

PROJECT REPORT

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

Project: Grow Community Site Plan Review

File number: SPR13551

To: Katharine Cook, Director

Date: March 1, 2012

Project Manager: Heather Beckmann
Associate Planner

Applicant: Bainbridge Community Development, LLC

Location: The project site is located south of Wyatt Way, east of Grow Avenue and north of Shephard Way NW.

Request: The applicant requests approval as a phased, Tier II Built Green 5 Housing Design Demonstration Project (HDDP) through the underlying site plan & design review land use permit. The applicant proposes a pedestrian-oriented, energy-efficient, multi-generational neighborhood comprised of a 131 residential units, a potential school and a community building on an eight-acre site that is currently developed with 20 residences. The proposed site design incorporates various amenities including internal public walking trails, pea patches, composting bins, art installation pieces, bike storage and park nodes.

The applicant is seeking approval of the site plan with portions of the design review to occur at a later date as an amendment to this site plan and design review or as a new site plan review application. The Design Review Board and staff reviewed the site plan and the design of the lofts, single family homes, cottages, age-in-place units and the attached rowhouses for compliance with the HDDP ordinance and the multifamily design guidelines.

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

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

Environmental Review: The project is subject to State Environmental Policy Act (SEPA) review as provided in Washington Administrative Code (WAC 197-11). Utilizing the optional DNS process provided in WAC 197-11-355, the City issued a combined Notice of Application/SEPA comment period on August 26, 2011. The 14-day comment period ended on September 9, 2011. A SEPA threshold determination will be made concurrently with the decision on the underlying application.

Recommendation:

Approval of the Grow project as a Tier II Built Green 5 Housing Design Demonstration Project through approval of the underlying site plan review and design (SPR) 13551 subject to the following conditions:

SEPA CONDITIONS:

1. A stormwater pollution Prevention Plan (SWPPP) is required prior to building and civil construction activities. Stormwater quality treatment, erosion and sedimentation control shall be designed in accordance with BIMC 15.20. The submittal documents shall be prepared by a civil engineer licensed in the State of Washington. The SWPP shall include off-street accommodation for construction vehicle parking.
2. A construction stormwater permit (NPDES) will be required prior to building permit issuance.
3. To ensure the survivability of the significant trees designated to be preserved, the applicant shall follow the recommendations as provided in 18.15.010.C.2.b:
 - i. An area of prohibited disturbance, generally corresponding to the dripline of the significant trees and/or tree canopy of tree stands shall be identified by the applicant and approved by the department before commencement of site plan preparation.
 - ii. A temporary four-foot high chain link or four-foot high plastic net fence shall delineate the area; and

- iii. No impervious surfaces, fill, excavation, vehicle operations, compaction, removal of native soil or storage of construction materials shall be permitted within the area defined by such fencing; and
 - iv. A rock well shall be constructed if the grade level around the tree is to be raised more than one foot. The inside diameter of the well shall be equal to the diameter of the dripline of the tree or tree canopy of tree stands; and
 - v. The grade level shall not be lowered within the larger of (a) the dripline of the tree, or the tree canopy of tree stands, or (b) the area recommended by a consulting arborist certified by the International Society of Arboriculture.
4. All construction activities are subject to noise regulations in BIMC Chapter 16.16.
5. To reduce the loss of affordable rental housing, the applicant shall continue to work with the renters by ensuring them the opportunity, subject to qualifications, to move into the new units before their rental homes are demolished.
6. To limit the impact on lighting, any proposed lighting shall comply with BIMC Chapter 15.34.
7. To ensure appropriate recreational opportunities, park nodes and associated facilities shall be created for each phase of development as indicated on the site plan (page 10A of the Site Plan packet).
8. To ensure the historical and cultural resources of the naval housing and the Grow Farm are documented, the applicant shall provide the final report titled “The Report of the History and Cultural Significance of the Site Being Developed as the Grow Community” prepared by Jon and Toby Quitslund to the Bainbridge Island Historical Museum. Prior to final inspection of the community building, the applicant shall indicate how the history of the site will be incorporated in the community building; examples include displaying the report and historical photographs.
9. To ensure historic and cultural resource preservation, a completed Washington State Historic Property Inventory Field Form shall be recorded with the State prior to the demolition of each building.
10. To reduce car dependency and mitigate the impacts of traffic, the applicant shall provide a car sharing program, electric charging stations and covered bicycle storage areas.
11. The applicant shall follow the phasing schedule to ensure that pedestrian connectivity is provided during each phase of the development.

NON-SEPA CONDITIONS:

12. All landscaping shall be installed, or a performance assurance device shall be submitted and approved, prior to final inspection of any building within the phase being constructed. The installation of landscaping shall be verified by the Landscape Professional or owner and a landscaping declaration shall be signed. The applicant shall provide a final landscape construction plan for each phase for review by staff, the Design Review Board, and the Director prior to issuance of the building permit for the units.
13. Landscape buffers shall be maintained with a maintenance assurance device for a period of three years. No vegetation within the buffers shall be disturbed without approval of the Department of Planning and Community Development through an approved clearing, grading or civil plan.
14. The development shall provide non-motorized public trail right-of-way easements for the trails as depicted in the site plan drawings, with the addition of an easement from the southeast corner of the site from Shepard through the Pavillion to Madison and an additional connection from Shepard through the site to Wyatt.
15. The applicant shall retain 30% of the significant trees on-site. Each phase of development shall submit a tree plan indicating the amount of significant trees proposed for retention and removal. If any retained significant trees are determined to be hazardous by a professional arborist, they may be removed after a replanting plan that follows the requirement options under BIMC 18.15.020.C.3.b has been approved by the Department of Planning and Community Development.
16. Any off-site location(s) for community solar arrays shall require a separate permit review and are not approved as part of this application.
17. Construction of any civil improvements and/or appropriate bonding shall occur prior to any building permits being issued for each phase of development. The improvements to be constructed with each phase of development shall be in substantial conformance to the Phasing Plans submitted by Browne Engineering, last revised 2/17/12, or as amended and approved to the satisfaction of the City Engineer.
18. The applicant shall submit civil construction plans prepared by a professional engineer for all roads, storm drainage facilities, sanitary sewer and water facilities and appurtenances. The civil construction design and phasing shall be in substantial conformance to the Utility Plan prepared by Brown Engineering, last revised 2/17/12, or as amended and approved to the satisfaction of the City Engineer.
19. Storm drainage facilities are to be maintained by the applicant. The applicant shall provide a declaration of covenant prior to final occupancy that guarantees that the system will be properly maintained. The covenant shall include language that will allow the City to inspect the system to ensure it is properly performing.

20. The downstream stormwater conveyance for the west drainage basin in Grow Avenue shall be improved to the satisfaction of the City Engineer during the plat utility permit review.
21. The 15 designated guest parking spaces shall have adequate 'guest parking' signage and the remaining 48 spaces for the school, temporary event and community building shall have signage that indicates that they are available for guest parking when not in use by the school, temporary events or the community building.
22. The applicant shall submit a report that analyzes the demand for guest parking spaces after the first three acres (phase 1 & 2) are constructed and prior to applying for building permits for the third phase of construction. The City shall analyze the report to determine the appropriate amount of guest parking spaces needed to meet the demands of the development.
23. Prior to the issuance of any building permits for the school, community building and apartment building, the applicant shall apply for an amendment or a new site plan review along with all required documentation, including but not limited to a traffic impact analysis and elevation plans. The plans shall be reviewed by City Staff, the DRB and the Planning Commission.
24. To address the requests of the Fire Marshal, the applicant shall install residential sprinklers to the units, as found necessary.
25. To address the requests of the Health District, the applicant shall submit building clearance for sewered properties, and binding water and sewer availability letters prior to issuance of a building permit for the residences. Additionally, any existing septic tanks must be pumped and a licensed well driller must decommission any existing wells.
26. During each phase of trail construction, the applicant shall install signage that indicates the trails are public at each entry point on the perimeter of the site.
27. Prior to applying for a demolition permit of the historic home located at 321 Wyatt Way, the applicant should provide a report determining its structural integrity. If the report finds that the house has integrity and can be relocated on-site, the applicant shall seek to maintain the home and incorporate it into the site. An amendment to the site plan will not be required to preserve this unit and any required associated parking.
28. Each phase of the project shall conform to the HDDP program criteria for housing diversity, innovative site development and innovative building design. Prior to the issuance of a building permit for each phase, the application will be reviewed for compliance with the following:
 - a. The dwelling units shall be at or below 1,600 square feet of floor area;
 - b. 20-30% water use reduction;

- c. 25-35% improved energy performance;
 - d. Innovative building design elements including alternative energy, energy efficiency, water efficiency, green building materials and accessibility;
 - e. HDDP Development standards related to Low Impact Development; the applicant shall allocate impervious surface coverage for each phase of development;
 - f. Landscaping, recreational opportunities, open space and transportation elements that substantially conform to the site plans, with the exception of the increased buffer between the Shepard parking lot and the neighboring residences;
 - g. Bicycle spaces provided at one for every five parking spaces;
 - h. Building permit applications, construction and final occupancy shall comply with the Built Green 5 certification provisions of BIMC 2.16.020.3.f;
 - i. Proof of ongoing certification with the Built Green building rating system shall be required during construction and project certification shall be completed prior to final occupancy.
29. Following the completion of each phase, Staff shall be able to access the site for tours no more than once every three months with permission and cooperation of the property owner.
30. Prior to building permit issuance where a building is proposed over property lines, the applicant shall have submitted, the City approved, and the applicant recorded with the Kitsap County Auditor a boundary line adjustment, aggregation, and/or subdivision.
31. Each building shall meet the height requirement and shall not exceed 40' above average existing grade.
32. Phase III of the site plan shall be revised to provide for a 20' full screen buffer between the Shepard parking lot and the adjacent right-of-way.
33. Parking space and aisle dimensions shall meet the design standards in BIMC 18.15.020.J. Spaces for compact cars shall not exceed 30% of the amount of spaces proposed for each phase.
34. Landscaped islands with raised curbs shall be provided to define the ends of parking aisles and indicate the pattern of circulation.
35. Internal walkways shall be surfaced with nonskid hard surfaces, meet accessibility requirements and be designed to provide a minimum of five feet of unobstructed width, unless required to be greater to meet the Fire Marshal's requirements for emergency access, with the exception of the diagonal pathway connecting the site from the corner of

Grow and Wyatt which should range from eight to ten feet.

36. Each phase shall provide one covered bicycle space for every five parking spaces for the multifamily development for a minimum total of 28 spaces.
37. Pursuant to BIMC 15.08, the applicant shall apply for a permit for any regulated signs.
38. A building, grading and/or plat utility permit shall be obtained prior to commencing any construction activities.
39. Prior to the issuance of any building permits, the project shall be reviewed for compliance with the lighting guidelines.
40. The public trails, street improvements and their associated easements shall be constructed and recorded in phases. The first phase of development shall include the construction and easements for a 5' bike lane and separated path along the Grow frontage, the public trail system connecting the Corner of Grow and Wyatt through the Pavillion to Madison Avenue and a path of connectivity from Shepard to the portion of the trail that goes through the Pavillion to Madison. Phase II shall include the construction of a new 5' wide bike lane, curb, gutter and sidewalk from the corner of Grow and Wyatt to the east end of the row houses (approximately 300 linear feet) and the internal trails shown in phase I and II (3 acre portion of the site). Phase III (5 acre portion of the site) shall include the construction of the 5' wide bike lane, curb, gutter and sidewalk along Wyatt to the end of the project site, Shepard improvements including 10' of dedicated right-of-way, a publicly accessible pathway to connect Shepard to Wyatt in addition to the internal trails depicted in phase III.
41. Building permits for the succeeding phase of development will not be issued before the previous phase of public trails, street improvements and their associated easements are completed.

Staff Analysis:

I. FINDINGS OF FACT

1. Site Characteristics:

Tax Assessor Information:

- A. **Tax Lot Numbers:** 272502-4-026-2006, 272502-4-027-2005, 272502-4-028-2004, 4107-001-001-0001, 4107-001-001-0100, 4107-001-003-0009, 4107-001-003-0207, 4107-001-005-0007
 - B. **Owners of Record:** Bainbridge Community Development LLC
 - C. **Lot Size:** 8 acres or 348,480 square feet
 - D. **Land Use:** Residential.
2. **Terrain:** The property slopes gently to the southeast, with no steep slopes on the site.

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

II. HISTORY

1. A preapplication conference was held on May 31, 2011.
2. A public participation meeting was held on June 6, 2011.
3. The Design Review Board reviewed the project on June 6 and June 27, 2011.
4. This application was submitted on August 2, 2011.
5. The application was deemed complete on August 22, 2011.
6. The project was noticed on August 26, 2011.
7. The comment period ended on September 9, 2011.
8. The project was heard before the Design Review Board (DRB) on the following dates; September 12, September 19, October 3, November 29, 2011 and December 6, 2011.
9. The project was heard by the Planning Commission on February 9 and 23rd, 2012. The Commission recommended approval with conditions.

III. PHASING

The applicant has provided a phasing plan (Attachment A) for the construction of the units, infrastructure, utilities and various site amenities. The first and second phase of the project will be to sequentially develop the three-acre residential area in the north-west corner of the site, which contains street frontage at the intersection of Wyatt and Grow Avenue. The third phase of the project will include the development of the remaining five-acre north and south-east portion of the site.

Phase 1:

Demolition:	2 existing dwelling units fronting on Grow Avenue.
New Buildings:	4 dwelling units along Grow (identified as 1-4)*
Parking:	12 spaces of the new parking lot with an entrance on Grow.
Street Improvements:	5' bike lane and separated path along the Grow frontage.
Storm Drainage :	Improved drainage along Grow and two rain gardens to service the parking area.
Water Main Improvements:	New section of 8" water main in Grow for extension into Phase II.
Sewer:	New 8" sewer main in Grow.
Internal Trail Improvements:	Diagonal trail, beginning at the corner of Grow and Wyatt connecting to John Adams Lane and connection from Shepard to the diagonal trail.

* Unit #'s correspond with Sheet 9 of the Planning Commission Submission Packet (Attachment V).

Phase 1 Permits Required:

- Demolition permit;
- Building permits for new dwelling units that demonstrate compliance with zoning, SEPA, HDDP requirements and conditions of this site plan review application; and,
- Plat Utility Permit and ROW permit for all street and utility improvements.

Phase 2:

Demolition:	1 existing dwelling unit on Wyatt Avenue (westernmost)
New Buildings:	3 rowhouse dwelling units along Wyatt (24 units) and 15 single family homes*
Parking:	The remaining 46 spaces in the new parking lot with an entrance on Grow. A temporary turnaround will be provided for fire.
Street Improvements:	New 5'-wide bike lane, curb, gutter and sidewalk from the corner of Grow and Wyatt to the east end of the row houses (approximately 300 linear feet).
Storm Drainage:	Improved drainage along Wyatt and two new rain gardens to service the parking area.
Water Main Improvements:	New section of 8" water main in Wyatt from Grow to the east end of the row houses. Existing water services on Wyatt Way, will be connected to the proposed water main. The water main connected under Phase 1 will be extended to connect to the existing water main in John Adams Lane.
Sewer	New section of 8" sewer main connected in Phase 1 will be extended to serve the buildings in Phase 2.
Internal Trail Improvements:	Internal trails shown in Phase I and II (3 acre portion of site).

*Unit #'s correspond with Sheet 9 of the Planning Commission Submission Packet (Construction of units to occur in the following order):

1. 8-unit rowhouse at corner of Grow and Wyatt;
2. Unit #'s 5-7 and Unit #'s 8-12;
3. 11-unit and 5-unit rowhouses along Wyatt;
4. Unit #'s 13-15

Phase 2 Permits Required:

- Demolition permits (Or a permit to relocate the ‘pyramid house’ at 321 Wyatt Way);
- Building permits for new dwelling units demonstrating compliance with all zoning, SEPA, HDDP requirements and conditions of this site plan review application;
- ROW dedication for the roadway improvements;
- Plat Utility Permit and ROW permit for all street and utility improvements.

Phase 3:

Demolition:	16 existing dwellings along John Adams Way.
New Buildings:	92 dwelling units, including the two attached apartment buildings, the community building and school.
Parking:	To be determined. 142 spaces minimum are planned, depending on the results of the parking study.
Street Improvements:	Extension of the 5’-wide bike lane, curb, gutter and sidewalk along Wyatt to the end of the project site. Shepard Improvements including 10’ of dedicated right-of-way.
Storm Drainage:	Connections to the existing stormdrains and the construction of two raingardens along Wyatt to serve the school and parking lot.
Water Main Improvements:	New section of 8” water main along Wyatt will be extended to Madison Avenue. The existing water main in John Adams Lane will be disconnected between Shepard and Wyatt. The existing 4” main in Wyatt (east of Madison) will be connected to an 8” main out of the Island Homestead Apartments. The 6” main along Wyatt will be abandoned.
Internal Trail Improvements:	A publicly accessible pathway to connect Shepard to Wyatt in addition to the internal trails depicted in Phase III (5 acre portion of site).

Phase 3 Permits Required:

- Demolition permits;
- Major site plan review amendment or new application for the school, community building and apartment buildings with review by staff, the design review board and the Commission;

- Building permits for all new buildings demonstrating compliance with all zoning, SEPA, HDDP requirements and conditions of the site plan review amendment;
- ROW dedication for the roadway improvements, and Plat Utility Permit and ROW permit for all street, utility and internal trail improvements.

IV. PUBLIC/AGENCY COMMENT

1. Public Participation/Comment.

The site design for this application has gone through multiple iterations prior to the formal site plan and design review submittal. Two pre-application conferences and one public participation meeting were held between the City and the community. The applicant also held numerous public meetings, independent of any City requirements or involvement.

The Housing Design Demonstration Project (HDDP) program requires the applicant to participate in a community meeting and to consider input received from the public meeting in the proposal submitted for the pre-application conference. The applicant held their public participation meeting on June 6, 2011. The comments received from that meeting are attached (Attachment B).

Public comments were also received during the public commenting period relating to noticing of the application (August 26 – September 9, 2011). The following list provides a compilation and staff's review of some of their concerns. Individual comments received during the time the comment period and those received during the duration of the project and are also attached (Attachment C).

A. Parking Lot Location:

Comment: Concern over the visual impacts from the parking lot across the street from a four-plex on Shepard Way. Another commenter is located directly across from the site and does not want all the vehicular lights shining in her home. The commenter requested that the applicant construct a wall to reduce noise and visual intrusion.

Staff Response: The applicant proposed to buffer the parking lot along Shepard with a 10' screen of landscaping. Staff is requesting that the applicant provide a 20' full landscape buffer (Condition #28).

B. Trails:

Comment: The portion of the trail from Grow through Shepard Way by the Diner to Madison Avenue should have a minimum 10' public easement. The trails should provide signage to indicate they are public.

Staff Response: The applicant will provide pedestrian connectivity through the site and the Pavilion development on to Madison with a minimum width of ten feet. The applicant shall provide a recorded easement demonstrating the trails are public along with appropriate public trail signage (Conditions # 14 & 26).

C. SEPA:

Comment: SEPA only has a shelf life of 3 to 5 years and the SEPA will expire before the project is complete. Who will monitor phases to ensure compliance with SEPA regulations?

Staff Response: Site plan reviews expire after three years with an optional one year extension. SEPA conditions remain in effect for the duration of the site plan review project (Condition #1-38). Each phase is subject to the SEPA requirements of this project.

Comment: An EIS is needed to assess the environmental impacts of this proposal, specifically in regards to traffic and water.

Staff Response: Staff has found that the project does not require an EIS and that the project can be conditioned to address SEPA requirements (Conditions # 1-11).

D. Stormwater:

Comment: How will the stormwater be treated on-site? Which outfall will the stormwater utilize? General concern voiced over the handling of stormwater were also expressed.

Staff Response: Brown Engineering provided a utility report (Attachment D) that provides details on stormwater retention and treatment. Stormwater from paved surfaces will be treated by raingardens and filtration systems. The treated water will be outfallen to the Puget Sound in two separate locations. Water from the East drainage basin will flow through the Madison Avenue storm drain basin and outfall to Eagle Harbor. Water from the west drainage basin will flow along the Grow Avenue storm drain system and discharge to the Winslow Way drainage system to the West and finally, discharge into Eagle Harbor. The project has been conditioned to ensure proper treatment of the stormwater (Conditions # 1, 2, 17, 18, 19 & 20).

E. Trees:

Comment: How many significant trees will be removed and how many will be preserved?

Staff Response: There are 137 significant trees. Of those, 30% will be retained or approximately 41 trees.

F. Solar:

Comment: Where is the off-site location for the community solar array?

Staff Response: The off-site location(s) for community solar arrays have not been identified. Any such site would require a separate permit review (Condition # 16).

G. Community Impacts:

Comment: How is the City going to ensure that there isn't "urban blight" in our downtown core should the project fail? What steps will the City implement to avoid and/or mitigate negative impacts if the project fails?

Staff Response: The applicant proposes to develop in phases. Each phase will provide improvements to ensure that it can remain an attractive and livable neighborhood until adjacent housing is completed (Condition # 28).

H. Parking:

Comment: Parking seems very low for the amount of people estimated to reside at the project. There doesn't appear to be enough spaces for the residents and the guests.

Staff Response: Parking requirements and strategies are described in detail below and the project has been conditioned to address this comment (Condition #22).

I. Traffic:

Comment: Traffic created at the Wyatt intersection at peak AM and PM and ferry unloading and boarding times will impact circulation for the southern portion of the island.

Staff Response: The applicant submitted a Traffic Impact Analysis for the project that analyzed peak PM traffic. The City Engineer reviewed and approved the report (see below under Public Comment for a complete discussion on the matter).

J. Grow Avenue Improvements:

Comment: Grow improvements should follow the "Sea" street design. Sea street stands for Street Edge Alternatives (SEA Streets) and was a drainage project constructed at 2nd Avenue NW in Seattle. It involved the complete reconstruction of the street and its drainage system to reduce impervious area and install stormwater detention ponds.

Staff Response: The City's development engineer found that the "Sea" street project was designed for a residential roadway not a collector roadway. The use of traffic calming devices is appropriate in some cases for residential projects. They are not appropriate for the higher volumes experienced on a collector.

K. School Traffic Impacts:

Comment: Vehicular impacts of the school need to be calculated in a traffic study.

Staff Response: Traffic impacts resulting from the school will be reviewed as part of the Major Site Plan Review Amendment process and will require further traffic impact analysis (Condition #23).

2. Agency Comment.

A. Fire Marshal:

Comment: The Fire Marshal states that "although minimum access requirements are met in the northwest portion of the project, it is recommended that improved access be provided or residential sprinklers be installed" (Attachment E).

Staff Response: The applicant will be sprinkling the units as required to meet this condition (Condition #24).

B. Kitsap County Health District:

Comment: The Health District (Attachment F) requested the following: Building Clearance for sewer properties, binding water availability letter, sewer availability letter, any existing septic tanks must be pumped, a licensed well driller must decommission any existing wells.

Staff Response: The project has been conditioned (Condition #25) to meet this request.

C. Historic Preservation Commission:

Comment: The applicant met with the Historic Preservation Commission (HPC) at two HPC meetings. As a result of the conversations with the HPC, the applicant prepared historic property inventory (HPI) forms and a report on the history of the site.

Staff Response: SEPA requires an assessment of the property prepared by a qualified professional historian (Attachment G). An assessment was made in the form of a report (Attachment H) by Jon & Toby Quitslund (credentials attached I). The applicant shall provide the report to the Bainbridge Island Historic Museum, incorporate historic elements into the community building and record Washington State Historic Property Inventory Field Forms with the State.

D. Nonmotorized Transportation Advisory Committee:

Comment: The committee was interested in ADA compliance in regards to circulation onto and within the site, especially given the age-in-place units (Attachment J). They also suggested the applicants address improvements along Grow as a primary route for kids walking to schools.

Staff Response: The trails are conditioned to be ADA compliant and the improvements for Grow and Wyatt will provide an improvement to existing conditions for children walking to school.

E. Tribe:

Comment: The Suquamish Tribe did not have any concerns regarding cultural resources at this time (Attachment K).

F. Development Engineer:

Comment: The City's Development Engineer provided the following analysis to explain and address the impacts on traffic, transportation improvements, stormwater, water and the sewer system.

Traffic:

The City's Development Engineer reviewed the impacts from the proposed development on the existing street and utility systems, and also reviewed the improvements proposed to those systems that will mitigate potential impacts. Those improvements are documented in a series of traffic analysis reports, utility reports and preliminary civil design drawings included as attachments to the staff report. The information provided below relates primarily to the traffic generated by the project's proposed dwelling units that will be constructed in Phase 1, 2 and 3. As outlined in the section of this report

entitled “Phasing”, the school buildings and community center will be subjected to further review in the future as part of a major site plan amendment. At the City’s request, the applicant’s traffic engineer has submitted a brief preliminary summary of the potential traffic impacts associated with the future school and community center building (or other comparable uses). That summary states that the incorporation of those uses will not further degrade the operations at the nearby intersections due to differences in the peak hour from the residential component. However, the traffic impacts of these facilities have not been approved at this time and will need to be reviewed under the future amendment process.

Traffic Analysis:

To determine the impacts from the proposed development, the applicant provided traffic analysis reports that modeled potential traffic impacts with and without the project at several intersections in the project vicinity. The intersections identified with the greatest impacts are, Wyatt Way and Madison Avenue, and Wyatt Way and Grow Avenue. According to the City’s Island-wide Transportation Study, these intersections are expected to function at a Level of Service (LOS) D or better when modeled with future development projections.

The table included below shows the LOS projected at the impacted intersections in 2018 under three scenarios. The first scenario uses trip generation numbers as published in the Institute of Transportation Engineers (ITE) in its Trip Generation Manual. The ITE trip generation numbers reflect the number of trips that would typically be seen in a suburban development, without reasonable walking access to commercial areas, without regular bus service, and typically containing at least 2 parking spaces per unit. Using the ITE numbers the LOS at Wyatt and Madison goes to E with the proposed project. Under all of the scenarios, the LOS at Wyatt and Grow remains at LOS C.

The second scenario uses a 25% reduction in the ITE trip generation typically allowed for developments located in the Winslow Core area and further reductions of up to 15%. The 25% reduction is applicable due to the development’s exceptional proximity to commercial areas and transit. The additional reduction is proposed based on the design of the development, which encourages alternative modes of transportation (transit, biking and walking), limits the amount of parking to one per unit, incorporates car sharing, and locates that parking away from the dwelling units. More information on the proposed improvements to modes of alternative transportation are found in the next section of this analysis. Using the proposed reduction in ITE numbers, the LOS at Wyatt and Madison will remain at D with the proposed project. Under all of the scenarios, the LOS at Wyatt and Grow remains at LOS C.

The third scenario is the modeled condition without the project. Also included in the table for reference are the existing traffic conditions at the two intersections. In both cases, the Wyatt and Madison intersection and the Wyatt and Grow intersection remain at LOS D and C respectively.

As outlined above, the impacted intersections are adequate for the Grow Community Development, and therefore a certificate of concurrency was issued for the project. In the interest of the community, the staff requested that the applicant's traffic engineer identify which leg of the intersection failed under the first scenario (which does not include ITE reductions). The results of that analysis indicate that the failing leg of the intersection at Wyatt and Madison during the PM peak is the northbound movement. There is already a left turn lane and a thru lane on this leg of the intersection, which suggests that the movement has already been optimized as a 4-way stop controlled intersection. Future improvements to the LOS on this leg of the intersection would need to be corrected with signalization.

Grow Community Traffic Analysis Results

Intersection	2018 LOS Results						Scenario 3B: Existing	
	Scenario 1: ITE Analysis		Scenario 2: Grow Community		Scenario 3A: Without project			
	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
Wyatt Way & Madison Ave	E	36.2	D	34.4	D	32.2	D	28.6
Wyatt Way & Grow Ave	C	23.4	C	22.1	C	19.9	C	17.6

The above information is from applicant provided Traffic Analysis Report dated July 27, 2011 and subsequent memorandums dated September 23, 2011 and January 17, 2012.

Transportation Improvements:

The Grow Community Development will be making non-motorized vehicle improvements to Grow Avenue, Wyatt Way and Shepard Avenue. On Grow, where the development is adjacent to the roadway a five foot bike lane will be added onto the west side of the roadway. A four foot sidewalk separated from the roadway by a landscaped swale will also be added. On Wyatt Way a five foot wide bike lane, curb and gutter, and a five foot wide paved sidewalks will be added on the south side of Wyatt Way where the development is adjacent to the roadway. A five foot wide sidewalk, and curb and gutter will also be added on the north side of Shepard Way where it is adjacent to the development.

Interior roadways of the development will include drives for the parking areas, one driveway entrance is on Grow Avenue and one is on Sheppard Way. There will be a fire/school drop-off lane that will operate as a one way facility during school hours or special events. The fire/school lane will enter at Grow Avenue at the same location as the parking lot and exit onto Wyatt Way. One additional fire lane/pedestrian path will connect from Shepard Way north to the fire/school drop off lane. The site plan shows the

location of the roadways, sidewalks and paths. Plan Sheet C4 shows the roadway sections.

Stormwater:

The Grow Community Development intends to use a variety of techniques to collect, treat, and discharge stormwater across the site. As the site is within a quarter mile of the Puget Sound, and all runoff is directed to man-made conveyances, no detention is required on site. The engineering analysis identifies that the existing stormwater conveyance facilities downstream of the site are adequate for the stormwater that will be generated on-site.

The site is separated into the east and west drainage basins based on the final stormwater discharge locations, both of which will ultimately discharge to Eagle Harbor at different outfall locations. All stormwater from roadways will be filtered to remove pollutants through the use of raingardens, dispersion across vegetation, pervious pavement or stormfilter cartridge systems. The raingardens, pervious pavement and dispersion should reduce the total volume of stormwater discharged into Eagle Harbor through infiltration. The volume of reduction from the described methods is low to moderate due to the soils onsite – these soils have a low rate of infiltration.

The east drainage basin will discharge stormwater into the city's storm sewer conveyance starting at Shepard Way and flowing east to Madison. Pipes in Madison convey the stormwater south ultimately to an outfall to Eagle Harbor. The analysis shows that the system has the capacity to handle the stormwater from this basin.

The west drainage basin will discharge stormwater into the city's stormwater conveyance system that runs south along Grow Avenue then west along Winslow Way where it ultimately outfalls to Eagle Harbor. The analysis shows that the system has the capacity to handle the stormwater from the basin. Some of the culverts along Grow Avenue will be cleared of gravel and debris as part of the project work.

As a part of the scoring associated with the HDDP criteria, the project received two points for incorporating low impact development practices for the management of stormwater. The points were earned for treating more than 0.225" per square foot of impervious area proposed on the site. As outlined in the stormwater report drafted by the applicant's engineer, the total volume of treated stormwater is approximately 3,500 CF per week on average, over an impervious area of approximately 160,000 SF, which results in approximate treatment of 0.26" per square foot.

Water:

The Grow Community development is within, and will be served by the City's Winslow water system. The City has adequate water availability for the development as is evidenced by the 2006 Water Comprehensive Plan, which identifies the projected growth rate for the Winslow area (3.8%) as significantly higher than observed (less than 1% per

year). As such, water rights and resource availability are significantly within capacity, and capital improvements identified in the Plan have been scaled back accordingly to meet current and projected future needs. All new connections to the water system will require the payment of participation fees, which will significantly contribute to the utility's operations and maintenance fund, as well as fund reserves for future capital improvements.

The development will connect to the existing water main in Grow Avenue and run new water lines to the development. A new water line will be installed along Wyatt Way from Grow to Madison Avenue to serve the project, and existing services will be re-connected to this main at no additional cost to the customers. A fire flow evaluation was completed to ensure that improvements and changes to the water system will not degrade fire flow to the surrounding community.

Sewer System:

The Grow Community development will utilize the City's sewer system. The City has adequate capacity for the development, which is within the sewer service area. The development will add and replace sewer pipes within the development area, and along the Grow Avenue frontage. Services have been placed so there is adequate spacing for maintenance and repair. All new connections to the sewer system will require the payment of participation fees, which will significantly contribute to the utility's operations and maintenance fund, as well as fund reserves for future capital improvements.

3. Design Review Board.

The Design Review Board (DRB) reviewed the application at seven different meetings in 2011. The first two meetings occurred on June 6 and June 27, 2011 during the pre-application phase and the remaining five meetings occurred on September 12, September 19, October 3, November 28 and December 5, 2011 during the site plan review phase. Their review was three-fold: to assess the innovative site development points, review the proposal for consistency with the multifamily design guidelines and to make general site and building design recommendations. The attached matrix (Attachment M) provides a compilation of the comments received from the DRB at the various meetings. A copy of the approved meeting minutes are also attached (Attachment N). Some of the requests from the DRB have been added as conditions of approval for this project (Conditions # 12, 16, 22, 23 & 27).

In short, as result of the review from the comments received at various DRB various meetings, the applicant revised the application to provide the protection of a strand of significant trees between the proposed row houses, to provide designated handicapped parking spaces along Wyatt, to replace the apartment building with attached row houses at the corner of Wyatt and Grow, to provide a guest parking demand study (see parking analysis below for more detail) and to analyze the potential of relocating and

incorporating one of the older residences on-site (see Historic Preservation Goal below for more detail).

4. Planning Commission.

The Planning Commission held public meetings on February 9th and 23rd, 2012 to review the proposed development and forward recommendation on the project to the Planning Director. During the February 9th meeting, the Commission discussed the project with the applicant and staff and took comments from the public. The Commission members agreed to submit additional written questions regarding the proposal to staff for response prior to the next meeting; these questions, along with responses from staff and the applicant, are attached to this report (Attachment V).

On the February 23rd Commission meeting, the discussion focused on the questions from the Commission, the applicants' requests and staffs' response. Staff proposed modifications to the conditions in regards to trees, trail width, trail construction timing, trail signage and trash receptacle location that have been reflected in the report. The Commission requested the applicant submit a report to the Commission once Phase I is completed, of which the applicant agreed to supply. The Commission unanimously recommended approval with conditions to the Director.

V. COMPREHENSIVE PLAN GOALS AND POLICIES

Summary: The Comprehensive Plan and the Winslow Master Plan target the "Winslow Master Plan Study Area" to accommodate 50% of future population growth, where urban infrastructure and facilities either exist or can be provided in an efficient manner. The Plan further states that the Winslow Master Plan Study Area is intended to contribute to a vibrant and pedestrian-oriented downtown where people want to live, work and shop. Higher density residential development in the Study Area is further intended to reduce reliance on the automobile and provide a diversity of housing choices.

Staff Response: The subject property is located within the Winslow Master Plan Study Area and is currently served by urban infrastructure and facilities, which will be upgraded as necessary to meet the needs of the project. As proposed, the development will be a pedestrian-oriented, energy efficient, multi-generational neighborhood comprised of 131 residential units, a community building and a school. To reduce reliance on the automobile and encourage pedestrian activity, the project will include a car sharing program and will provide pedestrian trails through the site, connecting to Madison Avenue. The project will also include multiple electric charging stations to further offset the impacts of automobile use.

1. Land Use Element

A. Winslow Residential Districts--Goal 7: The Urban Multifamily District is intended to provide for moderate to high-density residential development that may include some office and governmental uses.

Staff Response: The proposed project will provide moderate-to-high density residential development at a density of one unit per 2,660 square feet.

- i. **W 7.1** *Residential development within the Urban Multifamily District shall be served by public facilities and services normally associated with urban area development.*

Staff Response: The project is serviced by city water and sewer and is in close proximity to schools and a fire station.

- ii. **W 7.3** *Provide landscape buffers between any multifamily and existing single family homes.*

Staff Response: The project has been reviewed for compliance with the buffering requirements of the Code and has been conditioned accordingly.

- iii. **W7.4** *To ensure compatibility of multi-family development with adjacent uses and retain the scale of development in Winslow, land use regulations shall include design standards for building height, bulk, massing and articulation to promote a pedestrian scale and ensure adequate light, air and view corridor between lots; parking requirements, including location of parking; landscaping, including parking lots; lighting standards that prevent unnecessary glare on neighboring residential properties; location and screening of service areas, such as dumpsters; open space; pedestrian linkages between multi-family buildings and the street edge and adjacent properties.*

Staff Response: The Design Review Board and staff reviewed the project over the course of seven meetings to ensure compliance with the City's adopted design guidelines for multi-family development.

2. Housing Element

A. Historic Preservation-Goal 2: *Historic structures or places are an important feature of community design and should be preserved and enhanced.*

Staff Response: As discussed previously, the Historic Preservation Committee (HPC) reviewed the application and met with the applicant at two monthly HPC meetings. The HPC requested that the applicant complete a historic property inventory form and a report on the history and cultural significance of the site. The applicant generated these forms and the report. The project is conditioned to ensure that the cultural resources of the site are preserved through recording of the report at the Bainbridge Island Historical Museum and making it available at the proposed on-site community center and by requesting that the historic property inventory forms be completed and recorded with the Washington State Department of Archeology and Historic Preservation's Historic Property Inventory database (Condition # 8).

The Design Review Board also spoke to the historic resources on-site. They requested that the pyramid house located at 321 Wyatt Way be considered for preservation. With approval from the applicant, the project has been conditioned to meet this goal and the requests from the DRB (Condition #27).

3. Housing Element

A. **Goal 1:** *Promote and maintain a variety of housing choices to meet the needs of present and future Bainbridge Island resident's at all economic segments, and in all geographic areas in a way that is compatible with the character of the Island, and encourages more socioeconomic diversity.*

- i. **Housing Policy H 1.5:** *The City shall encourage innovative residential development types and zoning regulations that increase the variety of housing choices suitable to a range of household sizes and incomes in a way that is compatible with the character of existing neighborhoods. Examples of innovative approaches are cottage housing development, cluster housing development and accessory dwelling units.*

B. **Goal 3:** *Increase the supply of affordable multi-family housing each year through the year 2012.*

- i. **Housing Policy 3.1:** *The City shall encourage new multi-family housing in a variety of sizes in areas designated for such use in the Land Use Element. All developments are subject to Health District requirements for water and sewage disposal.*

Staff Response: This project is utilizing the Housing Design Development Program, which in alignment with the housing policies requires the use of innovative site development practices. The development also increases the variety of housing choices suitable to a range of household sizes and incomes in a way that is compatible with the character of existing neighborhoods by providing a variety of unit sizes and unit types.

The project will provide 131 new housing units, including small detached homes, townhomes, cottages, lofts and apartments. Home sizes will range from 710 square feet to a maximum of 1,565 square feet of floor area. While none of the homes will be mandated to serve income-qualified residents, the smaller unit size may result in housing that is more affordable relative to other housing choices on the island.

4. Nonmotorized Transportation Element

A. **Goal 1:** *Develop a non-motorized transportation system that effectively serves the needs of pedestrian, bicycle, and equestrian users and encourages non-motorized travel and provides a continuous network of attractive sidewalks, footpaths, multi-purpose trails, and bikeways throughout the Island that are also connected to regional systems.*

- i. Nonmotorized Policy 1.3: Locate and design bicycle facilities that effectively accommodate both commuters and recreational users. The system shall include separated bicycle pathways, on-road bicycle lanes, paved shoulders, and shared facilities.*
- ii. Nonmotorized Policy 1.8: Encourage non-motorized travel by recognizing existing informal and private pathways as part of the overall pedestrian and bicycle network. Efforts shall be made to formalize and make these connections public. Realignment of existing trails may be necessary to accommodate both trail access and private development.*

Staff Response: To conform to these nonmotorized goals and policies, the improvements proposed for Grow Avenue include a bicycle lane and a pedestrian trail. Improvements for Wyatt Way include a 10’ dedication of right-of-way, a sidewalk and a bicycle lane. Improvements for Shepard will include a portion of right-of-way dedication and a sidewalk. The proposed development will provide ADA compliant, publicly accessible trails through the development that provide continuous connection from the corner of Wyatt Way and Grow Avenue to Madison Avenue.

B. Goal 2: *Develop non-motorized design standards that provide safe and efficient access, encourage use and mobility, conform to State and Federal requirements, are responsive to the needs and character of the neighborhood and are sensitive to the natural environment.*

- i. Nonmotorized Policy 2.2 The use of color, texture, lighting, signage, and paving to designate non-motorized facilities and roadway crossings shall be incorporated into adopted design standards.*

Staff Response: The proposed internal pathways are conditioned to provide signage and lighting to conform to this nonmotorized policy (Condition # 14).

VI. LAND USE CODE ANALYSIS

1. BIMC 2.16.020(Q) Housing Design Demonstration Projects

A. Purpose and Goals

Code Summary: On August 12, 2009 the City Council passed Ordinance 2009-06 establishing the Housing Design Demonstration Project (HDDP) Program. The HDDP program is a three year pilot program, allowing the development of a limited number of projects, established to increase the variety of housing choices available to residents of all economic segments and encourage sustainable development through the use of development standard incentives.

The goals of this chapter are to encourage innovative building design in housing projects by increasing the housing supply and the choice of housing styles available in the

community, by promoting diversity in housing affordability and choice by encouraging smaller and more varied home sizes and mixes of income levels, and by promoting high quality design. An additional goal is to encourage the use of innovative site development practices and green building practices by encouraging the use of conservation design methods and principles such as, low impact development techniques, green building materials, water and energy conservation, and mitigation that offsets impacts to biodiversity. Two final goals are to help identify any zoning code amendments that are necessary to support the development of innovative housing choices on Bainbridge Island, and to identify effective incentives to encourage green building and low impact development standards. The demonstration projects developed under this chapter shall use innovative design and development techniques to achieve these goals.

Staff Response: The proposed project meets the purpose and the goals by providing a variety of housing choices to all economic segments, providing innovative building design and green building practices by implementing Built Green standards into the development, including the use of solar panels.

B. Applicability

Only properties located within the Winslow Study Area of the Winslow Master Plan and the Winslow Sanitary Sewer System Service Area can apply for the HDDP ordinance.

Staff Response: The project site is located in the Winslow Study Area of the Winslow Master Plan and the Winslow Sanitary Sewer System Service Area.

C. Review and Approval Process

Code Summary: Housing Design Demonstration Project applications are reviewed in accordance with BIMC 2.16.020(Q). Applicants proposing a demonstration project meet with City staff during the conceptual phase to discuss the goals and evaluation parameters of the proposed project. The applicant is required to participate in one or more community meetings, and to reflect input received from public meetings and the conceptual meeting in materials submitted for a preapplication conference. Subsequent to the preapplication conference, the applicant receives preliminary notification from the Director as to whether the proposal qualifies for participation in the HDDP program. An applicant may submit a land use application for a housing design demonstration project after completion of conceptual and preapplication review, and notification by the City the proposal qualifies for the HDDP program.

Staff Response: The applicant followed the process by receiving conceptual proposal review by the City, participating in a public participation meeting and a pre-application conference. The applicant submitted for a HDDP determination through the underlying site plan review application. The project is conditioned to meet the requirements of the HDDP at the time of building permit submittal.

D. Evaluation Method

Code Summary: The HDDP program utilizes a tiered quantitative evaluation method to link sustainable building goals. The program goals are scored in two areas: Housing Diversity and Innovative Site Development. The project must also provide Innovative Building Design Practices.

Staff Response: The applicant applied as a Tier II Green project. Tier II Green projects are either constructed as LEED platinum or Gold or as Built Green 5. The applicant proposed Built Green 5 and submitted a Built Green Checklist for each unit that has been reviewed by Evergreen to ensure compliance with Built Green Standards (Attachment P). In addition to constructing the units to Built Green 5 standards, the project must also provide at least the minimum points in Housing Diversity and Innovative Site Design and the project must provide Innovative Building Design. The matrix used to evaluate the project and a discussion of the points received is provided below (Attachment M). Staff, the Design Review Board, the Director and the City Engineer assessed the points.

a. BIMC 18.38.060, Housing Diversity Category: (requires a minimum 4 points)

Tier 2 Green projects limit the home size to a maximum of 1,600 square feet and require a minimum of four points in the affordable housing, unit size and unit type categories. In order to score a point in unit size or unit type, the project shall provide at least 10% of the total number of units in that range.

Staff Response: The proposed homes do not exceed 1,600 square feet of floor area and the projects received seven points, which exceeds the minimum four points required.

i. Unit Type: 4 points

The project is to provide a variety of unit types.

Staff Response: The proposed project provides many types of units including a variety of single family homes, apartments and attached rowhouses.

Unit Type	Number of Units	% of total	Points:
Rowhouse/Townhouse	33	25%	1
Single Family (including age-in-place & cottage*)	25	19%	1
Loft	16	12%	1
Apartment	57	43%	1

*The proposed cottage does not meet the cottage definition as found in the attached interpretation (Attachment W).

ii. Unit Sizes: 3 points

The project is required to include a variety of housing unit sizes that provide for a mix of income levels and family size.

Staff Response: Proposed units range in sizes from 710 square feet for the one bedroom apartments to 1,564 square feet for the single family home. None of the units exceed 1,600 square feet of floor area (Condition # 28).

Unit Size Range (sq ft)	Number of Units	% of total	Points:
600-800	50	38%	1
801-1000	18	14%	1
1001-1250	44	33%	1
1251-1500	8	6%	0
1501-1600	11	8%	0

iii. Affordable Housing: 0 points

Affordable units have to be available to the spectrum of income levels as defined in BIMC 18.21 and they shall remain affordable for 50 years.

Staff Response: None of the units are proposed to be designated as affordable housing, nor are they required to achieve the minimum points in housing diversity. The applicant has indicated that in alignment with the One Planet Principles, the rental and sale prices of some of the units will be below market rate.

Total Housing Diversity points: 7

b. Innovative Site Development: (requires a minimum 21 points)

Tier 2 Green projects must receive a minimum of 21 points in innovative site development by obtaining points in the areas of low impact development, landscaping, common open space, transportation and biodiversity offsets.

Staff Response: The project provides innovative site development that meets the minimum amount of required points by achieving 23 points.

i. Low Impact Development: 2 points

The project incorporates low impact development practices to infiltrate, evaporate or transpire rainwater, reducing the volume of runoff by 0.26” for each square foot of impervious area created.

ii. Landscaping: 3 points

The project will provide at least 60% native plants, will reduce potable water use for landscaping irrigation by 50% by using drought tolerant or low water consumption plants and private yard areas will provide less than 20% turf.

iii. Common Open Space: 12 points

The project provides 31% of the site as open space as park nodes and community gardens at 60 square feet per unit.

iv. Transportation: 6 points

The project creates and integrates internal and external non-motorized connections, provides walkways, separated paths and bike lanes within the Wyatt and Grow rights-of-way. The project also provides on-site car sharing program, electric charging stations and parking spaces for sub-compact vehicles.

v. Biodiversity Offsets: 0 points

No points earned, none required.

Total Innovative Site Development points: 23

c. Innovative Building Design

Staff Response: The project provides innovative building design which will be used to meet the 20-30% water use reduction and 25 to 35% improved energy performance as required for Tier II Green projects (Conditions #28). Staff used the Built Green 5 checklist to determine how these practices will be followed and the project is conditioned to provide a written evaluation to ensure prior to building permit issuance (Attachment P).

- i. Alternative Energy:** *The project utilizes, at least in part, alternative power and heat technologies including, but not limited to solar, passive solar, wind, and geothermal.*

Staff Response: In alignment with the Built Green 5 checklist, the proposed project utilizes alternative energy by providing photovoltaics both on and off-site. The projects goal is to provide a renewable energy source to meet net zero carbon buildings by 2020. The project will be reviewed for compliance with alternative energy prior to building permit issuance (Condition # 28).

- ii. Energy Efficiency:** *The project exceeds base energy efficiencies required by the Building Code by integrating energy efficient building design and appliances.*

Staff Response: In alignment with the Built Green 5 checklist, the proposed buildings are efficiently designed with airtight building envelopes and energy efficient lighting, appliances and heating systems. The project will be reviewed for compliance with energy efficiency prior to building permit issuance (Condition # 28).

- iii. **Water Efficiency:** *The project uses water efficiently by integrating low-flow water fixtures and/or water re-use systems (i.e. greywater for toilets, landscaping).*

Staff Response: In alignment with the Built Green 5 checklist, the proposed project is designed to efficiently use water. Low flow fixtures and water catchment will reduce water consumption in the buildings. The project will be reviewed for compliance with water efficiency prior to building permit issuance (Condition # 28).

- iv. **Green Building Materials:** *The project utilizes sustainable or 'green' building materials internally and externally.*

Staff Response: In alignment with the Built Green 5 checklist, the proposed project utilizes green building materials. The project will be reviewed for compliance with green building material usage prior to building permit issuance (Condition # 28).

- v. **Accessibility:** *The project design incorporates access for residents of all ages and mobility inside and outside the home.*

Staff Response: The project will include “age in place” designed homes and handicap accessible trails throughout the site. The accessible units will be reviewed for compliance with accessibility requirements prior to building permit issuance (Condition # 28). The trails/paths will be required to meet accessibility design requirements as part of the plat utility permit.

E. Approval Criteria

In addition to the decision criteria required by the underlying planning permit, an application for an innovative housing demonstration project may be approved if the following criteria are met:

- i. *The applicant clearly demonstrates evaluation factors listed in BIMC 2.16.020.Q.4 as evaluated by the Design Review Board and the Department of Planning & Community Development.*

Staff Response: The project has been reviewed by the Design Review Board and the Department of Planning and Community Development and is conditioned to comply with the housing diversity, use of innovative site development practices and innovative building design practices for each phase of development (Conditions # 28).

- ii. The applicant has demonstrated how relief from specific development standards, including setback reductions, lot coverage and/or design guidelines, is needed to achieve the desired innovative design and the goals of this chapter.*

Staff Response: The project is seeking to utilize the density bonus and relief from the setbacks, roadside buffers, approval to exceed the maximum height in the district by five feet and to modify the parking requirements. The relief granted will allow the project to increase the housing supply and choice of housing styles available in the community while promoting high quality design and open space in the form of garden patches, walking paths, park nodes and tree retention. Staff finds that the applicant has demonstrated that relief from the development standards is necessary to achieve the proposed development (Attachment Q).

- iii. The project is harmonious in design and appearance with the intended character and quality of development in the immediate vicinity of the subject property, and with the physical characteristics of the subject property.*

Staff Response: The project site is currently comprised of eight lots on eight acres and is developed with 20 detached units. The site is surrounded by a variety of residential and commercial uses. Residential uses include single family homes and attached condominiums and apartments bordering the project to the north, south and west. Commercial developments that include automotive care, a movie theatre and restaurants exist to the east.

The proposed project was designed as a community, with an internal focus that's also sensitive to the surrounding developments. The proposed single family homes along the eastern side of Grow will face the single family homes that border Grow's western side. The proposed attached units were placed along the busier thoroughfare of Wyatt Way. The massing of these attached units was reduced as a result of multiple reviews by the Design Review Board from a 30 unit apartment building to 24 units divided into three sections of rowhouses broken into clusters of eight, eleven and five units to make way for significant tree retention and the incorporation of trails between the units.

The site is relatively flat and not heavily wooded. In fact, the site does not contain any critical areas. In addition to the proposed residences, over 30% of the site will be designated as open space providing garden areas, park nodes, landscaping and significant tree retention.

- iv. The project does not adversely impact existing public service levels for surrounding properties.*

Staff Response: As conditioned, the development does not adversely impact the transportation, fire protection, water, sewage and storm drainage facilities for the surrounding properties. As conditioned, the project has been approved by the City Engineer and the Bainbridge Island Fire District. Where necessary, the project is conditioned to provide appropriate improvements, including both internal and external non-motorized pathways to promote the walkability of the site. See full description on public service levels under the Development Engineers discussion above.

- v. *The project complies with all other portions of the BIMC, except as modified through this Housing Design Demonstration Project process.*

Staff Response: The proposal complies with all applicable provisions of the Code, except as modified to further the goals of the Housing Design Demonstration Project program,

- vi. *If a project will be phased, each phase of a proposed project must contain adequate infrastructure, open space, recreational facilities, landscaping and all other conditions of the project to stand alone if no other subsequent phases are developed.*

Staff Response: Prior to the issuance of any building permits for each phase, that phase of the project will be reviewed to ensure that it contains adequate infrastructure, open space, recreational facilities, landscaping and all other conditions of the HDDP ordinance if no other subsequent phase is developed (Condition # 28).

For assurance, the applicant submitted a report from Browne Engineering analyzing the Low Impact Development Practices section of the HDDP and the proposed phasing of the project construction. The results of the evaluation (Attachment R) indicate that the stages of construction meet or exceed the HDDP LID score for the project.

The applicant also submitted open space calculations for each phase to ensure that adequate open space will be provided. The site will be conditioned to ensure that pedestrian connectivity to the Pavilion is secured for each phase of development as indicated on the plan or as revised based on site conditions (Condition #14).

- vii. *The applicant is meeting required housing diversity standards.*

Staff Response: The proposed homes do not exceed 1,600 square feet of floor area and the project is conditioned to meet the housing diversity standards at each phase of development.

F. Development Standard Incentives

The applicant may request that development standards from Titles 17 and 18 be modified as part of a housing design demonstration project. The city will review the request to modify development standards through the project review process outlined in BIMC 2.16.020.Q.3 and considered in relation to all required decision criteria. The following development standards may be modified:

i. Minimum lot dimensions and size.

Staff Response: The applicant has indicated they may utilize this in a future subdivision application.

ii. Maximum lot coverage.

Staff Response: The applicant is not requesting to increase lot coverage.

iii. Open Space.

Staff Response: The applicant proposes to provide 31.7% open space, however this development standard is not applicable, as it only applies to subdivisions.

iv. Residential Parking.

Staff Response: The applicant is requesting to modify the residential parking requirement and the request is described under the parking analysis below.

v. Commercial Parking.

Staff Response: Not applicable as no commercial use is being proposed.

vi. Setbacks. *Unless required for public safety purposes, such as sight distance, setbacks required BIMC Title18 in any district other than the Mixed-Use Town Center or the High School Road zoning district may be reduced as described below. Additional vegetative landscaping screen may be required by director when reducing setbacks. Front setback within project: 10 feet Rear setback within project: minimum of 5 feet Side setback within project: minimum of 5 feet*

Staff Response: The applicant is proposing to utilize the reduced setbacks of 10' front and 5' side and rear.

viii. Roadside Buffers. *A reduction in required roadside buffers will consider existing vegetation and the buffering provided by surrounding properties.*

Staff Response: The roadside buffers along Grow, Wyatt and Shepard are proposed to be reduced to 10'. Staff 's analysis of the request is provided below under the landscaping section of this report.

iv. Building Height. *Existing bonus height may be achieved as outlined below. Residential buildings in residential zones outside the Mixed-Use Town Center and High School Road districts may achieve the extra 5 feet in height provision of the applicable zoning district through the housing design demonstration project approval process for the underlying land use permit instead of a conditional use permit process.*

Staff Response: The applicant is requesting to modify the residential parking, setbacks, roadside buffers and building height. The city's review of the request to modify the standards is provided below under the zoning section of this report.

G. Density Bonus Incentives

Tier II Green projects may receive a density bonus of 1.5 times the base density.

Staff Response: The applicant will be utilizing this bonus. The city's review of the request is provided under the zoning section of this report.

H. Demonstration Project Site Visit

All demonstration projects completed under this chapter shall allow city staff to conduct occasional site tours. Staff may be able to tour the site no more than once every three month.

Staff Response: Staff shall be able to access the site with permission and cooperation of the property owner (Condition #29)

2. BIMC 16.20 Critical Areas

The site does not contain any designated critical areas as found in BIMC 16.20.

3. BIMC Title 18 Zoning

A. BIMC 18.09.020, R-14 Permitted Use Table:

Staff Response: Multifamily development and educational uses are a permitted principal use. Composting bins, raingardens, rainwater harvesting barrels and solar panels are a permitted accessory use.

B. BIMC 18.12.020-2, Standard Lot Dimensional Standards for Residential Zone Districts

- a. **Base Density.** *The density permitted is unit per 3,100 square feet of land.*

Staff Response: The lot area is eight acres or 348,480 square feet and without any density bonus, can be developed with 112 units. The site plan is proposed to be developed with 131 units at a density of one unit per 2,660 square feet or 16 units per acre. As provided in BIMC 2.16.020, a Housing Design Demonstration project may seek a density bonus to provide up to 1.5 times base density in the R-14 zoning district or 168 units. The proposal is to provide 131 units, which is 37 units less than the maximum bonus allowed as an HDDP project. Each phase of the plan will be reviewed for compliance with this regulation (Condition #28).

- b. **Maximum Lot Coverage.** *The maximum lot coverage by buildings is 40%.*

Staff Response: In the aggregate, the project is proposed to be developed at 25% lot coverage, or 15% below the maximum. Each phase is conditioned to comply with this regulation (Condition #28).

- c. **Minimum Setbacks.** *The minimum front yard setbacks are 25 feet, the side yards are 10 feet minimum with 20 feet total, and the rear yard is 19 feet for each story over two.*

Staff Response: The HDDP ordinance allows the following relief, of which the applicant is requesting to utilize: front setback within project: 10 feet, rear setback within project: minimum of 5 feet and side setback within project: minimum of 5 feet.

- d. **Maximum Building Height.** *The maximum building height in this district is 35 feet, except that buildings up to 40 feet may be allowed under a conditional use permit. BIMC 2.16.020 provides bonus height up to an additional five feet over the maximum building height for the zoning district through the HDDP approval process with the underlying land use permit instead of a conditional use permit.*

Staff Response: As provided in BIMC 18.38.080, the project is conditioned to limit building height to 40 feet for all development (Condition #31).

2. BIMC 18.15 Development Standards and Guidelines

A. BIMC 18.15.010: Landscaping and Screening

- a. **Significant Tree and Tree Stand Requirements.**

Staff Response: Pending the adoption of a new vegetation management tree retention ordinance, the city does not have tree retention standards applicable to this project. However, the applicant is proposing to protect 35.5%, or 48 of 135 of

the significant trees on-site. To analyze the conditions of the trees on site, the applicant provided a tree study from Katy Bigelow, Registered Consulting Arborist (Attachment S) and a tree plan (pg 28). Her report indicates that “for such a large site, there are very few trees”. There are a total of 135 significant trees on the eight acres. She specifically identified four trees to retain, which the applicant is retaining. There are a total of 48 trees to remain and 87 are proposed to be removed. The percentage to remain is 35.5%. The project is conditioned to maintain 35 % of the significant trees and to replace any that become diseased and/or die (Condition # 15). Ms. Bigelow also made specific recommendations to protect the trees during project development. The project is conditioned to ensure the protection of the trees during the construction stage by following the recommendations in the report and those provided in BIMC 18.15.010.B.3.b (Condition # 3).

b. Perimeter Landscape Requirements.

Perimeter landscape requirements are to provide a vegetated screen between uses or land use districts and to screen parking areas and structures located to public rights of way. The perimeter landscaping requirement is as follows:

R-8 and R-14 Multifamily Districts			
Single Family Residential	Partial screen	15'	10'
Urban Multifamily	Filtered Screen	15'	10'

Staff Response: The HDDP Ordinance allows for a reduction in roadside buffers. The single family partial, perimeter screen would apply to Wyatt Way and to Grow Avenue. The applicant is proposing a 10’ partial screen. Staff concurs that the relief allowed by the HDDP ordinance is appropriate along Grow Avenue and Wyatt.

The urban multifamily filtered screen would apply to the remaining perimeter of the site with the exception of the eastern side facing the Pavilion development. The applicant is proposing a 20’ screen on the south side of the proposed Grow parking lot, a 15’ screen on the western side of the Shepard parking lot and a 10’ screen on the south side of the Shepard parking lot. Staff concurs with the buffers proposed with the exception of the buffer for the parking lot facing Shepard. Due to the four-plex the lot faces and the fact that cars circle the lot, staff is conditioning the application to be revised to provide for a 20’ full screen buffer around the parking lot (Condition #32). The remaining portion of Shepard can continue to provide a 10’ filtered screen.

- c. **Street Frontage Requirements for Multifamily Development.** *In the R-14 zoning district, a roadside buffer a minimum of 20 feet is required along any rights of way.*

Staff Response: For this project, the roadside buffers along Grow, Wyatt and Shepard would require a minimum of a 20' partial screen. However, the HDDP ordinance allows relief to the buffer requirements. Discussion of the buffering along each street is analyzed under perimeter landscaping above.

- d. **Parking Lot Landscaping.**

Code Summary: Parking lot landscaping standards are specific to the R-14 zoning district and the proximity of the buildings and the parking lot to the public rights of way.

Staff Response: The site contains three parking lots. The parking lot along Wyatt and Grow are subject to the BIMC 18.15.010.F.2.c *Requirements for Parking Lots Located to the Side of Buildings and Adjacent to Public Rights-of-Way*. The parking lot located off of Shepard is subject to the BIMC 18.15.010.F.2.b *Requirement for Parking Lots Located in the Front of Buildings and Adjacent to Public Rights-of-Way standards*. Each parking lot will be reviewed for compliance with these standards at the time of building permit submittal (Condition #12).

- e. **Performance Assurance.**

Code Summary: Performance assurance is required to assure the city that the landscaping, required by this section, is properly installed, will become established and be adequately maintained. The required landscaping shall be installed prior to the issuance of a temporary certificate of occupancy for the project. A Washington landscape architect, Washington certified nursery professional or Washington certified landscaper shall submit a landscaping declaration to the department to verify installation in accordance with the approved plans.

Staff Response: The project is conditioned to meet this requirement during each phase of development (Condition #12).

- f. **Maintenance Assurance.**

Code Summary: The property owner shall replace any unhealthy or dead plant materials in conformance with the approved planting plan. A maintenance assurance device shall be required for a period of three years after acceptance by the city of the new planting or transplanting of vegetation to ensure proper installation, establishment, and maintenance.

Staff Response: The project is conditioned to meet this requirement during each phase of development (Condition #13).

B. BIMC 18.15.020 Parking and Loading

a. Number of Automobile Spaces Required, Residential.

Code Summary: For primary dwelling units located within single family residential zones, two spaces for each dwelling unit are required. Residential parking requirements may be reduced by 25% for dwelling units located within one-half to one mile radius of the ferry terminal district as provided in BIMC 18.15.020; the required number of parking spaces shall not be reduced below one space per dwelling unit. Parking may also be modified in accordance with the HDDP provisions of BIMC 2.16.020 to allow parking reductions as follows: One parking space for homes under 800 square feet in size; 1.5 parking spaces for homes 800-1,500 square feet in size and one parking space for homes under 800 square feet. All parking lots shall comply with the minimum requirements for handicapped accessible parking spaces as provided in BIMC 18.15.030.

Unit Type	Unit SF	Count	Parking Required/ unit	Total Parking Required
Family Home	1,564	11	2	22
Cottage	1,272	8	1.5	12
Age-in-place	1,112	6	1.5	9
Lofts	1,118	16	1.5	24
Townhouse	882	9	1.5	14
1-bedroom apartment	710	50	1	50
2 bedroom apartment	990-1060	31	1.5	47
Required before Ferry Parking Reduction			178	
Required with 25% Ferry Parking Reduction			134	
Proposed Parking for Other Uses				
Use			Parking Required	Parking Proposed
School			29	30
Community Building			0	3
Temporary Event			0	15

Total Spaces Provided (134 Residential Spaces Included):	163*	182**
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*Does not include guest parking requirements

**Does not include 3 handicap parking spaces along Wyatt Way which will be in the City's dedicated right-of-way.

Staff Response: In addition to the 182 spaces for the school, community building and residences, the applicant is formally proposing to designate 15 guest parking spaces, and the remaining spaces for the school, temporary event and guest parking spaces are conditioned to have adequate signage to indicate they are available for guest parking when not in use by the school, a temporary event or the community building (Condition # 21). It has been voiced by both the community and the DRB that this number is too low. For Phase I & II, the applicant will be providing .5 guest spaces per unit. To ensure that the appropriate amount of spaces is designated for the entire development, the applicant will be submitting a parking demand analysis after the second phase is constructed and prior to applying for building permits for the third phase of construction. (Condition # 22).

- b. Location of Spaces.** *Parking is encouraged to be located behind or to the side of buildings in accordance with 18.15.020.*

Staff Response: Spaces are behind, in front and to the side of buildings, depending on their orientation. Parking is proposed to be consolidated and located on the perimeter of the site. As opposed to providing individual drives for each unit, parking is consolidated into three parking lots, two for the residential use and one for the school use. The purpose of consolidating the parking areas is to allow areas for children and pedestrians to walk through the site without the possibility of vehicular interference.

According to the applicant, the location of the parking areas was a result of multiple public discussions. Some of the parking is located behind or to the side of buildings and are located on the same lot with the building they serve. The parking for the school is consolidated and located on the northeastern portion of the site. The intent is also such that the dependency on vehicles will be dampened by the distance between the residential units and the parking spaces.

- c. Design Standards.** *Space depth shall be measured exclusive of access drives, aisles and other physical obstructions.*

Staff Response: The proposed parking lots meet the design standards of BIMC 18.15.020.J. The project is conditioned to ensure compliance with these parking design standards at the time of building permit submittal (Condition #33).

C. BIMC 18.15.030 Mobility and Access

a. Circulation and Walkways.

Code Summary: The Code addresses safety, efficiency and the buffering of parking lots through landscaping. It also provides standards for pedestrian and internal walkways.

Staff Response: In compliance with the standards for circulation and walkways, the project is conditioned to provide landscaped islands with raised curbs to define the ends of parking aisles (Condition # 34).

Staff Response: In addition, the Code requires internal walkways to be surfaced with nonskid hard surfaces, meet accessibility requirements and be designed to provide a minimum of five feet of unobstructed width (Condition # 35).

b. Bicycle Facilities.

Code Summary: Bicycle facilities are required for multifamily developments at a minimum of one bicycle space for every five parking spaces for the multifamily development.

Staff Response: The proposed development supplies 200 parking spaces. Each parking lot provides covered, bicycle storage that can accommodate 20 bicycle spaces each, for a total of 60 spaces. Each phase of the project will be evaluated to ensure that the required amount of bicycle spaces is being provided during each phase of development (Condition # 36).

D. BIMC 18.15.040 Lighting.

a. General Standards

All outdoor lighting fixtures installed on private property shall comply with this chapter. The Code provides for general standards for outdoor lighting to prevent light trespass and pollution.

Staff Response: The project shall provide a lighting plan at building permit submittal and the project shall be reviewed for compliance with the lighting guidelines (Condition # 39).

E. BIMC 18.18.030 Specific Design Regulations and Guidelines

Multifamily development in the R-8 and R-14 zones shall comply with those regulations contained in “Design Guidelines for Multifamily”. The project was reviewed in regards to those guidelines at seven Design Review Board meetings. The design guidelines are specific to site and building design. Attached is the applicants response to each guideline (Attachment M), the minutes from each Design Review Board meeting (Attachment N) and a matrix of DRB comments(Attachment O). Each guideline and their descriptions are provided below along with staff’s response:

- a. Site Design/Maintaining Wooded Character:** *To soften new, more intensive development by preserving major existing trees within the interior of the site.*

Staff Response: The report from Katy Bigelow, Registered Consulting Arborist identified four major significant trees that should be retained within the site interior. The applicant is proposing to maintain those trees and 35% of the total significant trees on-site. Staff finds, as designed, the application meets this guideline.

- b. Site Design/Screening Surface Parking:** *Where surface parking lots are adjacent to single-family districts, there should be a planting strip of average of 25’ in width containing a full screen.*

Staff Response: The project does not front any single family residences, rather multifamily development. The proposed project provides a 10’ full screen blocking the surface parking area from the parking lot. Staff finds, as designed, the application is meeting this guideline.

- c. Site Design/Reducing the Visual Impact of Large Development:** *Large development projects should be divided into small parts by alleys, lanes, courtyards, passageways and landscape areas that separate and organize the configuration.*

Staff Response: Staff finds the project is designed into micro-neighborhoods defined by pathways and landscape areas. Staff finds, as designed, the application meets this guideline.

- d. Site Design/Pedestrian Connections and Open Space:** *Most of the common open space should be designed to allow residents to walk throughout the development and to any adjacent commercial or recreational areas.*

Staff Response: A pedestrian trail is proposed from the corner of Wyatt and Grow through the Pavilion development, to Madison Avenue. Along the trail, pedestrians will interact with pea patches, park nodes and art installations. Off the

main trail, other trails are provided to provide connectivity throughout the site. Staff finds, as designed, the application meets this guideline.

e. Site Design/Clustering to Provide Open Space:

Staff Response: This guideline is not applicable as it applies to parcels north of High School Road.

f. Building Design/Making Development Compatible: *All buildings, including accessory structures should incorporate pitched roof forms.*

Staff Response: The proposed detached, single family homes provide pitched roofs as well as the row houses along Wyatt. The multifamily apartments will be reviewed for compliance with this guideline through the subsequent site plan review amendment. Staff finds the proposed detached residences and rowhouses meet this design guideline.

g. Building Design/Encouraging Varied Details: *Residential dwellings should incorporate most of the following elements: front porches or stoops, bay windows or dormers, visible trim around windows and building corners and base articulation.*

Staff Response: The proposed residences include front stoops, a variety of material and color selections, and details at windows and corners. Staff finds the proposed residences meet this design guideline.

h. Building Design/Concealing Garages:

Staff Response: This guideline is not applicable as no garages are being proposed.

i. Building Design/Encourage Underground Parking:

Staff Response: This guideline is not applicable as underground parking is not proposed.

F. BIMC 2.16.040 Site Plans and Design Review

a. Applicability.

Site plan review is required when there is a change of use, where traffic, parking, noise or other impacts are greater than the impacts for the previously existing use, as determined by the director.

Staff Response: The project is subject to site plan review as the use of the proposed use of the property is from a single family to multifamily use.

b. Decision Criteria.

- i. *The site plan and design is in conformance with the Bainbridge Island Municipal Code, unless a standard has been modified as a Housing Design Demonstration Project pursuant to BIMC 2.16.020.*

Staff Response: As conditioned, the proposal complies with all applicable provisions of the Code as modified pursuant to 2.16.020, discussed under the land use code analysis of this report. The applicant has demonstrated that relief from the development standards in Title 18 Zoning are necessary to further the goals of the HDDP program (Attachment Q). Approval as a HDDP provides bonus density incentives, relief from setbacks, maximum height to go to 40', modifications to parking requirements and modification to roadside buffers.

- ii. *The location of the buildings and structures, open spaces, landscaping, pedestrian, bicycle and vehicular circulation systems are adequate, safe and efficient.*

Staff Response: The applicant specifically designed the location of the open space with safety in mind. In outreach meetings with the community, the applicant heard from attendees that they wanted an area for their children to play without the interference and possible danger of vehicles. As such, parking is proposed to be consolidated around the perimeter of the site, thus providing internal, unobstructed areas for pedestrian mobility. In addition, with the proposed parking located on the perimeter, the internal site provides open space comprised of park nodes and pea patches. Bicycle and vehicular circulation will be provided on the perimeter of the site, diagonally through the site to Madison Avenue and in between the micro-neighborhoods. Pedestrian safety is proposed to be achieved through sufficient lighting, signage and ADA designed accessible pathways.

- iii. *The proposal will be served by adequate public facilities including roads, transit, water, fire protection, sewage disposal facilities and storm drainage facilities.*

Staff Response: As conditioned, the existing and proposed infrastructure is adequate for the traffic impacts, fire protection, water, sewage disposal and storm drainage needs of the project as discussed under the land use code analysis of this report. As conditioned, the development has received approval from the Bainbridge Island Fire District and the City Engineer.

- iv. *The site plan and design is consistent with the design guidelines contained in BIMC 18.41 unless strict adherence to a guideline has been modified as a Housing Design Demonstration Project pursuant to BIMC 18.38.*

Staff Response: The proposed residential designs were reviewed against the multifamily design guidelines at seven Design Review Board meetings, with the exception of the two apartment buildings, the community building and the school. The applicant is seeking site design approval with building design for the school, community building and two apartment buildings to come forward for design review by the Board and the Commission at a later date through the appropriate planning permit application(s).

- v. *No harmful or unhealthful conditions are likely to result from the proposed site plan.*

Staff Response: No harmful or unhealthful conditions are likely to result from the proposed site plan. Infrastructure improvements will be provided to ensure that water, sewer and storm systems continue to operate without causing any harm. The project is also conditioned to comply with SEPA requirements to avoid or mitigate any potentially harmful impacts.

- vi. *The site plan and design is in conformance with the comprehensive plan and other applicable adopted community plans.*

Staff Response: As conditioned, the site plan and design is found to be in conformance with the Comprehensive Plan and other adopted community plans. The project provides a variety of housing within close proximity to downtown and the ferry and provides nonmotorized improvements and internal, publicly accessible pathways to encourage residents to utilize non-motorized transportation options for work, recreation and to patronize local businesses. The project also encourages the preservation of historic resources by the preparation and recording of historical documents to be made available for the community at large and the residents at the Bainbridge Island Historical Museum and the proposed community center.

- vii. *Property which contains a critical area as defined in BIMC 16.20 conforms to all requirements of that chapter.*

Staff Response: The subject property does not contain any critical areas.

VII. CONCLUSIONS

As conditioned, the proposed development is consistent with the Comprehensive Plan and the applicable standards of BIMC Chapter 18.09 Zoning, BIMC Chapter 2.16.020 Housing Design Demonstration Projects and BIMC Chapter 2.16.040 Site Plan Review.

Approval as HDDP as provided in BIMC 18.38 including approvals related to bonus density and modified development standards, shall expire if approvals of the underlying land use

permits shall expire if approvals of the underlying land use permits related to the site plan review expire.

A site plan and design review is valid for a period of three years from the written notice of the final decision, or the decision on an appeal, whichever is later. A single one-year extension may be granted by the director prior to the expiration date if the applicant can demonstrate that circumstance or conditions not known, or foreseeable, at the time of original application warrant an extension of the approval. The extension request must be received by the department no later than 30 days prior to the expiration of the approval.

VIII. ATTACHMENTS

- A. Phasing Plan
- B. Comments received at the public participation meeting
- C. Public comments received
- D. Utility Report from Brown Engineering
- E. Fire Marshal comment
- F. Health District comment received
- G. Historic Preservation Commission Comment
- H. Cultural Report from Jon and Toby Quitslund
- I. Jon Quitslund credentials
- J. Nonmotorized Transportation Advisory Committee comments
- K. Suquamish Tribe comments
- L. Development Engineers Comments
- M. DRB Matrix
- N. DRB Meeting minutes
- O. HDDP Matrix
- P. Evergreen Innovative Building Design
- Q. HDDP Relief Description from Marja
- R. LID Analysis for each phase by Browne Engineering
- S. Katy Bigelow Tree Assessment Report
- T. Applicant's Response to each Design Guideline
- U. Draft Temporary Easement
- V. Planning Commission Matrix