOUSING RESOURCES
BAINBRIDGE

TOPOGRAPHIC SURVEY

A PORTION OF SW $\frac{1}{4}$ OF THE NW $\frac{1}{4}$ SECTION 26 TOWNSHIP 25 NORTH, RAGE 2 EAST, W.M.
KITSAP COUNTY, WASHINGTON

FOR
HOUSING RESOURCES BAINBRIDGE
730 ERICKSEN AVE STE 100
BAINBRIDGE ISLAND, WA 98110



P.O. Box 720 • 10045 Old Frontier Road N
Silverdale, Washington 98383
(360) 692-5525

ENGINEERING • SURVEYING
PLANNING

[illegible]

571 ERICKSEN APARTMENTS

Bainbridge Island, WA

TRAFFIC IMPACT ANALYSIS (TIA)

March 21, 2023



HEATH&ASSOCIATES
Transportation Planning & Engineering

571 ERICKSEN APARTMENTS TRAFFIC IMPACT ANALYSIS

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571 ERICKSEN APARTMENTS TRAFFIC IMPACT ANALYSIS

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571 ERICKSEN APARTMENTS TRAFFIC IMPACT ANALYSIS

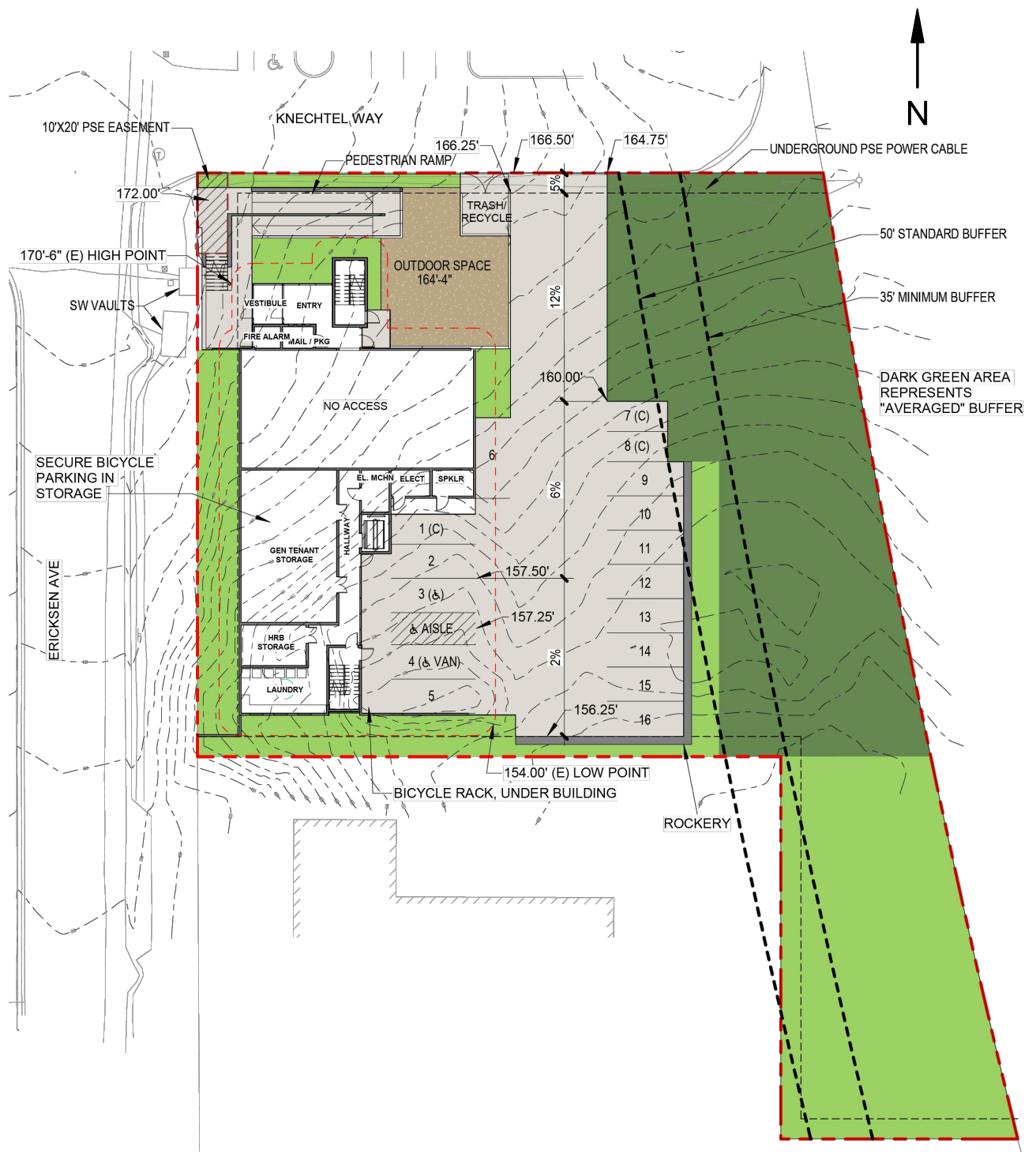
1. INTRODUCTION

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

2. PROJECT DESCRIPTION

571 Ericksen Apartments proposes for the construction of a multifamily apartment building comprised of 18 income-restricted units located within the city of Bainbridge Island. The undeveloped subject site is bordered to the west by Ericksen Avenue NE, situated on tax parcel #: 262502-2-066-2002 comprised of 0.66-acres. Access to and from the project is proposed via a single driveway extending south from Knechtel Way NE and accessible by way of Ericksen Avenue NE. A surface parking lot providing approximately 16 parking spaces with additional bike storage is proposed. A vicinity and roadway map of the adjacent street network is illustrated in Figure 1 with the subject parcel highlighted in yellow. A conceptual site design is presented in Figure 2 with displays the proposed site ingress/egress.





3. EXISTING CONDITIONS

3.1 Existing Street System

Characteristics of the major roadways and arterials serving the subject site are provided in Table 1 below.

Table 1: Roadway Network

Functional Classification	Roadway	Speed Limit	Lanes	Sidewalk/ Walking Path	Street Parking	Bike Facilities
Secondary Arterial	Madison Ave	25 mph	2-3	Yes	Some	Yes
Secondary Arterial/ Collector	Wyatt Way	25 mph	2	Yes - Discontinuous	Some	No
Collector	Ericksen Ave	25 mph	2	Yes	Some	No
Local	Knechtel Way	25 mph	2	Yes	Some	No

3.2 Transit Service

According to the Kitsap Transit regional bus schedule, Routes 93, 94, 95, 97, 98, 99 provide service within walking distance (under 1.0 mile) of the proposed 571 Ericksen Apartments project. Service descriptions for each respective route are provided in Table 2 below. Transit use could be expected given the proposed use of the project (affordable housing).

Table 2: Bus Routes

Route	Description	Weekday Service	Nearest Stop
93	Manzanita: Dolphin Dr & Agate Point to Bainbridge Island Ferry	4:40 AM - 8:25 AM (every ~60 minutes) 3:45 PM - 7:15 PM (every ~60 minutes)	Ferry Terminal (~3,700')
94	Agate Point: Dolphin Dr & Agate Point to Bainbridge Island Ferry	5:38 AM - 7:37 AM (every ~40 minutes) 3:45 PM - 7:15 PM (every ~60 minutes)	Ferry Terminal (~3,700')
95	Battle Point: Miller & Tolo to Bainbridge Island Ferry	4:37 AM - 8:35 AM (every ~50 minutes) 3:45 PM - 7:15 PM (every ~60 minutes)	Madison & Knechtel (~1,130')
97	Crystal Springs: American Legion P&R to Bainbridge Island Ferry	4:35 AM - 8:30 AM (every ~60 minutes) 3:45 PM - 7:15 PM (every ~60 minutes)	Winslow & Ericksen (~2,280')
98	Fort Ward: Fort Ward State Park Entrance to Bainbridge Island Ferry	5:42 AM - 7:43 AM (every ~45 minutes) 3:45 PM - 7:15 PM (every ~60 minutes)	Madison & Wyatt (~1,600')
99	Bill Point: Eagle Harbor & New Sweden to Bainbridge Island Ferry	4:29 AM - 8:35 AM (every ~45 minutes) 3:45 PM - 7:15 PM (every ~60 minutes)	Madison & Knechtel (~1,130')

Moreover, the Bainbridge Island Ferry Terminal is located approximately 0.5 miles southeast of the subject site (radius measurement). The Bainbridge Island Ferry provides service from 4:45 AM - 12:55 AM on the weekdays, and from 5:20 AM - 1:25 AM on Saturdays, Sundays, and holidays. Transit and/or ferry use from the subject development is anticipated. Refer to the Kitsap Transit and WSDOT ferry service schedules for more detailed information.

3.3 Roadway Improvements

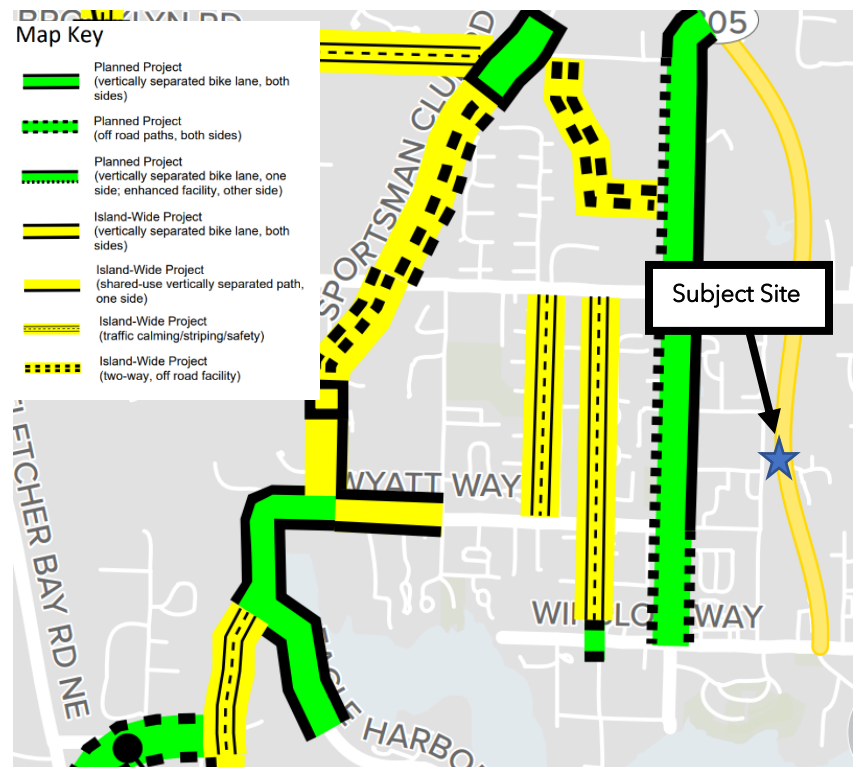
A review of the City of Bainbridge Island Capital Improvement Program 2023-2028 indicates improvement project are planning in the vicinity of the proposed project. Each improvement project is identified and summarized below.

Winslow Way West: This project entails roadway reconstruction and sidewalk infill between Finch Place and Grow Avenue.

Bundled Madison Ave non-motorized & sewer Improvements: This project entails widening of the existing east-side sidewalk to at least 5 feet and include sections of landscape buffer plus re-striping. Driveways and ramps on both sides will be upgraded to meet current standards.

Grow Ave Traffic Calming: This project will include minor traffic calming improvements such as speed humps, chicanes, neighborhood traffic circles and/or other applications between Winslow Way & High School Road.

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



3.4 Existing Peak Hour Volumes and Travel Patterns

Field data for this study was determined in concert with city staff during the scoping process. Affected intersections that would receive the bulk of anticipated project traffic include the following intersections listed in Table 3 below.

Table 3: Study Intersections

Intersection	Control	Count Date
1. Ericksen Avenue NE & Wallace Way NE	Uncontrolled	1/31/2023
2. Madison Avenue NE & Knechtel Way NE	One-Way Stop	1/24/2023
3. Ericksen Avenue NE & Knechtel Way NE	Two-Way Stop	1/24/2023
4. Ericksen Avenue NE & Wyatt Way NE	All-Way Stop	5/19/2022

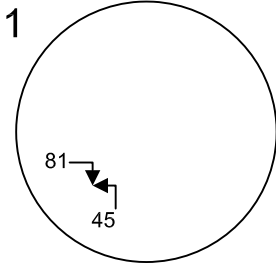
Traffic counts were administered in May of 2022 and January of 2023 from 7:00-9:00 AM and 4:00-6:00 PM, which generally translates to the highest overall roadway volumes in a given 24-hour period. The single hour representing peak volumes for both AM/PM time periods is then determined and used for capacity analysis. Figures 3 and 4 highlight AM and PM peak hour volumes, respectively. Full-count sheets are provided in the appendix.

3.5 Non-Motorist Infrastructure & Activity

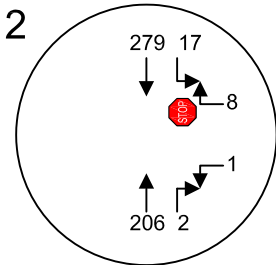
The city's downtown area offers a robust network of non-motorist facilities in the form of complete sidewalks, marked pedestrian crossings and bicycle lanes/sharrows. The downtown nature of the area and proximity to local amenities is anticipated to encourage non-vehicular modes of transport. Moreover, continuous sidewalk paths are provided between the subject site and nearby public transit including several bus stops and the Bainbridge Ferry Terminal. Figure 5 highlights non-motorist routes in the vicinity of the proposed project.

During the peak hour turning movement counts, non-motorist activity was observed traversing the four study intersections. Figures 6 and 7 display the AM and PM peak hour non-motorist volumes at each outlying study intersections.

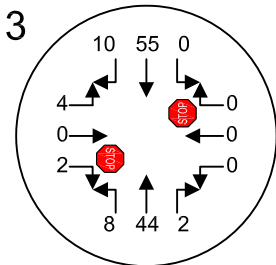
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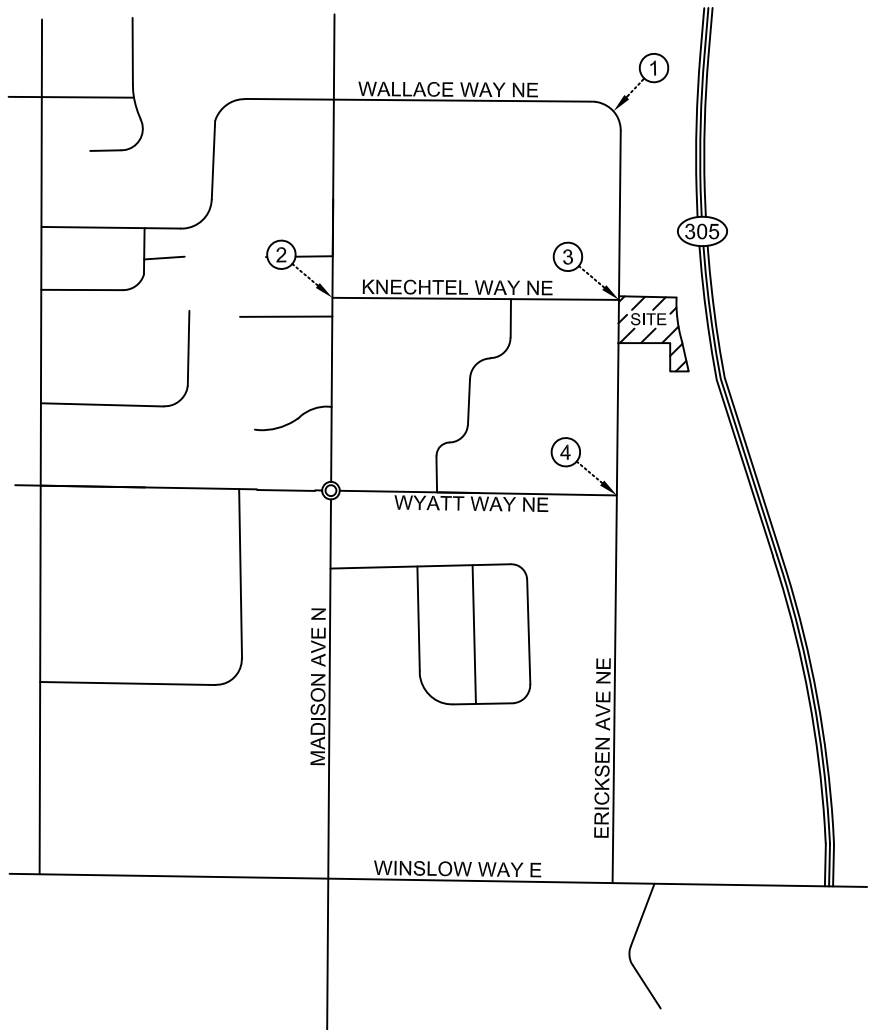
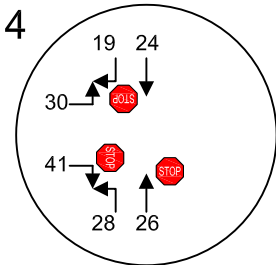
MADISON AVE NE / KNECHTEL WAY NE



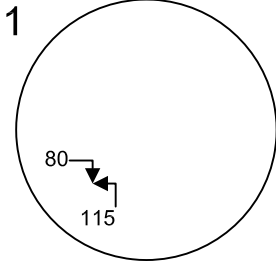
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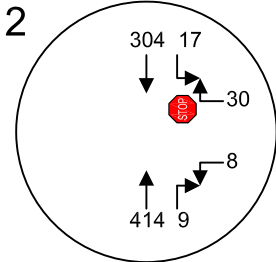
ERICKSEN AVE NE / WYATT WAY NE



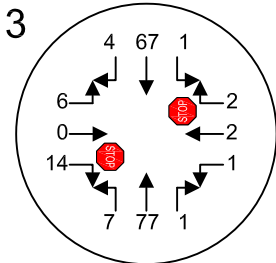
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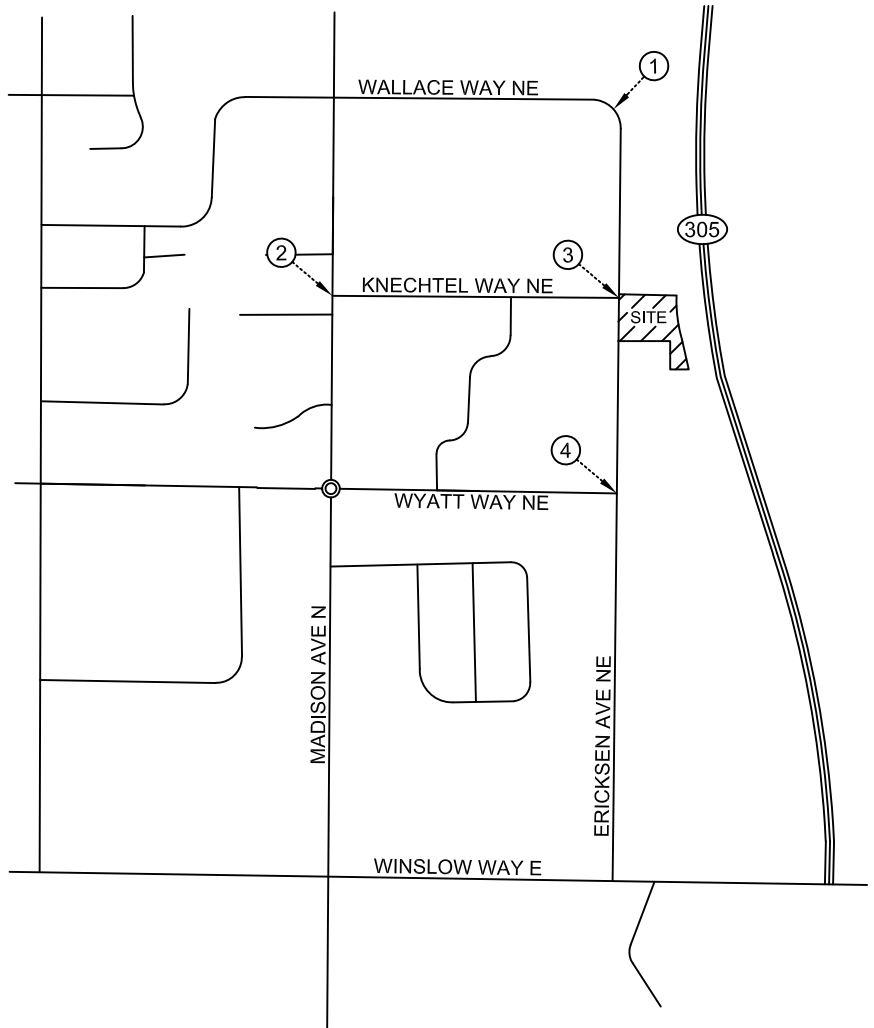
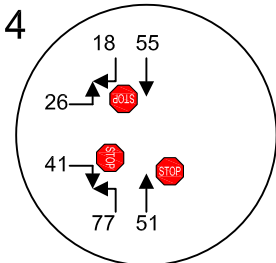
MADISON AVE NE / KNECHTEL WAY NE

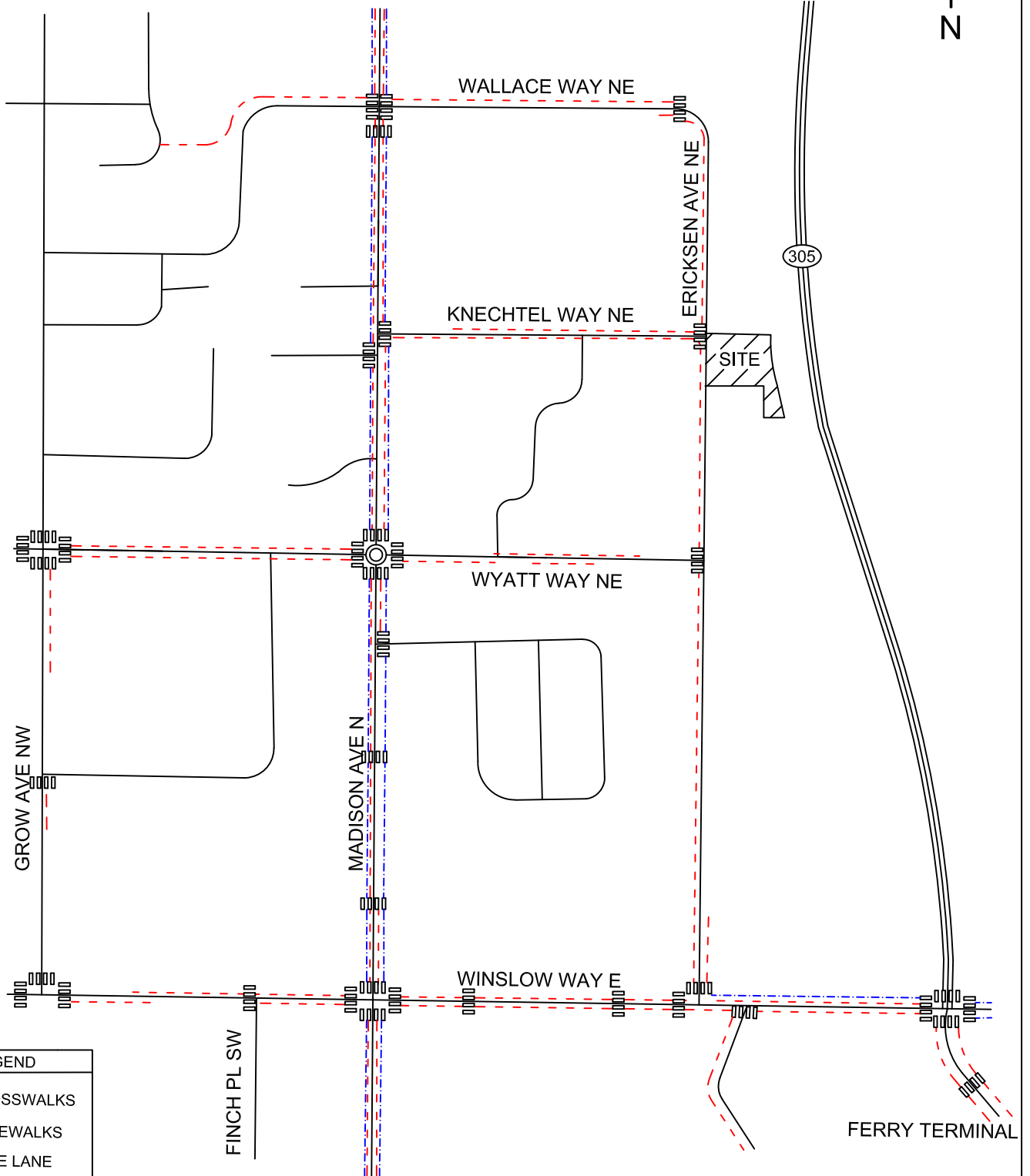


ERICKSEN AVE NE / KNECHTEL WAY NE



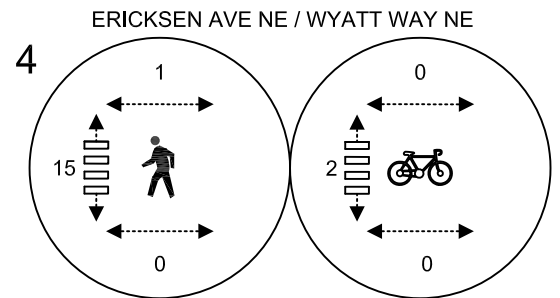
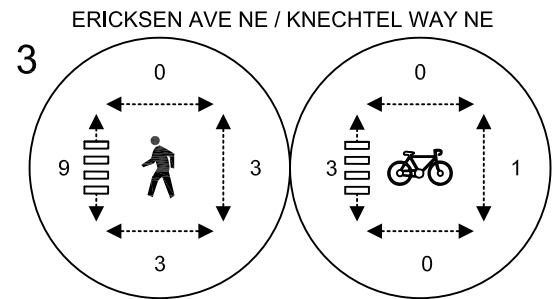
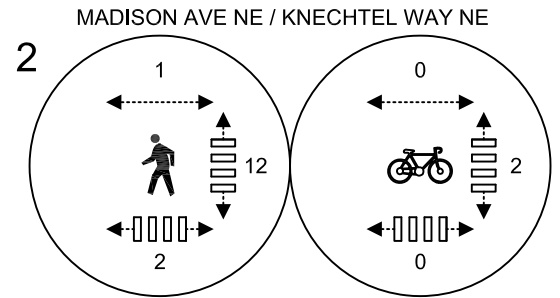
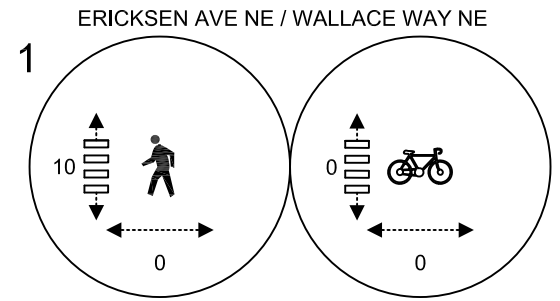
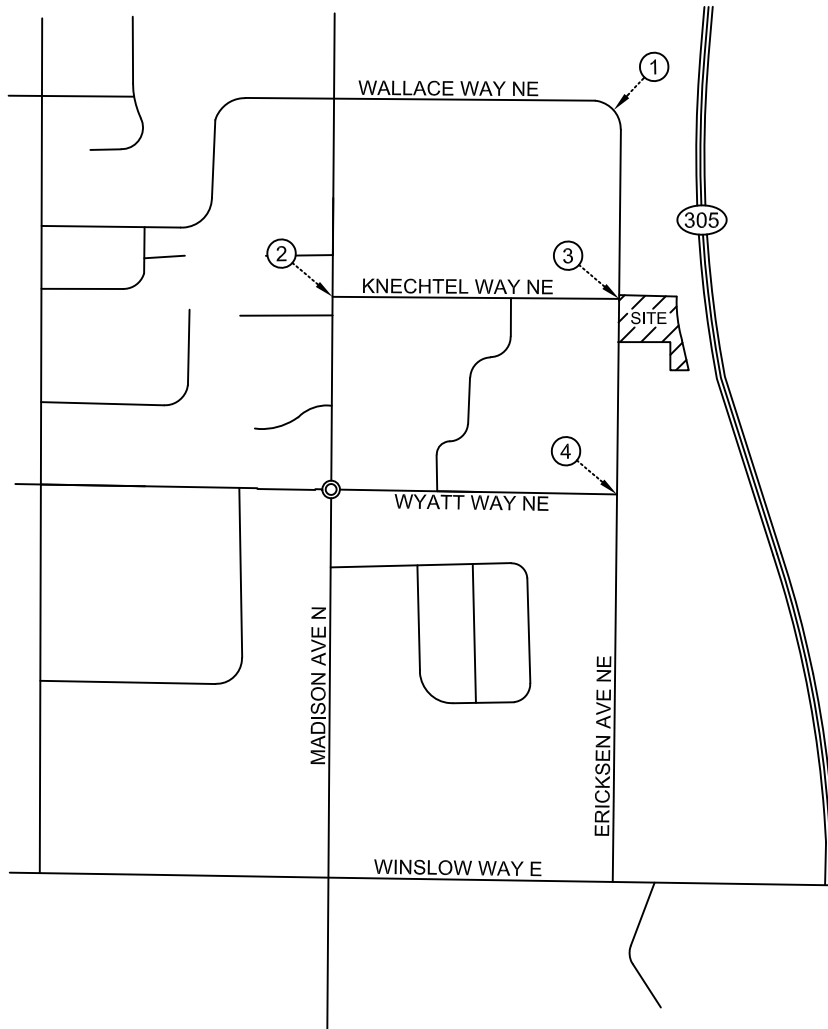
ERICKSEN AVE NE / WYATT WAY NE

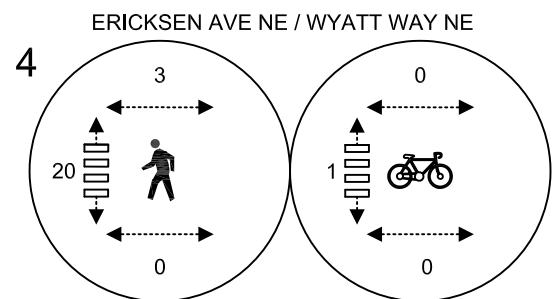
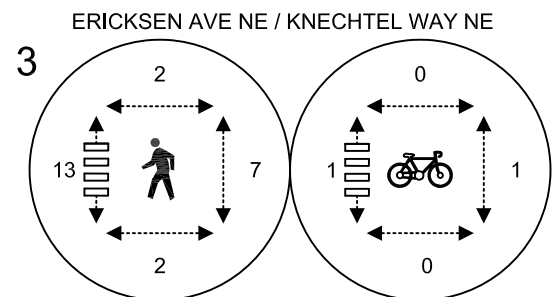
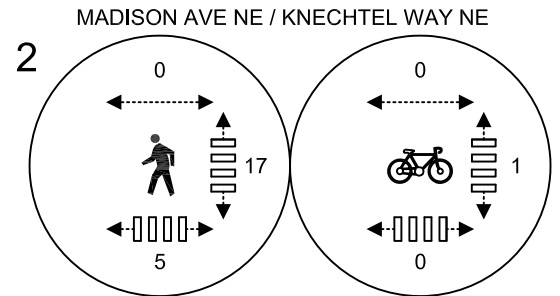
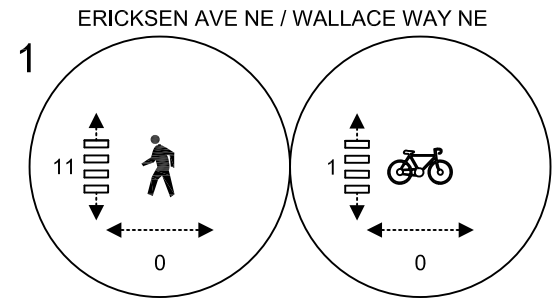
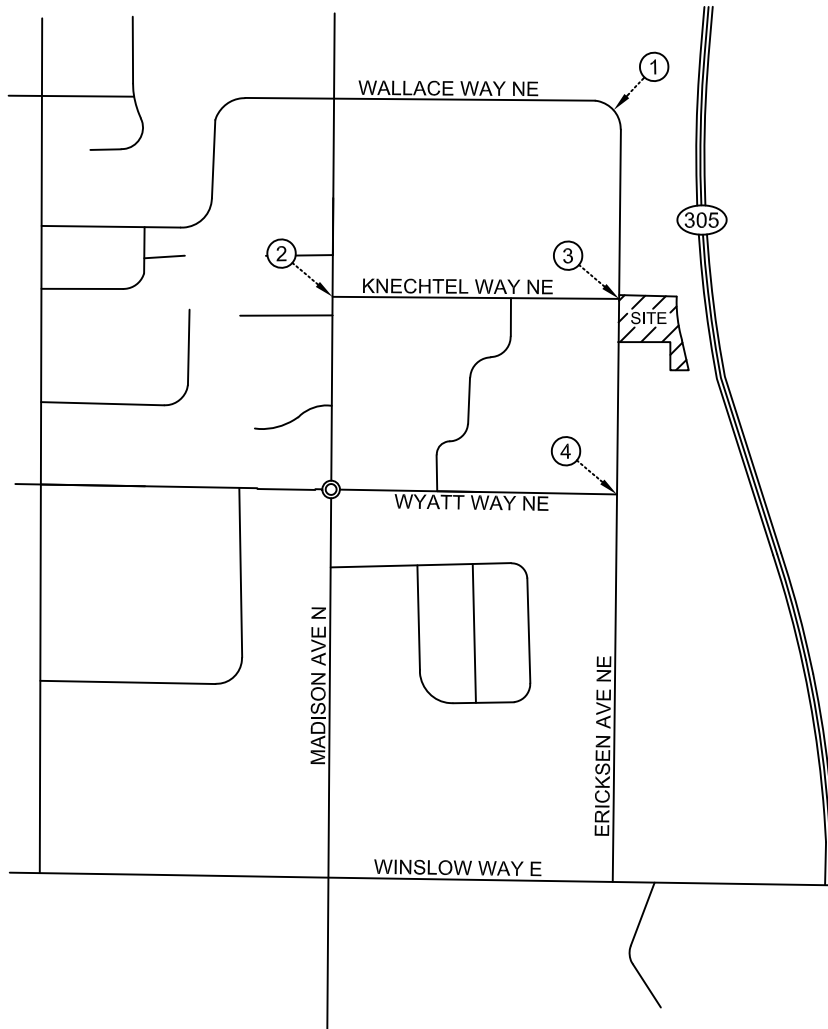




LEGEND

-  CROSSWALKS
-  SIDEWALKS
-  BIKE LANE





3.6 Existing Level of Service

Peak hour delays were determined through methodologies prescribed in the *Highway Capacity Manual* 6th Edition. Capacity analysis is used to determine level of service (LOS) which is an established measure of congestion for transportation facilities. The range¹ for intersection level of service is LOS A to LOS F with the former indicating the best operating conditions with low control delays and the latter indicating saturated conditions with heavy control delays. Detailed descriptions of intersection LOS are given in the 2016 Highway Capacity Manual. Level of service calculations were made through the use of the *Synchro 11* analysis program. For all-way stop controlled intersections, LOS is determined by the overall average delay. For side-street stop-controlled intersections, LOS is determined by the movement with the highest delay. Table 4 below summarizes existing LOS delays for the key study intersections.

It is important to note that the study intersection of Ericksen Avenue NE & Wallace Way NE has not been included in level of service analysis given the free flow conditions at the intersection (uncontrolled) in which drivers would not typically experience delays.

Table 4: Existing Peak Hour Level of Service

Delays Given in Seconds per Vehicle

Intersection	Control	Peak Hour	Critical Movement	LOS	Delay
Madison Ave NE & Knechtel Way NE	One-Way Stop	AM PM	WB	B B	10.4 13.6
Ericksen Ave NE & Knechtel Way NE	Two-Way Stop	AM PM	EB WB	A A	9.5 9.9
Ericksen Ave NE & Wyatt Way NE	All-Way Stop	AM PM	Overall	A A	7.6 7.8

City Level of Service Standards²: The subject property is situated within the city's designated Winslow area with the following LOS criteria:

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

¹ *Signalized Intersections - Level of Service*

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

Highway Capacity Manual, 6th Edition

Stop Controlled Intersections - Level of Service

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

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

Existing level of service (LOS) is shown to operate with LOS B conditions or better for both the AM and PM peak hours. All study intersections are shown to meet city level of service standards. No intersection deficiencies are identified with existing conditions.

3.7 Access & Sight Distance

Access to and from the site is proposed via a single driveway extending south from Knechtel Way NE, accessible by way of Ericksen Avenue NE. As part of site development, the 571 Ericksen Apartments project would add pedestrian markings to the south leg of the access intersection of Ericksen Avenue NE & Knechtel Way NE. The additional crosswalk markings would add an east-west pedestrian connection for future residents to utilize the sidewalk along the western side of Ericksen Avenue NE or the sidewalk along the southern side of Knechtel Way NE, refer to the appendix for site schematics.

A review of entering sight distance at the existing access intersection of Ericksen Avenue NE & Knechtel Way NE was conducted. In accordance with established AASHTO Standards³, approximately 280-feet of unobstructed view is needed based on the 25-mph posted speed limit along Ericksen Avenue NE. Based on preliminary measurements along Ericksen Avenue NE, sight lines are shown to exceed the minimum AASHTO requirement of 280 feet. It is important to maintain the existing foliage located within the center median along Ericksen Avenue NE to allow for clear sight lines to the north.

³ AASHTO. "A Policy on Geometric Design of Highways and Streets" 7th Edition. (2018).

4. FORECAST TRAFFIC DEMAND & ANALYSIS

4.1 Project Trip Generation

Trip generation is defined as the number of vehicle movements that enter or exit a site during a designated time period such as a specific peak hour or an entire day. Data presented in this analysis was derived from the Institute of Transportation Engineer's (ITE) publication Trip Generation, 11th Edition. As the proposed units would be income-restricted (e.g., prospective residents need to make certain wages to qualify), ITE's LUC 223 Affordable Housing was determined most comparable (with the subcategory classified as income limits). ITE average rates were used to determine trip ends with dwelling units used as the input variable. Table 5 below summarizes anticipated vehicular movements for the average weekday daily trips (AWDT), AM peak hour and PM peak hour. ITE Trip Generation sheets have been attached to the appendix for reference.

Table 5: Project Trip Generation

Land Use	Dwelling Units	AWDT	AM Peak-Hour Trips			PM Peak-Hour Trips		
			In	Out	Total	In	Out	Total
Affordable Housing	18	87	3	6	9	5	3	8

According to ITE data, and reflective of the affordable housing component, the project is estimated to generate 87 average weekday trips with 9 trips (3 inbound/6 outbound) occurring in the AM peak hour and 8 trips (5 inbound/3 outbound) occurring in the PM peak hour. Moreover, not displayed in Table 5 above, the project is also expected to generate a few non-motorist trips given the downtown transit-friendly nature of the area.

4.2 Distribution & Assignment

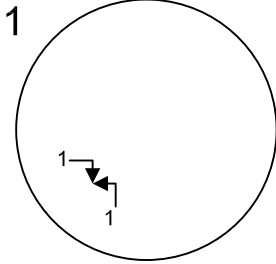
Trip distribution describes the process by which project generated trips are dispersed on the roadway network surrounding the site. Trip distribution percentages were derived in discussion with the city during the scoping process. Figures 4 and 5 on the following pages illustrate AM and PM peak hour trip distribution & assignment.

4.3 Future Peak Hour Volumes

A three-year horizon was used to assess future conditions with project-buildout. Forecast background volumes were derived by applying a compound annual growth rate of 1.5% (determined during the scoping process) to the existing volumes shown in Figures 3 and 4. Moreover, pipeline volumes from the nearby Hyla High School, Madison Apartments, and HRB Ferncliff Apartments have been included in forecast analysis. AM and PM peak hour pipeline volumes can be found in Figures 10 and 11, respectively. Forecast 2026 volumes without the project for the AM and PM peak

hours are shown in Figures 12 and 13, respectively. Forecast 2026 volumes with the addition of project related traffic are shown in Figures 14 (AM peak hour) and 15 (PM peak hour). Figures A, B, C, and D in the appendix highlight the city's long range, 20-year horizon.

ERICKSEN AVE NE / WALLACE WAY NE

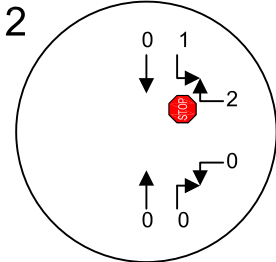


AM PEAK HOUR TRIPS

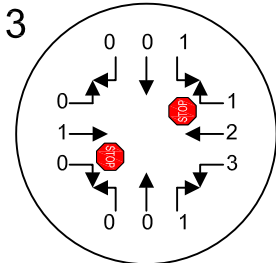
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OUTBOUND: 6 VPH



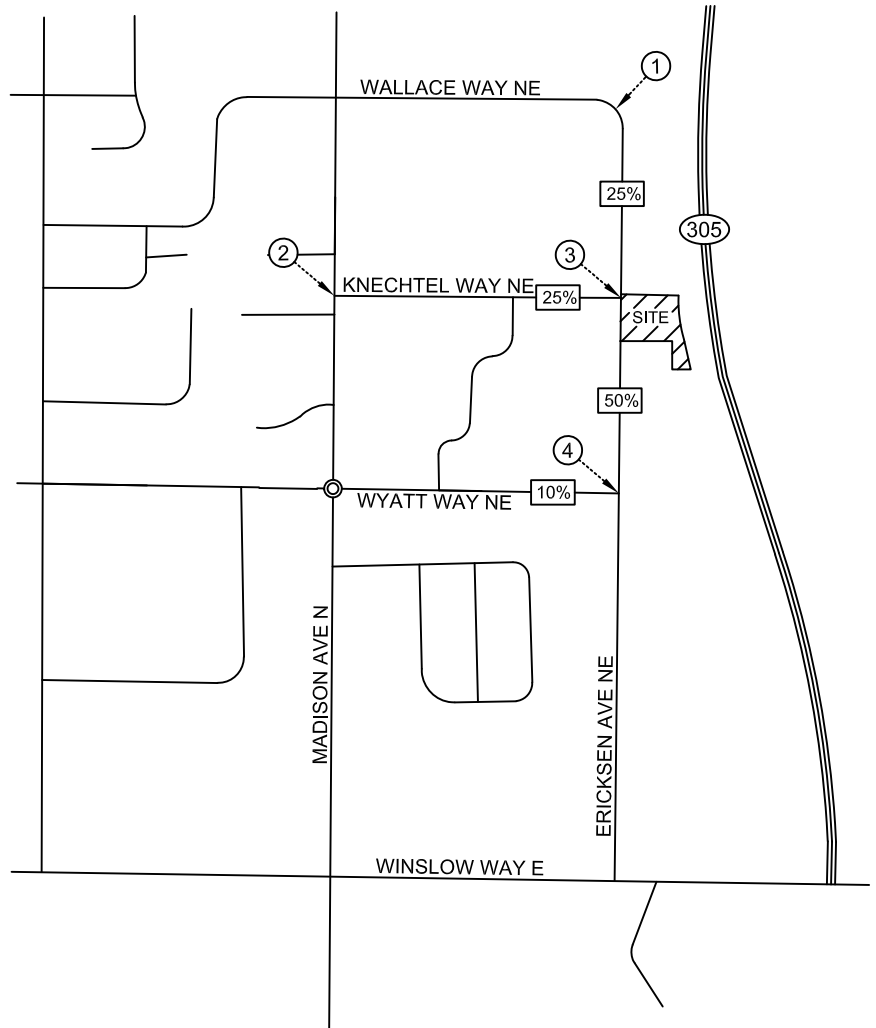
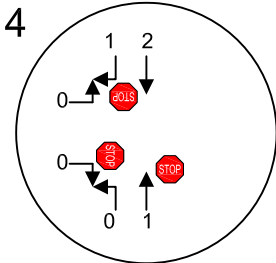
MADISON AVE NE / KNECHTEL WAY NE



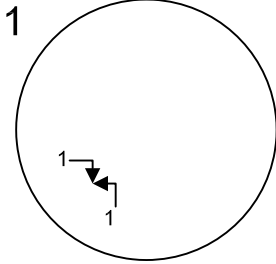
ERICKSEN AVE NE / KNECHTEL WAY NE
& ACCESS



ERICKSEN AVE NE / WYATT WAY NE



ERICKSEN AVE NE / WALLACE WAY NE

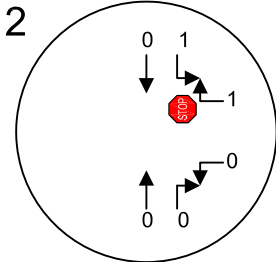


PM PEAK HOUR TRIPS

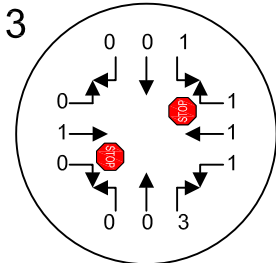
INBOUND: 5 VPH
OUTBOUND: 3 VPH



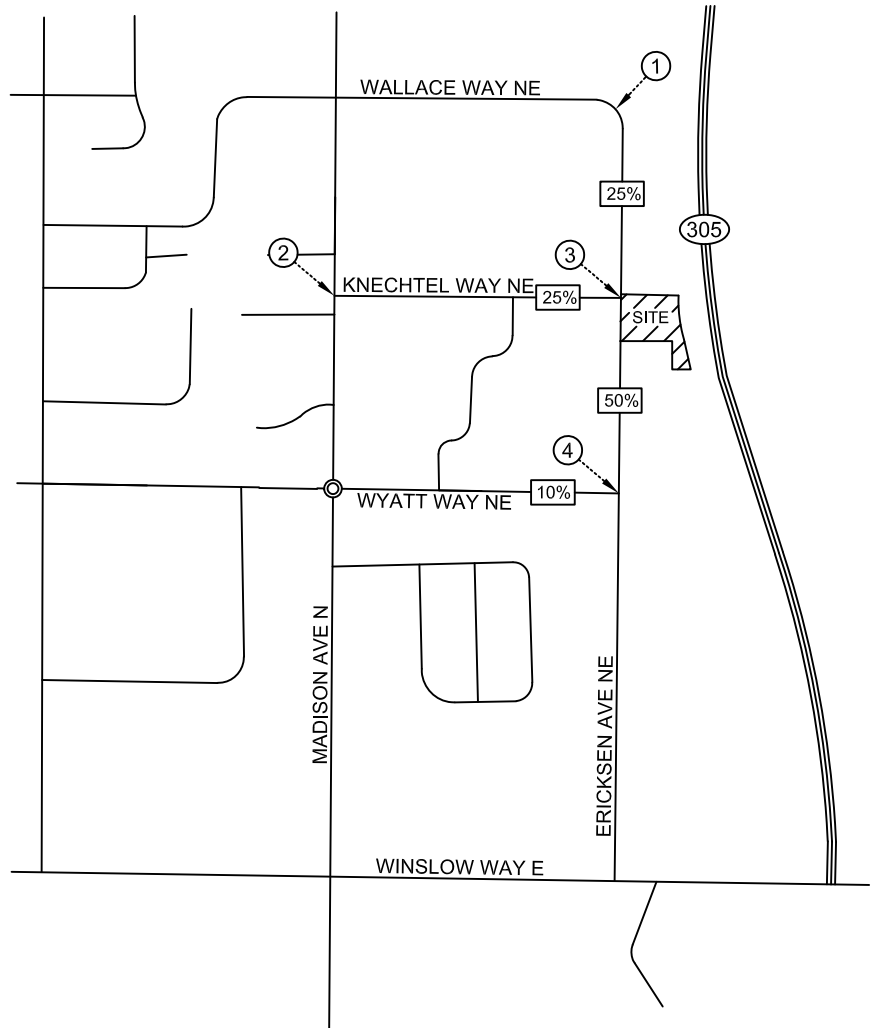
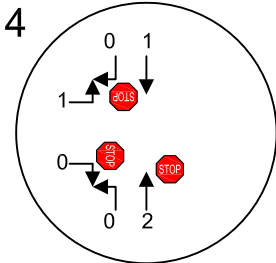
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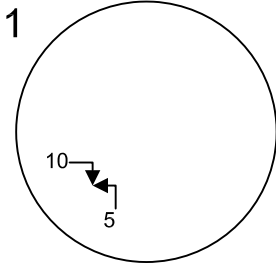
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& ACCESS



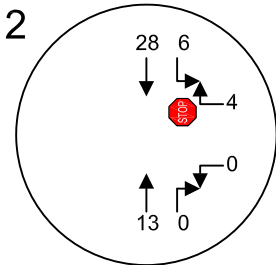
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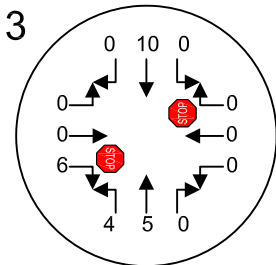
ERICKSEN AVE NE / WALLACE WAY NE



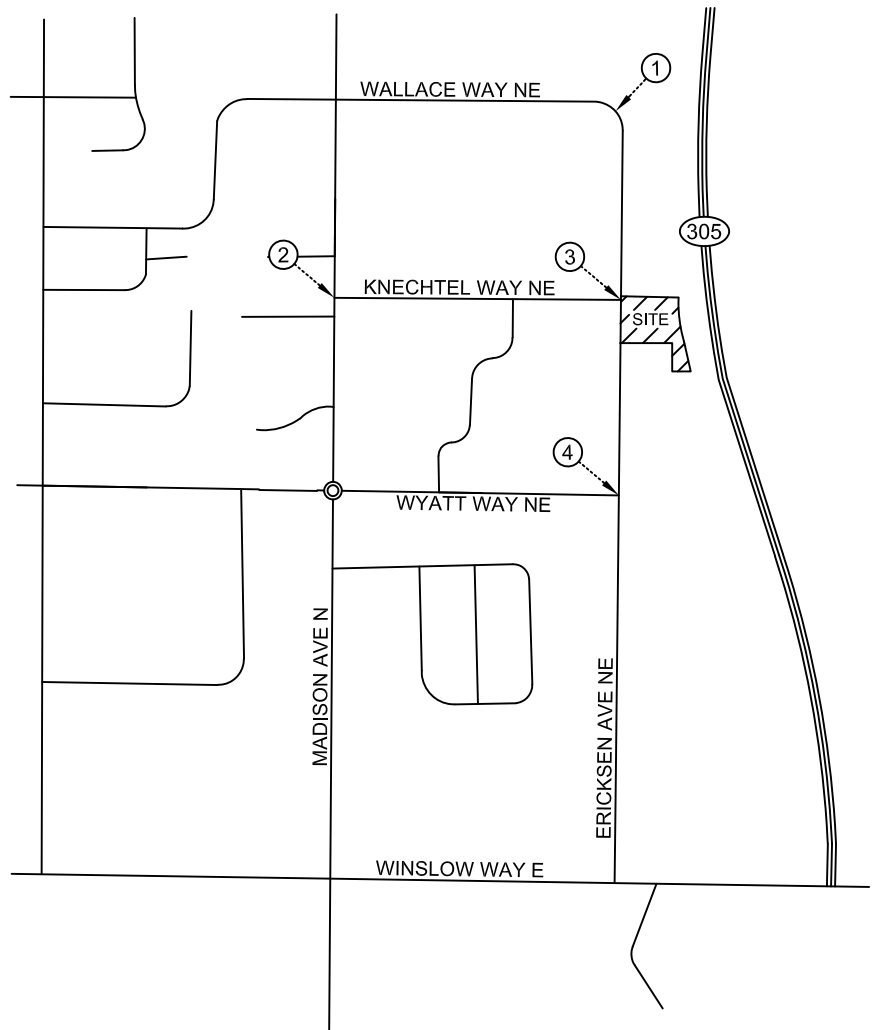
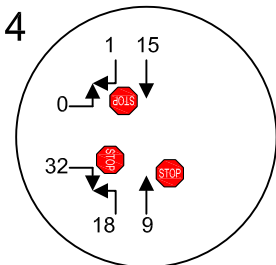
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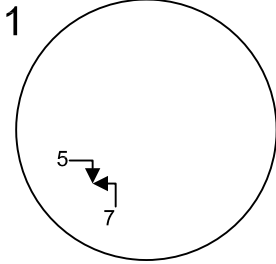
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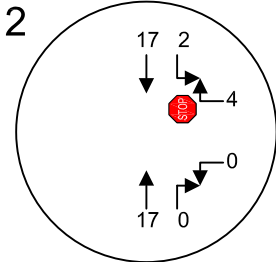
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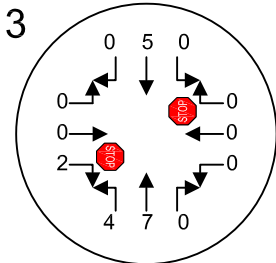
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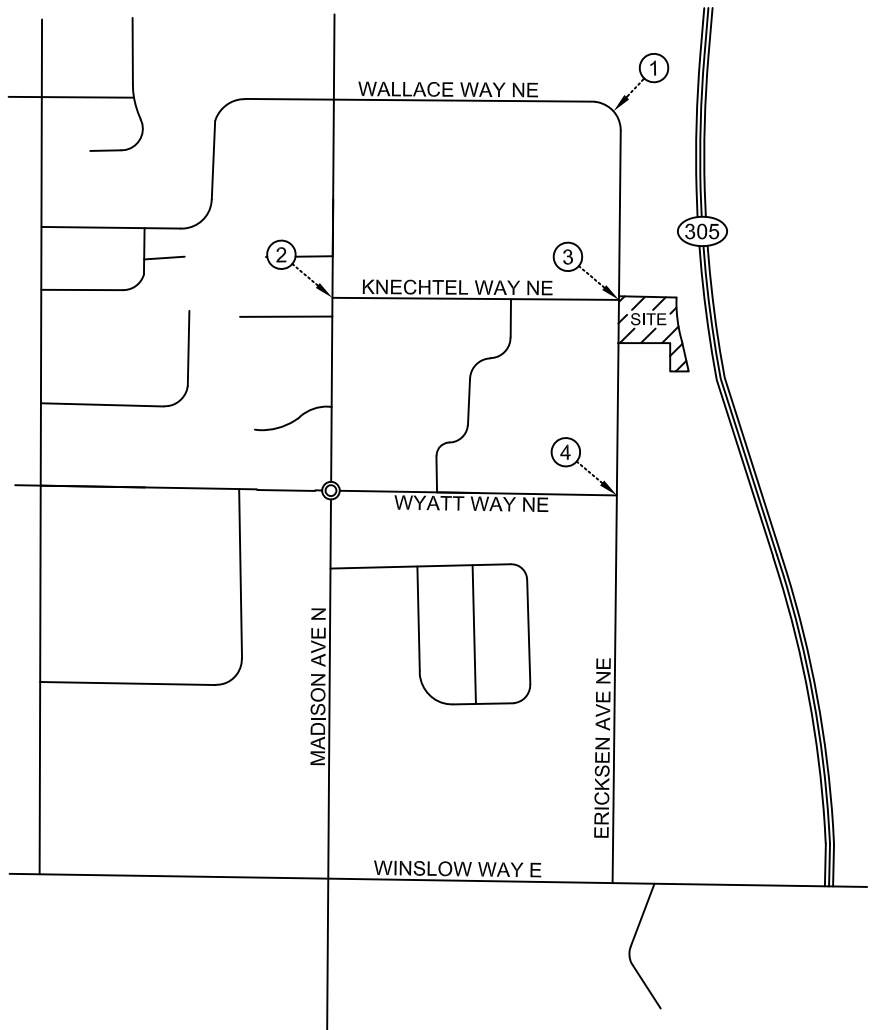
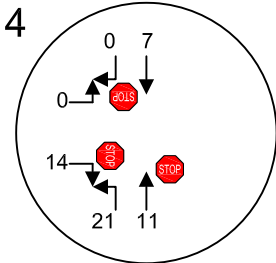
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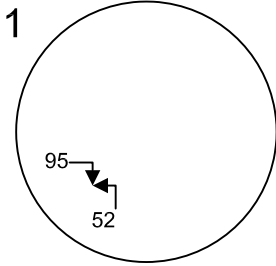
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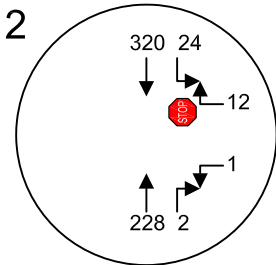
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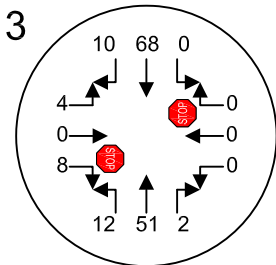
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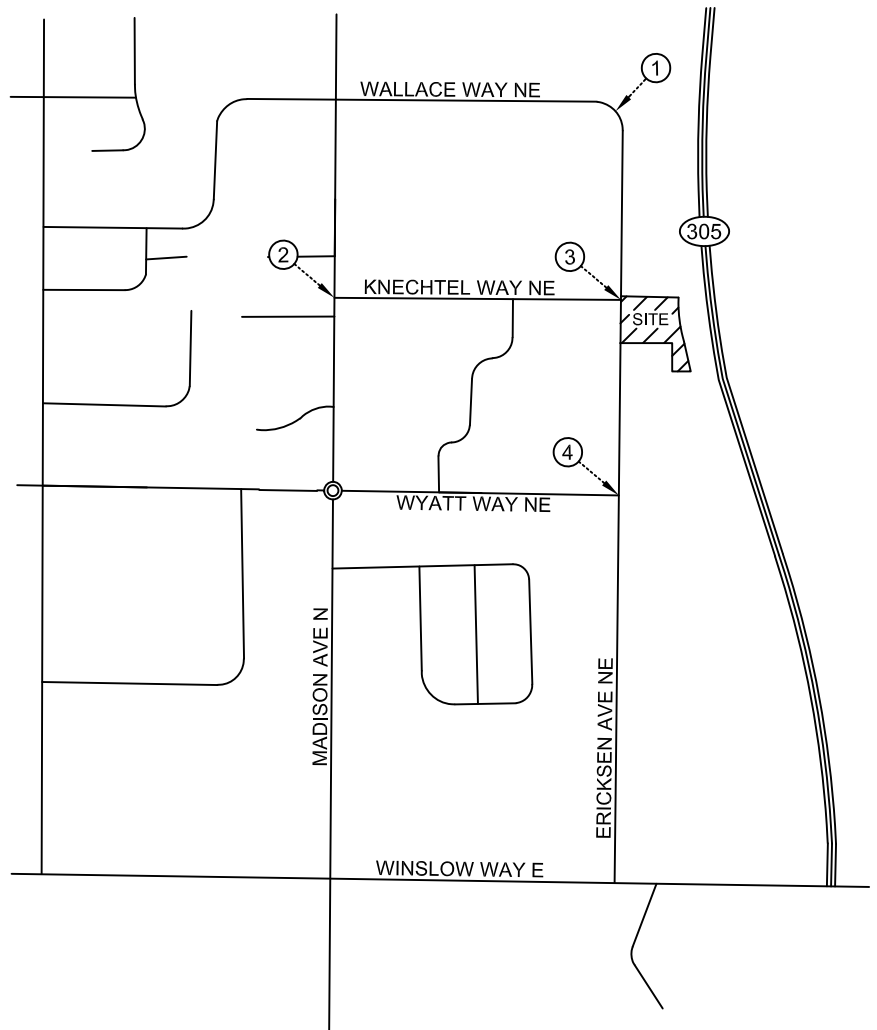
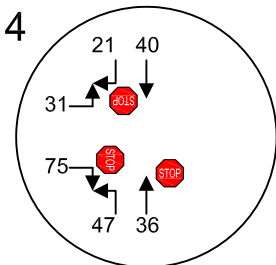
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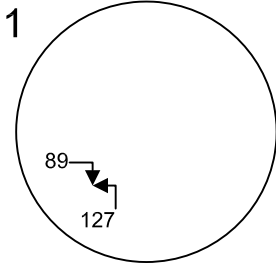
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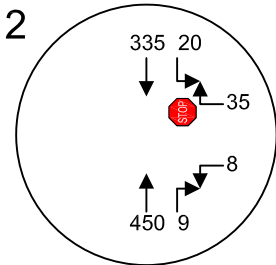
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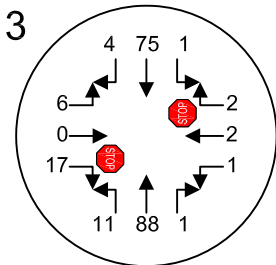
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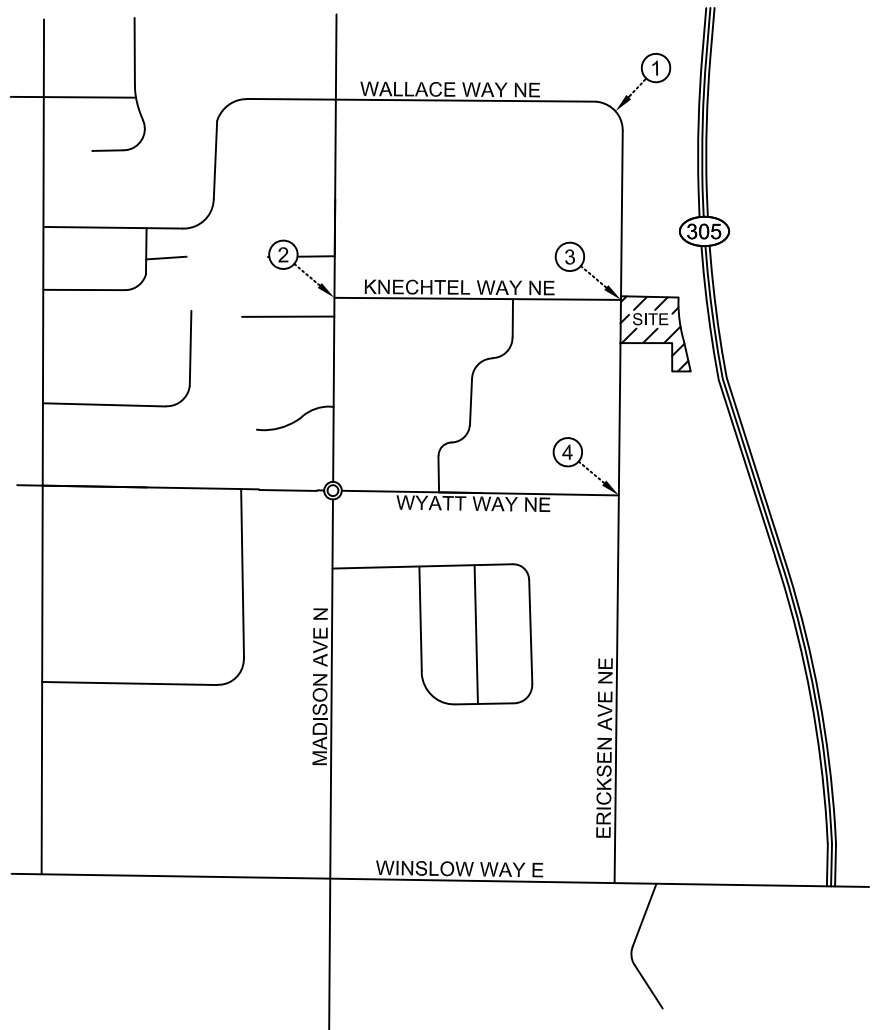
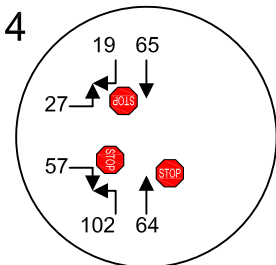
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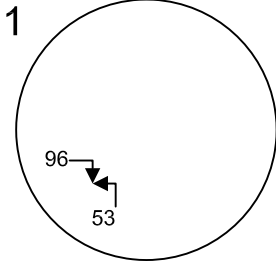
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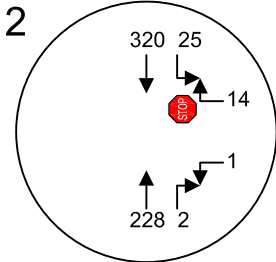
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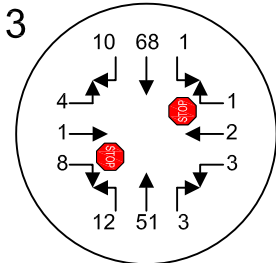
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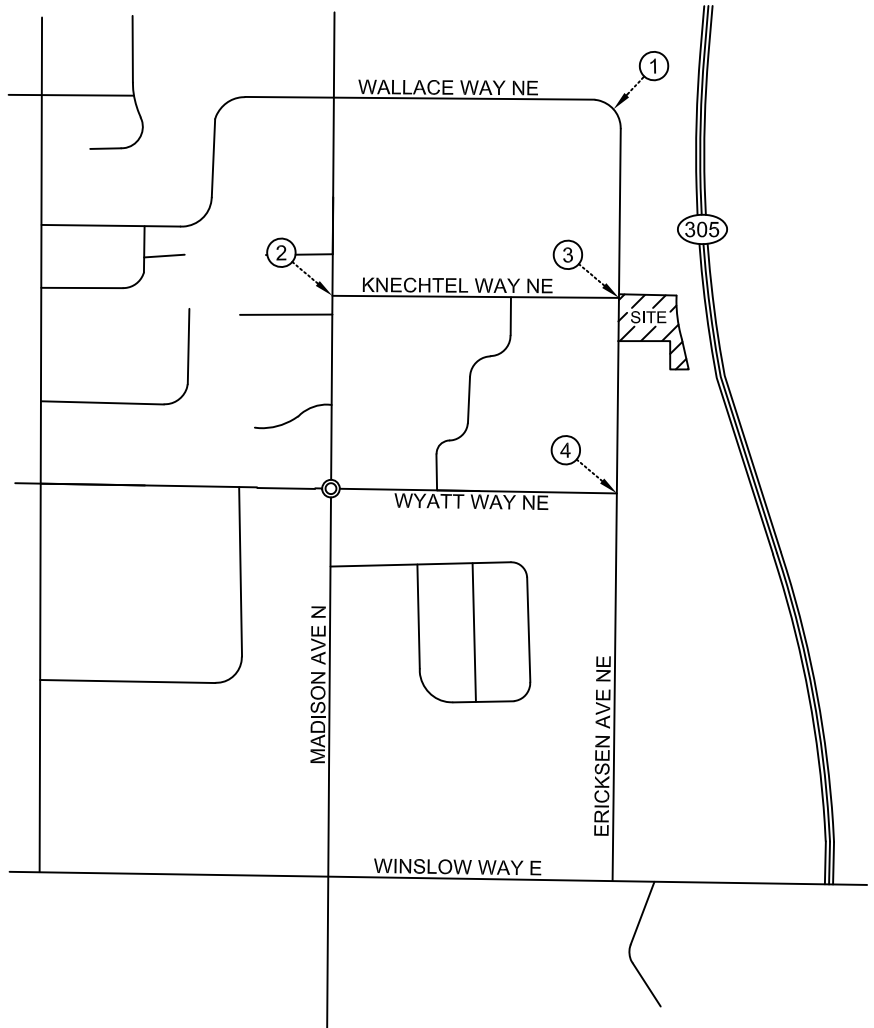
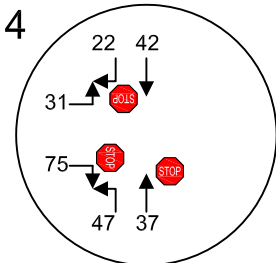
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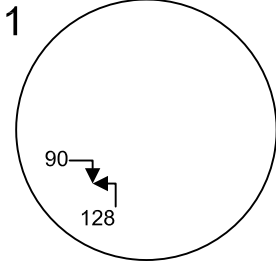
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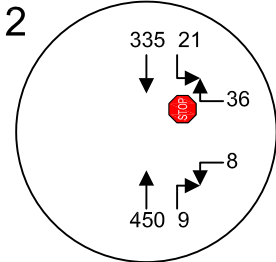
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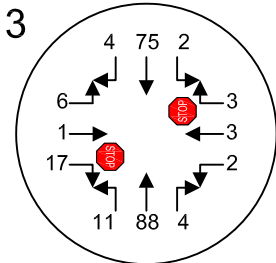
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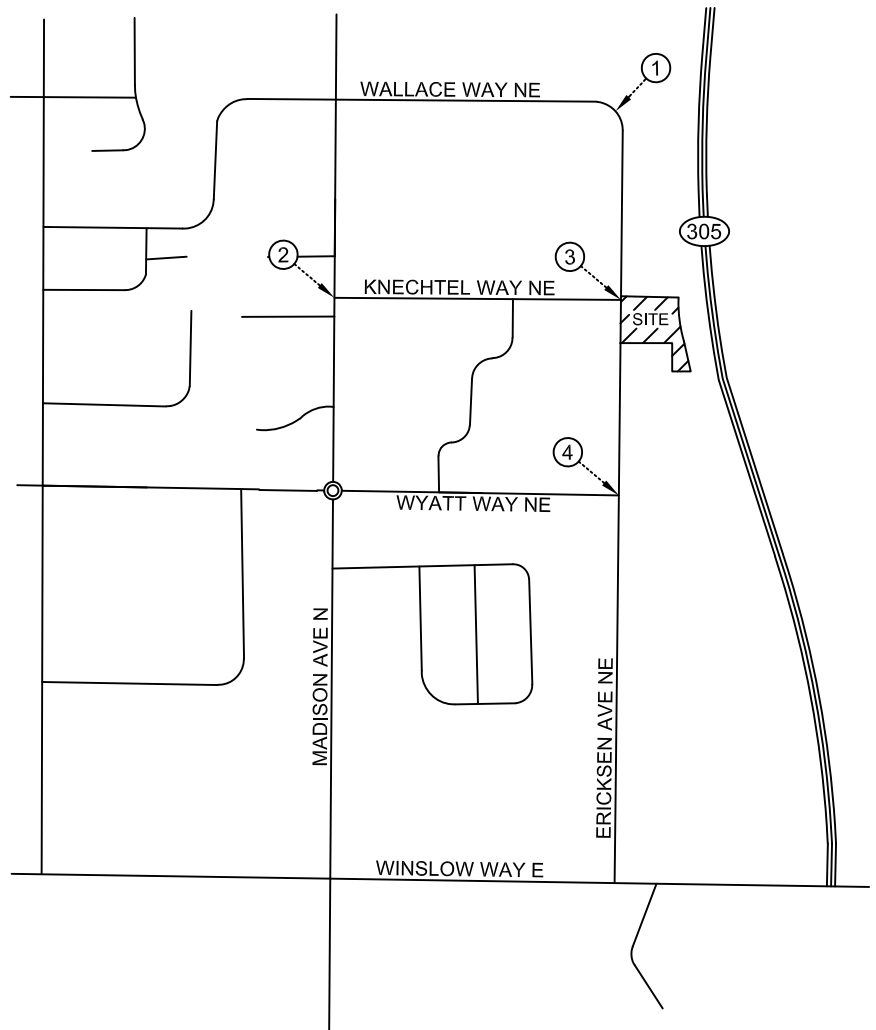
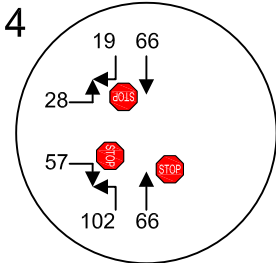
MADISON AVE NE / KNECHTEL WAY NE



ERICKSEN AVE NE / KNECHTEL WAY NE



ERICKSEN AVE NE / WYATT WAY NE



4.4 Future Level of Service

Level of service analyses were made of the future peak hour volumes without (background) and with project related trips added to the key roadways and intersections. This analysis once again involved the use of the *Synchro 11* analysis program. Delays for each study intersection under future 2026 conditions are shown below in Table 6.

Table 6: Forecast 2026 Peak Hour Level of Service

Delays Given in Seconds per Vehicle

Intersection	Control	Peak hour	Critical Movement	<u>Without Project</u>		<u>With Project</u>	
				LOS	Delay	LOS	Delay
Madison Ave NE & Knechtel Way NE	One-Way	AM	WB	B	10.5	B	10.5
	Stop	PM		B	14.3	B	14.3
Ericksen Ave NE & Knechtel Way NE	Two-Way	AM	EB/WB	A	9.4	B	10.1
	Stop	PM	WB	B	10.1	B	10.2
Ericksen Ave NE & Wyatt Way NE	All-Way	AM	Overall	A	8.1	A	8.1
	Stop	PM		A	8.1	A	8.1

Forecast 2026 AM and PM peak hour level of service is shown to operate with LOS B conditions or better for all study/access intersections, meeting city level of service standards. No operational deficiencies are identified as a result of the proposed development.

4.5 Left-Turn Warrant Analysis

Left turn lanes are a means of providing necessary storage space for left turning vehicles at intersections. Procedures prescribed by WSDOT Design Manual Exhibit 1310-7a were used to ascertain storage requirements at the proposed access intersection via Ericksen Avenue NE and opposite Knechtel Way NE. Based on forecast 2026 AM and PM peak hour volumes with project traffic - a left turn lane *would not be warranted*. Refer to the appendix for the left turn warrant nomographs.

5. CONCLUSIONS & MITIGATION

571 Ericksen Apartments proposes for the construction of 18 income-restricted multifamily dwelling units located within the city of Bainbridge Island. The subject site is comprised of 0.66-acres within a single tax parcel. Access to and from the site is proposed via a single driveway extending south from Knechtel Way NE accessible by way of Ericksen Avenue NE. During the scoping process, a total of four intersections were targeted for evaluation and are shown in Table 3. Existing level of service was evaluated at three of the study intersection which are shown to operate with LOS B conditions or better.

Based on ITE data, the project is estimated to generate 87 average weekday daily trips with 9 trips occurring in the AM peak hour and 8 trips occurring in the PM peak hour. A three-year horizon of 2026 was used to assess future conditions. Forecast 2026 analysis included a background growth rate of 1.5% and three nearby pipeline projects. Forecast 2026 AM and PM peak hour level of service is shown to operate acceptably with LOS B conditions or better with or without the estimated project traffic. A left turn lane was analyzed at the access intersection of Ericksen Avenue NE & Knechtel Way NE, which was shown to not be warranted during either peak hour scenario.

Based on the above analysis, the following mitigation is identified.

1. The proposed 571 Ericksen Avenue Apartments project may be exempt from transportation impact fees pursuant to BIMC 15.30.070.

Therefore, no mitigation is identified at this time.

571 ERICKSEN APARTMENTS TRAFFIC IMPACT ANALYSIS

APPENDIX

TRAFFIC COUNTS

Heath & Associates

PO Box 397 Puyallup, WA 98371

File Name : 5055g
 Site Code : 00005055
 Start Date : 1/31/2023
 Page No : 1

Groups Printed- Passenger + - Heavy

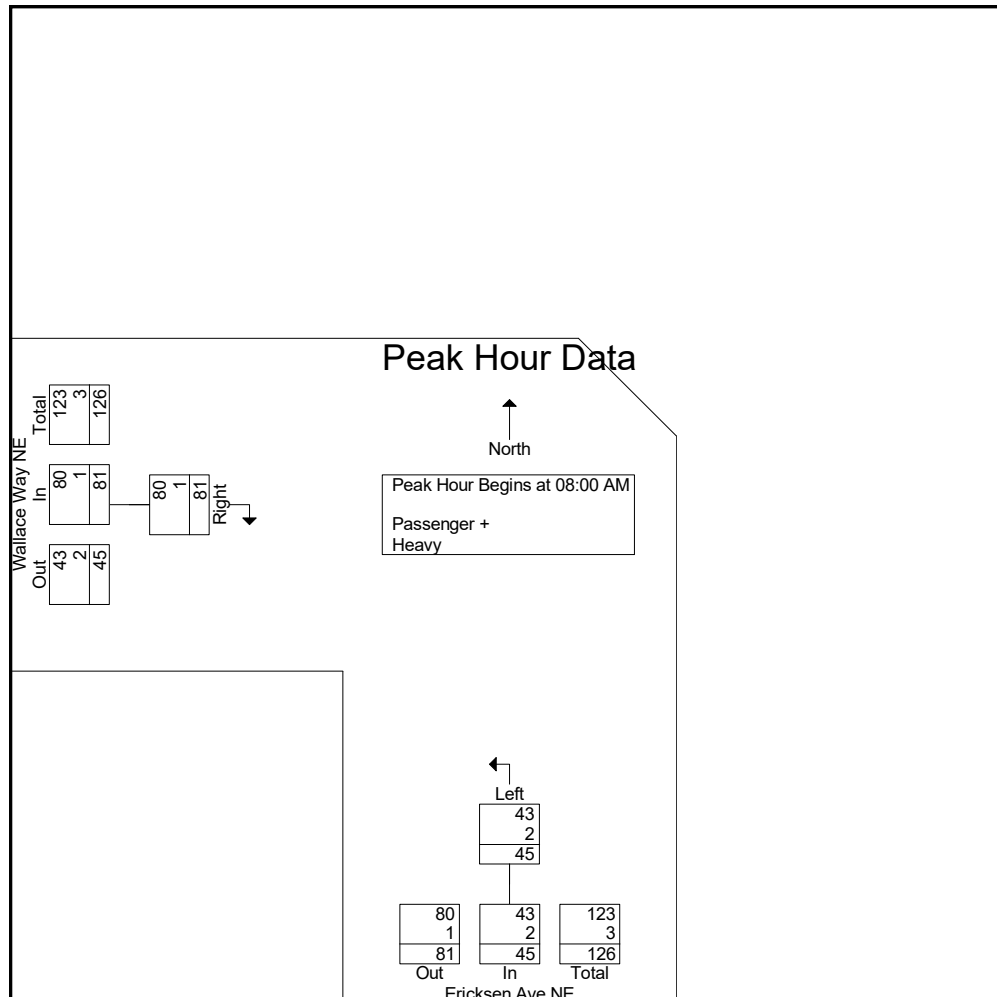
Start Time	Ericksen Ave NE Northbound		Wallace Way NE Eastbound		Int. Total
	Left	App. Total	Right	App. Total	
07:00 AM	5	5	9	9	14
07:15 AM	2	2	5	5	7
07:30 AM	4	4	15	15	19
07:45 AM	7	7	18	18	25
Total	18	18	47	47	65
08:00 AM	5	5	21	21	26
08:15 AM	11	11	22	22	33
08:30 AM	14	14	23	23	37
08:45 AM	15	15	15	15	30
Total	45	45	81	81	126
Grand Total	63	63	128	128	191
Apprch %	100		100		
Total %	33	33	67	67	
Passenger +	58	58	125	125	183
% Passenger +	92.1	92.1	97.7	97.7	95.8
Heavy	5	5	3	3	8
% Heavy	7.9	7.9	2.3	2.3	4.2

Heath & Associates

PO Box 397 Puyallup, WA 98371

File Name : 5055g
 Site Code : 00005055
 Start Date : 1/31/2023
 Page No : 2

	Ericksen Ave NE Northbound		Wallace Way NE Eastbound		
Start Time	Left	App. Total	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 08:00 AM					
08:00 AM	5	5	21	21	26
08:15 AM	11	11	22	22	33
08:30 AM	14	14	23	23	37
08:45 AM	15	15	15	15	30
Total Volume	45	45	81	81	126
% App. Total	100		100		
PHF	.750	.750	.880	.880	.851
Passenger +	43	43	80	80	123
% Passenger +	95.6	95.6	98.8	98.8	97.6
Heavy	2	2	1	1	3
% Heavy	4.4	4.4	1.2	1.2	2.4



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PO Box 397 Puyallup, WA 98371

File Name : 5055h
 Site Code : 00005055
 Start Date : 1/31/2023
 Page No : 1

Groups Printed- Passenger + - Heavy

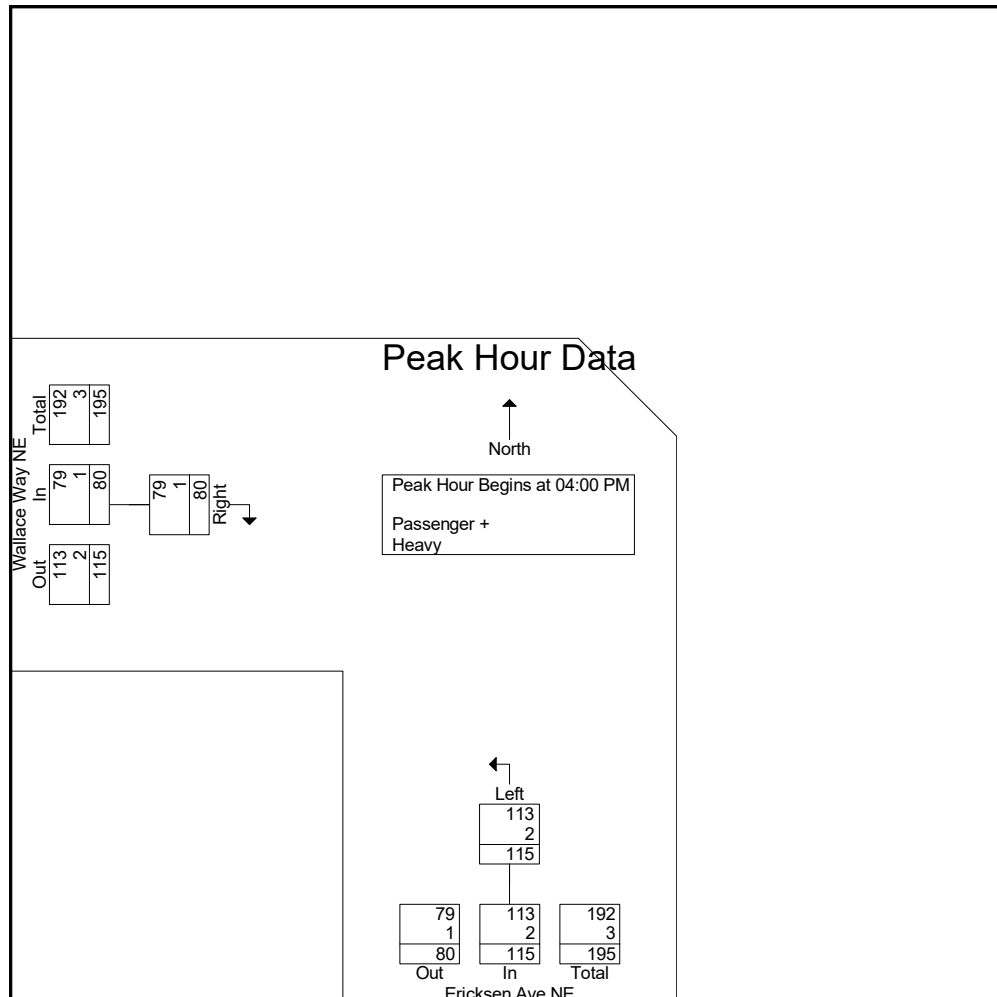
	Ericksen Ave NE Northbound		Wallace Way NE Eastbound		
Start Time	Left	App. Total	Right	App. Total	Int. Total
04:00 PM	27	27	26	26	53
04:15 PM	30	30	18	18	48
04:30 PM	28	28	20	20	48
04:45 PM	30	30	16	16	46
Total	115	115	80	80	195
05:00 PM	21	21	22	22	43
05:15 PM	20	20	20	20	40
05:30 PM	23	23	11	11	34
05:45 PM	17	17	10	10	27
Total	81	81	63	63	144
Grand Total	196	196	143	143	339
Apprch %	100		100		
Total %	57.8	57.8	42.2	42.2	
Passenger +	193	193	141	141	334
% Passenger +	98.5	98.5	98.6	98.6	98.5
Heavy	3	3	2	2	5
% Heavy	1.5	1.5	1.4	1.4	1.5

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PO Box 397 Puyallup, WA 98371

File Name : 5055h
 Site Code : 00005055
 Start Date : 1/31/2023
 Page No : 2

	Ericksen Ave NE Northbound		Wallace Way NE Eastbound		
Start Time	Left	App. Total	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 04:00 PM					
04:00 PM	27	27	26	26	53
04:15 PM	30	30	18	18	48
04:30 PM	28	28	20	20	48
04:45 PM	30	30	16	16	46
Total Volume	115	115	80	80	195
% App. Total	100		100		
PHF	.958	.958	.769	.769	.920
Passenger +	113	113	79	79	192
% Passenger +	98.3	98.3	98.8	98.8	98.5
Heavy	2	2	1	1	3
% Heavy	1.7	1.7	1.3	1.3	1.5



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PO Box 397 Puyallup, WA 98371

File Name : 5055c
 Site Code : 00005055
 Start Date : 1/24/2023
 Page No : 1

Groups Printed- Passenger + - Heavy

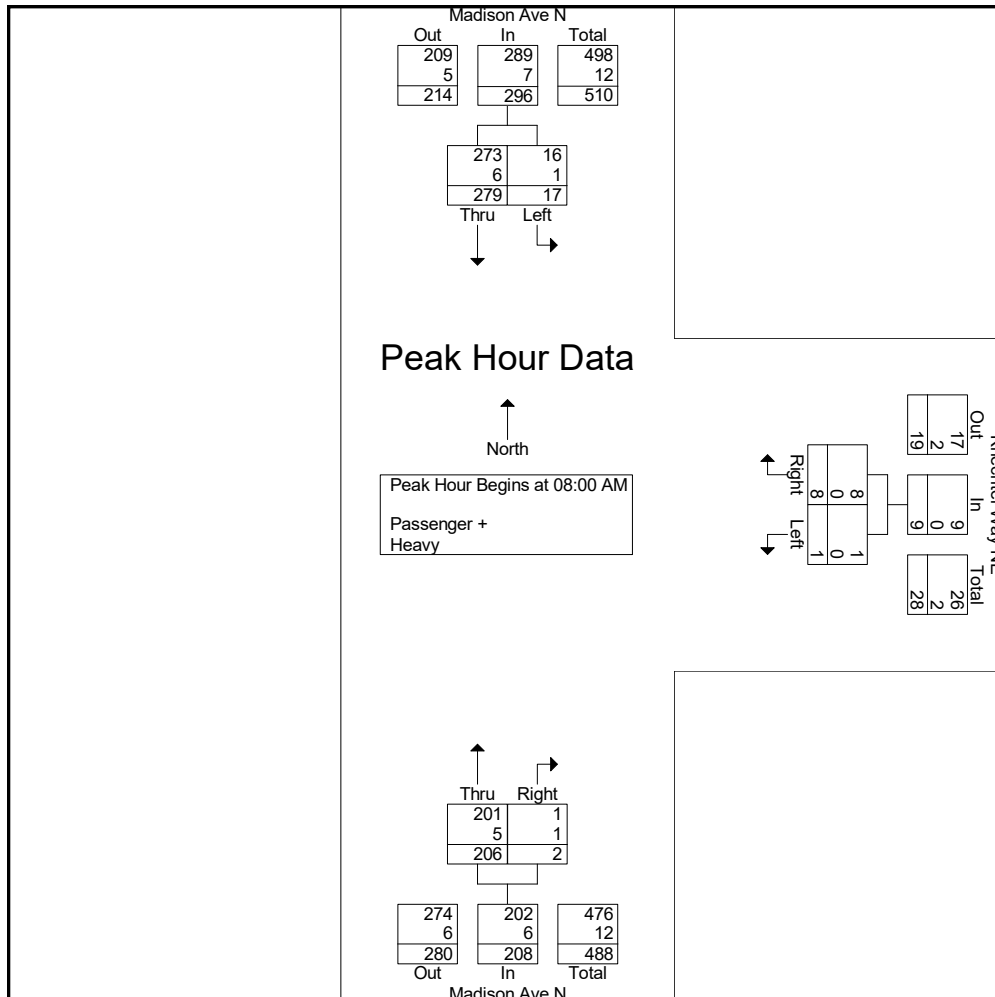
	Madison Ave N Southbound			Knechtel Way NE Westbound			Madison Ave N Northbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
07:00 AM	24	2	26	2	1	3	1	18	19	48
07:15 AM	29	4	33	2	1	3	1	22	23	59
07:30 AM	34	0	34	1	0	1	0	38	38	73
07:45 AM	59	2	61	2	0	2	1	48	49	112
Total	146	8	154	7	2	9	3	126	129	292
08:00 AM	49	2	51	0	0	0	0	35	35	86
08:15 AM	66	6	72	0	1	1	1	44	45	118
08:30 AM	64	4	68	4	0	4	1	79	80	152
08:45 AM	100	5	105	4	0	4	0	48	48	157
Total	279	17	296	8	1	9	2	206	208	513
Grand Total	425	25	450	15	3	18	5	332	337	805
Apprch %	94.4	5.6		83.3	16.7		1.5	98.5		
Total %	52.8	3.1	55.9	1.9	0.4	2.2	0.6	41.2	41.9	
Passenger +	414	23	437	15	2	17	4	317	321	775
% Passenger +	97.4	92	97.1	100	66.7	94.4	80	95.5	95.3	96.3
Heavy	11	2	13	0	1	1	1	15	16	30
% Heavy	2.6	8	2.9	0	33.3	5.6	20	4.5	4.7	3.7

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File Name : 5055c
 Site Code : 00005055
 Start Date : 1/24/2023
 Page No : 2

	Madison Ave N Southbound			Knechtel Way NE Westbound			Madison Ave N Northbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	49	2	51	0	0	0	0	35	35	86
08:15 AM	66	6	72	0	1	1	1	44	45	118
08:30 AM	64	4	68	4	0	4	1	79	80	152
08:45 AM	100	5	105	4	0	4	0	48	48	157
Total Volume	279	17	296	8	1	9	2	206	208	513
% App. Total	94.3	5.7		88.9	11.1		1	99		
PHF	.698	.708	.705	.500	.250	.563	.500	.652	.650	.817
Passenger +	273	16	289	8	1	9	1	201	202	500
% Passenger +	97.8	94.1	97.6	100	100	100	50.0	97.6	97.1	97.5
Heavy	6	1	7	0	0	0	1	5	6	13
% Heavy	2.2	5.9	2.4	0	0	0	50.0	2.4	2.9	2.5



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PO Box 397 Puyallup, WA 98371

File Name : 5055d
 Site Code : 00005055
 Start Date : 1/24/2023
 Page No : 1

Groups Printed- Passenger + - Heavy

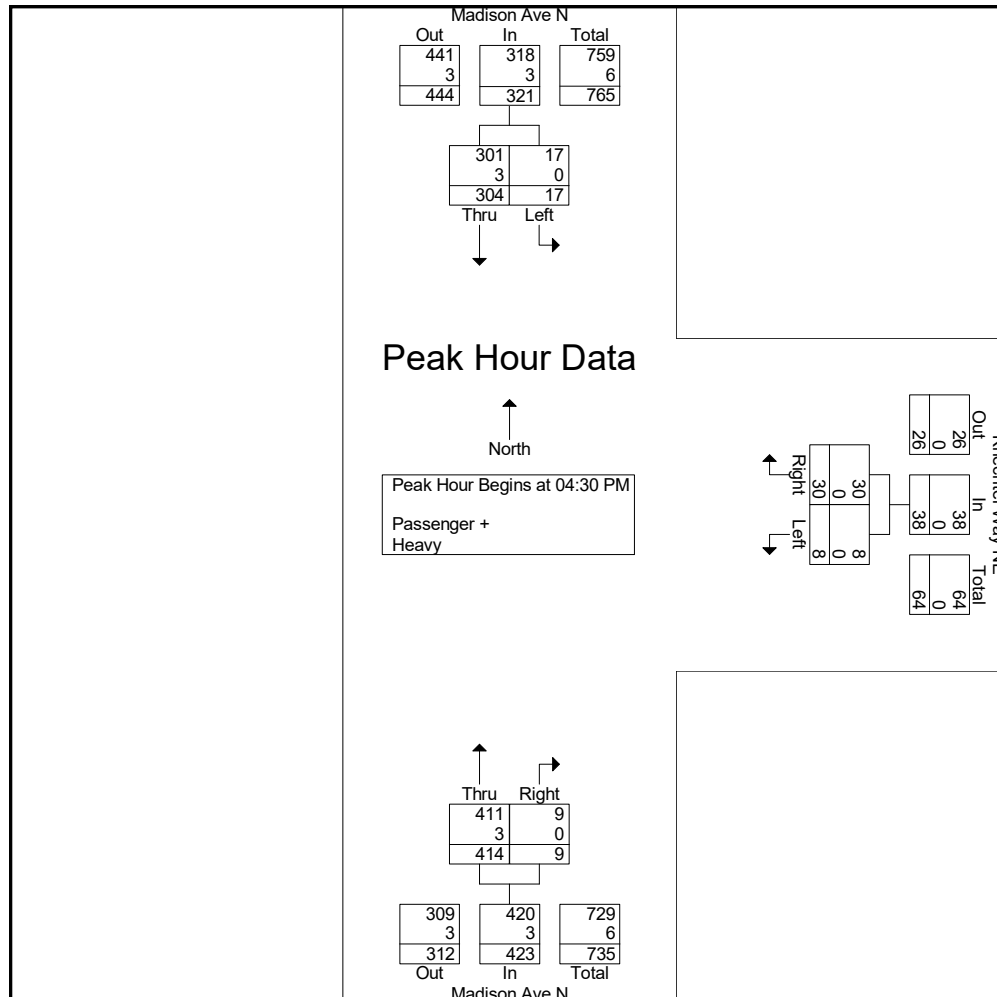
	Madison Ave N Southbound			Knechtel Way NE Westbound			Madison Ave N Northbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
04:00 PM	68	3	71	8	1	9	4	99	103	183
04:15 PM	58	7	65	9	2	11	0	89	89	165
04:30 PM	68	8	76	10	5	15	3	98	101	192
04:45 PM	82	5	87	10	0	10	3	99	102	199
Total	276	23	299	37	8	45	10	385	395	739
05:00 PM	86	3	89	7	2	9	1	121	122	220
05:15 PM	68	1	69	3	1	4	2	96	98	171
05:30 PM	60	7	67	2	1	3	1	66	67	137
05:45 PM	64	5	69	5	2	7	1	55	56	132
Total	278	16	294	17	6	23	5	338	343	660
Grand Total	554	39	593	54	14	68	15	723	738	1399
Apprch %	93.4	6.6		79.4	20.6		2	98		
Total %	39.6	2.8	42.4	3.9	1	4.9	1.1	51.7	52.8	
Passenger +	548	39	587	54	14	68	15	716	731	1386
% Passenger +	98.9	100	99	100	100	100	100	99	99.1	99.1
Heavy	6	0	6	0	0	0	0	7	7	13
% Heavy	1.1	0	1	0	0	0	0	1	0.9	0.9

Heath & Associates

PO Box 397 Puyallup, WA 98371

File Name : 5055d
 Site Code : 00005055
 Start Date : 1/24/2023
 Page No : 2

	Madison Ave N Southbound			Knechtel Way NE Westbound			Madison Ave N Northbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	68	8	76	10	5	15	3	98	101	192
04:45 PM	82	5	87	10	0	10	3	99	102	199
05:00 PM	86	3	89	7	2	9	1	121	122	220
05:15 PM	68	1	69	3	1	4	2	96	98	171
Total Volume	304	17	321	30	8	38	9	414	423	782
% App. Total	94.7	5.3		78.9	21.1		2.1	97.9		
PHF	.884	.531	.902	.750	.400	.633	.750	.855	.867	.889
Passenger +	301	17	318	30	8	38	9	411	420	776
% Passenger +	99.0	100	99.1	100	100	100	100	99.3	99.3	99.2
Heavy	3	0	3	0	0	0	0	3	3	6
% Heavy	1.0	0	0.9	0	0	0	0	0.7	0.7	0.8



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File Name : 5055a
Site Code : 00005055
Start Date : 1/24/2023
Page No : 1

Groups Printed- Passenger + - Heavy

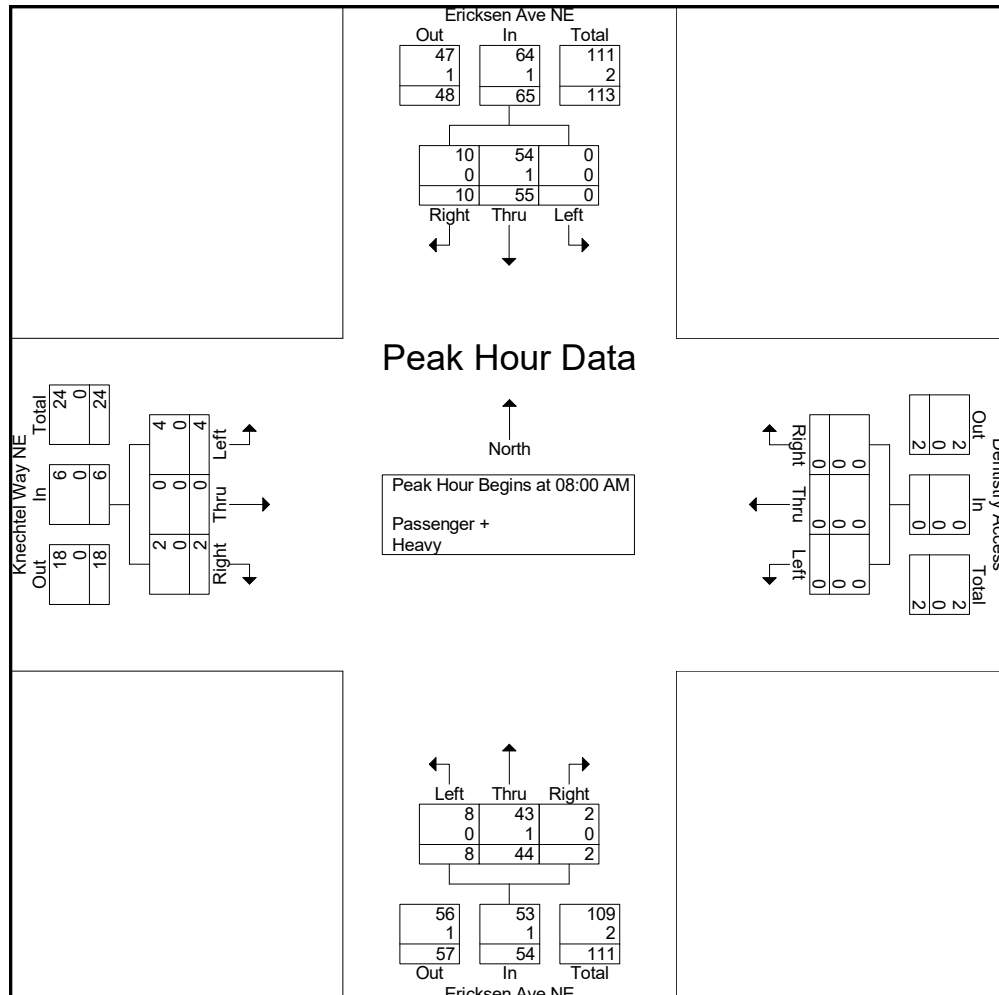
	Ericksen Ave NE Southbound				Dentistry Access Westbound				Ericksen Ave NE Northbound				Knechtel Way NE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	0	4	0	4	0	1	0	1	0	3	0	3	1	1	0	2	10
07:15 AM	0	4	0	4	0	0	0	0	0	4	1	5	0	0	0	0	9
07:30 AM	0	12	2	14	1	0	0	1	0	2	0	2	0	0	1	1	18
07:45 AM	1	11	0	12	1	1	0	2	0	14	1	15	3	0	0	3	32
Total	1	31	2	34	2	2	0	4	0	23	2	25	4	1	1	6	69
08:00 AM	2	7	0	9	0	0	0	0	1	4	0	5	0	0	0	0	14
08:15 AM	4	18	0	22	0	0	0	0	0	17	2	19	1	0	0	1	42
08:30 AM	1	17	0	18	0	0	0	0	1	6	3	10	0	0	3	3	31
08:45 AM	3	13	0	16	0	0	0	0	0	17	3	20	1	0	1	2	38
Total	10	55	0	65	0	0	0	0	2	44	8	54	2	0	4	6	125
Grand Total	11	86	2	99	2	2	0	4	2	67	10	79	6	1	5	12	194
Apprch %	11.1	86.9	2		50	50	0		2.5	84.8	12.7		50	8.3	41.7		
Total %	5.7	44.3	1	51	1	1	0	2.1	1	34.5	5.2	40.7	3.1	0.5	2.6	6.2	
Passenger +	11	83	2	96	2	1	0	3	2	65	8	75	4	1	5	10	184
% Passenger +	100	96.5	100	97	100	50	0	75	100	97	80	94.9	66.7	100	100	83.3	94.8
Heavy	0	3	0	3	0	1	0	1	0	2	2	4	2	0	0	2	10
% Heavy	0	3.5	0	3	0	50	0	25	0	3	20	5.1	33.3	0	0	16.7	5.2

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File Name : 5055a
 Site Code : 00005055
 Start Date : 1/24/2023
 Page No : 2

	Erickson Ave NE Southbound				Dentistry Access Westbound				Erickson Ave NE Northbound				Knechtel Way NE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	2	7	0	9	0	0	0	0	1	4	0	5	0	0	0	0	14
08:15 AM	4	18	0	22	0	0	0	0	0	17	2	19	1	0	0	1	42
08:30 AM	1	17	0	18	0	0	0	0	1	6	3	10	0	0	3	3	31
08:45 AM	3	13	0	16	0	0	0	0	0	17	3	20	1	0	1	2	38
Total Volume	10	55	0	65	0	0	0	0	2	44	8	54	2	0	4	6	125
% App. Total	15.4	84.6	0		0	0	0		3.7	81.5	14.8		33.3	0	66.7		
PHF	.625	.764	.000	.739	.000	.000	.000	.000	.500	.647	.667	.675	.500	.000	.333	.500	.744
Passenger +	10	54	0	64	0	0	0	0	2	43	8	53	2	0	4	6	123
% Passenger +	100	98.2	0	98.5	0	0	0	0	100	97.7	100	98.1	100	0	100	100	98.4
Heavy	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
% Heavy	0	1.8	0	1.5	0	0	0	0	0	2.3	0	1.9	0	0	0	0	1.6



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File Name : 5055b
Site Code : 00005055
Start Date : 1/24/2023
Page No : 1

Groups Printed- Passenger + - Heavy

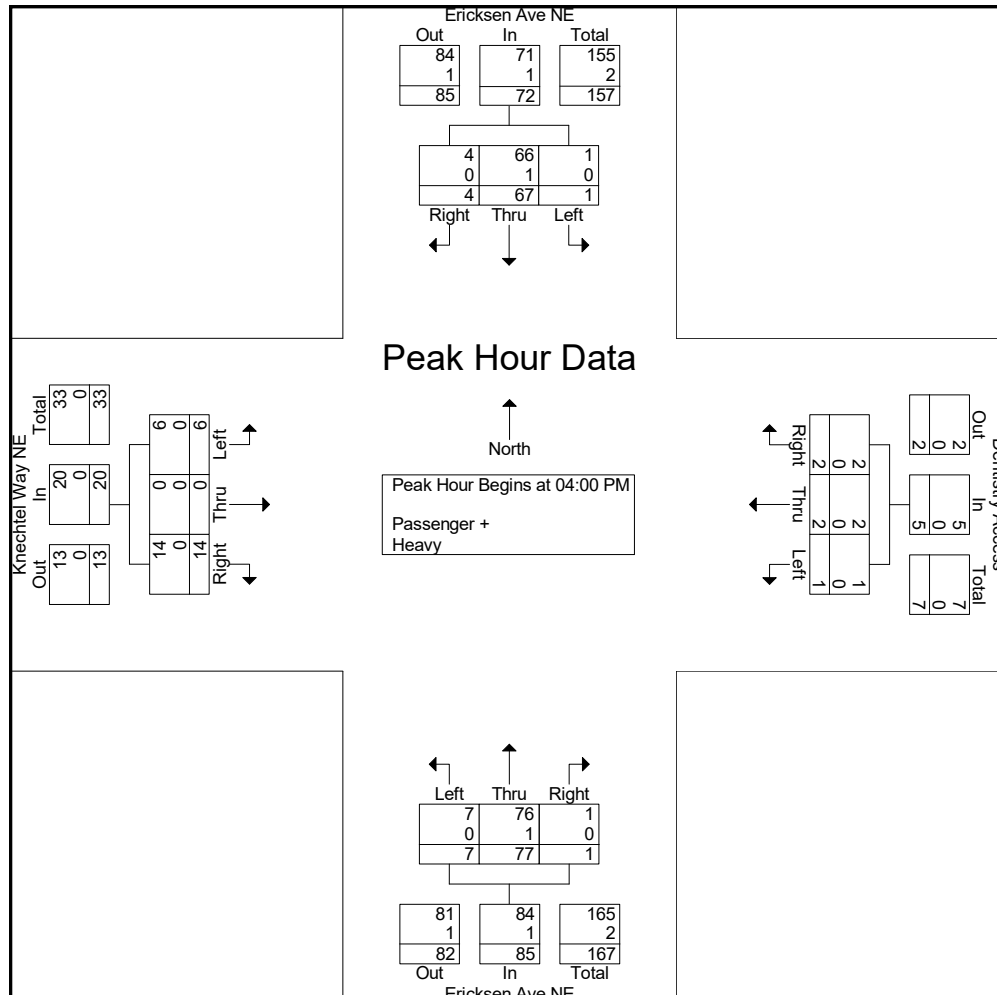
	Ericksen Ave NE Southbound				Dentistry Access Westbound				Ericksen Ave NE Northbound				Knechtel Way NE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	3	15	1	19	1	0	0	1	0	26	2	28	5	0	2	7	55
04:15 PM	0	15	0	15	0	0	1	1	1	13	2	16	1	0	0	1	33
04:30 PM	0	19	0	19	1	2	0	3	0	24	2	26	5	0	3	8	56
04:45 PM	1	18	0	19	0	0	0	0	0	14	1	15	3	0	1	4	38
Total	4	67	1	72	2	2	1	5	1	77	7	85	14	0	6	20	182
05:00 PM	1	14	0	15	1	0	0	1	0	15	1	16	2	0	2	4	36
05:15 PM	2	8	0	10	0	0	0	0	0	12	1	13	0	0	0	0	23
05:30 PM	1	14	1	16	0	0	0	0	0	19	3	22	0	0	1	1	39
05:45 PM	4	7	0	11	0	0	0	0	0	9	0	9	1	0	3	4	24
Total	8	43	1	52	1	0	0	1	0	55	5	60	3	0	6	9	122
Grand Total	12	110	2	124	3	2	1	6	1	132	12	145	17	0	12	29	304
Apprch %	9.7	88.7	1.6		50	33.3	16.7		0.7	91	8.3		58.6	0	41.4		
Total %	3.9	36.2	0.7	40.8	1	0.7	0.3	2	0.3	43.4	3.9	47.7	5.6	0	3.9	9.5	
Passenger +	12	108	2	122	3	2	1	6	1	129	12	142	17	0	12	29	299
% Passenger +	100	98.2	100	98.4	100	100	100	100	100	97.7	100	97.9	100	0	100	100	98.4
Heavy	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
% Heavy	0	1.8	0	1.6	0	0	0	0	0	2.3	0	2.1	0	0	0	0	1.6

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File Name : 5055b
Site Code : 00005055
Start Date : 1/24/2023
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	Ericksen Ave NE Southbound				Dentistry Access Westbound				Ericksen Ave NE Northbound				Knechtel Way NE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	3	15	1	19	1	0	0	1	0	26	2	28	5	0	2	7	55
04:15 PM	0	15	0	15	0	0	1	1	1	13	2	16	1	0	0	1	33
04:30 PM	0	19	0	19	1	2	0	3	0	24	2	26	5	0	3	8	56
04:45 PM	1	18	0	19	0	0	0	0	0	14	1	15	3	0	1	4	38
Total Volume	4	67	1	72	2	2	1	5	1	77	7	85	14	0	6	20	182
% App. Total	5.6	93.1	1.4		40	40	20		1.2	90.6	8.2		70	0	30		
PHF	.333	.882	.250	.947	.500	.250	.250	.417	.250	.740	.875	.759	.700	.000	.500	.625	.813
Passenger +	4	66	1	71	2	2	1	5	1	76	7	84	14	0	6	20	180
% Passenger +	100	98.5	100	98.6	100	100	100	100	100	98.7	100	98.8	100	0	100	100	98.9
Heavy	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
% Heavy	0	1.5	0	1.4	0	0	0	0	0	1.3	0	1.2	0	0	0	0	1.1



Heath & Associates

File Name : 5055e
 Site Code : 00005055
 Start Date : 5/19/2022
 Page No : 1

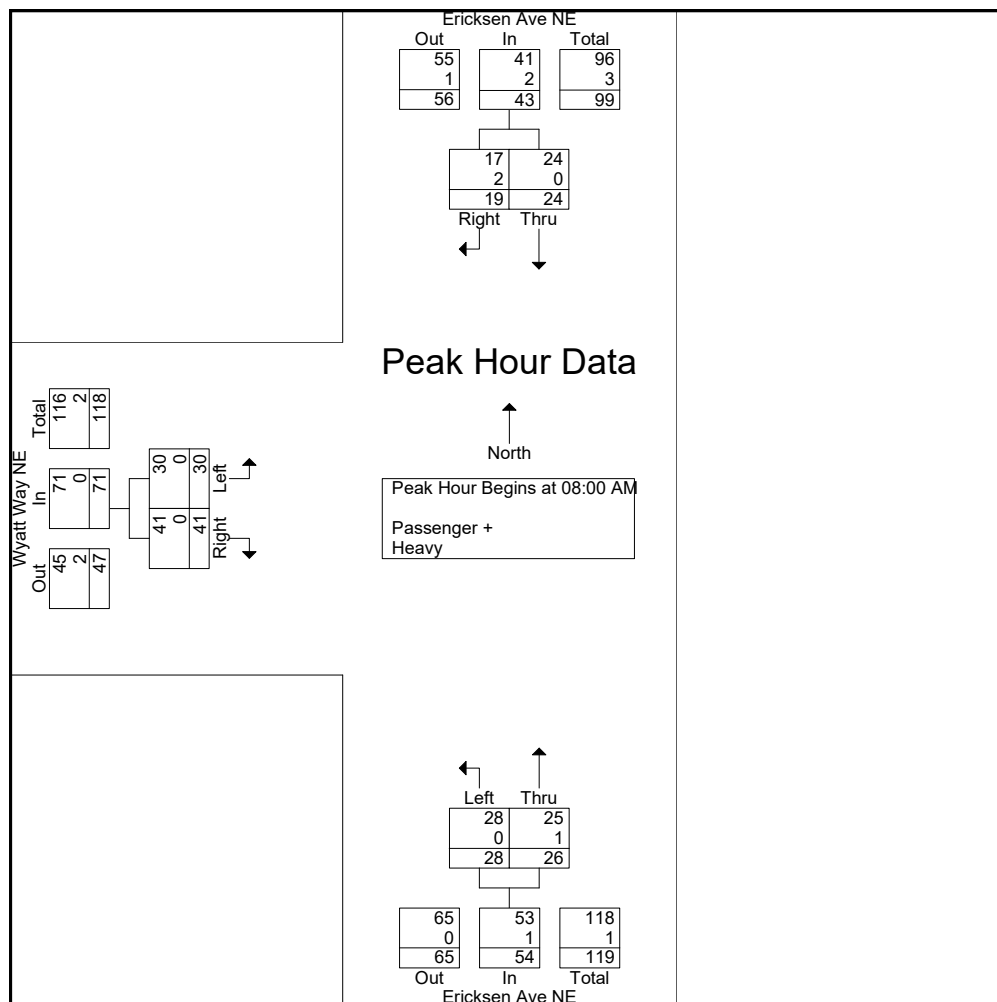
Groups Printed- Passenger + - Heavy

Start Time	Ericksen Ave NE Southbound			Ericksen Ave NE Northbound			Wyatt Way NE Eastbound			Int. Total
	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
07:00 AM	1	3	4	1	0	1	3	2	5	10
07:15 AM	0	7	7	2	3	5	9	2	11	23
07:30 AM	3	3	6	5	1	6	16	1	17	29
07:45 AM	0	7	7	5	7	12	6	3	9	28
Total	4	20	24	13	11	24	34	8	42	90
08:00 AM	2	7	9	2	2	4	6	8	14	27
08:15 AM	7	2	9	4	1	5	12	8	20	34
08:30 AM	7	9	16	8	18	26	17	9	26	68
08:45 AM	3	6	9	12	7	19	6	5	11	39
Total	19	24	43	26	28	54	41	30	71	168
Grand Total	23	44	67	39	39	78	75	38	113	258
Apprch %	34.3	65.7		50	50		66.4	33.6		
Total %	8.9	17.1	26	15.1	15.1	30.2	29.1	14.7	43.8	
Passenger +	20	43	63	37	39	76	75	38	113	252
% Passenger +	87	97.7	94	94.9	100	97.4	100	100	100	97.7
Heavy	3	1	4	2	0	2	0	0	0	6
% Heavy	13	2.3	6	5.1	0	2.6	0	0	0	2.3

Heath & Associates

File Name : 5055e
 Site Code : 00005055
 Start Date : 5/19/2022
 Page No : 2

	Ericksen Ave NE Southbound			Ericksen Ave NE Northbound			Wyatt Way NE Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	2	7	9	2	2	4	6	8	14	27
08:15 AM	7	2	9	4	1	5	12	8	20	34
08:30 AM	7	9	16	8	18	26	17	9	26	68
08:45 AM	3	6	9	12	7	19	6	5	11	39
Total Volume	19	24	43	26	28	54	41	30	71	168
% App. Total	44.2	55.8		48.1	51.9		57.7	42.3		
PHF	.679	.667	.672	.542	.389	.519	.603	.833	.683	.618
Passenger +	17	24	41	25	28	53	41	30	71	165
% Passenger +	89.5	100	95.3	96.2	100	98.1	100	100	100	98.2
Heavy	2	0	2	1	0	1	0	0	0	3
% Heavy	10.5	0	4.7	3.8	0	1.9	0	0	0	1.8



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File Name : 5055f
 Site Code : 00005055
 Start Date : 5/19/2022
 Page No : 1

Groups Printed- Passenger + - Heavy

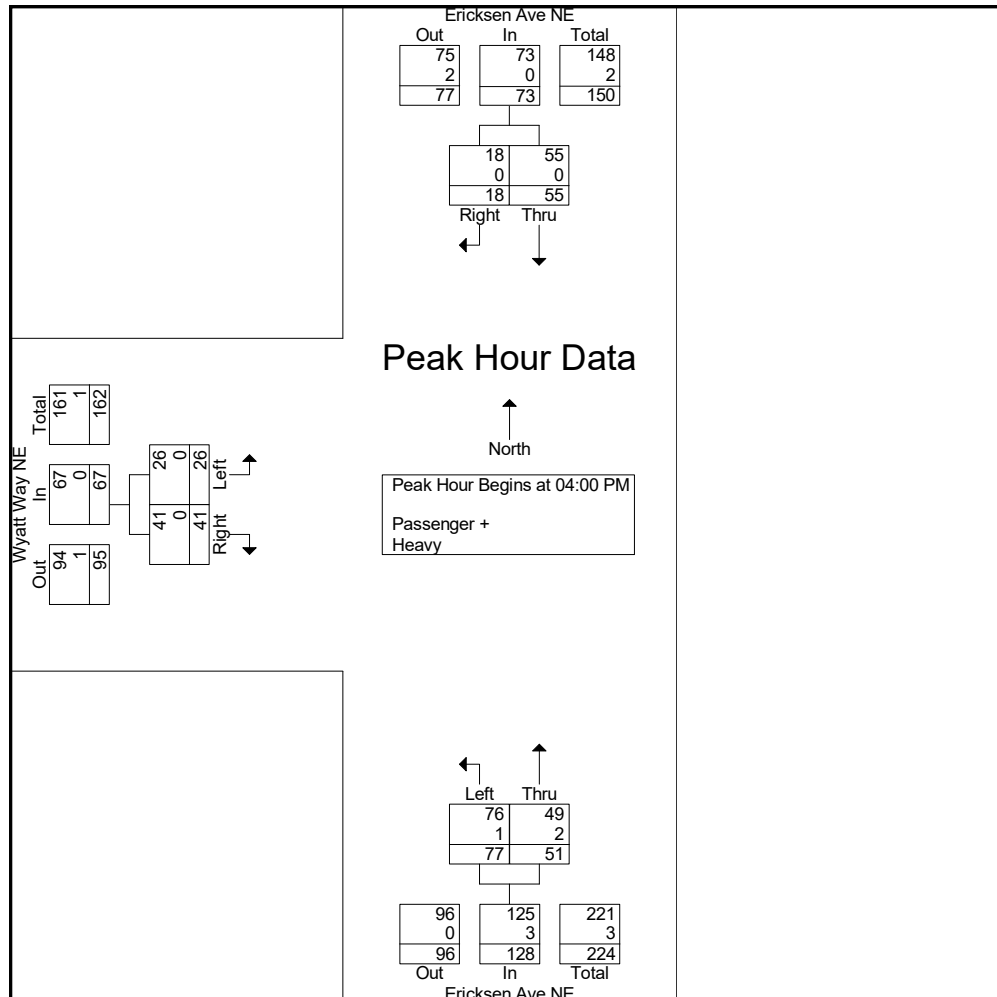
	Ericksen Ave NE Southbound			Ericksen Ave NE Northbound			Wyatt Way NE Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
04:00 PM	2	12	14	9	22	31	10	10	20	65
04:15 PM	4	19	23	11	12	23	14	3	17	63
04:30 PM	9	12	21	12	20	32	8	7	15	68
04:45 PM	3	12	15	19	23	42	9	6	15	72
Total	18	55	73	51	77	128	41	26	67	268
05:00 PM	7	9	16	4	10	14	13	5	18	48
05:15 PM	5	5	10	16	25	41	7	6	13	64
05:30 PM	6	6	12	10	20	30	7	4	11	53
05:45 PM	0	9	9	8	7	15	5	1	6	30
Total	18	29	47	38	62	100	32	16	48	195
Grand Total	36	84	120	89	139	228	73	42	115	463
Apprch %	30	70		39	61		63.5	36.5		
Total %	7.8	18.1	25.9	19.2	30	49.2	15.8	9.1	24.8	
Passenger +	36	83	119	85	138	223	73	42	115	457
% Passenger +	100	98.8	99.2	95.5	99.3	97.8	100	100	100	98.7
Heavy	0	1	1	4	1	5	0	0	0	6
% Heavy	0	1.2	0.8	4.5	0.7	2.2	0	0	0	1.3

Heath & Associates

PO Box 397 Puyallup, WA 98371

File Name : 5055f
 Site Code : 00005055
 Start Date : 5/19/2022
 Page No : 2

	Ericksen Ave NE Southbound			Ericksen Ave NE Northbound			Wyatt Way NE Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	2	12	14	9	22	31	10	10	20	65
04:15 PM	4	19	23	11	12	23	14	3	17	63
04:30 PM	9	12	21	12	20	32	8	7	15	68
04:45 PM	3	12	15	19	23	42	9	6	15	72
Total Volume	18	55	73	51	77	128	41	26	67	268
% App. Total	24.7	75.3		39.8	60.2		61.2	38.8		
PHF	.500	.724	.793	.671	.837	.762	.732	.650	.838	.931
Passenger +	18	55	73	49	76	125	41	26	67	265
% Passenger +	100	100	100	96.1	98.7	97.7	100	100	100	98.9
Heavy	0	0	0	2	1	3	0	0	0	3
% Heavy	0	0	0	3.9	1.3	2.3	0	0	0	1.1



571 ERICKSEN APARTMENTS TRAFFIC IMPACT ANALYSIS

APPENDIX

ITE SHEETS

Affordable Housing - Income Limits (223)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

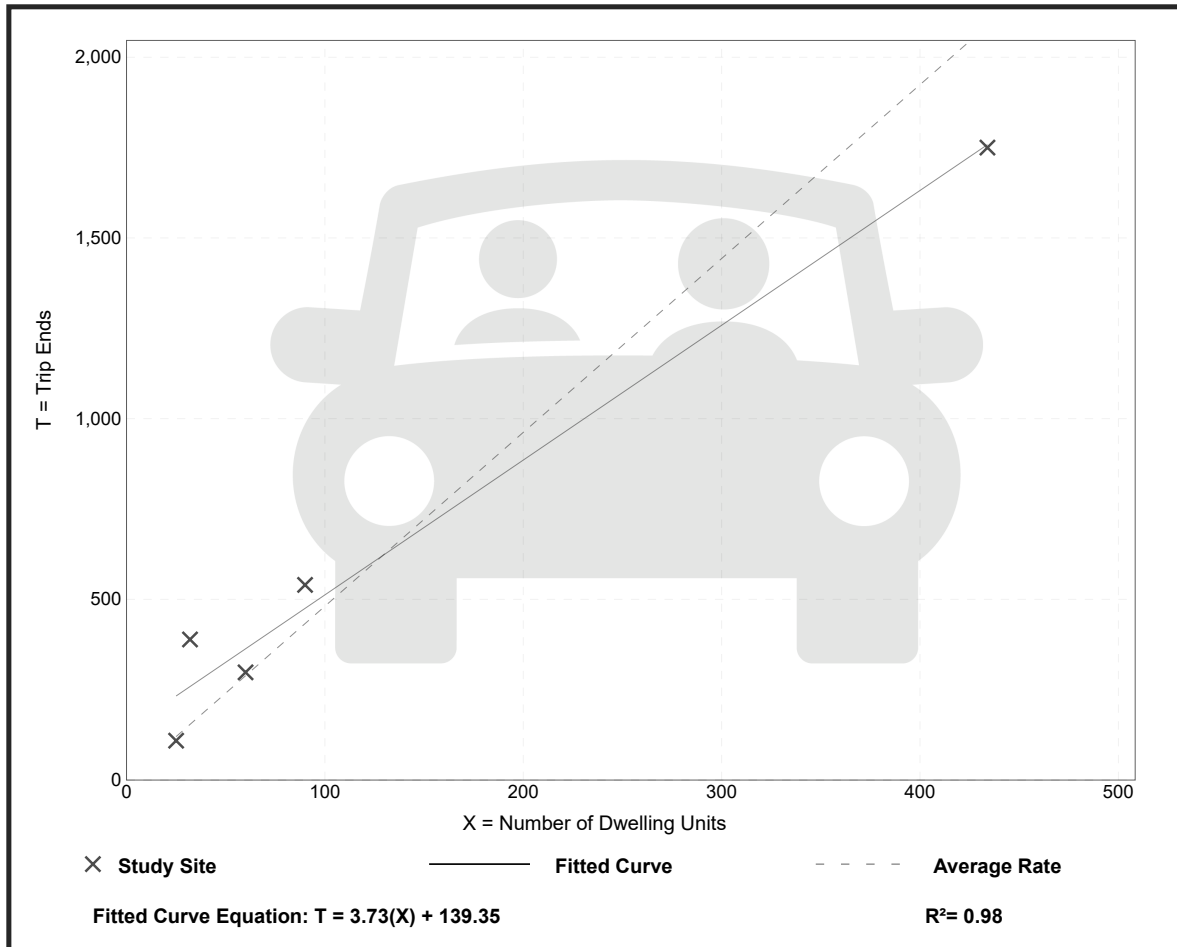
Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. Num. of Dwelling Units: 128
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.81	4.03 - 12.16	2.03

Data Plot and Equation

Caution – Small Sample Size



Trip Gen Manual, 11th Edition

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Affordable Housing - Income Limits (223)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 6

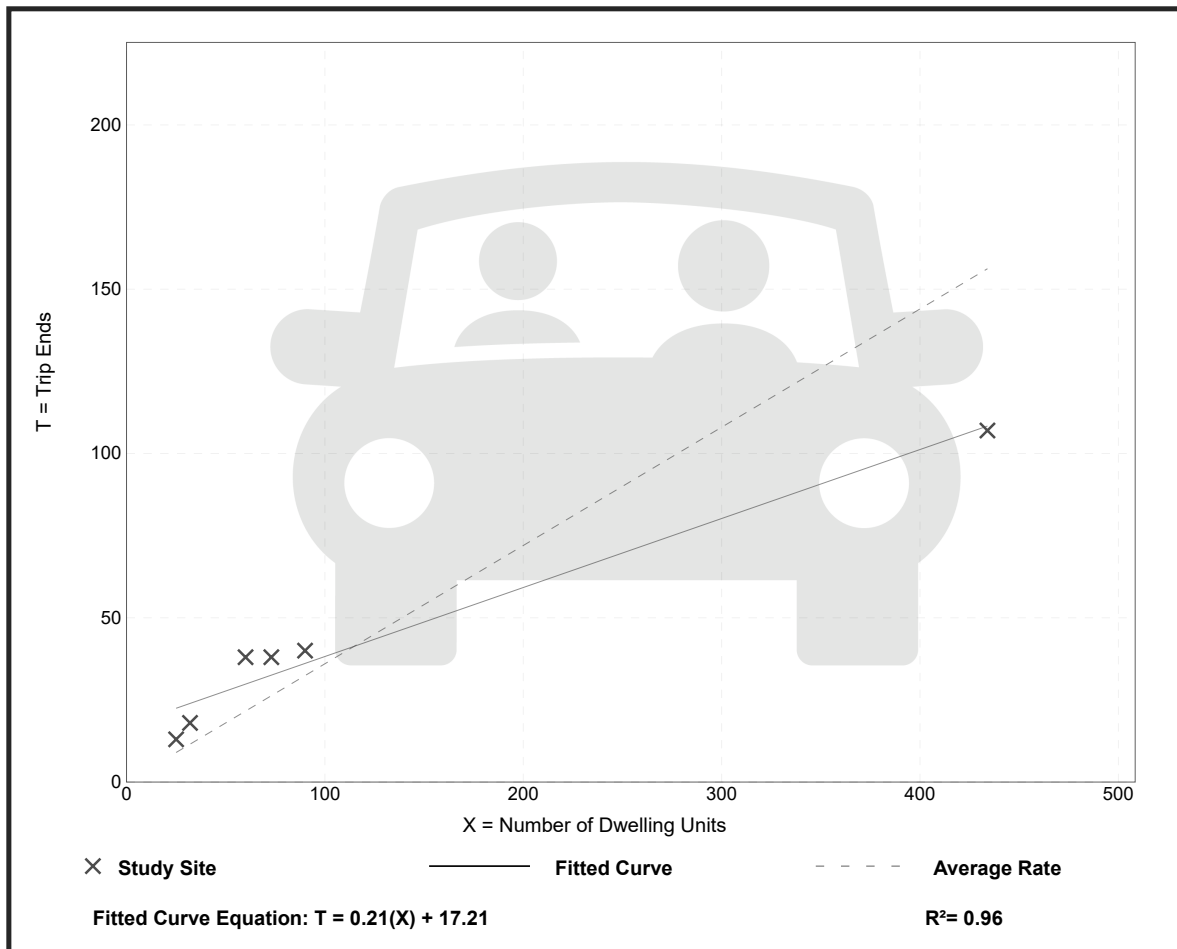
Avg. Num. of Dwelling Units: 119

Directional Distribution: 29% entering, 71% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.36	0.25 - 0.63	0.16

Data Plot and Equation



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Affordable Housing - Income Limits (223)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 8

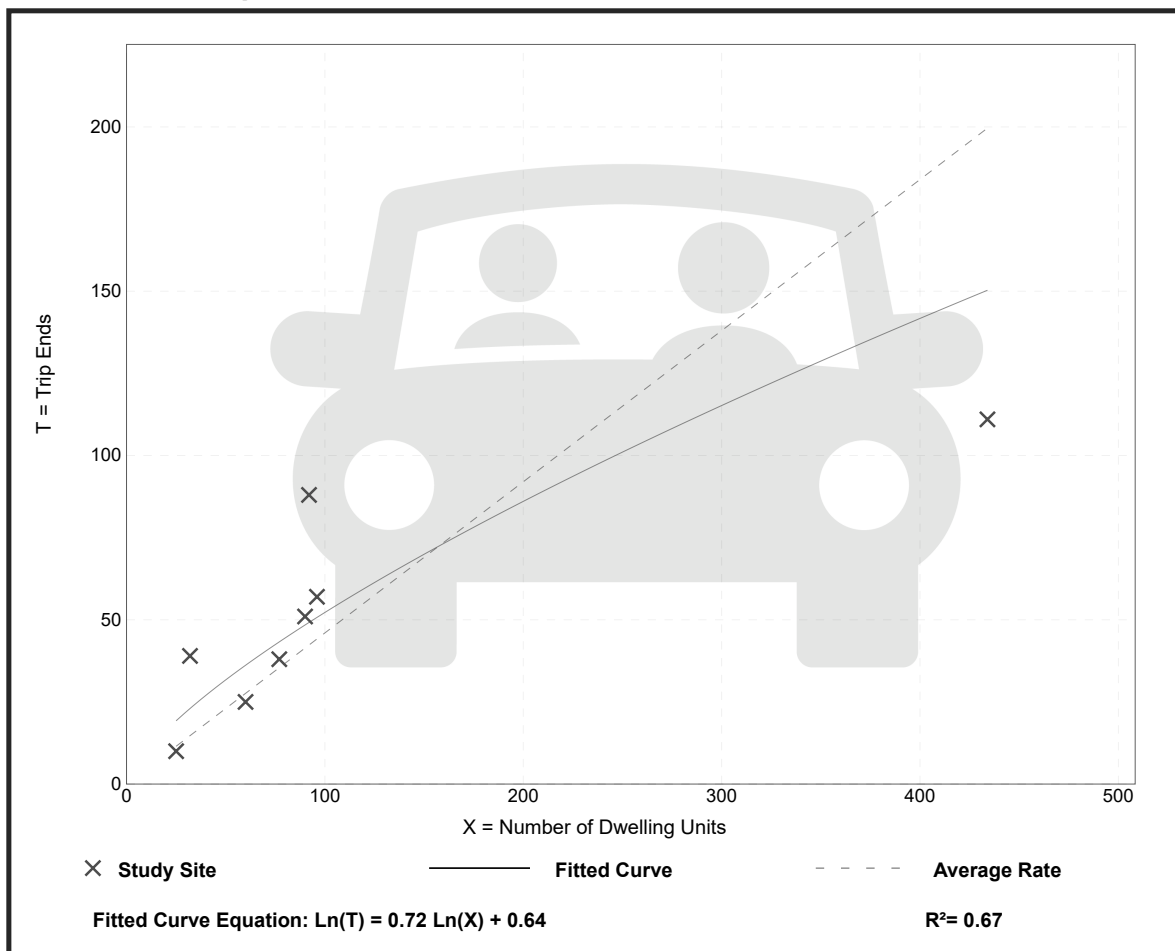
Avg. Num. of Dwelling Units: 113

Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.46	0.26 - 1.22	0.28

Data Plot and Equation



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APPENDIX

PIPELINE EXCEL SHEET

1. Ericksen Ave NE & Wallace Way NE

AM Peak Hour

Pipeline Volume Summations

	←	↓	↘	↑	←	↓	↘	↑	←	↓	↘	↑
1. Hyla High School	0	0	0	0	0	0	0	0	4	7	0	0
2. Madison Apartments	0	0	0	0	0	0	0	0	0	0	0	0
3. HRB Ferncliff Apartments	0	0	0	0	0	0	0	0	1	3	0	0
Totals	0	0	0	0	0	0	0	0	5	10	0	0

2. Madison Ave NE & Knechtel Way NE

AM Peak Hour

Pipeline Volume Summations

	←	↓	↘	↑	←	↓	↘	↑	←	↓	↘	↑
1. Hyla High School	0	16	6	4	0	0	0	10	0	0	0	0
2. Madison Apartments	0	12	0	0	0	0	0	3	0	0	0	0
3. HRB Ferncliff Apartments	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	28	6	4	0	0	0	13	0	0	0	0

3. Ericksen Ave NE & Knechtel Way NE

AM Peak Hour

Pipeline Volume Summations

	←	↓	↘	↑	←	↓	↘	↑	←	↓	↘	↑
1. Hyla High School	0	7	0	0	0	0	0	4	4	6	0	0
2. Madison Apartments	0	0	0	0	0	0	0	0	0	0	0	0
3. HRB Ferncliff Apartments	0	3	0	0	0	0	0	1	0	0	0	0
Totals	0	10	0	0	0	0	0	5	4	6	0	0

4. Ericksen Ave NE & Wyatt Way NE

AM Peak Hour

Pipeline Volume Summations

	←	↓	↘	↑	←	↓	↘	↑	←	↓	↘	↑
1. Hyla High School	0	13	0	0	0	0	0	8	16	26	0	0
2. Madison Apartments	0	0	0	0	0	0	0	0	2	6	0	0
3. HRB Ferncliff Apartments	1	2	0	0	0	0	0	1	0	0	0	0
Totals	1	15	0	0	0	0	0	9	18	32	0	0

1. Ericksen Ave NE & Wallace Way NE

PM Peak Hour

Pipeline Volume Summations

	←	↓	↘	↑	←	↓	↘	↑	←	↓	↘	↑
1. Hyla High School	0	0	0	0	0	0	0	0	4	3	0	0
2. Madison Apartments	0	0	0	0	0	0	0	0	0	0	0	0
3. HRB Ferncliff Apartments	0	0	0	0	0	0	0	0	3	2	0	0
Totals	0	0	0	0	0	0	0	0	7	5	0	0

2. Madison Ave NE & Knechtel Way NE

PM Peak Hour

Pipeline Volume Summations

	←	↓	↘	↑	←	↓	↘	↑	←	↓	↘	↑
1. Hyla High School	0	6	2	4	0	0	0	10	0	0	0	0
2. Madison Apartments	0	11	0	0	0	0	0	7	0	0	0	0
3. HRB Ferncliff Apartments	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	17	2	4	0	0	0	17	0	0	0	0

3. Ericksen Ave NE & Knechtel Way NE

PM Peak Hour

Pipeline Volume Summations

	←	↓	↘	↑	←	↓	↘	↑	←	↓	↘	↑
1. Hyla High School	0	3	0	0	0	0	0	4	4	2	0	0
2. Madison Apartments	0	0	0	0	0	0	0	0	0	0	0	0
3. HRB Ferncliff Apartments	0	2	0	0	0	0	0	3	0	0	0	0
Totals	0	5	0	0	0	0	0	7	4	2	0	0

4. Ericksen Ave NE & Wyatt Way NE

PM Peak Hour

Pipeline Volume Summations

	←	↓	↘	↑	←	↓	↘	↑	←	↓	↘	↑
1. Hyla High School	0	5	0	0	0	0	0	8	15	10	0	0
2. Madison Apartments	0	0	0	0	0	0	0	0	6	4	0	0
3. HRB Ferncliff Apartments	0	2	0	0	0	0	0	3	0	0	0	0
Totals	0	7	0	0	0	0	0	11	21	14	0	0

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APPENDIX

FORECAST 2026 & 2043 EXCEL

Peak Hour Forecast Intersection Volumes

Annual Growth Rate: 1.5 %
of Years to Horizon: 3

2026

AM

1. Ericksen Ave NE & Wallace Way NE

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing 2023	0	0	0	0	0	0	0	0	45	81	0	0
Project Trips	0	0	0	0	0	0	0	0	1	1	0	0
Pipeline	0	0	0	0	0	0	0	0	5	10	0	0
Without	0	0	0	0	0	0	0	0	52	95	0	0
With	0	0	0	0	0	0	0	0	53	96	0	0

2. Madison Ave NE & Knechtel Way NE

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing 2023	0	279	17	8	0	1	2	206	0	0	0	0
Project Trips	0	0	1	2	0	0	0	0	0	0	0	0
Pipeline	0	28	6	4	0	0	0	13	0	0	0	0
Without	0	320	24	12	0	1	2	228	0	0	0	0
With	0	320	25	14	0	1	2	228	0	0	0	0

3. Ericksen Ave NE & Knechtel Way NE

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing 2023	10	55	0	0	0	0	2	44	8	2	0	4
Project Trips	0	0	1	1	2	3	1	0	0	0	1	0
Pipeline	0	10	0	0	0	0	0	5	4	6	0	0
Without	10	68	0	0	0	0	2	51	12	8	0	4
With	10	68	1	1	2	3	3	51	12	8	1	4

4. Ericksen Ave NE & Wyatt Way NE

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing 2023	19	24	0	0	0	0	0	26	28	41	0	30
Project Trips	1	2	0	0	0	0	0	1	0	0	0	0
Pipeline	1	15	0	0	0	0	0	9	18	32	0	0
Without	21	40	0	0	0	0	0	36	47	75	0	31
With	22	42	0	0	0	0	0	37	47	75	0	31

PM

1. Ericksen Ave NE & Wallace Way NE

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing 2023	0	0	0	0	0	0	0	0	115	80	0	0
Project Trips	0	0	0	0	0	0	0	0	1	1	0	0
Pipeline	0	0	0	0	0	0	0	0	7	5	0	0
Without	0	0	0	0	0	0	0	0	127	89	0	0
With	0	0	0	0	0	0	0	0	128	90	0	0

2. Madison Ave NE & Knechtel Way NE

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing 2023	0	304	17	30	0	8	9	414	0	0	0	0
Project Trips	0	0	1	1	0	0	0	0	7	5	0	0
Pipeline	0	17	2	4	0	0	0	17	0	0	0	0
Without	0	335	20	35	0	8	9	450	0	0	0	0
With	0	335	21	36	0	8	9	450	0	0	0	0

3. Ericksen Ave NE & Knechtel Way NE

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing 2023	4	67	1	2	2	1	1	77	7	14	0	6
Project Trips	0	0	1	1	1	1	3	0	0	0	1	0
Pipeline	0	5	0	0	0	0	0	7	4	2	0	0
Without	4	75	1	2	2	1	1	88	11	17	0	6
With	4	75	2	3	3	2	4	88	11	17	1	6

4. Ericksen Ave NE & Wyatt Way NE

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing 2023	18	55	0	0	0	0	0	51	77	41	0	26
Project Trips	0	1	0	0	0	0	0	2	0	0	0	1
Pipeline	0	7	0	0	0	0	0	11	21	14	0	0
Without	19	65	0	0	0	0	0	64	102	57	0	27
With	19	66	0	0	0	0	0	66	102	57	0	28

Peak Hour Forecast Intersection Volumes

Annual Growth Rate: 1.5 %
of Years to Horizon: 20

2043

AM

1. Ericksen Ave NE & Wallace Way NE

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing 2023	0	0	0	0	0	0	0	0	45	81	0	0
Project Trips	0	0	0	0	0	0	0	0	1	1	0	0
Pipeline	0	0	0	0	0	0	0	0	5	10	0	0
Without	0	0	0	0	0	0	0	0	66	119	0	0
With	0	0	0	0	0	0	0	0	67	120	0	0

2. Madison Ave NE & Knechtel Way NE

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing 2023	0	279	17	8	0	1	2	206	0	0	0	0
Project Trips	0	0	1	2	0	0	0	0	0	0	0	0
Pipeline	0	28	6	4	0	0	0	13	0	0	0	0
Without	0	404	29	15	0	1	3	290	0	0	0	0
With	0	404	30	17	0	1	3	290	0	0	0	0

3. Ericksen Ave NE & Knechtel Way NE

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing 2023	10	55	0	0	0	0	2	44	8	2	0	4
Project Trips	0	0	1	1	2	3	1	0	0	0	1	0
Pipeline	0	10	0	0	0	0	0	5	4	6	0	0
Without	13	84	0	0	0	0	3	64	15	9	0	5
With	13	84	1	1	2	3	4	64	15	9	1	5

4. Ericksen Ave NE & Wyatt Way NE

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing 2023	19	24	0	0	0	0	0	26	28	41	0	30
Project Trips	1	2	0	0	0	0	0	1	0	0	0	0
Pipeline	1	15	0	0	0	0	0	9	18	32	0	0
Without	27	47	0	0	0	0	0	44	56	87	0	40
With	28	49	0	0	0	0	0	45	56	87	0	40

PM

1. Ericksen Ave NE & Wallace Way NE

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing 2023	0	0	0	0	0	0	0	0	115	80	0	0
Project Trips	0	0	0	0	0	0	0	0	1	1	0	0
Pipeline	0	0	0	0	0	0	0	0	7	5	0	0
Without	0	0	0	0	0	0	0	0	162	113	0	0
With	0	0	0	0	0	0	0	0	163	114	0	0

2. Madison Ave NE & Knechtel Way NE

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing 2023	0	304	17	30	0	8	9	414	0	0	0	0
Project Trips	0	0	1	1	0	0	0	0	7	0	0	0
Pipeline	0	17	2	4	0	0	0	17	0	0	0	0
Without	0	426	25	44	0	11	12	575	0	0	0	0
With	0	426	26	45	0	11	12	575	0	0	0	0

3. Ericksen Ave NE & Knechtel Way NE

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing 2023	4	67	1	2	2	1	1	77	7	14	0	6
Project Trips	0	0	1	1	1	1	3	0	0	0	1	0
Pipeline	0	5	0	0	0	0	0	7	4	2	0	0
Without	5	95	1	3	3	1	1	111	13	21	0	8
With	5	95	2	4	4	2	4	111	13	21	1	8

4. Ericksen Ave NE & Wyatt Way NE

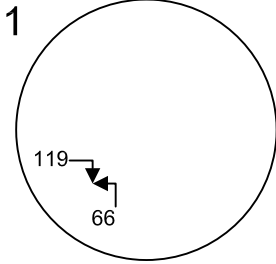
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing 2023	18	55	0	0	0	0	0	51	77	41	0	26
Project Trips	0	1	0	0	0	0	0	2	0	0	0	1
Pipeline	0	7	0	0	0	0	0	11	21	14	0	0
Without	24	81	0	0	0	0	0	80	125	69	0	35
With	24	82	0	0	0	0	0	82	125	69	0	36

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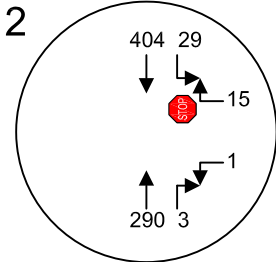
APPENDIX

FORECAST 2043 VOLUMES

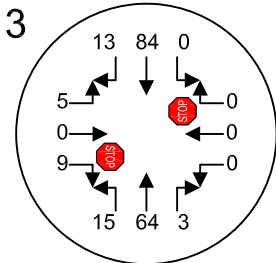
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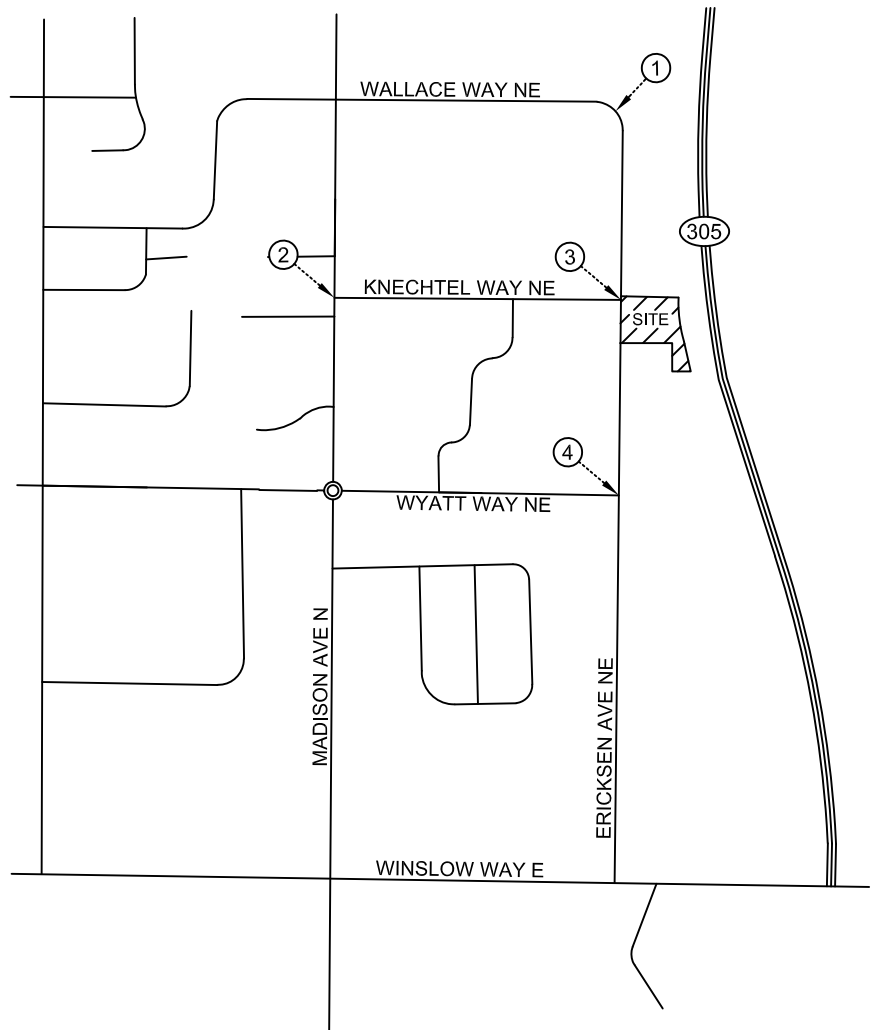
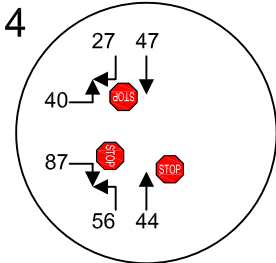
MADISON AVE NE / KNECHTEL WAY NE



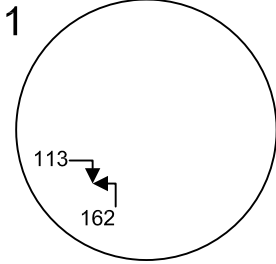
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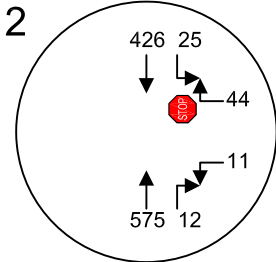
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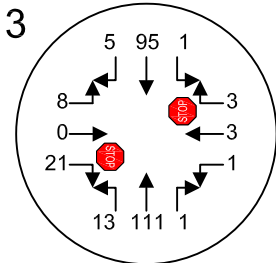
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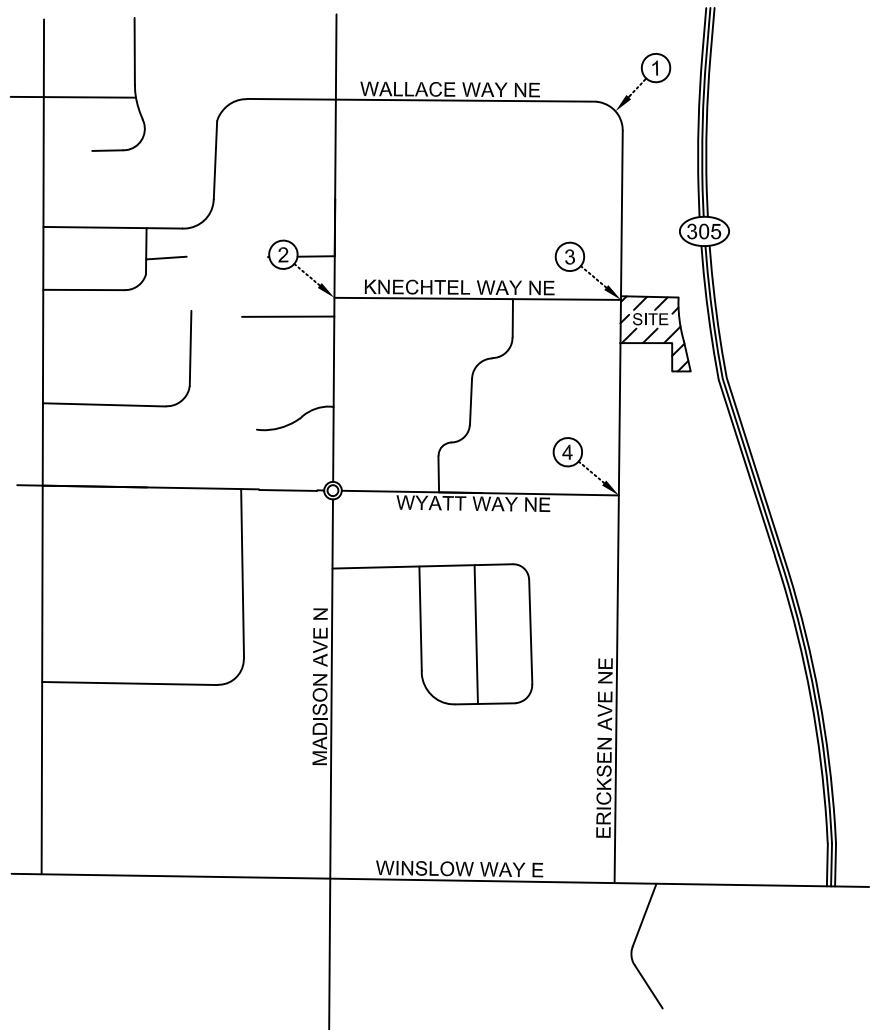
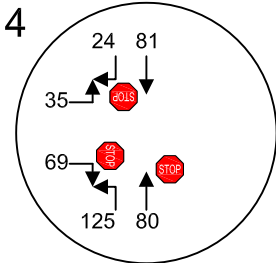
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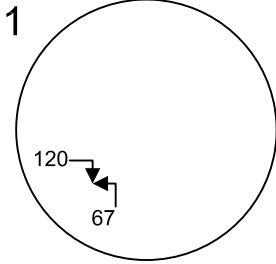
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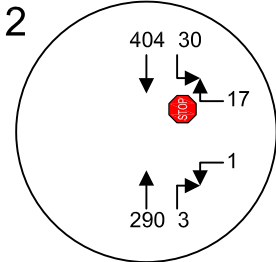
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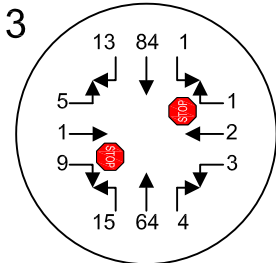
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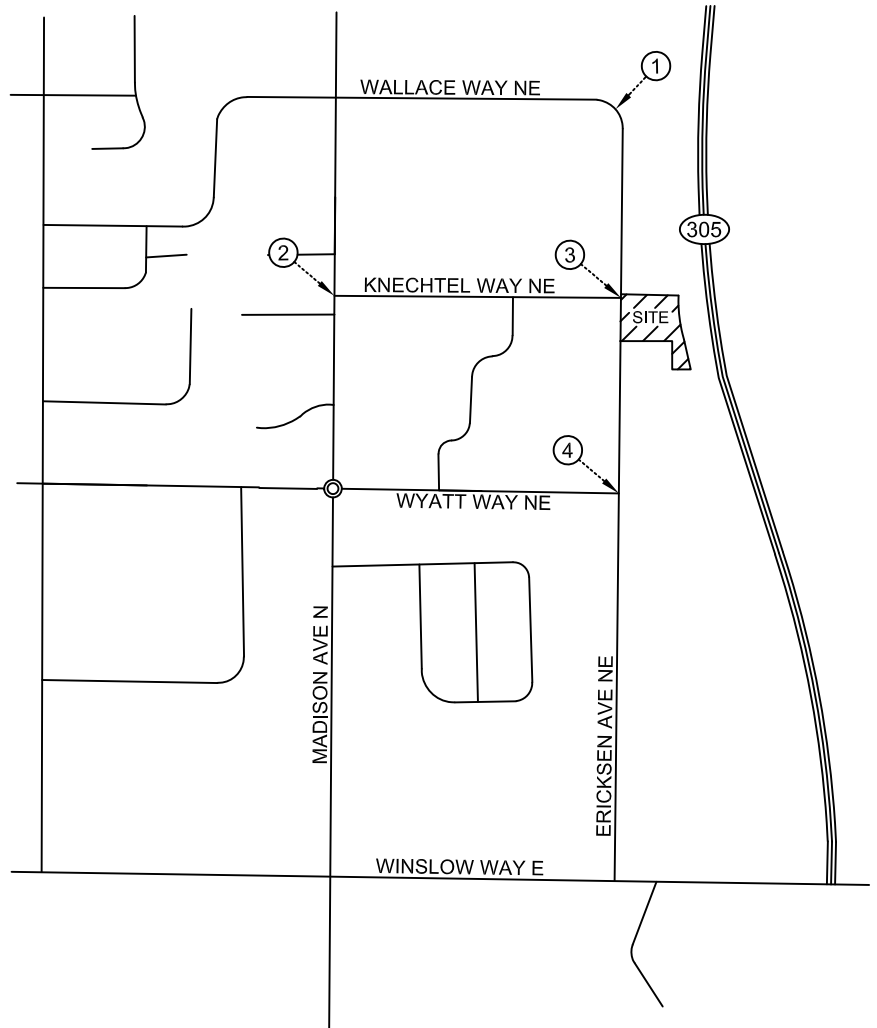
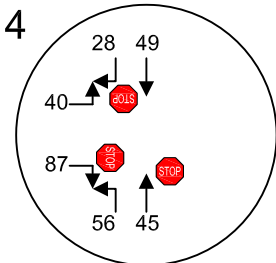
MADISON AVE NE / KNECHTEL WAY NE



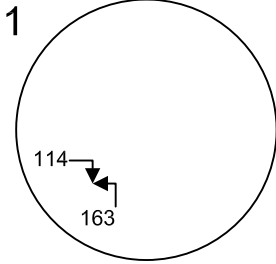
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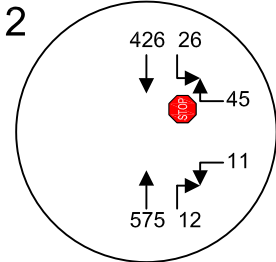
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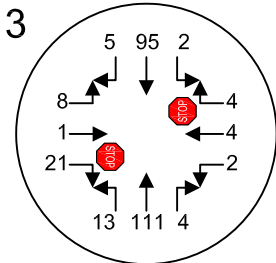
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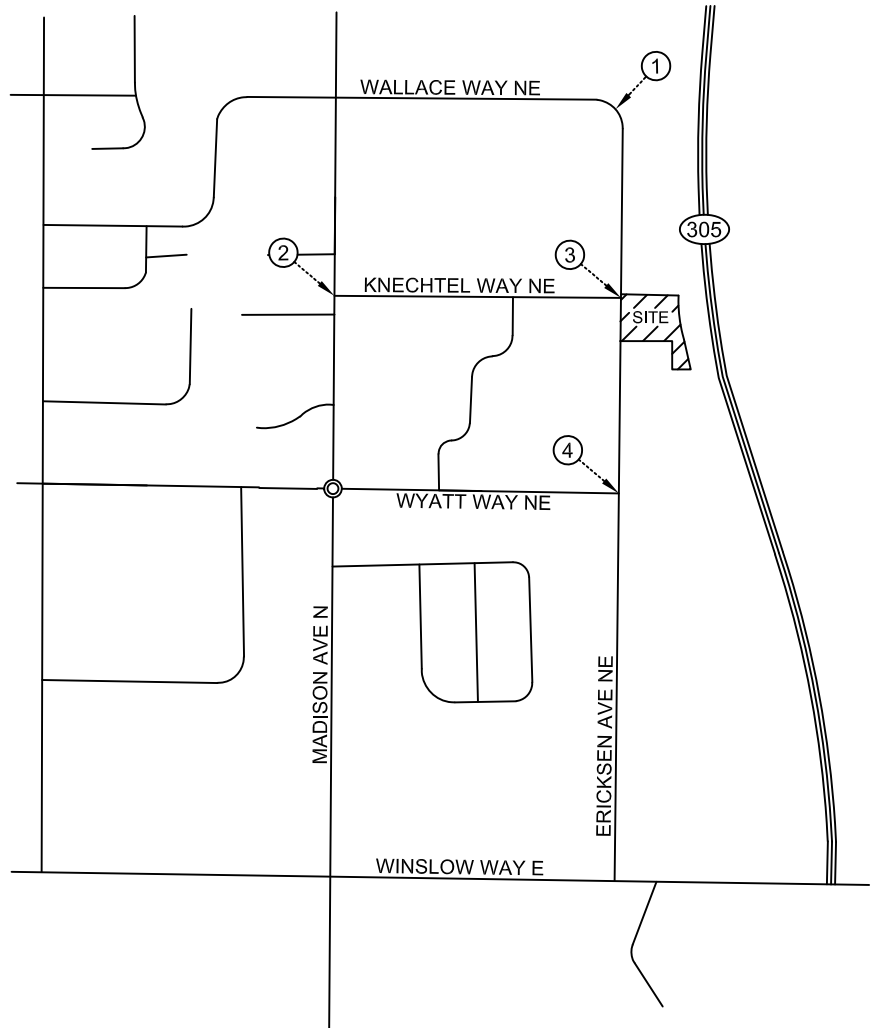
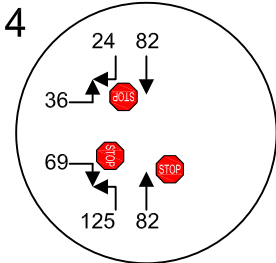
MADISON AVE NE / KNECHTEL WAY NE



ERICKSEN AVE NE / KNECHTEL WAY NE



ERICKSEN AVE NE / WYATT WAY NE



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APPENDIX

LEVEL OF SERVICE

HCM 6th TWSC
2: Madison Ave NE & Knechtel Way NE

Existing AM Peak Hour

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	8	206	2	17	279
Future Vol, veh/h	1	8	206	2	17	279
Conflicting Peds, #/hr	14	13	0	14	13	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	1	1	2	50	6	2
Mvmt Flow	1	10	251	2	21	340
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	662	279	0	0	267	0
Stage 1	266	-	-	-	-	-
Stage 2	396	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.16	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.254	-
Pot Cap-1 Maneuver	428	762	-	-	1274	-
Stage 1	781	-	-	-	-	-
Stage 2	682	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	408	743	-	-	1257	-
Mov Cap-2 Maneuver	408	-	-	-	-	-
Stage 1	771	-	-	-	-	-
Stage 2	659	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.4	0		0.5		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	681	1257	-	
HCM Lane V/C Ratio	-	-	0.016	0.016	-	
HCM Control Delay (s)	-	-	10.4	7.9	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0	0.1	-	

HCM 6th TWSC
3: Ericksen Ave NE & Knechtel Way NE/Driveway

Existing AM Peak Hour

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	0	2	0	0	0	8	44	2	0	55	10
Future Vol, veh/h	4	0	2	0	0	0	8	44	2	0	55	10
Conflicting Peds, #/hr	9	0	12	6	0	3	12	0	6	3	0	9
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	1	1	1	1	1	1	1	2	1	1	2	1
Mvmt Flow	5	0	3	0	0	0	11	59	3	0	74	14
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	185	183	105	184	189	76	100	0	0	68	0	0
Stage 1	93	93	-	89	89	-	-	-	-	-	-	-
Stage 2	92	90	-	95	100	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	778	713	952	779	708	988	1499	-	-	1540	-	-
Stage 1	916	820	-	921	823	-	-	-	-	-	-	-
Stage 2	918	822	-	914	814	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	758	695	930	759	690	974	1482	-	-	1531	-	-
Mov Cap-2 Maneuver	758	695	-	759	690	-	-	-	-	-	-	-
Stage 1	899	811	-	908	811	-	-	-	-	-	-	-
Stage 2	903	810	-	901	805	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	9.5		0		1.1		0					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1482	-	-	808	-	1531	-	-				
HCM Lane V/C Ratio	0.007	-	-	0.01	-	-	-	-				
HCM Control Delay (s)	7.4	0	-	9.5	0	0	-	-				
HCM Lane LOS	A	A	-	A	A	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-	-				

HCM 6th AWSC
4: Ericksen Ave NE & Wyatt Way NE

Existing AM Peak Hour

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	41	28	26	24	19
Future Vol, veh/h	30	41	28	26	24	19
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	0.62
Heavy Vehicles, %	1	1	1	4	1	11
Mvmt Flow	48	66	45	42	39	31
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.6	7.8	7.3
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	52%	42%	0%
Vol Thru, %	48%	0%	56%
Vol Right, %	0%	58%	44%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	54	71	43
LT Vol	28	30	0
Through Vol	26	0	24
RT Vol	0	41	19
Lane Flow Rate	87	115	69
Geometry Grp	1	1	1
Degree of Util (X)	0.103	0.125	0.076
Departure Headway (Hd)	4.276	3.923	3.92
Convergence, Y/N	Yes	Yes	Yes
Cap	832	902	904
Service Time	2.335	1.999	1.989
HCM Lane V/C Ratio	0.105	0.127	0.076
HCM Control Delay	7.8	7.6	7.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	0.4	0.2

HCM 6th TWSC
2: Madison Ave NE & Knechtel Way NE

Existing PM Peak Hour
02/22/2023

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	30	414	9	17	304
Future Vol, veh/h	8	30	414	9	17	304
Conflicting Peds, #/hr	22	17	0	22	17	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	9	34	465	10	19	342
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	894	509	0	0	497	0
Stage 1	492	-	-	-	-	-
Stage 2	402	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.11	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	313	566	-	-	1072	-
Stage 1	617	-	-	-	-	-
Stage 2	678	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	293	545	-	-	1050	-
Mov Cap-2 Maneuver	293	-	-	-	-	-
Stage 1	604	-	-	-	-	-
Stage 2	650	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	13.6	0	0.4			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	461	1050	-	
HCM Lane V/C Ratio	-	-	0.093	0.018	-	
HCM Control Delay (s)	-	-	13.6	8.5	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-	

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	0	14	1	2	2	7	77	1	1	67	4
Future Vol, veh/h	6	0	14	1	2	2	7	77	1	1	67	4
Conflicting Peds, #/hr	15	0	15	9	0	9	15	0	9	9	0	15
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	2	1
Mvmt Flow	7	0	17	1	2	2	9	95	1	1	83	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	234	226	116	234	228	120	103	0	0	105	0	0
Stage 1	103	103	-	123	123	-	-	-	-	-	-	-
Stage 2	131	123	-	111	105	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	723	675	939	723	673	934	1495	-	-	1493	-	-
Stage 1	905	812	-	884	796	-	-	-	-	-	-	-
Stage 2	875	796	-	897	810	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	695	655	912	690	653	913	1474	-	-	1480	-	-
Mov Cap-2 Maneuver	695	655	-	690	653	-	-	-	-	-	-	-
Stage 1	887	800	-	871	784	-	-	-	-	-	-	-
Stage 2	852	784	-	867	798	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.4	9.9	0.6	0.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1474	-	-	834	746	1480	-
HCM Lane V/C Ratio	0.006	-	-	0.03	0.008	0.001	-
HCM Control Delay (s)	7.5	0	-	9.4	9.9	7.4	0
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	26	41	77	51	55	18
Future Vol, veh/h	26	41	77	51	55	18
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	1	1	1	4	1	1
Mvmt Flow	28	44	83	55	59	19
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.5	8.1	7.5
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	60%	39%	0%
Vol Thru, %	40%	0%	75%
Vol Right, %	0%	61%	25%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	128	67	73
LT Vol	77	26	0
Through Vol	51	0	55
RT Vol	0	41	18
Lane Flow Rate	138	72	78
Geometry Grp	1	1	1
Degree of Util (X)	0.161	0.082	0.087
Departure Headway (Hd)	4.224	4.101	4
Convergence, Y/N	Yes	Yes	Yes
Cap	844	879	885
Service Time	2.275	2.101	2.07
HCM Lane V/C Ratio	0.164	0.082	0.088
HCM Control Delay	8.1	7.5	7.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.6	0.3	0.3

HCM 6th TWSC
2: Madison Ave NE & Knechtel Way NE

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Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	12	228	2	24	320
Future Vol, veh/h	1	12	228	2	24	320
Conflicting Peds, #/hr	14	13	0	14	13	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	1	1	2	50	6	2
Mvmt Flow	1	15	278	2	29	390
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	755	306	0	0	294	0
Stage 1	293	-	-	-	-	-
Stage 2	462	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.16	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.254	-
Pot Cap-1 Maneuver	378	736	-	-	1245	-
Stage 1	759	-	-	-	-	-
Stage 2	636	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	357	717	-	-	1228	-
Mov Cap-2 Maneuver	357	-	-	-	-	-
Stage 1	749	-	-	-	-	-
Stage 2	609	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	10.5	0	0.6			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	665	1228	-	
HCM Lane V/C Ratio	-	-	0.024	0.024	-	
HCM Control Delay (s)	-	-	10.5	8	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-	

HCM 6th TWSC
3: Ericksen Ave NE & Knechtel Way NE/Driveway

Forecast 2026 AM Peak Hour Without Project

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Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	4	0	8	0	0	0	12	51	2	0	68	10
Future Vol, veh/h	4	0	8	0	0	0	12	51	2	0	68	10
Conflicting Peds, #/hr	9	0	12	6	0	3	12	0	6	3	0	9
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	1	1	1	1	1	1	1	2	1	1	2	1
Mvmt Flow	5	0	11	0	0	0	16	69	3	0	92	14

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	223	221	123	226	227	86	118	0	0	78	0	0
Stage 1	111	111	-	109	109	-	-	-	-	-	-	-
Stage 2	112	110	-	117	118	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	735	679	931	732	674	976	1476	-	-	1527	-	-
Stage 1	897	805	-	899	807	-	-	-	-	-	-	-
Stage 2	895	806	-	890	800	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	714	660	910	705	655	962	1459	-	-	1518	-	-
Mov Cap-2 Maneuver	714	660	-	705	655	-	-	-	-	-	-	-
Stage 1	877	796	-	884	793	-	-	-	-	-	-	-
Stage 2	878	792	-	869	791	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.4	0	1.4	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1459	-	-	834	-	1518	-
HCM Lane V/C Ratio	0.011	-	-	0.019	-	-	-
HCM Control Delay (s)	7.5	0	-	9.4	0	0	-
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	75	47	36	40	21
Future Vol, veh/h	31	75	47	36	40	21
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	0.62
Heavy Vehicles, %	1	1	1	4	1	11
Mvmt Flow	50	121	76	58	65	34
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.1	8.4	7.8
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	57%	29%	0%
Vol Thru, %	43%	0%	66%
Vol Right, %	0%	71%	34%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	83	106	61
LT Vol	47	31	0
Through Vol	36	0	40
RT Vol	0	75	21
Lane Flow Rate	134	171	98
Geometry Grp	1	1	1
Degree of Util (X)	0.168	0.194	0.116
Departure Headway (Hd)	4.52	4.076	4.228
Convergence, Y/N	Yes	Yes	Yes
Cap	798	882	849
Service Time	2.52	2.091	2.246
HCM Lane V/C Ratio	0.168	0.194	0.115
HCM Control Delay	8.4	8.1	7.8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.6	0.7	0.4

HCM 6th TWSC
2: Madison Ave NE & Knechtel Way NE

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Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	35	450	9	20	335
Future Vol, veh/h	8	35	450	9	20	335
Conflicting Peds, #/hr	22	17	0	22	17	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	9	39	506	10	22	376
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	975	550	0	0	538	0
Stage 1	533	-	-	-	-	-
Stage 2	442	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.11	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	280	537	-	-	1035	-
Stage 1	590	-	-	-	-	-
Stage 2	650	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	261	517	-	-	1013	-
Mov Cap-2 Maneuver	261	-	-	-	-	-
Stage 1	578	-	-	-	-	-
Stage 2	619	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	14.3	0		0.5		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-		437	1013	
HCM Lane V/C Ratio	-	-		0.111	0.022	
HCM Control Delay (s)	-	-		14.3	8.6	
HCM Lane LOS	-	-		B	A	
HCM 95th %tile Q(veh)	-	-		0.4	0.1	

HCM 6th TWSC
3: Ericksen Ave NE & Knechtel Way NE/Driveway

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Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	0	17	1	2	2	11	88	1	1	75	4
Future Vol, veh/h	6	0	17	1	2	2	11	88	1	1	75	4
Conflicting Peds, #/hr	15	0	15	9	0	9	15	0	9	9	0	15
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	2	1
Mvmt Flow	7	0	21	1	2	2	14	109	1	1	93	5
Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	268	260	126	270	262	134	113	0	0	119	0	0
Stage 1	113	113	-	147	147	-	-	-	-	-	-	-
Stage 2	155	147	-	123	115	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	687	646	927	685	645	918	1483	-	-	1475	-	-
Stage 1	894	804	-	858	777	-	-	-	-	-	-	-
Stage 2	850	777	-	884	802	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	658	624	901	648	623	897	1462	-	-	1462	-	-
Mov Cap-2 Maneuver	658	624	-	648	623	-	-	-	-	-	-	-
Stage 1	873	792	-	843	762	-	-	-	-	-	-	-
Stage 2	825	762	-	850	790	-	-	-	-	-	-	-
Approach	EB		WB		NB			SB				
HCM Control Delay, s	9.5		10.1		0.8			0.1				
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1462	-	-	822	716	1462	-	-				
HCM Lane V/C Ratio	0.009	-	-	0.035	0.009	0.001	-	-				
HCM Control Delay (s)	7.5	0	-	9.5	10.1	7.5	0	-				
HCM Lane LOS	A	A	-	A	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-				

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	57	102	64	65	19
Future Vol, veh/h	27	57	102	64	65	19
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	1	1	1	4	1	1
Mvmt Flow	29	61	110	69	70	20
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.7	8.5	7.6
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	61%	32%	0%
Vol Thru, %	39%	0%	77%
Vol Right, %	0%	68%	23%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	166	84	84
LT Vol	102	27	0
Through Vol	64	0	65
RT Vol	0	57	19
Lane Flow Rate	178	90	90
Geometry Grp	1	1	1
Degree of Util (X)	0.212	0.105	0.102
Departure Headway (Hd)	4.267	4.171	4.076
Convergence, Y/N	Yes	Yes	Yes
Cap	834	864	863
Service Time	2.337	2.171	2.174
HCM Lane V/C Ratio	0.213	0.104	0.104
HCM Control Delay	8.5	7.7	7.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.8	0.4	0.3

HCM 6th TWSC
2: Madison Ave NE & Knechtel Way NE

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Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	14	228	2	25	320
Future Vol, veh/h	1	14	228	2	25	320
Conflicting Peds, #/hr	14	13	0	14	13	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	1	1	2	50	6	2
Mvmt Flow	1	17	278	2	30	390
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	757	306	0	0	294	0
Stage 1	293	-	-	-	-	-
Stage 2	464	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.16	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.254	-
Pot Cap-1 Maneuver	377	736	-	-	1245	-
Stage 1	759	-	-	-	-	-
Stage 2	635	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	356	717	-	-	1228	-
Mov Cap-2 Maneuver	356	-	-	-	-	-
Stage 1	749	-	-	-	-	-
Stage 2	607	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	10.5	0	0.6			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	672	1228	-	
HCM Lane V/C Ratio	-	-	0.027	0.025	-	
HCM Control Delay (s)	-	-	10.5	8	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-	

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	1	8	3	2	1	12	51	3	1	68	10
Future Vol, veh/h	4	1	8	3	2	1	12	51	3	1	68	10
Conflicting Peds, #/hr	9	0	12	6	0	3	12	0	6	3	0	9
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	1	1	1	1	1	1	1	2	1	1	2	1
Mvmt Flow	5	1	11	4	3	1	16	69	4	1	92	14
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	227	224	123	228	229	86	118	0	0	79	0	0
Stage 1	113	113	-	109	109	-	-	-	-	-	-	-
Stage 2	114	111	-	119	120	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	730	677	931	729	672	976	1476	-	-	1526	-	-
Stage 1	894	804	-	899	807	-	-	-	-	-	-	-
Stage 2	893	805	-	888	798	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	706	657	910	701	653	962	1459	-	-	1517	-	-
Mov Cap-2 Maneuver	706	657	-	701	653	-	-	-	-	-	-	-
Stage 1	874	794	-	884	793	-	-	-	-	-	-	-
Stage 2	871	791	-	865	788	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	9.5		10.1		1.4		0.1					
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1459	-	-	814	716	1517	-	-				
HCM Lane V/C Ratio	0.011	-	-	0.022	0.011	0.001	-	-				
HCM Control Delay (s)	7.5	0	-	9.5	10.1	7.4	0	-				
HCM Lane LOS	A	A	-	A	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-				

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	75	47	37	42	22
Future Vol, veh/h	31	75	47	37	42	22
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	0.62
Heavy Vehicles, %	1	1	1	4	1	11
Mvmt Flow	50	121	76	60	68	35
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.1	8.4	7.8
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	56%	29%	0%
Vol Thru, %	44%	0%	66%
Vol Right, %	0%	71%	34%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	84	106	64
LT Vol	47	31	0
Through Vol	37	0	42
RT Vol	0	75	22
Lane Flow Rate	135	171	103
Geometry Grp	1	1	1
Degree of Util (X)	0.17	0.194	0.121
Departure Headway (Hd)	4.523	4.091	4.232
Convergence, Y/N	Yes	Yes	Yes
Cap	798	880	849
Service Time	2.523	2.104	2.248
HCM Lane V/C Ratio	0.169	0.194	0.121
HCM Control Delay	8.4	8.1	7.8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.6	0.7	0.4

HCM 6th TWSC
2: Madison Ave NE & Knechtel Way NE

Forecast 2026 PM Peak Hour With Project
02/23/2023

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	36	450	9	22	335
Future Vol, veh/h	8	36	450	9	22	335
Conflicting Peds, #/hr	22	17	0	22	17	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	9	40	506	10	25	376
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	981	550	0	0	538	0
Stage 1	533	-	-	-	-	-
Stage 2	448	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.11	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	278	537	-	-	1035	-
Stage 1	590	-	-	-	-	-
Stage 2	646	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	258	517	-	-	1013	-
Mov Cap-2 Maneuver	258	-	-	-	-	-
Stage 1	578	-	-	-	-	-
Stage 2	613	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	14.3	0	0.5			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	437	1013	-	
HCM Lane V/C Ratio	-	-	0.113	0.024	-	
HCM Control Delay (s)	-	-	14.3	8.6	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-	

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	1	17	2	3	3	11	88	4	2	75	4
Future Vol, veh/h	6	1	17	2	3	3	11	88	4	2	75	4
Conflicting Peds, #/hr	15	0	15	9	0	9	15	0	9	9	0	15
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	2	1
Mvmt Flow	7	1	21	2	4	4	14	109	5	2	93	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	274	266	126	275	266	136	113	0	0	123	0	0
Stage 1	115	115	-	149	149	-	-	-	-	-	-	-
Stage 2	159	151	-	126	117	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	680	641	927	679	641	915	1483	-	-	1470	-	-
Stage 1	892	802	-	856	776	-	-	-	-	-	-	-
Stage 2	846	774	-	880	801	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	649	619	901	642	619	894	1462	-	-	1457	-	-
Mov Cap-2 Maneuver	649	619	-	642	619	-	-	-	-	-	-	-
Stage 1	871	790	-	841	761	-	-	-	-	-	-	-
Stage 2	818	759	-	845	789	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.6		10.2		0.8		0.2	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1462	-	-	807	707	1457	-
HCM Lane V/C Ratio	0.009	-	-	0.037	0.014	0.002	-
HCM Control Delay (s)	7.5	0	-	9.6	10.2	7.5	0
HCM Lane LOS	A	A	-	A	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	28	57	102	66	66	19
Future Vol, veh/h	28	57	102	66	66	19
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	1	1	1	4	1	1
Mvmt Flow	30	61	110	71	71	20
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.7	8.5	7.7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	61%	33%	0%
Vol Thru, %	39%	0%	78%
Vol Right, %	0%	67%	22%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	168	85	85
LT Vol	102	28	0
Through Vol	66	0	66
RT Vol	0	57	19
Lane Flow Rate	181	91	91
Geometry Grp	1	1	1
Degree of Util (X)	0.214	0.106	0.104
Departure Headway (Hd)	4.269	4.185	4.082
Convergence, Y/N	Yes	Yes	Yes
Cap	833	862	863
Service Time	2.339	2.185	2.179
HCM Lane V/C Ratio	0.217	0.106	0.105
HCM Control Delay	8.5	7.7	7.7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.8	0.4	0.3

571 ERICKSEN APARTMENTS TRAFFIC IMPACT ANALYSIS

APPENDIX

LEFT TURN WARRANTS

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

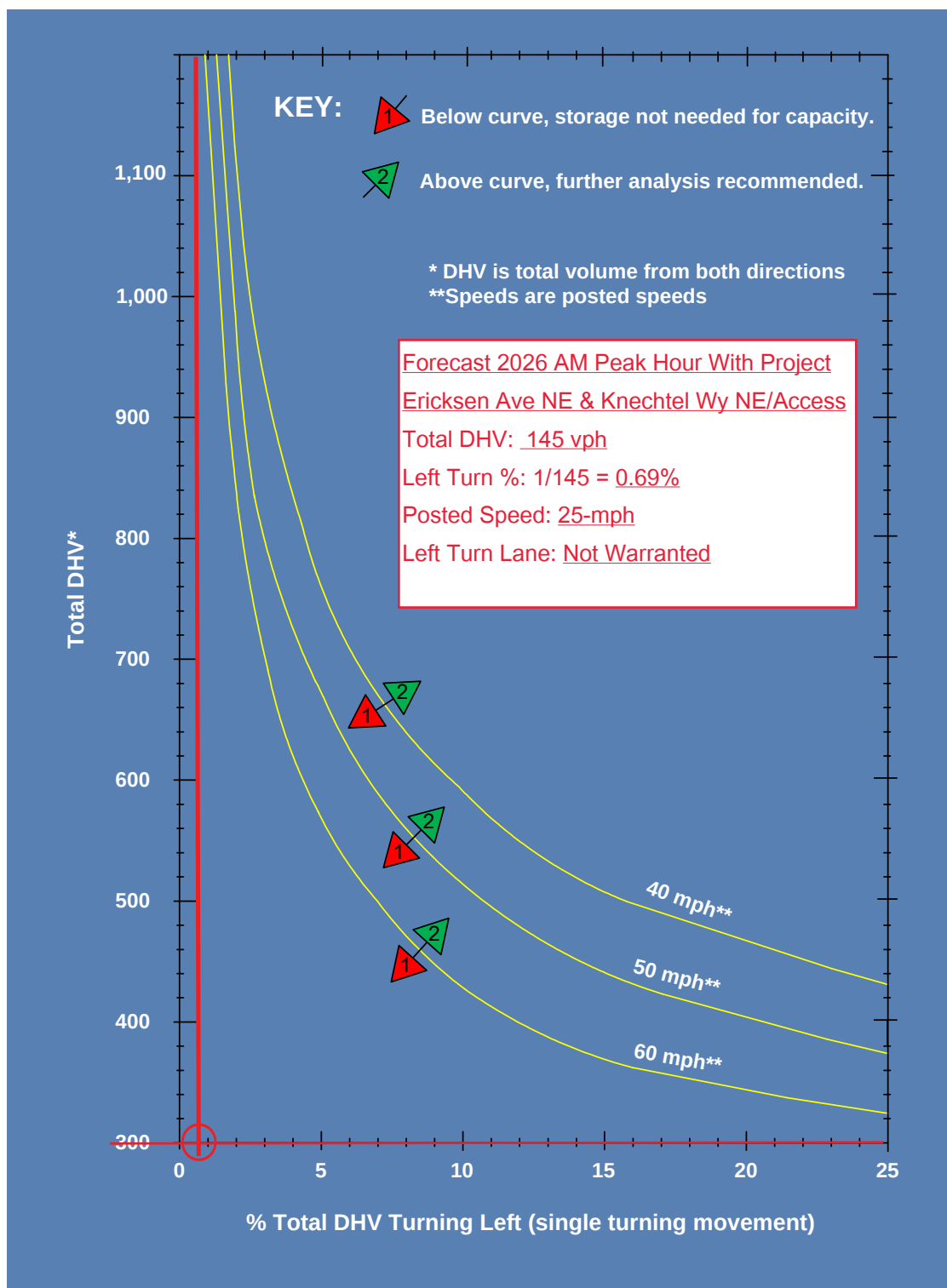
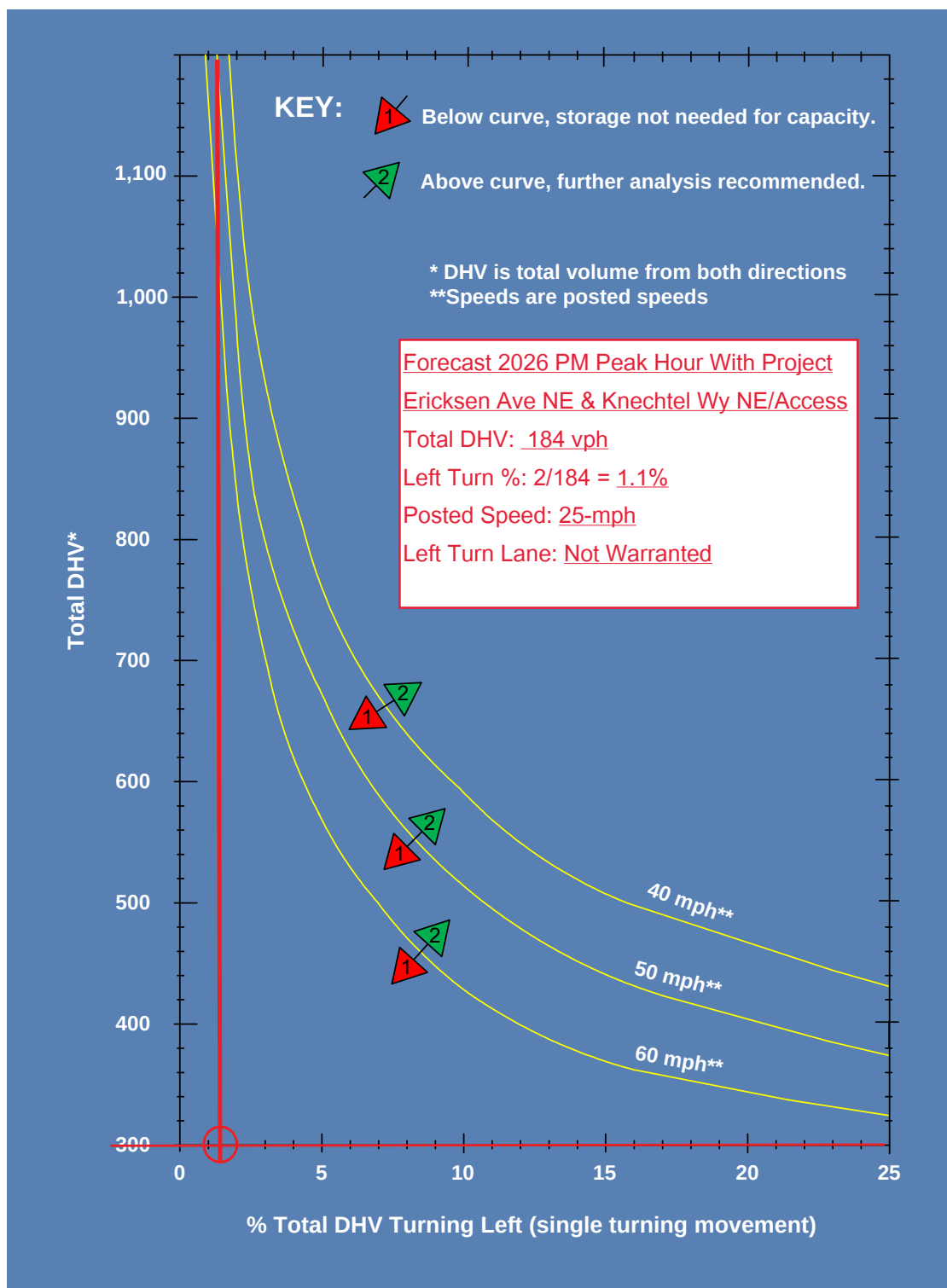


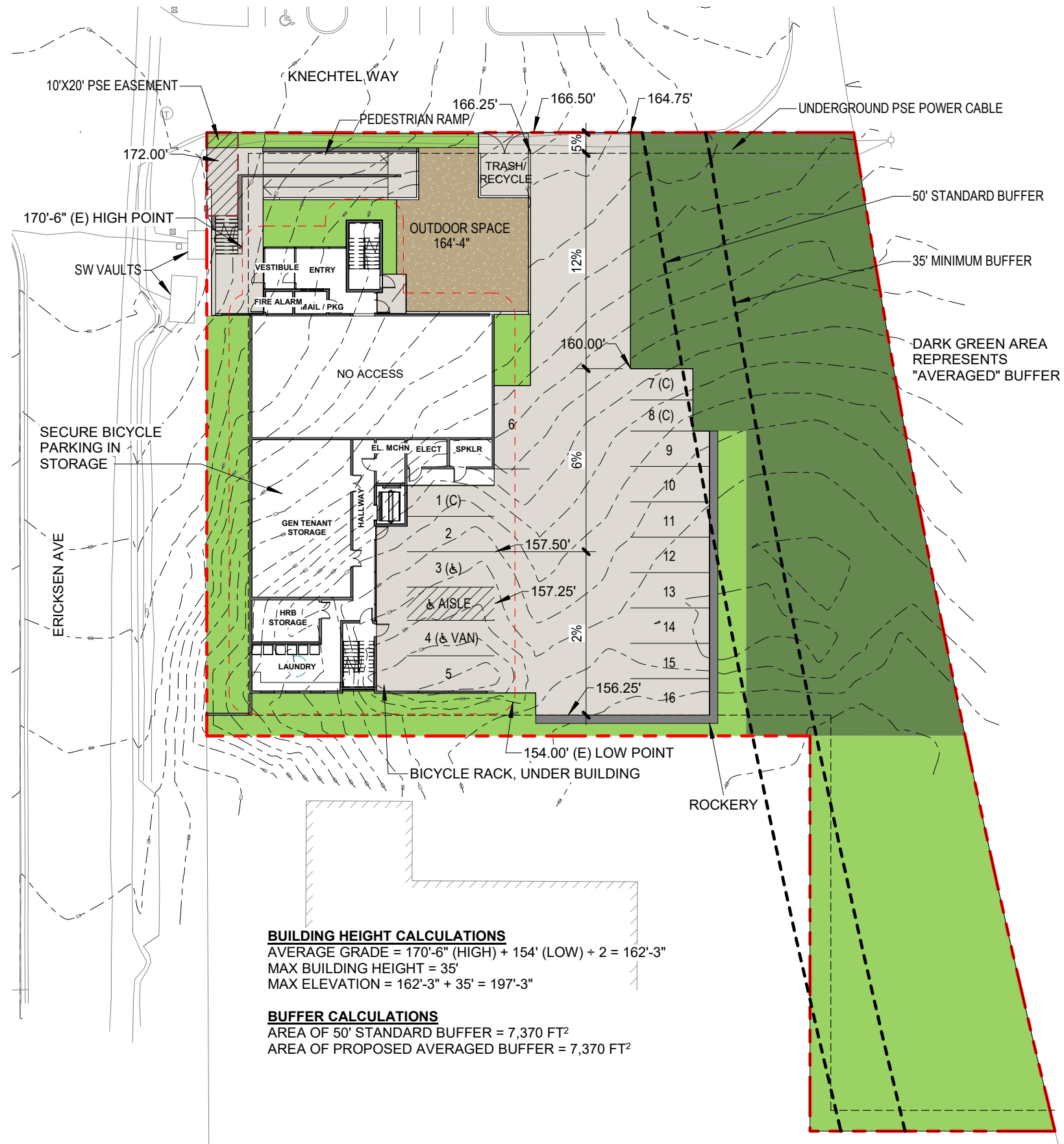
Exhibit 1310-7a Left-Turn Storage Guidelines: Two-Lane, Unsignalized



571 ERICKSEN APARTMENTS TRAFFIC IMPACT ANALYSIS

APPENDIX

SITE PLAN



BUILDING HEIGHT CALCULATIONS
 AVERAGE GRADE = 170'-6" (HIGH) + 154' (LOW) ÷ 2 = 162'-3"
 MAX BUILDING HEIGHT = 35'
 MAX ELEVATION = 162'-3" + 35' = 197'-3"

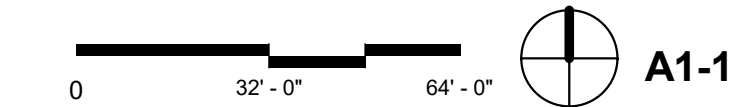
BUFFER CALCULATIONS
 AREA OF 50' STANDARD BUFFER = 7,370 FT²
 AREA OF PROPOSED AVERAGED BUFFER = 7,370 FT²

SITE PLAN

HRB ERICKSEN

ERICKSEN AVE
 BAINBRIDGE ISLAND

NO. DESCRIPTION DATE



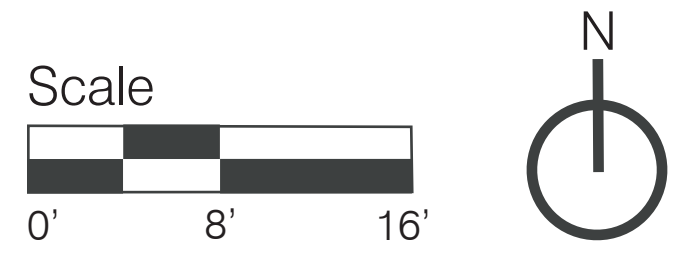
2/28/2023



571 Ericksen Apartments TIA
 82



- LEGEND**
- 1 - NEW CROSSWALK
 - 2 - GRAVEL SHOULDER
 - 3 - CONCRETE WALL
 - 4 - RAMP
 - 5 - COMMUNITY TERRACE (BENCHES, TABLES, BBQ)
 - 6 - LARGE EXISTING LANDMARK MAPLE
 - 7 - POTENTIAL RAIN GARDEN
 - 8 - EXISTING UTILITY VAULTS
 - 9 - TRASH & RECYCLING



HRB ERICKSEN - LANDSCAPE PLAN

L01



Design for Bainbridge Commercial / Multi-Family Housing Worksheet

PROJECT: Housing Resources Bainbridge / PLN52178

PROJECT ADDRESS or PARCEL: 26250220662002

DATE: 03/06/23

PROJECT PLANNER: Ellen Fairleigh

Design Review Board Meeting Dates: 04/18/22 DRB-CON; 02/06/23 DRB-DG;
03/06/23 DRB Final

Chapter 3

CONTEXT ANALYSIS

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

Context Analysis Complete:

	Met	Does Not Meet	Not Applicable
C1	☒	☐	☐
C2	☒	☐	☐
C3	☒	☐	☐
C4	☒	☐	☐
C5	☒	☐	☐
C6	☒	☐	☐

If marked Does Not Meet, additional information required:

Looking to understand a little more about C4 in the next presentation.



Design for Bainbridge Commercial / Multi-Family Housing Worksheet

Chapter 4

SITE DESIGN STANDARDS

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

Applicant Response – Site Design Standards S1 through S6:

S1 PROTECT AND REPAIR NATURAL SYSTEMS

Project site is currently vacant and has mixture of deciduous and evergreen trees. understory is natives mixed with invasives. Site drains towards SR305 ROW. Site design proposes to preserve existing vegetation within 50' roadside buffer. Nonnative vegetation will be removed. New plantings in other landscape areas will be predominately native plants.

S2 PRESERVE AND ENRICH WILDLIFE HABITAT

New plantings in other landscape areas will be predominately native wildlife friendly plants.

S3 RESPECT AND MAGNIFY UNIQUE ASPECTS OF SITE AND CONTEXT

The site doesn't have any specific attributes which make it unique. The key attribute is to preserve the wooded area along SR305. The building form reflects the mixed character of the neighborhood, which includes a mix of multi-family residential and larger commercial buildings.

S4 COMPLEMENT AND CONTRIBUTE TO THE BUILT ENVIRONMENT AND LOCAL IDENTITY

The proposed building footprint is compact and consistent with nearby buildings. The building is not directly adjacent to existing historic buildings which are located on lower part of Ericksen Avenue.

S5 FIT THE PROJECT INTO THE SYSTEMS OF ACCESS AND MOVEMENT,



Design for Bainbridge Commercial / Multi-Family Housing Worksheet

PRIORITIZING PEDESTRIANS AND BICYCLES

The project site is not served by sidewalks (there are none on the east side of the street). The proposed site design will locate the project entry nearest to the NW corner allowing a new pedestrian crossing to the sidewalk on the west side of the street. Vehicle access will be from side street minimizing visibility of parking and pedestrian conflicts.

S6 SUPPORT AND CONTRIBUTE TO A VIBRANT PUBLIC REALM

The primary outdoor spaces are located adjacent to the building entry near the corner. This will be visible from the public ROW, as will the outdoor spaces.

DRB Discussion - Site Design Standards S1 through S6:

DRB Findings – Site Design Standards:

	Met	Does Not Meet	Not Applicable
S1	☒	☐	☐
S2	☒	☐	☐
S3	☒	☐	☐
S4	☒	☐	☐
S5	☒	☐	☐
S6	☒	☐	☐



Design for Bainbridge Commercial / Multi-Family Housing Worksheet

Chapter 4

PUBLIC REALM STANDARDS

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

Applicant Response – Public Realm Standards P1 through P6:

- P1** CREATE A SAFE AND COMFORTABLE ENVIRONMENT FOR WALKING AND CYCLING

The project site is not served by sidewalks (there are none on the east side of the street). The proposed site design will locate the project entry nearest to the NW corner allowing a new pedestrian crossing to the sidewalk on the west side of the street. Vehicle access will be from side street minimizing visibility of parking and pedestrian conflicts. Bicycle parking will be provided adjacent to the front entry and under building at the rear.

- P2** MINIMIZE IMPACT OF VEHICLES ON THE PUBLIC REALM

Vehicle access will be from side street minimizing visibility of parking and pedestrian conflicts.

- P3** DESIGN TO SUPPORT A LEGIBLE HIERARCHY OF PUBLIC SPACES

The primary outdoor spaces are located adjacent to the building entry near the corner. This will be visible from the public ROW, as will the outdoor spaces.

- P4** STRENGTHEN PUBLIC SPACE CONNECTIONS

The primary outdoor spaces are located adjacent to the building entry near the corner. This will be visible from the public ROW, as will the outdoor spaces.

- P5** DRAW FROM AND ENHANCE EXISTING BLOCK PATTERNS

Project will maintain frontage pattern along Ericksen Avenue.



Design for Bainbridge Commercial / Multi-Family Housing Worksheet

P6 FOSTER INTEREST AND ACTIVITY ALONG COMMERCIAL STREETS

Street is not a commercial street and is predominantly residential in character.

DRB Discussion - Public Realm Standards P1 through P6:

Check that the lobby roof is not visible from pedestrian sidewalk.

DRB Findings – Public Realm Standards:

	Met	Does Not Meet	Not Applicable
P1	☒	☐	☐
P2	☒	☐	☐
P3	☒	☐	☐
P4	☒	☐	☐
P5	☒	☐	☐
P6	☒	☐	☐



Design for Bainbridge Commercial / Multi-Family Housing Worksheet

Chapter 4

BUILDING DESIGN STANDARDS

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

Applicant Response – Building Design Standards B1 through B5:

B1 EXPRESS A CLEAR ORGANIZING ARCHITECTURAL CONCEPT

The building form is situated to create public open space adjacent to the main entry, located adjacent to the site pedestrian access at the corner. The façade facing the street is articulated with residential balconies and a clear rhythm of fenestration reflecting the internal organization of the building. The massing at the NW corner is broken into additional forms to signify the entry foyer and primary building stairway. The rear of the building mirrors the street facing façade and is elevated above the parking to provide covered access into the building. The south façade is visually split into two parts by the stairway to break up the scale of the building.

B2 USE AN ARCHITECTURAL LANGUAGE APPROPRIATE TO BAINBRIDGE ISLAND

The architectural language provides a varied palette of materials and textures to break up the building scale. The primary facades have repetitive bay expressing the rhythm of the residential units. The corner entry breaks up the scale of the larger building with smaller forms for the entry and stair. Overall the character is modern, but consistent with proportions and patterns along the varied character of the street.

B3 CREATE WELL COMPOSED FACADES AT ALL SCALES

The architectural language provides a varied palette of materials and textures to break up the building scale. The primary facades have repetitive bay expressing the rhythm of the residential units. The corner entry breaks up the scale of the larger building with smaller forms for the entry and stair. Overall the character is modern, but consistent with proportions and patterns along the varied character of the street.

B4 CELEBRATE AND PROMINENTLY FEATURE SUSTAINABLE DESIGN



Design for Bainbridge Commercial / Multi-Family Housing Worksheet

The key sustainability factors include building densely within walking distance to local services. Secondly the building form is compact with party wall construction reducing heat loss. The roof will be solar ready and has beneficial solar exposure. All units will receive south light. The project will comply with HDDP innovative site development requirements.

B5 USE HIGH QUALITY MATERIALS AND WELL-CRAFTED DETAILS

The building will utilize durable low maintenance materials. Additionally, a limited amount of natural finishes will be employed at key exterior features, such as the entry lobby and unit balconies.

DRB Discussion - Building Design Standards B1 through B5:

DRB Findings – Building Design Standards:

	Met	Does Not Meet	Not Applicable
B1	☒	☐	☐
B2	☒	☐	☐
B3	☒	☐	☐
B4	☒	☐	☐
B5	☒	☐	☐



Design for Bainbridge Commercial / Multi-Family Housing Worksheet

Chapter 4

LANDSCAPE STANDARDS

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

Applicant Response - Landscape Standards L1 through L6:

- L1** INTEGRATE THE LANDSCAPE CONCEPT TO COMPLEMENT THE ARCHITECTURAL CONCEPTS

Site and landscape design has been integrated with the forms of the building, including stair tower, covered awnings, and glass entry to create a seamless transition from indoor to outdoor space at the northwest, most public and visible corner. The site steps, ramps, walls, small entry plaza, and play area, and proposed ornamental trees at the northwest corner compliment the structure which will take up a good portion of the project site. Street trees and a linear stormwater feature will complement the linear nature of the building parallel to Ericksen Ave.

- L2** SUPPORT THE PUBLIC REALM WITH THE LANDSCAPE DESIGN

The public realm for this project is primarily located at the northwest corner of the site where entry into the building occurs. There will be a small plaza on the corner that includes steps, ramps, walls, and planters that accommodate a grade change. Included in this transition space will be a small play area for children that live in this building. The streetscape along Ericksen will be improved, primarily with plants and street trees since no sidewalk is required along the east side of Ericksen Ave.

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

Sustainable features in the landscape will include the use of native plants and regionally adapted plants that use less water. Irrigation systems will utilize drip technology, primarily for the establishment of plants. Permeable pavers will be considered for various pedestrian spaces if soils indicate that is possible. Stormwater may be integrated into the landscape design as a visual and auditory feature (more below).

- L4** INTEGRATE AND HIGHLIGHT GREEN INFRASTRUCTURE PRACTICES



Design for Bainbridge Commercial / Multi-Family Housing Worksheet

Some of the planting beds could potentially be used for stormwater management. A rain garden adjacent to the parking lot will treat dirty stormwater. A tank under the parking lot will slowly release clean water (from the roof and non-vehicular surfaces) to the swale along Highway 305 per the Civil engineer. Stormwater will potentially be utilized as a landscape feature on the west side of the project between the building and Ericksen Ave. Water from the roof may be conveyed down a linear, cobble-lined swale before being sent to the storage tank under the parking lot.

L5 SUPPORT HEALTHY HABITAT IN THE LANDSCAPE

Plants selected for the landscape will be native to the Puget Sound region or regionally adapted species, providing benefits to the urban ecology. All plants in the large Highway 305 buffer will be native, including large trees, that will benefit the canopy and wildlife corridor that exists along the highway. This vegetation will provide shelter or food source for insects and birds. An example would be Oregon grape- a tough plant whose flowers provide for pollinators such as bees, moths, butterflies and hummingbirds and whose fruit, which lasts into winter, provides food for birds and small mammals.

L6 PRESERVE AND ENHANCE IMPORTANT VIEWS AND VIEW CORRIDORS

Views within the site are limited due to the mass of the building relative to the size of the site. There will be views from the building including: 1) east into the forested canopy of the Highway 305 buffer that is being enhanced, 2) west down the Knechtel road corridor, and 3) north and south down the Ericksen Avenue road corridor. These view corridors will not be impacted by proposed changes to the landscape as the street frontage is not proposed to be changed (gravel shoulder and no sidewalk on the east side of Ericksen Ave). Street trees along Ericksen will be set back from the road shoulder in a linear planter and reinforce the view corridor down Erickson.

DRB Discussion – Landscape Standards L1 through L6:

DRB Findings – Landscape Standards:

	Met	Does Not Meet	Not Applicable
L1	☒	☐	☐
L2	☒	☐	☐
L3	☒	☐	☐
L4	☒	☐	☐
L5	☒	☐	☐
L6	☒	☐	☐



Design for Bainbridge Commercial / Multi-Family Housing Worksheet

Chapter 5

STREET TYPES AND FRONTAGES

Street Types	Check all that apply
State Route	☒
Main Street	☐
Neighborhood Main Street	☐
Neighborhood Mixed Use	☒
Mixed Use Arterial	☐
Rural by Design	☐
Green Street	☐
Rural Green Street	☐
Frontage Types	Check all that apply
Linear / Storefront	☐
Landscape	☒
Plaza	☐
Forecourt	☒
Stoop / Terrace	☐
Vegetated Buffer	☒
Parking	☐

Applicant Response – Street Types and Frontages:

The applicable street type is neighborhood mixed-use (Ericksen Avenue). The frontage currently has a bike lane. There are no sidewalks along the east side of Ericksen. The site design will include a generous landscape screen along the frontage. The project will enhance the varied character with its fenestration, exterior balconies, and corner public areas.

The project will comply with the landscape frontage type along Ericksen Avenue. The landscape will be a minimum of 10' plus landscaping within the ROW (between the property line and edge of paving).

The project will comply with the vegetated buffer frontage type along SR 305. The landscape will be a minimum of 35' (50' averaged) plus landscaping within the ROW (between the property line and edge of paving).

The project will comply with the forecourt frontage type along the Knechtel (unopened) ROW. The setback will exceed the minimum of 10'. The frontage will include paved areas, gardens and pedestrian facilities.

DRB Discussion – Street Types and Frontages:



Design for Bainbridge
**Commercial / Multi-Family Housing
Worksheet**

DRB Findings – Street Types and Frontages:

	Met	Does Not Meet	Not Applicable
Street Types	☒	☐	☐
Frontage Types	☒	☐	☐



Design for Bainbridge Commercial / Multi-Family Housing Worksheet

Chapter 7 LARGER SITES

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

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

Applicant Response - Larger Sites Standard 1 and 2:

Not Applicable

DRB Discussion - Larger Sites Standard 1 and 2:

DRB Findings - Larger Sites:

	Met	Does Not Meet	Not Applicable
Standard 1	☐	☐	☒
Standard 2	☐	☐	☒



Design for Bainbridge Commercial / Multi-Family Housing Worksheet

Chapter 7

HISTORIC PLACES

- STANDARD1** DESIGN THE SITE, BUILDING(s), AND LANDSCAPE TO BE COMPATIBLE WITH HISTORIC BUILDINGS WITHOUT DIRECTLY MIMICKING HISTORIC ARCHITECTURAL STYLES.
- STANDARD2** MAINTAIN THE HISTORIC INTEGRITY OF BUILDINGS OVER 50 YEARS OLD LISTED OR ELIGIBLE FOR THE NATIONAL OR LOCAL REGISTER OF HISTORIC PLACES.

Applicant Response – Historic Places Standards 1 and 2:

Not Applicable

DRB Discussion - Historic Places Standard 1 and 2:

DRB Findings - Historic Places:

	Met	Does Not Meet	Not Applicable
Standard 1	☐	☐	☒
Standard 2	☐	☐	☒



Design for Bainbridge Commercial / Multi-Family Housing Worksheet

Chapter 7 CIVIC USES

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

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

Applicant Response – Civic Uses Standards 1 and 2:

Not Applicable

DRB Discussion - Civic Uses Standard 1 and 2:

DRB Findings - Civic Uses:

	Met	Does Not Meet	Not Applicable
Standard 1	☐	☐	☒
Standard 2	☐	☐	☒



Design for Bainbridge Commercial / Multi-Family Housing Worksheet

This project is recommended for:

Approval: ☐

Approval with the following conditions: ☒

1. The DRB appreciates the environmental advantage to providing a raingarden as opposed to an underground storage tank to manage the effects of storm water runoff. A properly designed raingarden will recharge the ground water at a lower overall cost than a subterranean storage tank and will provide better infiltration to the vegetated buffer. However, raingardens are not allowed in vegetated buffers. Therefore, the applicant has requested that the SR 305 vegetated buffer be reduced to 25 feet from SR 305 so that a small portion of its rain garden can be placed between the surface lot and the vegetated buffer. Further the applicant is proposing the implementation of buffer averaging needed to achieve the surface area require to meet code minimum parking: the minimum depth of the buffer averaging approach is 35 feet from SR 305. The DRB is not in support of reducing the required 50 foot vegetated buffer along SR 305 to 25 feet as requested by the applicant. Rather, we are in support of a deminimus localized carve out of the vegetated buffer, that would be no less than 25 feet from SR 305, and be sized of the minimum length and width, representing less than 2% of the applicant's calculated buffer area of 11,833 sf, to handle the projected storm water flow. It is understood that, while the vegetated buffer will be replanted, new high and low story plantings will be placed more densely in the small area between this carve out and SR 305. The DRB requests that final design of the raingarden that meet the requirements above be submitted to the DRB when design is completed. 2. The DRB is in support of the applicants approach of "exceeding the minimum tree units required by placing a portion of the required trees within the SR 305 buffer." 3. The DRB encourages the applicant to look at alternative tones of white for the East side of the building such that the visual impact of the building from SR 305 is mitigated through the additional planting in the buffer and a less bright white.

Denial with the following deficiencies: ☐

SIGNATURE:

Chair, Design Review Board

DATE: 03/06/2023

Attn: Planning and Community Development
 From: Charles Wenzlau, Wenzlau Architects
 Jeff Bouma, Fischer Bouma Landscape Architects
 Date: February 6, 2023
 RE: HRB ERICKSEN – SITE PLAN REVIEW APPLICATION
 REQUEST FOR MODIFICATION OF SIGNIFICANT TREE REQUIREMENTS

We are requesting consideration of our request to modify the tree unit requirements per the process outlined in (BIMC 18.15.010.C). With this modification, the total proposed tree units will more than double minimum required for the entire project site, which includes a large buffer.

REQUESTED MODIFICATION: Allow new tree units exceeding 40 tree units/acre in the non-buffer area (developable area) to be installed in the roadway buffer area.

SITE INFORMATION

Project Area (developable aea not including Buffer):	0.39 acres
Project Area (buffer only):	0.27 acres
<u>Total Parcel Area:</u>	<u>0.66 acres</u>
Tree units Required:	27 t.u. (40 t.u./acre x 0.66 acres)
Proposed Tree units (non-buffer area):	16 t.u. (40 t.u./acre x 0.39 acres)
Tree units relocated from non-buffer area to buffer:	11 t.u. (27 minus 16)
<u>Proposed Tree units (buffer area):</u>	<u>47 t.u. (per BIMC code*)</u>
Total tree units proposed:	74 t.u. (112 tu/acre)

***Notes:**

1. The 47 proposed trees in the buffer were calculated according to the prescribed tree density for full screen planting in BIMC 18.15.010.D.4.a for a 50' wide buffer along the east property line length (11,806 SF).
2. The existing buffer trees and landmark tree units are additional to new tree units.

RESPONSE TO BIMC 18.15.010.C

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 prevent compliance with this section;

RESPONSE: The project site is a small infill site constrained by roadways on three sides. The site plan is required to provide a 50' Roadside Buffer adjacent to SR305. All trees will be protected within the buffer consistent with code. The presence of the buffer restricts the available remaining site area for parking and building footprint. Due to the area of disturbance, all existing trees within the non- buffer portion of the site will be replanted. Compliance with the code will result in overplanting the remaining landscape areas. The proposed planting will achieve 40 tree units per acre within the developed portion of the site. The buffer area will have new trees installed to augment the landscape screening and will exceed 40 tree units/acre. In total the site will exceed the minimum required.

- 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

RESPONSE: Compliance with the code will result in overplanting the developed (non- buffer) portion of the site. Strict adherence to the code would result in 11 additional trees and 69 tree units/acre within the non-buffer area (27 trees divided by 0.39 acres). The dense planting will compromise root health, growth habit and look unnatural.

- c. The special circumstances of the subject property are not the result of the actions of the applicant; and

RESPONSE: The project site is a small infill site constrained by roadways on three sides. The site plan is required to provide a 50' landscape buffer adjacent to SR305. The presence of the buffer restricts the available remaining site area for parking and building footprint.

- 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

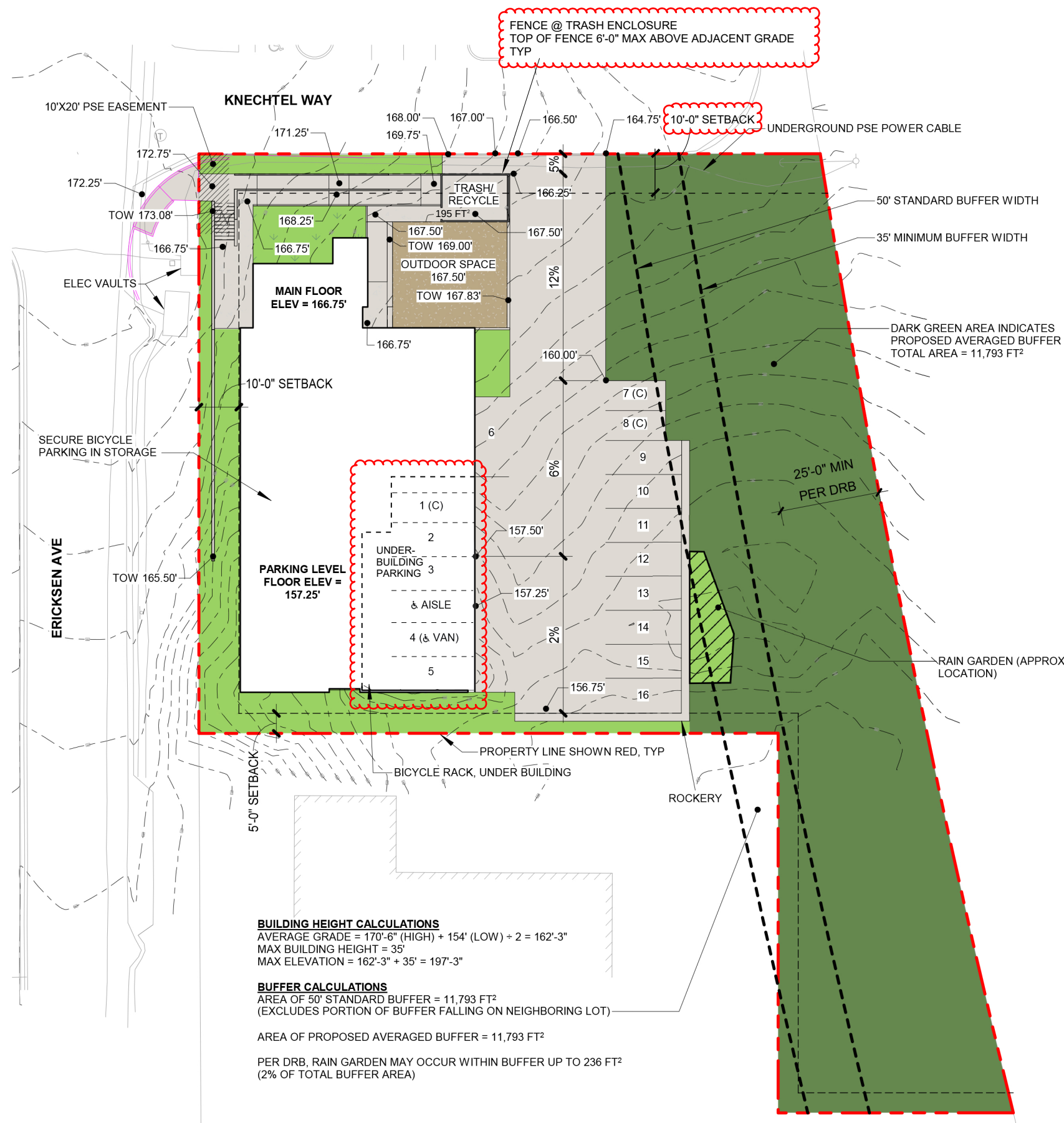
RESPONSE: *The proposed planting will meet the intent of the code to achieve 40 tree units/acre. The project will provide a direct community benefit due to it being 100% affordable housing.*

e. The modification is consistent with the purpose and intent of this chapter; and

RESPONSE: *The proposed planting will however achieve 40 tree units per acre within the developed portion of the site. The buffer area will have new trees installed to augment the landscape screening and will exceed 40 tree units/acre. In total the site will provide 74 tree units (112 tree units/acre) exceeding the minimum required.*

f. The site design incorporates the retention of other natural vegetation in consolidated locations that promotes the natural vegetated character of the site.

RESPONSE: *The site plan is required to provide a 50' landscape buffer adjacent to SR305. All trees will be protected within the buffer consistent with code.*



SITE PLAN

HRB ERICKSEN

ERICKSEN AVE
BAINBRIDGE ISLAND

NO. DESCRIPTION DATE



WENZLAU ARCHITECTS

7/22/2024

ERICKSEN COMMUNITY_HDDP ZONING SUMMARY

April 18, 2023

Site Address:	Ericksen Avenue, Bainbridge Island, WA #262502-2-066-2002
Lot Area:	28,750SF (0.66AC)
Zoning:	MUTC / Ericksen District
Surrounding Uses:	East: SR305 West: MUTC-Erickson: Multi-family North: MUTC-Erickson: Multi-family South: MUTC-Erickson: Multi-family
Proposed Uses:	Multi-Family Residential (100% affordable rental)
Lot Coverage:	Allowable: 35% 10,062SF (per BIMC) Proposed: 25% 7,000SF
Allowable FAR:	Mixed-Use: 25,875SF (.90) Equal to maximum Mixed-Use FAR per Table 18.12.030
Proposed FAR:	Residential 17,250SF (.60)
Affordable:	100% affordable units serve ≤ 60% AMI
Program:	(12) 1 BD units @ 450SF <u>(6) 3 BD units @ 950SF</u> 18 units
Parking:	6 spaces (12 units @.5/unit < 900sf within .5mi. of ferry terminal) 6 spaces (6 units @1/unit >900sf withing .5mi. of ferry terminal) <u>4 spaces (1 guest space/5 units)</u> 16 spaces
Height Limit:	35' (elevator penthouse allowed to exceed height limit)
Setbacks:	Front: 10' (Ericksen & SR305) Side: 5'
Landscape:	Roadside Buffers: SR305 50' (35' min. with proposed buffer averaging) Perimeter Landscape: N/A Tree Retention: 40 tree units/acre x .66AC =s 26.4 tree units
Critical Areas:	None per COBI Maps

HDDP CRITERIA

Density Incentives

- Built Green Certification
- 50% Affordable Housing (100% proposed)

Housing Diversity:

- Units less than 1600sf
- Min, 50% req'd. affordable units must serve > 60% AMI

Development Standard Incentives

- Residential Parking: .5 stall/unit
- Zoning Setbacks: Front Setback reduction: 15' to 10'
- Building Height: max per MUTC

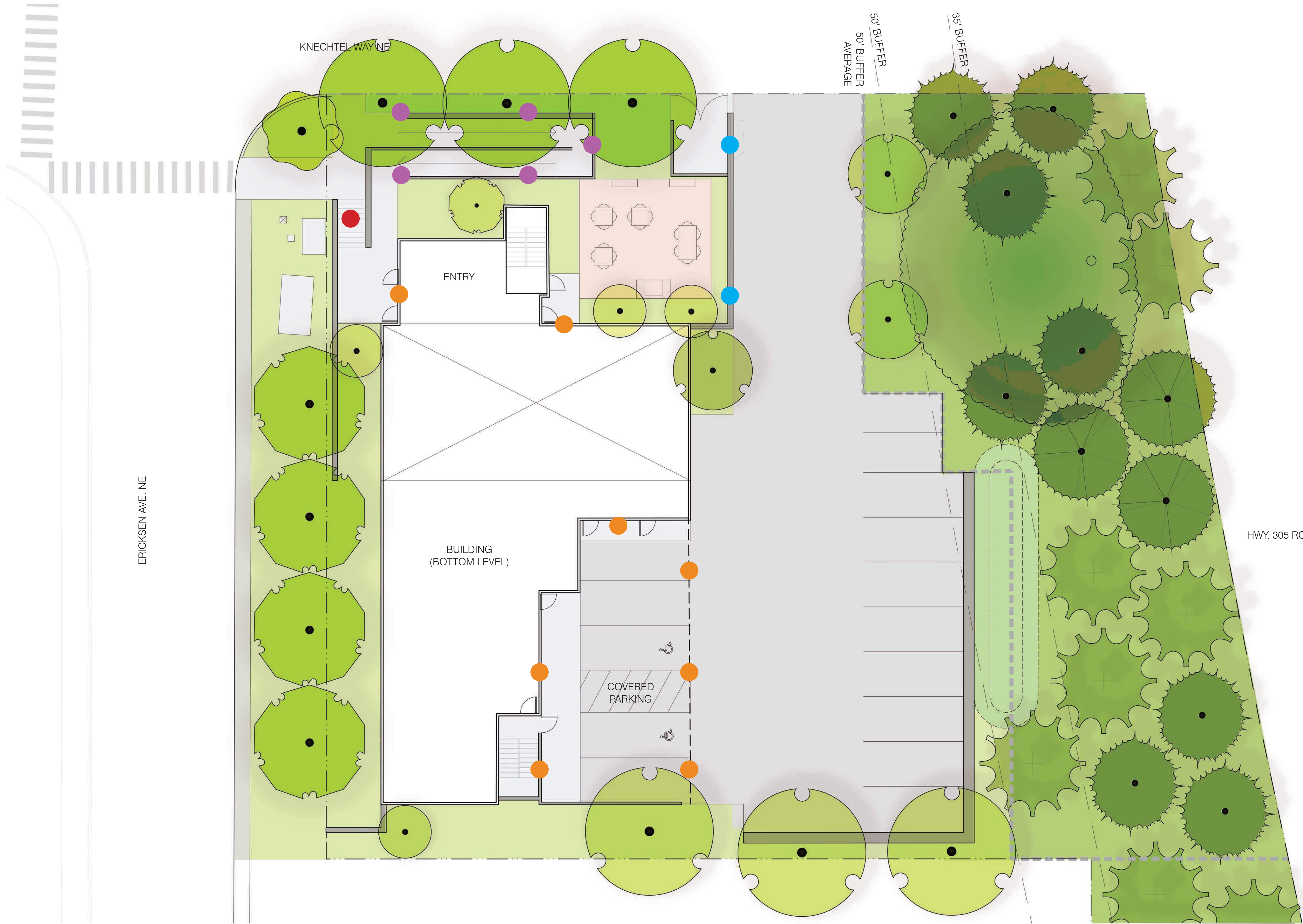
Innovative Building Design: Evergreen Sustainable Development

Innovative Site Development (optional for projects with 75% affordable housing)

- Water Quality & Conservation: none
- Landscaping & Open Space: Native or drought tolerant plants
- Common Open Space: none
- Transportation: EV charging (2 stalls), non-motorized facilities, covered bike parking

HDDP APPROVAL CRITERIA

- The applicant clearly demonstrates evaluation factors listed in subsection S.4 of this section as shown in the housing design demonstration project scoring system as evaluated by the planning department; **YES**
- The applicant has demonstrated how relief from specific development standards, including setback reductions, lot coverage and/or design guidelines, is needed to achieve the desired innovative design and the goals of this chapter; **FRONT SETBACK REDUCTION FROM 15' TO 10' IS REQUESTED TO ALLOW MINIMUM PARKING WIDTH AT REAR OF BUILDING. FULL SCREENING REQUIREMENTS WILL BE MET WITHIN REMAINING BUFFER WIDTH.**
- The project does not adversely impact existing public service levels for surrounding properties; **NO ADVERSE IMPACT**
- The project complies with all other portions of the BIMC, except as modified through this housing design demonstration project process; **YES**
- If a project will be phased, each phase of a proposed project must contain adequate infrastructure, open space, recreational facilities, landscaping and all other conditions of the project to stand alone if no other subsequent phases are developed; and **NOT APPLICABLE**
- The applicant is meeting required housing diversity standards. **YES**



LEGEND

POLE LIGHT
Bega - Edge Lit Symetric 84148



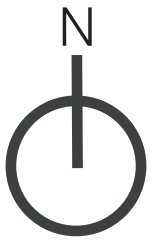
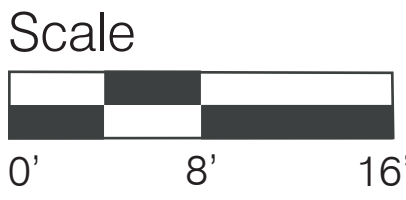
BOLLARD/PATH LIGHT
Bega - Asymetric 99058



STEP/WALL LIGHT
Bega - Recessed Directed 33054



EXTERIOR BUILDING LIGHT
Per Architect



HRB ERICKSEN - CONCEPT LIGHTING PLAN

L05

Attn: Planning and Community Development
From: Charles Wenzlau, Wenzlau Architects
Date: April 18, 2023
RE: ERICKSEN COMMUNITY (aka HRB Ericksen Affordable Housing) – PROJECT NARRATIVE

INTENDED USE OF THE LAND: The proposed use is to construct an 18 unit apartment building. All units will be permanently affordable consistent with CoBI affordability requirements. Unit types include 1 and 3 bedroom units.

PHASING: No phasing is proposed.

SEQUENCE AND TIMING: Project will begin as soon as building permits are approved.

PROPOSED LAND OWNERSHIP: The building will be owned by Housing Resources Bainbridge.

COMMERCIAL AND RESIDENTIAL COMPONENTS OF THE PROJECT: The project is 100% residential.

DECISION CRITERIA (BIMC 2.16.040 E):

- 1) The site plan and design is consistent with all applicable provisions of the BIMC, design guidelines, the comprehensive plan, and applicable subarea and master plans; and

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

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

RESPONSE: The project is designed to reflect recent development patterns in the neighborhood, enhances pedestrian movement and is consistent with Design for Bainbridge.

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

- a. The proposal conforms to current standards regarding domestic water supply and sewage disposal; or if the proposal is not to be served by public sewers, then the lot has sufficient area and soil, topographic and drainage characteristics to permit an on-site sewage disposal system; and

- b. If the health district recommends approval of the application with respect to those items in subsection F.3.a of this section, the health district shall so advise the director; and
- c. If the health district recommends disapproval of the application, it shall provide a written explanation to the director; and

RESPONSE: Project has received approval from district.

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

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

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

- a. The site plan and design conforms to regulations concerning drainage in Chapters [15.20](#) and [15.21](#) BIMC; and
- b. The site plan and design will not cause an undue burden on the drainage basin or water quality and will not unreasonably interfere with the use of properties downstream; and
- c. The streets, nonmotorized facilities, locations of the buildings, structures, and vehicular circulation systems as proposed align with and are otherwise coordinated with streets and nonmotorized facilities serving adjacent properties and are adequate, safe, efficient and consistent with the island-wide transportation plan; and
- d. If a traffic study shows that the proposed development will have an adverse impact on traffic, including nonmotorized traffic, the impact shall be mitigated as required by the city engineer; and
- e. If the site will rely on public water or sewer services, there is capacity in the water or sewer system (as applicable) to serve the site, and the required service(s) can be made available at the site; and
- f. The site plan and design conforms to the “City of Bainbridge Island Engineering Design and Construction Standards and Specifications,” unless the city engineer has approved a deviation from the standards; and

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

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

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

7. If the subject property contains a critical area or buffer, as defined in Chapter [16.20](#) BIMC, the site plan and design review permit conforms to all requirements of that chapter; and

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

8. If the subject property is within the shoreline jurisdiction, as defined in Chapter [16.12](#) BIMC, the site plan and design review permit conforms to all requirements of that chapter; and

RESPONSE: The project is not within the shoreline buffer.

9. If the applicant is providing privately owned open space and is requesting credit against dedications for park and recreation facilities required by BIMC [17.20.020](#).C, the requirements of BIMC [17.20.020](#).D have been met; and

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

10. The Bainbridge Island fire department has reviewed the application and determined that the site plan has been properly designed to ensure fire protection; and

RESPONSE: The project complies with all requirements from BIFD.

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

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

COMMUNITY PARTICIPATION MEETING: See COBI audio for meeting comments.

HDDP: The project will utilize the Housing Design Demonstration Program. The project is requesting the following zoning Development Standard Incentives; Residential Parking: .5 stall/unit for 1 bedroom units, Zoning Setbacks: Front Setback reduction: 15' to 10', and Building Height: max per MUTC.

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

EXISTING & PROPOSED TERMS: There is a PSE easement adjacent to Ericksen Avenue for electrical vaults.

LANDSCAPE: The site is required to provide a 50' roadside buffer along SR305. The site plan will utilize buffer averaging (35' minimum buffer width) to comply with buffer requirement. The applicant is requesting that a portion the proposed raingarden can be placed within the buffer width. The Design Review Board agreed that the raingarden may occur within the buffer so long as it is the minimum "carve out" necessary. The proposed rain garden will not require any tree removal.

The site plan is subject to tree unit requirements. The applicant has requested that a portion of the tree units be allowed to be planted within the SR 305 buffer. The rationale is that placing all of the required tree units within the non-buffer areas will result in over planting the site. The total site tree units (based upon new trees) will exceed minimum requirement.

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

REQUEST FOR DEVIATION FROM STANDARD: The project has requested relief from making a ROW dedication along the unopened Knechtel ROW. The rationale is the site is very constrained and existing pavement width is sufficient for access.

Attn: Paul Nyland PE, Engineering Manager
Dept. Of Public Works, Engineering
Re: HRB Ericksen PLN 15287
Request to Deviate from Road Standards
Date: November 14, 2022

The applicant is requesting 1) to open the Knechtel Way ROW (per BIMC 12.32) and 2) a deviation from the standard residential urban access for Knechtel Way ROW.

The existing vacant property is fronted by Ericksen Avenue to the west and Knechtel Way (unopened ROW) to the north. The applicant will be submitting a building permit application to construct a 21-unit multi-family apartment (see attached site plan). All residential units will be permanently affordable rental units. The site design intends to utilize Knechtel Way as the primary access. Pedestrian access will be from Ericksen Avenue.

At present the ROW width is 20', less than the City standard. The access is dead end and has no curbs or sidewalk facilities. The unopened ROW currently provides access to the commercial building (Eagle Harbor Dental) to the north. That site has head in parking along the access. The site survey (see attached) described the current conditions.

The applicant is requesting the deviation due to the constrained nature of the site. The 30' ROW standard would impact the available area for parking thereby reducing the potential number of units and associated public benefit.

The requested deviation is to modify the development standards as follows:

- 1) Maintain Knechtel Way ROW at its current width of 20'
- 2) Allow two points of access to accommodate accessible parking requirements.

We thank you for your consideration of this request.

Charlie Wenzlau

Charles Wenzlau AIA